



Transportation Advisory Group

Paul Schultz - Chair, Heidi Becker - Vice Chair, Brian Bartel, Amanda Toronto, Blake Hayes, Jesse Wrice, Josh Hicks, Jonathan Miller

Meeting Agenda

March 31, 2026 | 6:30 PM

Convention & Visitor's Bureau, 191 McIntosh Trail

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Public Comment**
4. **Announcements**
5. **Presentations**
6. **Agenda Changes**
7. **Minutes**
 - A. March 10, 2026
8. **Old Agenda Items**
 - A. Shared-use path system master plan update
 - B. Village marking signs- review group suggestions
9. **New Agenda Items**
 - A. Requiring Motorized Cart Insurance
 - B. Path Pavement Rating & 2026 Proposed Paving
 - C. Street Pavement Rating & 2026 Proposed Paving
10. **Member/Staff Topics**
 - A. Upcoming TAG Meetings Dates
 1. April 14, 2026
 2. April 28, 2026
11. **Adjourn**

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This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, March 10, 2026
6:30 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, March 10, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:30 p.m. Others present were Brian Bartal, Amanda Toronto, Jesse Wrice, Josh Hicks, Heidi Becker, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Public Works Assistant Director DaMarcus Hunter, Graphic Designer Kevin Mras, and City Clerk Yasmin Julio also attended.

Pledge of Allegiance

Public Comment

A citizen asked about a dirt path from Franklin Place to Jamestown on the Everton side that people used, even though he was sure it was not an official path. Schultz told him that TAG was currently updating the path Master Plan and could look at that. Miller said it could be a power line access road, but they could put it on the Master Plan.

The citizen also asked about requiring tags on electric motorcycles and said he did not believe they were allowed on the paths. Schultz said an ordinance update now before Council banned vehicles rated to go more than 20 mph, regardless of what they were. The citizen thought they should make only pedal-assist vehicles legal.

Miller said it all came down to enforcement, and the revised ordinance spelled out what was legal and what was not. He explained that school resource officers would be deployed to patrol the paths during the summer.

Announcements

A. Updates on Local Transportation from other Municipalities

1. Fayette County Transportation Committee- Heidi Becker

Becker said the County Transportation Committee would meet again on April 7.

2. Senoia- Brian Bartal

Bartal reported there was not a lot going on transportation-wise in Senoia after a shakeup in city leadership.

3. Tyrone- Amanda Toronto

Toronto said Tyrone was having a public hearing on an annexation that week.

4. Fayetteville- Jesse Wrice

Wrice said the County was seeking volunteers for its 2050 Comprehensive Transportation Plan.

5. ARC- Josh Hicks

Money for pedestrian and bicycle projects had been allotted by the Atlanta Regional Commission (ARC), but Hicks said he did not know any details. He said they were also talking about a roundabout in north Fayette.

6. State of Georgia- Blake Hayes

The General Assembly had just passed crossover, which meant a bill had to have passed either in the House or Senate to be further considered. Hayes said House Bill 1465, a proposal to get rid of renewal decals, was still alive, as was House Bill 1166, which would remove all zoning requirements for secondary residences of less than 400 square feet. This could impact traffic if there was an influx of these auxiliary dwelling units (ADUs).

Presentations

Agenda Changes

Schultz said since the Communications staff had come in for a presentation, he thought they should change the agenda and let them go first. Toronto moved to revise the agenda to allow Communications to be first. Wrice seconded. Motion carried unanimously.

Minutes

A. February 24, 2026

Becker moved to approve the February 24, 2026 TAG meeting minutes. Toronto seconded. Motion carried unanimously.

Old Agenda Items

A. City Ordinance Updates

Schultz said this was presented at the last City Council meeting. He thought they might want to add pedal-assisted delivery vehicles, and Miller said the City Manager had already added those. Miller said content did not change, but there were a few minor language changes. It should be on the March 19 City Council agenda.

Miller said TAG did a really good job, and he believed this would at least aid in making it known to citizens what they could and could not operate on the paths. The other piece would be enforcement, which was a challenge anywhere. He thought TAG should have input when the cart operation brochures were revised.

Schultz said Councilman Clint Holland suggested TAG review the ordinance once a year, and Schultz said he thought that was a good idea. Hayes said there were still some changes that needed to be made. Miller said there might be some discussion in the future of low-speed vehicles (LSVs).

Becker noted that Miller had mentioned in his presentation to Council that TAG in the future might want to look at insurance requirements. Councilmember Suzanne

Brown also brought up gasoline-powered carts as an issue she wanted considered.

Schultz said they would keep this in New Agenda items, but the next meeting should be focused on the Path Master Plan. Miller said they had already started path paving, and he needed to bring that in front of them, and road paving would kick off soon. Bartal asked about the path and road ratings, and Miller said he would share that data.

B. Summary of projects from SWOT analysis

Hayes had put together a summary of their discussion of priorities, and Schultz said he had read it over and was pleased. It was a list of what they should work on; anything not on it would not be a priority. He wanted them to adopt it.

Hayes read off what was on the list:

- Update City path brochure
- Optional safety training in schools and through City outreach
- Navigate PTC app improvements
- Identify areas for intersection (road, path, etc.) improvements
- Removal of unsafe paths
- Path reciprocity and integration with surrounding communities

Hayes said it was not necessary to say they would do all that, but it gave them some parameters. Toronto said it would be useful to help them stay on track. Hayes said they needed to make it a rule that if they wanted to discuss something, it had to be on this list.

Hayes moved that the group adopt as a rule that new agenda items they brought to the table must be on this 2026 potential project list for consideration. Becker asked if it had to be on the list before they brought it up or could it be added? Hayes said it had to be one of those listed topics before they could discuss it. Of course, any majority could override the rule and get something added for discussion. Becker countered that they did not know what would come up in the future.

Schultz said he would continue to make the agendas and ask each member for input. If something was not on the list, they could discuss it during Agenda Item 10—Member/Staff Topics and decide if it should be placed on an agenda. He just did not want a meeting to be derailed by one member.

Hayes withdrew his previous motion. He then moved to adopt as a rule that new agenda items might only be added if they were on the 2026 potential project idea list or if they were brought up in Item 10—Member/Staff Topics at the end of the meeting and received a second. Bartal seconded. Motion carried unanimously.

C. Shared-use path system master plan update

The Shared-Use Path System Master Plan would be the sole focus of the next meeting, Schultz stated. He wanted them to come with ideas of what to add and what to remove, and asked if it was too aggressive to plan on a vote at the end of the meeting. Toronto said it would be good to set that as a goal. Miller said that the Master Plan was important. The road paving, he noted, did not require any action from TAG. Miller said he did want them to review the path paving plan for this year and provide some input.

D. Village marking signs- review group suggestions. Public Communications will attend meeting

New Agenda Items

A. Path Wayfinding and Village Signs Concept

Julio explained that she was not only City Clerk, but she was also Director of Executive Services and supervised the Communications Department, which produced all the City's official media. She also pointed out that Communications designed the new bike racks and the navigation app. These village signs were also something that a Communications staff typically did not do. She said they wanted input from TAG on the design concepts they had created for pathway finding signs as well as the village signs. She introduced Mras to walk them through the proposed designs.

First, he introduced the concepts for the shared-use path wayfinding signs, saying they wanted clear and accessible ways for residents to navigate the paths and see how to get to particular landmarks. Right now, there were some wooden pillars showing directions on the paths. Julio noted that the north side had more signage than the south and that there was little consistency. She also thought it was important to create something that did not look like a street sign.

Miller said they needed to get Council on board with funding because there was no funding mechanism for this right now. He said the Public Works Department had just two people who created all the signs for the City, so it would be a matter of workload. Becker said the Rotary Club had traditionally supported the sign program, and Miller said he had talked to a Rotarian recently about it.

Mras showed the first design, which he described as a naturalistic design focusing on green and orange, two colors in the City's branding. There were directional arrows and distances. A half-height version also showed two directions, and there was a mile marker, as well.

The post was the same in all the designs, Julio noted, because it was something the City currently carried and used for its street signs. Miller said the mile marker could be used as replacements for the discs on the paths.

Schultz mentioned that these signs were a unique shape and wondered how easy it would be to create that. He also asked if these were stock painted signs, and would the City just add the lettering? Miller said he told Juilo that they needed to get as close to those colors as possible and to use the reflective vinyl so they could be seen at night. Julio mentioned they could use the sheet metal fabricator they used for the bike racks and order in bulk.

A second design assigned each village a color from the City's palette, while a third design featured a slanted rectangle with a rounded rectangle on top. Mras said these signs had a background that used faint icons of carts, a tree, and a walking person. The mile markings or a path number could be at the top of these directional signs.

The fourth design was shaped like a stylized peach tree leaf and incorporated a dark green color, which might be difficult to see in a wooded area. Design number five went back to the full- and half-size path markers with the mile markers at the top. The background icons were also included.

Mras and Julio wanted to know what TAG thought. While they did not want the signs to be so jarring that they distracted from the paths' natural beauty, they did want them to be eye-catching enough to provide practical directional help.

Bartal said he liked the simplicity of the fifth design and thought it would be the design most useful to older residents. Hayes also agreed that number five was his favorite. Navigation should be the focus, he stated. He also commented that a street sign should never use a "down" arrow because people interpreted it as a U-turn. Wrice supported the first design. He said he liked the uniqueness of it; it could not be mistaken for a street sign.

One of the citizens present said he had a background in graphic design and believed people would not mistake any of these for street signs because they used a different font and had two posts instead of one. Square would be best for the budget, he said.

Schultz suggested they do some mockups and try them out on the paths. He also wanted there to be common design language, such as consistency in the use of upper and lower case letters. How would the colors hold up in the sun?

Miller said the two-color system would work the best. They would have to choose a reflective vinyl and put the letters on top of that. He said this would be a funding issue because there were over 100 miles of path and many signs. His main concern that the signs be visible at night. He said there were a lot of colors to choose from.

The citizen then said color coding the signs would help people recognize signs so maybe they did not need to be read at night. Toronto said she liked the idea of

having specific colors for specific areas, but did not want the colors to be too bright. Her choice was design number three because it was not as intrusive. She liked having the mile marker as part of the sign. Wrice said he would appreciate color-coding by landmark, not village. Hayes said there were other ways to code the signs, but Miller said he did not want it to get too confusing. Becker did not want the bright colors to distract from the nature colors on the paths.

Once the City began with this, people were going to want to see these signs everywhere, Miller remarked. He said he did not want it to be a 10-year plan; they needed to be able to execute it in a reasonable timeframe.

Julio said they could take any aspects of the designs and combine them, but they had to consider the Americans with Disabilities Act (ADA). People with visual disabilities would have a hard time with signs that were monotone or in similar colors, although shapes could be used in addition to colors. She also mentioned that they left off the City logo because logos were changed over the years.

Aspects of several designs could be combined, but they needed to know what TAG liked. Mras said he could send them all a copy of the presentation. If they could narrow this down to one or two designs, they could ask citizens to vote, Julio stated.

Schultz summarized what TAG said. Most people wanted simplicity and harmony with nature and simple colors. They agreed that the City logo should not appear. Simplicity from the point of fabrication and reflectivity should be a major consideration. Icons should be used instead of color to identify.

Julio said they would use that information to create new designs and get further feedback. Did they like the background icons? Miller said he did not know how he could get them on the signs, and the group agreed that they might not be visible. Mras said he had used them on another project but dirt and pollen would be a problem.

Village signs were another part of this project, and Julio explained that there were five villages plus the Industrial Park, but many of the original signs designating them had been removed or destroyed. The 2023 Special Purpose Local Option Sales Tax (SPLOST) included \$180,000 to place village signs around the city. For design inspiration, they looked to the metal-cut signs on the gateway bridge and the spillway. These open-back signs would be made of powder-coated metal for durability. They would have the village name at the bottom, with aspects of the villages incorporated into the design. For instance, Aberdeen Village's sign would depict Lake Peachtree and Drake Field, while Braelinn would show The Fred and a deer. The splash pad was featured on Glenloch's sign, and the old mill was on Kedron's. Wilksmoor's sign depicted the Tennis Center and the Gateway Bridge. The Industrial Park's sign had the Peachtree City Athletic Center (PAC) and the airport.

These designs offered options. A trim or border could be affixed so they could be hung, or they could be put on a stone monument sign. Placed on a backing board, they could be used at transitions between villages.

Miller said he estimated the cost would be about \$20,000 per sign, which equaled two signs per village. The monument signs would be closer to \$30,000. TAG had expressed a desire for at least one per village, and there were areas where they could have signs for different villages on each side.

Julio showed a mockup of a Braelinn sign. Her examples showed signs in the colors of the City's brand, but Julio said they did not have to be those colors. The cut-metal was to match the spillway and the bridge.

Schultz asked about the timing for a decision. TAG's priority right now was the Master Plan update, which they needed to finish this month. Julio said there was no timetable. These were just concepts that TAG could be thinking about.

Miller noted they had no funding mechanism for the path wayfinding signs, so TAG could put that on the backburner. The village signs were a SPLOST project that people kept inquiring about, so it needed to be addressed sooner rather than later.

B. Requiring Motorized Cart Insurance

TAG decided to keep this as an item for possible future discussion.

Member/Staff Topics

They discussed upcoming meetings, and, based on potential absences, decided to move the March 24 meeting. Wrice moved to cancel the March 24 meeting and hold a special called meeting on March 31. Toronto seconded. Motion carried unanimously.

The next meeting would be April 14, which met with everyone's approval.

A. March 24, 2026

B. April 14, 2026

Adjourn

There being no further business, Hayes moved to adjourn at 8:06 p.m. Wrice seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman

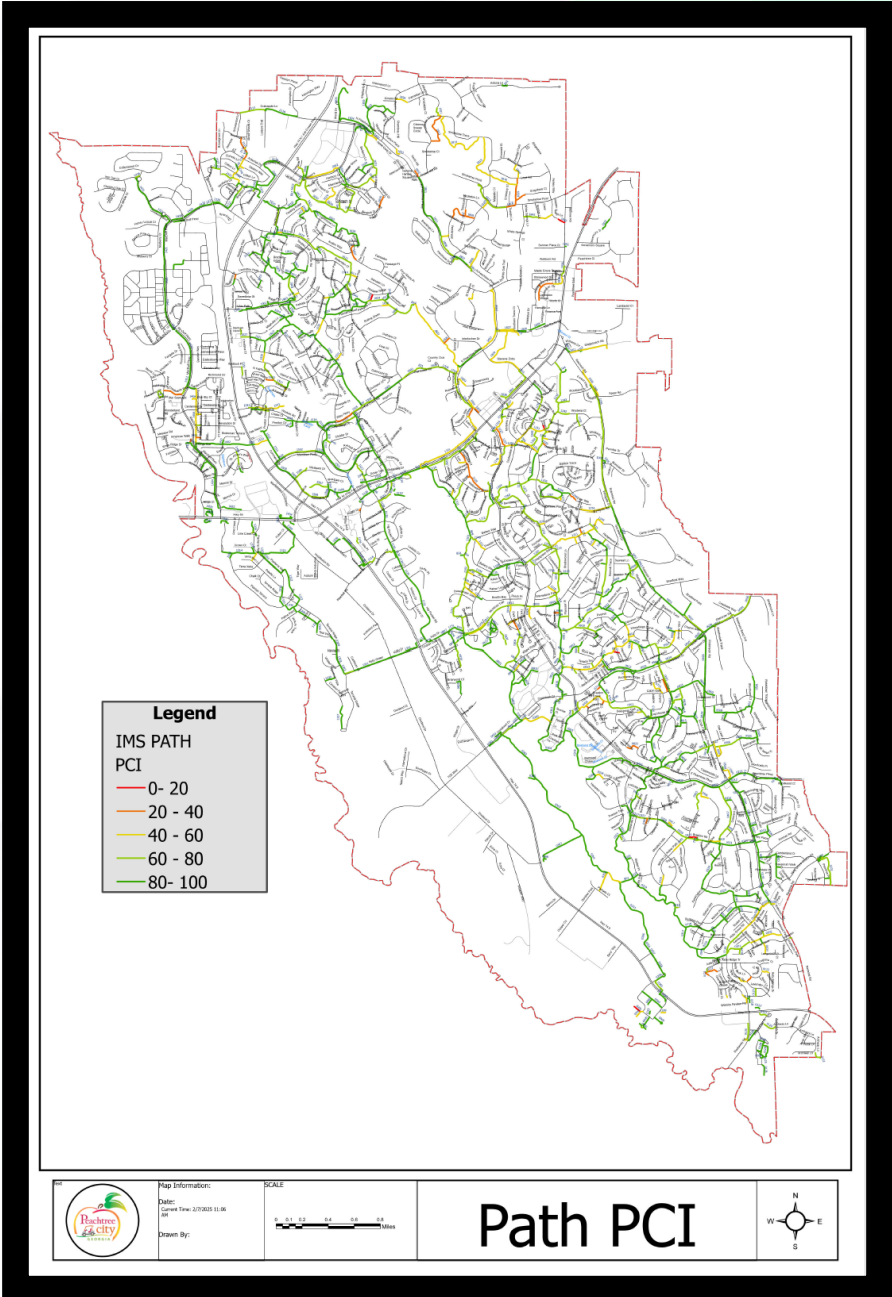


Shared-use Paths Pavement Condition Index Update

March 31, 2026

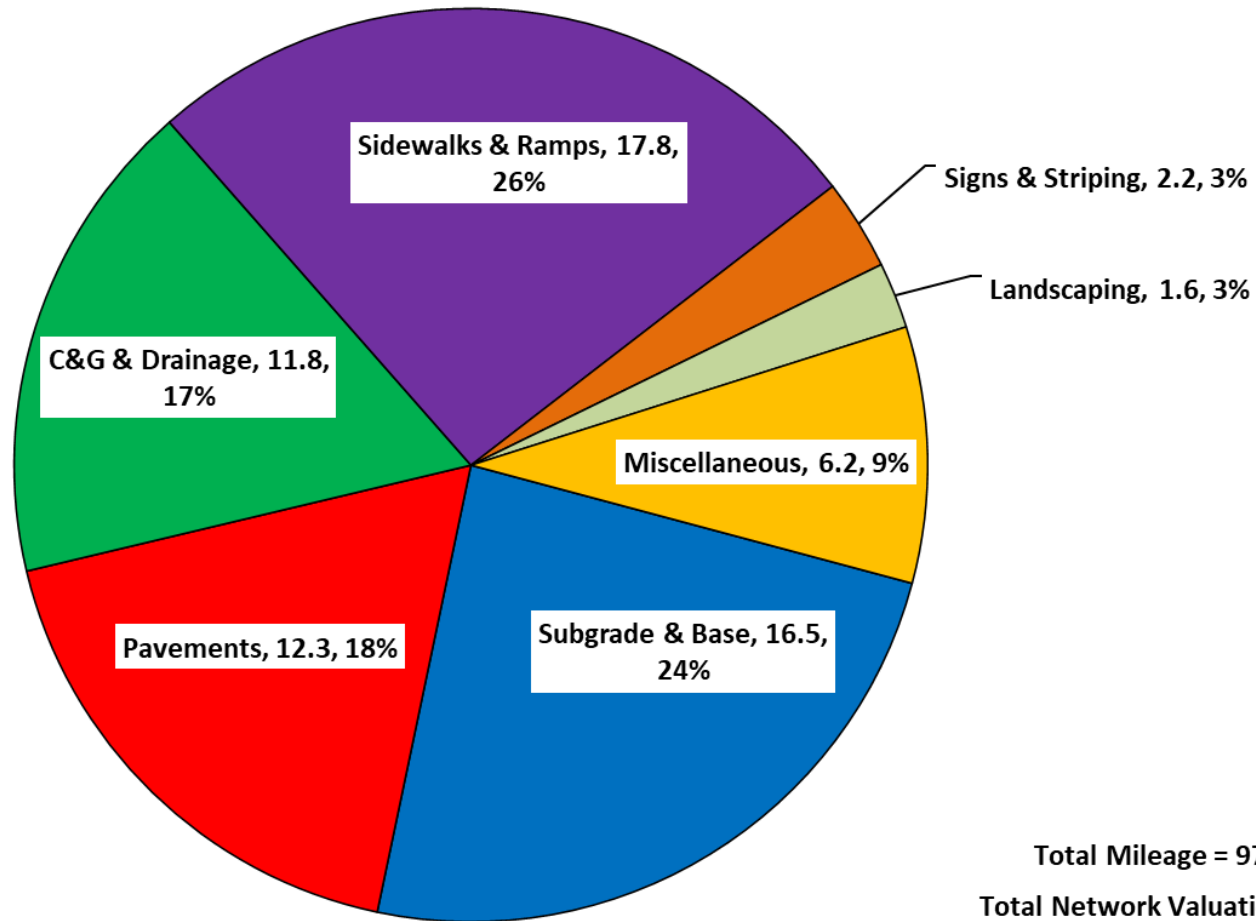
Presented by _____

Jonathan Miller
Public Works Director



2024 Paths Evaluation

City of Peachtree City, GA
Network Valuation (Asset, \$M, %)

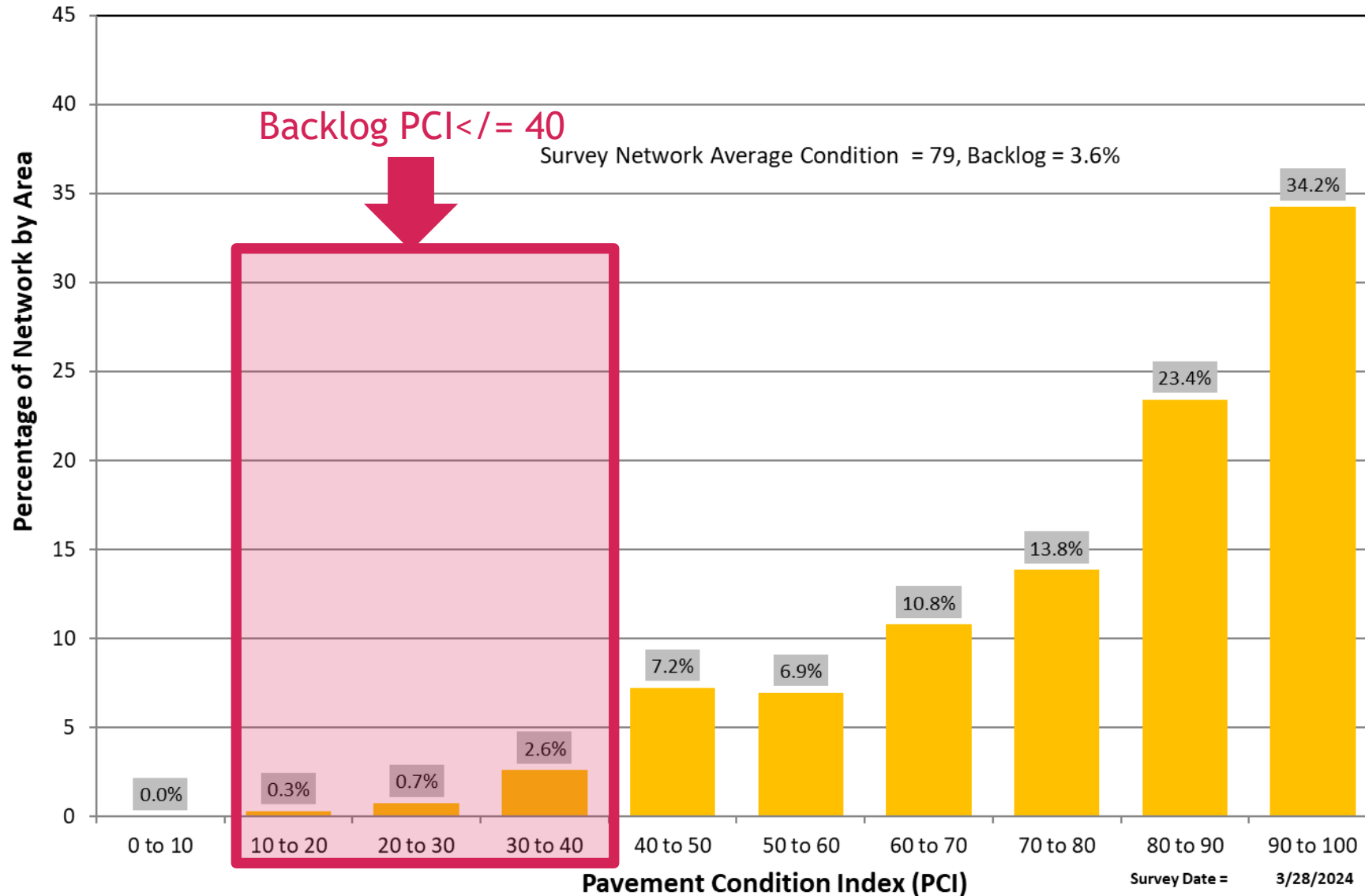


Total Mileage = 97.2 Miles
 Total Network Valuation = \$68.4M
 Cost Per Mile = \$704/Mile



City of Peachtree City, GA

As Surveyed Pavement Condition Index (PCI) Distribution by Area



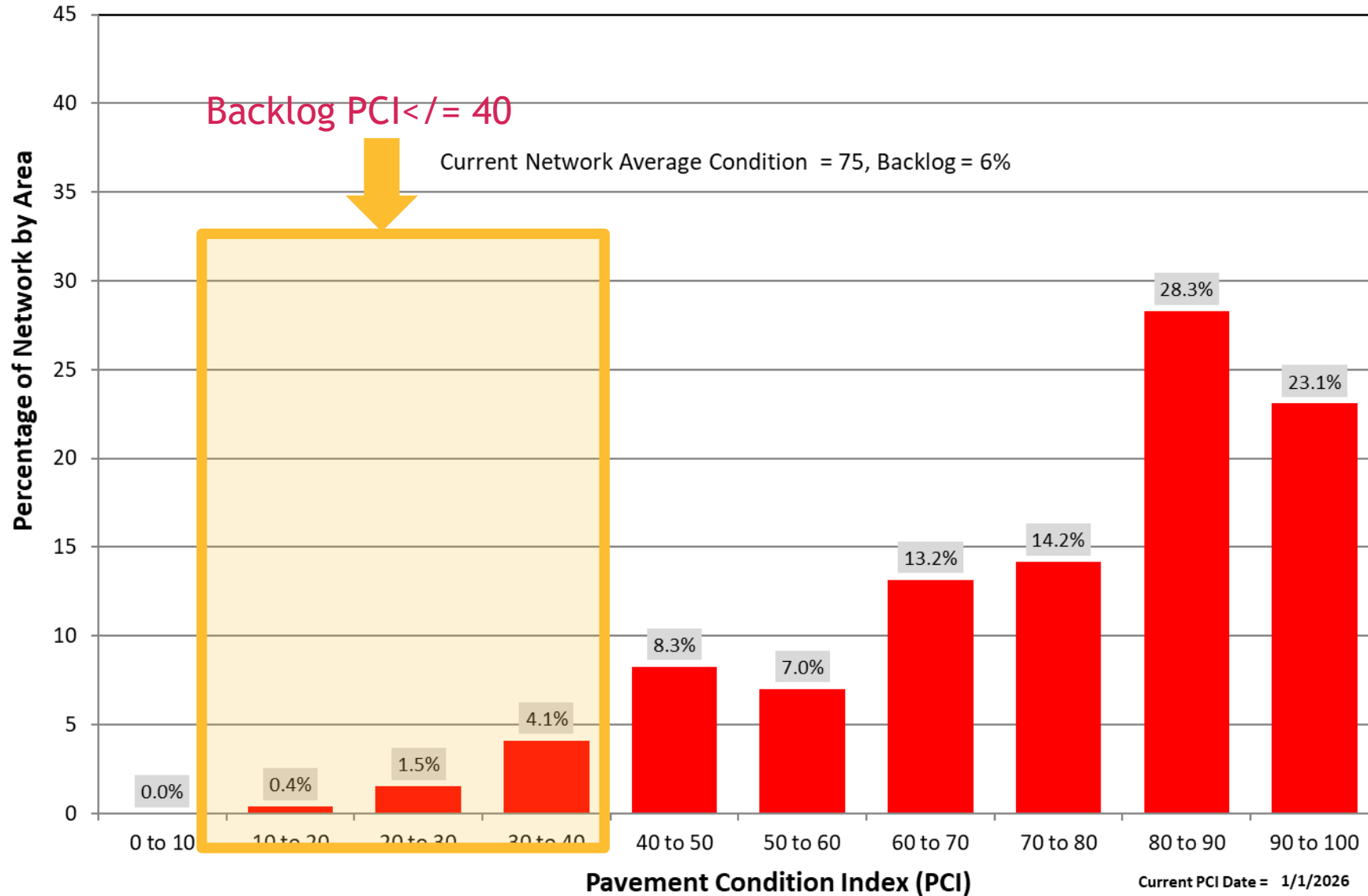
2024 IMS Pavement Survey

- Average PCI= 79
- Backlog= 3.6%
- 17.7% of Network Below PCI=60
- Steady State Cost was 1.38 Million/Yr



City of Peachtree City, GA

Current Pavement Condition Index (PCI) Distribution by Area



Current Path PCI

- Average PCI= 83
- Backlog= 6%
- 21.3% of Network Below PCI=60



Priority and How it Differs from Streets

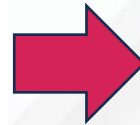
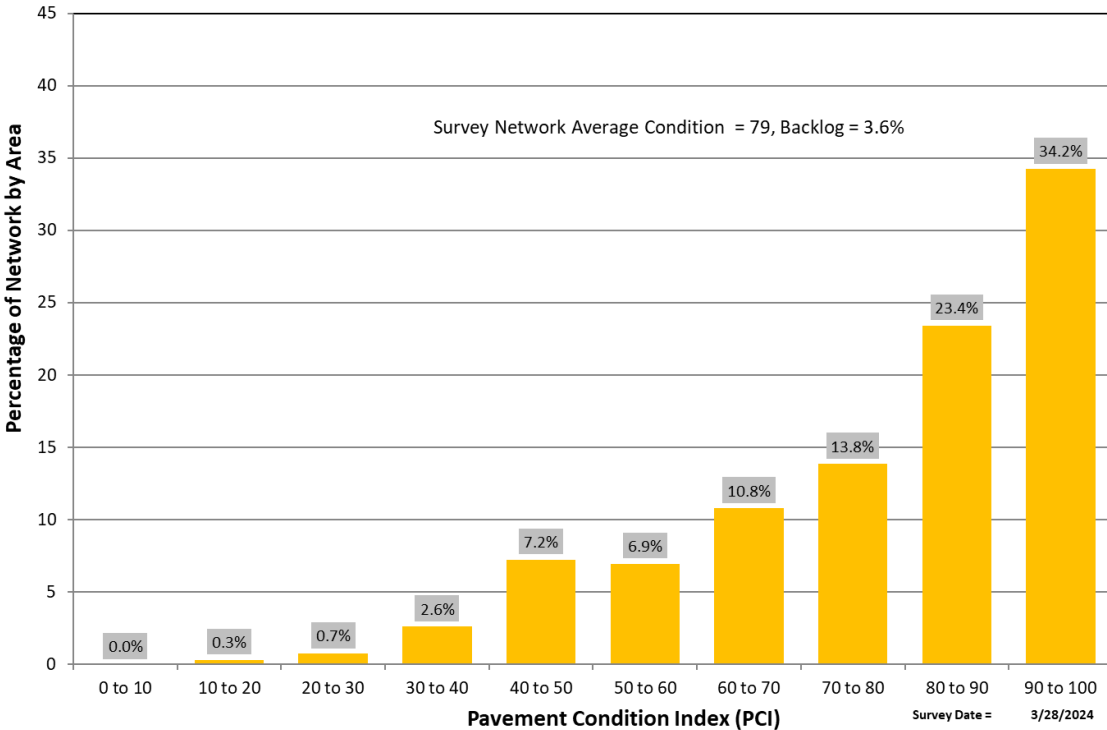
- City completes repaving in-house (**constrained by workforce**)
- Share-use Paths do not receive different types of rehabs (**so cost for the rehab does not vary**)
- Path deteriorate much quicker due to environmental factors (**floodplains, drainage, root intrusion**)
- Unlike the Streets Paths are prioritized on a worst first basis (**only one rehab type**)

Note: City is currently working on integrating a path classification that was completed as a project from the Public Works Intern program into GIS.

Paving Summary 2022-2026

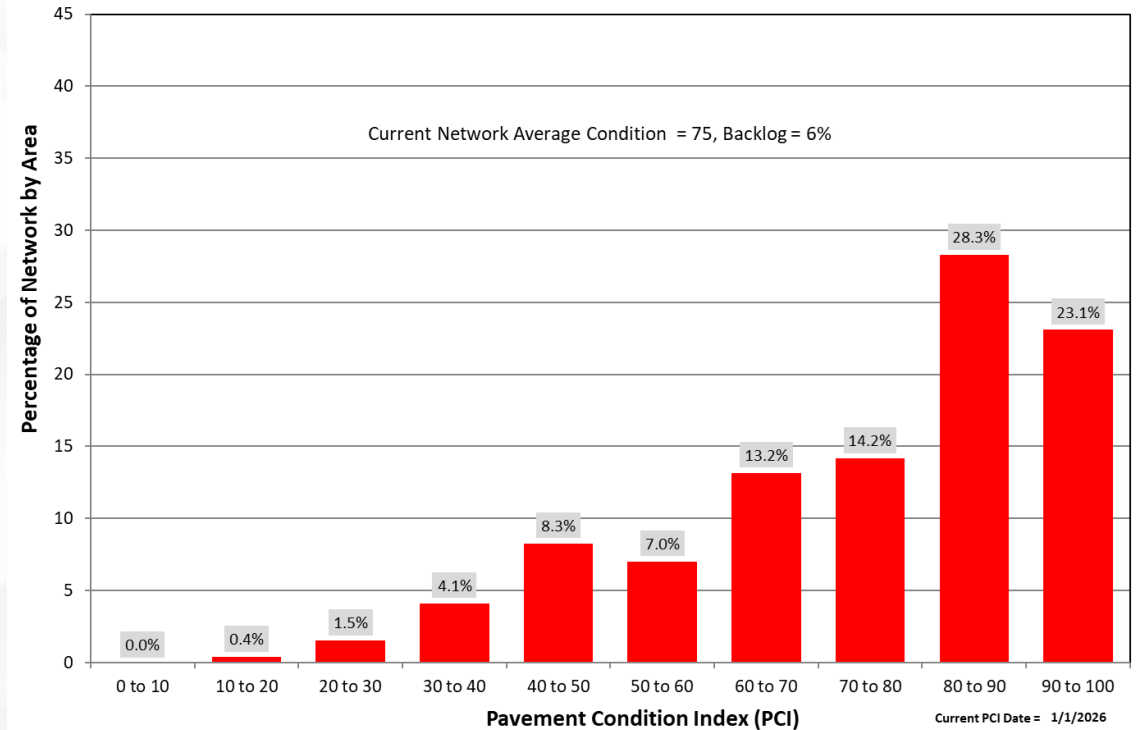
City of Peachtree City, GA

As Surveyed Pavement Condition Index (PCI) Distribution by Area



City of Peachtree City, GA

Current Pavement Condition Index (PCI) Distribution by Area



PCI: 79 (2024) to 75 (2026)
Backlog: 3.6% (2022) to 6% (2026)

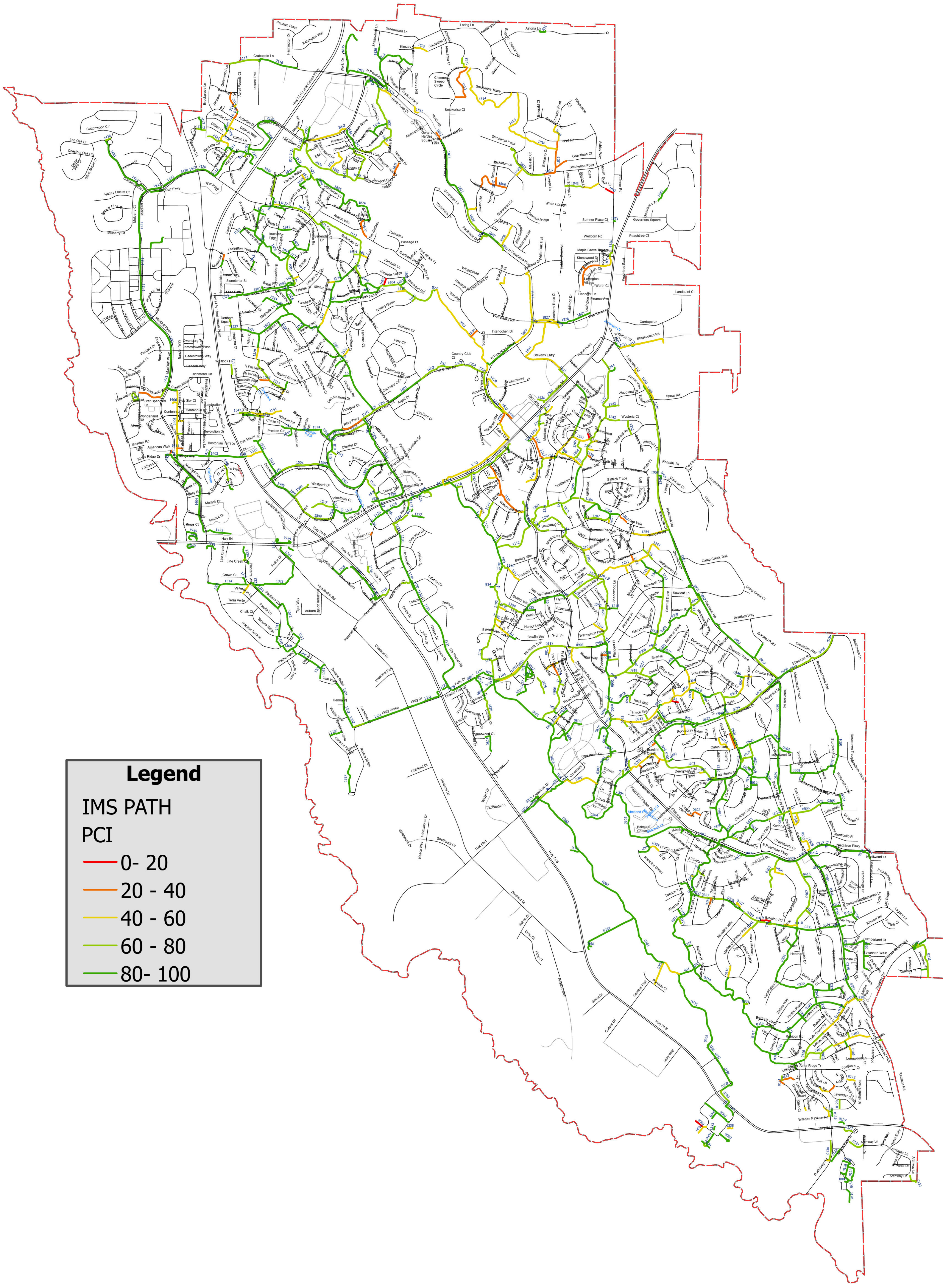
Challenges

- **Public Rights of Way Accessibility Guidelines (PROWAG).**
(Required grades are taking twice as long to complete during repaving)
- **Steady State to maintain the PCI requires 1.38 million which results to approx. 10 miles/yr to be reconstructed based on a cost of \$146,227. (The city currently has the money in SPLOST however current workforce is completing 4-6 miles/year)**
- **Consisting adding new miles of Shared-use Path each year. (from day 1 the path begins to deteriorate and at a much faster rate than Streets due to the environment)**



A large, stylized green leaf graphic is positioned on the left side of the slide, partially overlapping the text. The leaf is composed of several overlapping, rounded shapes in various shades of green, creating a layered, organic effect. The background is a solid, medium-green color.

Questions?



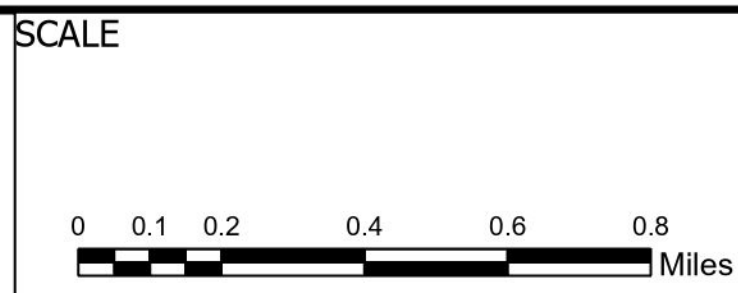
Legend

IMS PATH
PCI

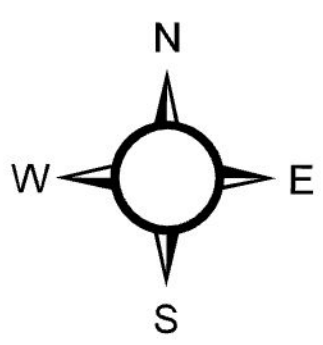
- 0- 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80- 100



Map Information:
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Drawn By:



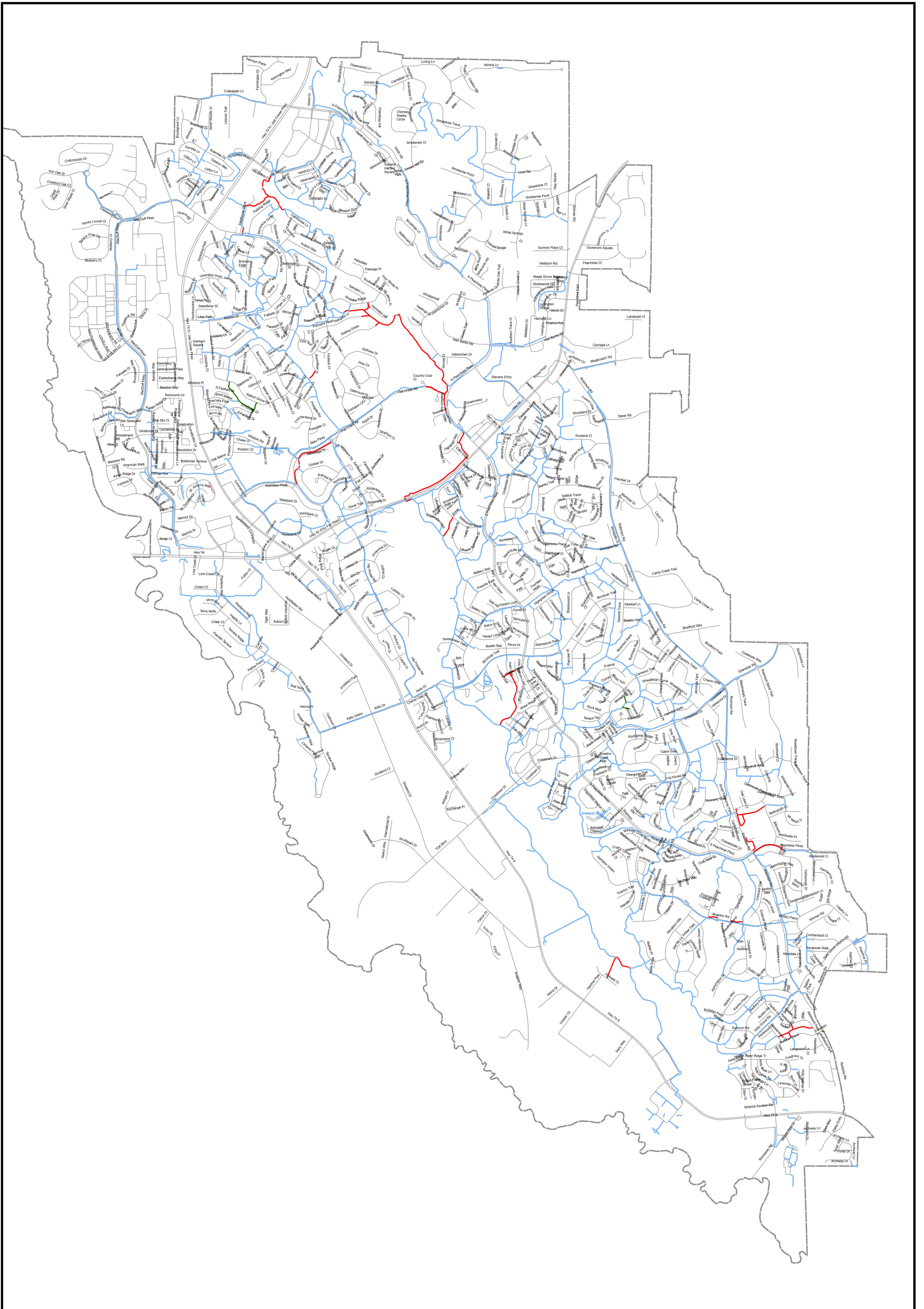
Path PCI



	A	B	C	D	E	F
2	Path_ID	Location	Status		Distance	Date Finished
3	0102	From Pepperwood Dr to Redwood Dr	completed	<input checked="" type="checkbox"/>	1315	2/13/2026
4	0103	324 Summer Place	completed	<input checked="" type="checkbox"/>	206	2/13/2026
5	0106	719 Redwood Park	completed	<input checked="" type="checkbox"/>	203	2/13/2026
6	0108	New construction-between Mill Farm &Summer Pl	completed	<input checked="" type="checkbox"/>	1280	12/17/2025
7	0213	PTC south PKWY across from Biltmore Trace	0	<input type="checkbox"/>	1217	
8	0352	Path is behind 250 Parkade Ct. to Bridge B01	completed	<input checked="" type="checkbox"/>	1560	3/19/2026
9	0410	100 Tamerlane, runs parallel to Braelinn Rd.	0	<input type="checkbox"/>	437	
10	0419	Braelinn Rd to Tunnel T03	0	<input type="checkbox"/>	338	
11	0506	115 Biltmore Trace	0	<input type="checkbox"/>	1053	
12	0507	100 Calloway Crossing	0	<input type="checkbox"/>	1100	
13	0509	Braelinn Elem to S Peachtree PKWY	0	<input type="checkbox"/>	572	
14	0806	Center Green to Long Leaf	0	<input type="checkbox"/>	2252	
15	0813	Long Leaf to Autumn Leaf	0	<input type="checkbox"/>	443	
16	0915	121 Wicker Hill	completed	<input checked="" type="checkbox"/>	213	12/12/2025
17	0932	Tamarac Trail	completed	<input checked="" type="checkbox"/>	251	11/14/2025
18	1114	614 Water Wood Bend	0	<input type="checkbox"/>	777	
19	1505	Riley to Pine Gate RD	0	<input type="checkbox"/>		
20	1511	Riley PKWY to Pinegate Rd.	0	<input type="checkbox"/>	2352	
21	1514	Wisdom Rd	0	<input type="checkbox"/>		
22	1515	From Pine Gate Rd to Peachtree Elementary School	0	<input type="checkbox"/>		
23	1517	319 Walnut Grove Rd	completed	<input checked="" type="checkbox"/>	1720	11/21/2025
24	1518	649 N Fairfield Dr	completed	<input checked="" type="checkbox"/>	145	11/21/2025
25	1531	111 Roundleaf CT	0	<input type="checkbox"/>	343	
26	1603	Tinsley Mill to Flat Creek	0	<input type="checkbox"/>	3613	
27	1604	From Tinsley Mill CP bridge to Blue Smoke Park	0	<input type="checkbox"/>	2271	
28	1609	From Rolling Green to CP 1604	0	<input type="checkbox"/>	168	
29	1610	Parkgate Lane to CP 1604	0	<input type="checkbox"/>	279	
30	1611	From Windalier ridge and Henredon Hill to CP 1604	0	<input type="checkbox"/>	414	
31	1619	From Fieldhouse Dr to 1621	0	<input type="checkbox"/>	1273	

	A	B	C	D	E	F
2	Path_ID	Location	Status		Distance	Date Finished
32	1621	Behind 130 Fielding Ridge	0	<input type="checkbox"/>	823	
33	1622	From CP Bridge to Georgian Park Tunnel T25		<input type="checkbox"/>	826	2/10/2026
34	1701	2305 Highway 54 to Luthern Church	0	<input type="checkbox"/>	3819	
35	1702	Highlands Way to Rosemont	0	<input type="checkbox"/>	681	
36	1703	Rosemont to Flat Creek Rd	0	<input type="checkbox"/>	242	
37	1704	Flat Creek Rd to Flat Creek Golf Course	0	<input type="checkbox"/>	439	
38	1705	Highlands Way	0	<input type="checkbox"/>	401	
39	1648	Las Brasis Ct	completed	<input checked="" type="checkbox"/>	125	2/10/2026
40	1629	312 Turtle Bay	Completed	<input checked="" type="checkbox"/>	1514	3/5/2026
41	1639	Sutton's Cove	completed	<input checked="" type="checkbox"/>	2142	3/23/2026
42	1641	307 Coronado Dr	completed	<input checked="" type="checkbox"/>	240	3/23/2026
43	0913	From CP bridge B06 to Tunnel T12		<input type="checkbox"/>		
44	0921	From CP 0913 to Cameron Trail		<input type="checkbox"/>		
45	0934	111 Terrace Tay		<input type="checkbox"/>		
46	0944	Cameron Trail		<input type="checkbox"/>		
47	2121	178 Ardenlee Dr and stops at Path ID 2104		<input type="checkbox"/>		

Cart Path Patch/Paving 2026			
C.P.I.D	Location	Total Distance FT	Finish Date
1102	710 Cove Rd		
0914	Cart path located behind 307 Tamarac Trl	310	11/14/2025
1601	Flat Creek Rd/ C.P. is located between both Golf View Entrances	112	10/31/2025
1602	Flat Creek Rd/C.P. runs from Golf View Dr and Flat Creek Golf Course	352	10/31/2025
1905	Behind 408 Tenterden Curve	2	12/17/2025
0801	Valley View to McIntosh Trail	131	
0802	Behind old Crosstown Grill 2 patches	1,185	3/24/2026
1101	Lake Peachtree 8 patches	572	
1102	Lake Peachtree 7 patches	487	
1103	Lake Peachtree 7 patches	475	
1617	2 small patches between Fielding Ridge and Stoneacre		
0947	114 Rock Mull		
0912	From Bridge B07 to intersection of CP# 0947		

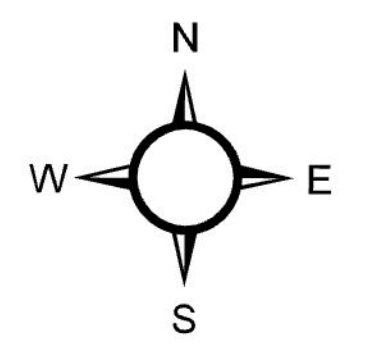


Map Information:

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Drawn By:

SCALE



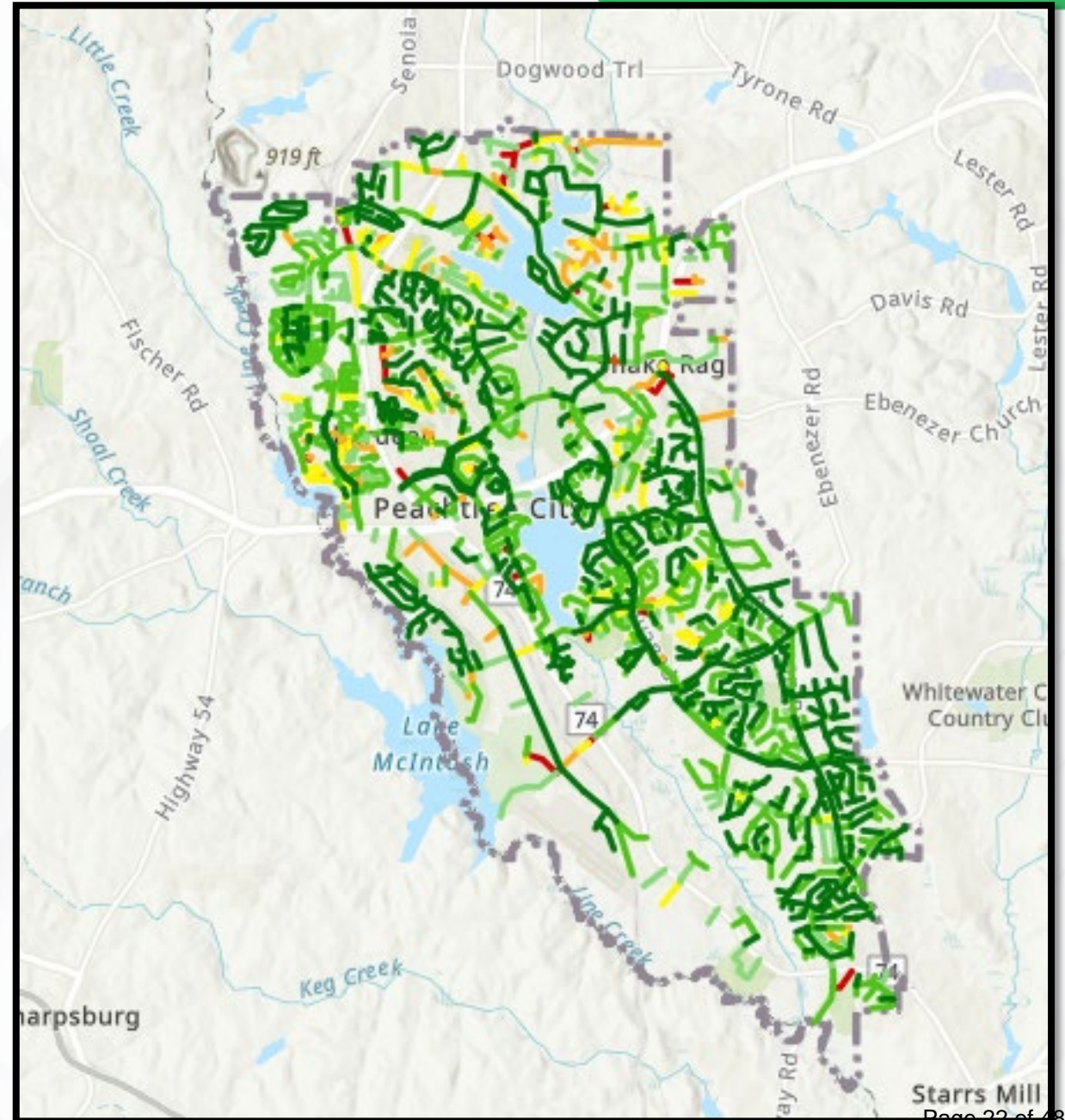


Streets Pavement Condition Index Update

March 31, 2026

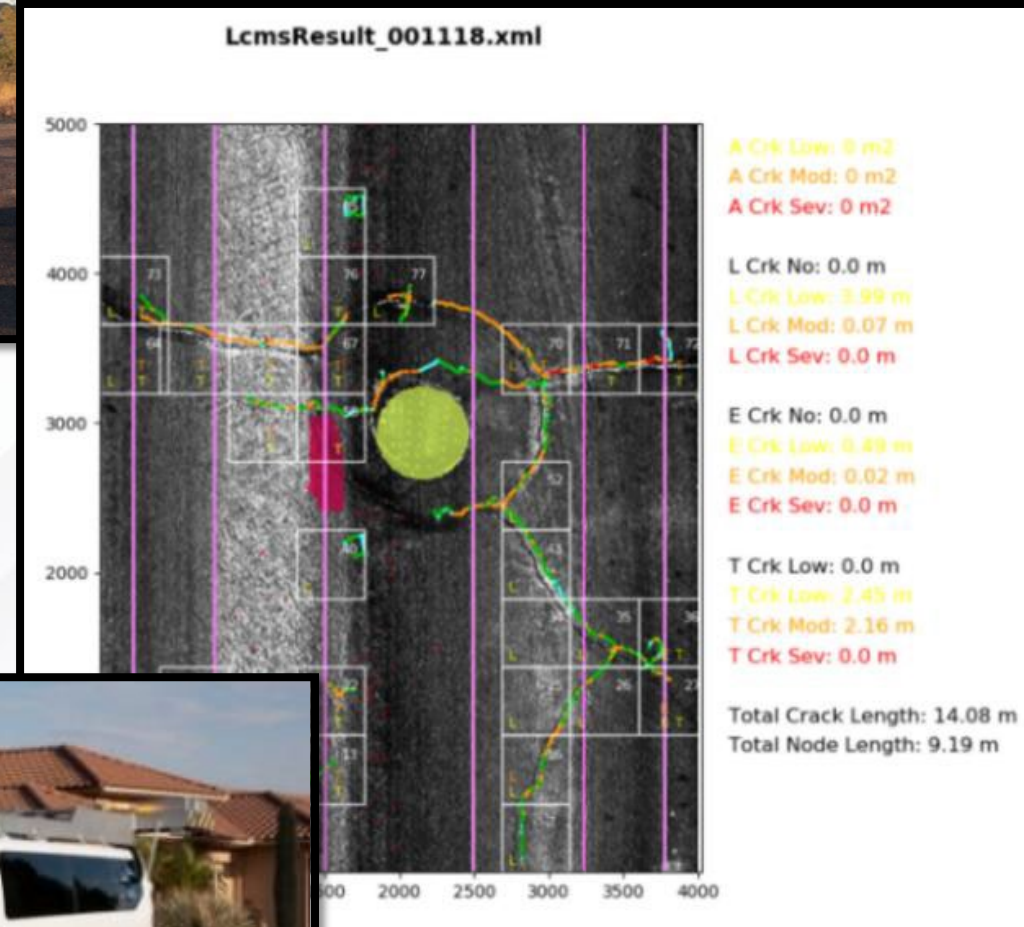
Presented by _____

Jonathan Miller
Public Works Director



2022 IMS Pavement Evaluation

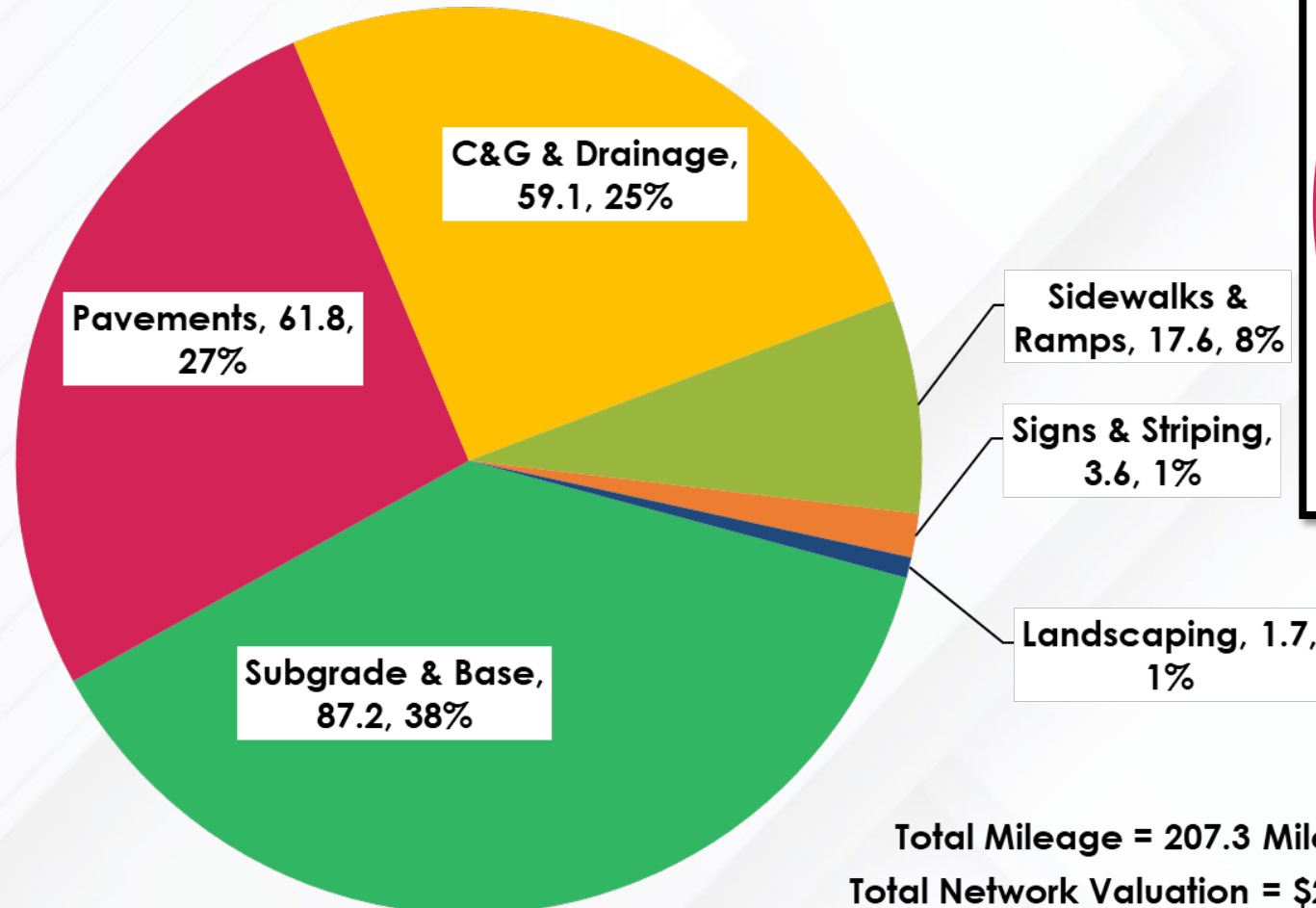
- Council approved IMS Street Rating Proposal on March 17, 2022, for \$113,861.00
- IMS collected GIS information from the City and began Field Testing in August of 2022.
- Data processing and the QA/QC process resulted in a deliverable to the City in August of 2023.



2022 Evaluation

City of Peachtree, GA

Network Valuation (Asset, \$M, %)

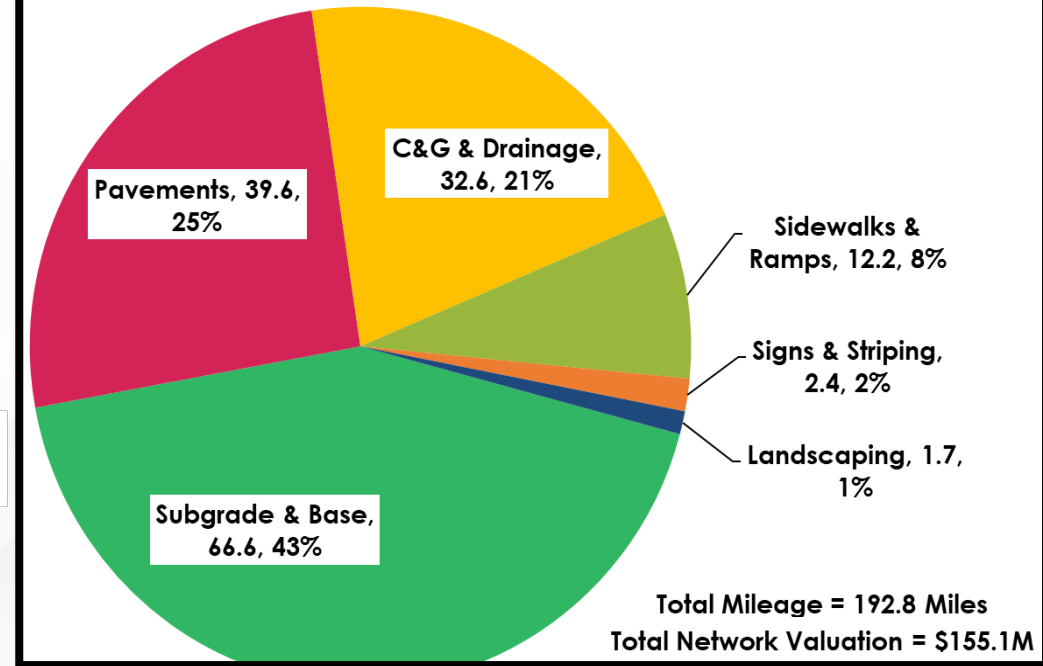


Total Mileage = 207.3 Miles
Total Network Valuation = \$231M

2017 Evaluation

City of Peachtree City, GA

Network Valuation (Asset, \$M, %)

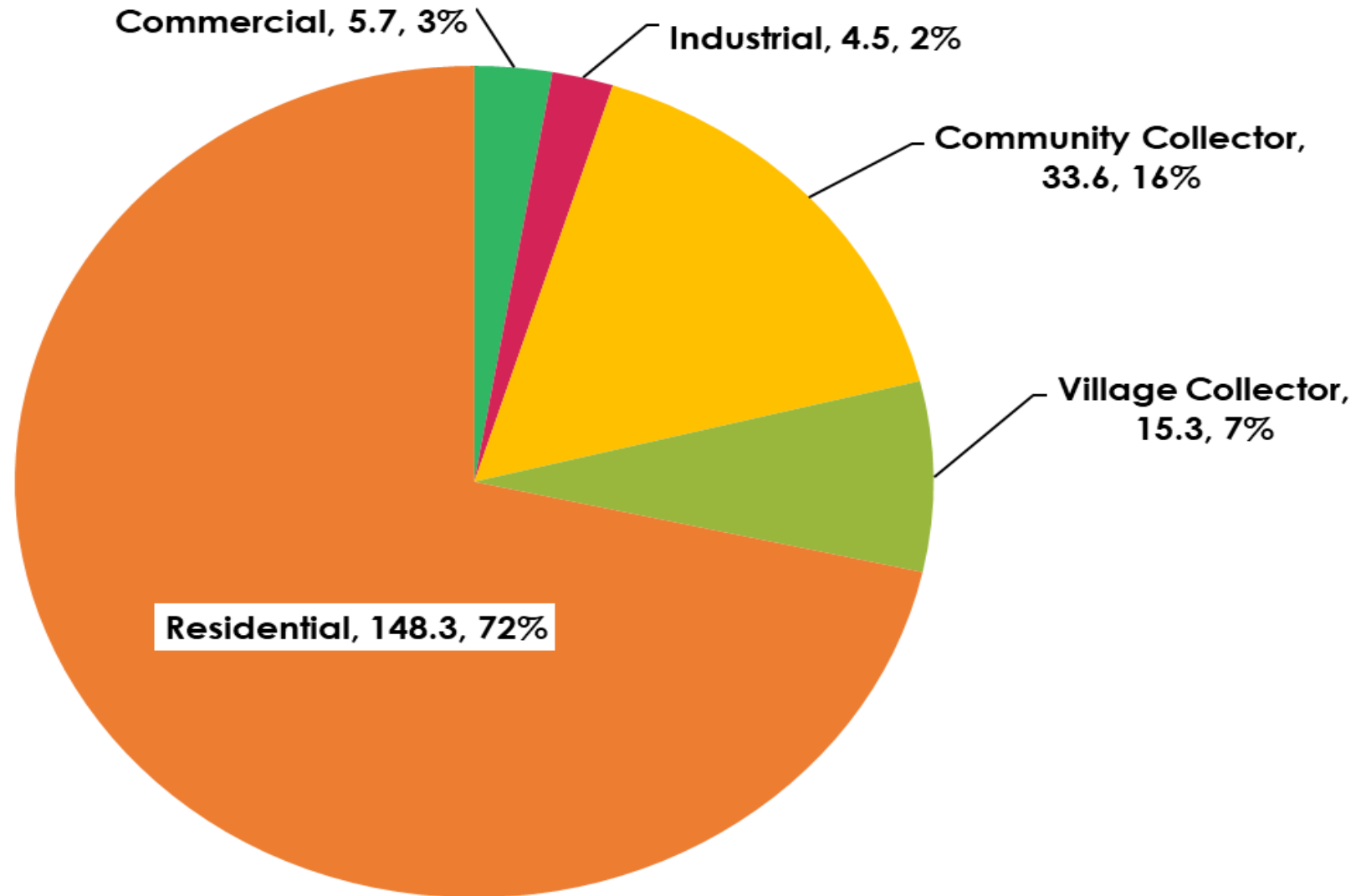


Total Mileage = 192.8 Miles
Total Network Valuation = \$155.1M



City of Peachtree City, GA

Functional Classification Distribution By Length (FunCL, Miles, %)



Total Mileage = 207.3 Miles



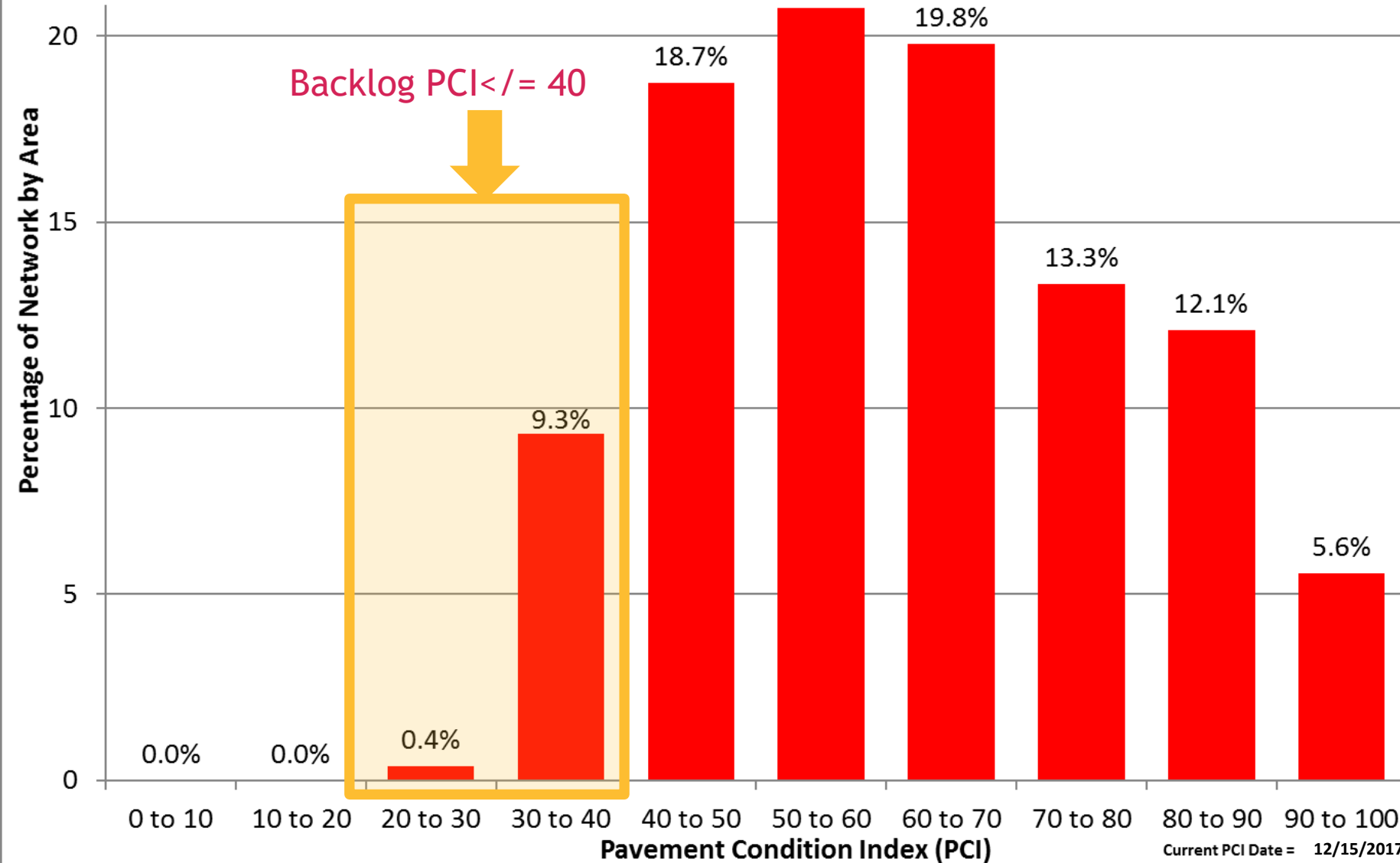
2017 IMS Pavement Survey

- Average PCI= 61
- Backlog= 9.7%
- 49.2% of Network Below PCI=60
- Steady State Cost was 2.87 Million/Yr

City of Peachtree City, GA

Current Pavement Condition Index (PCI) Distribution by Area

Current Network Average Condition = 61, Backlog = 9.7%

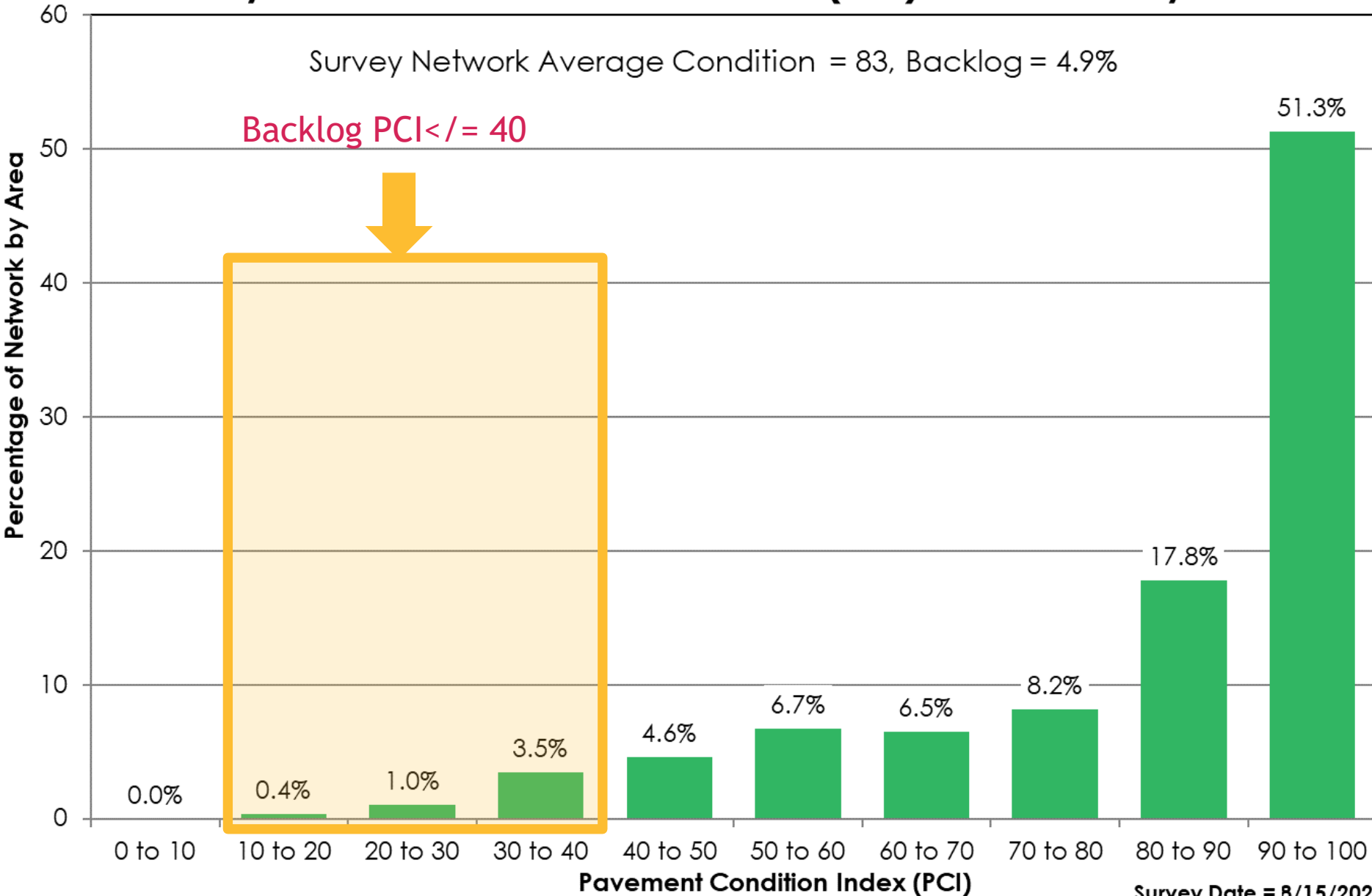


City of Peachtree City, GA

As Surveyed Pavement Condition Index (PCI) Distribution by Area

Survey Network Average Condition = 83, Backlog = 4.9%

Backlog PCI \leq 40



Survey Date = 8/15/2022

2022 IMS Pavement Survey

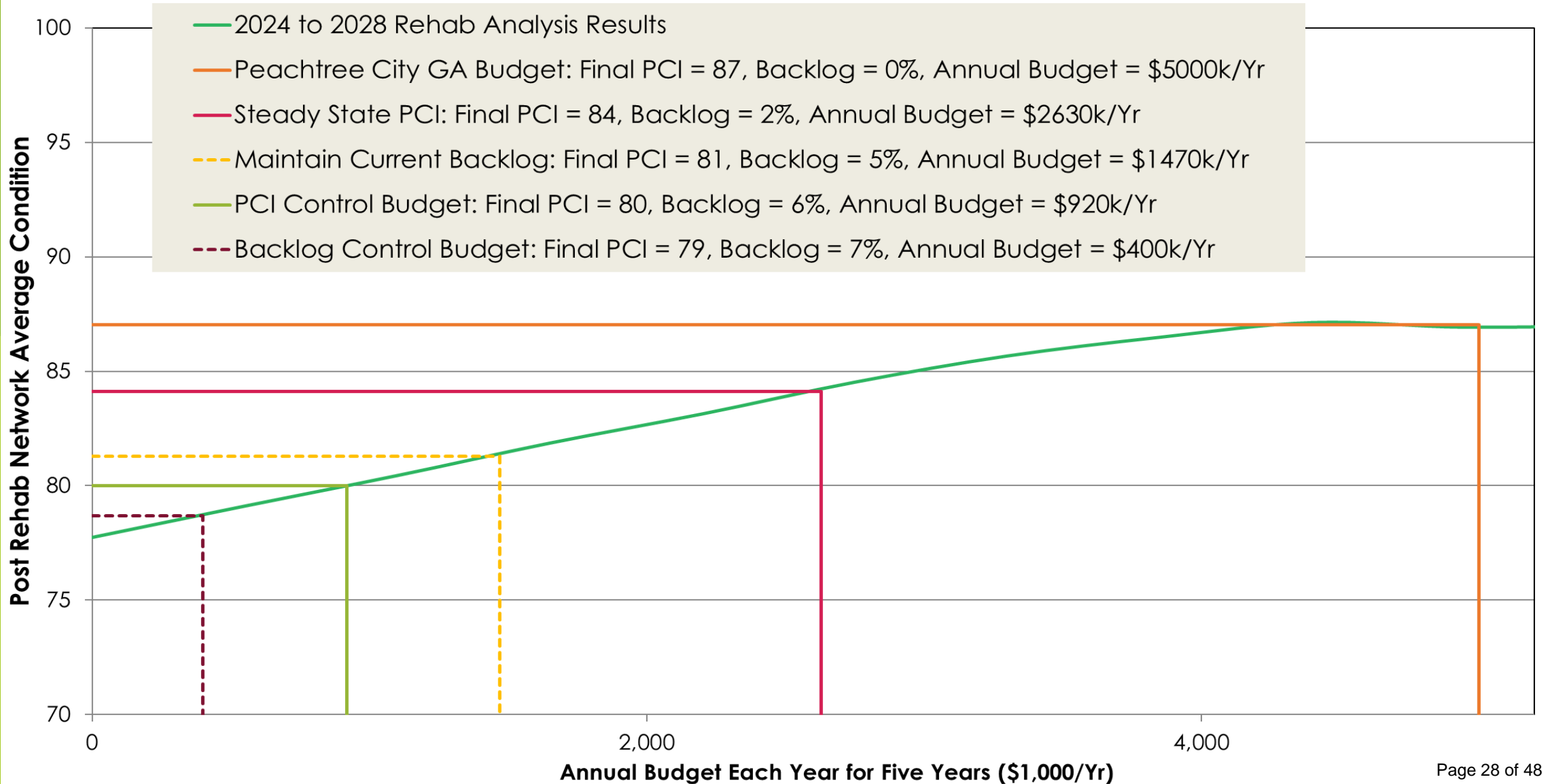
- Average PCI= 83
- Backlog= 4.9%
- 16.2% of Network Below PCI=60
- Steady State Cost is 2.63 Million/Yr



City of Peachtree City, GA

Five Year Post Rehab PCI Versus Annual Budget

Analysis Start Date = 1/1/2024 Analysis Period 2024 to 2028



Agency	State	Year	Miles	PCI	Backlog
Watkinsville	GA	2022	21	65	5.0%
Hampton	GA	2019	40	57	13.0%
Doraville	GA	2022	51	59	18.0%
Powder Springs	GA	2016	79	67	9.0%
Canton	GA	2017	110	72	2.0%
Peachtree Corners	GA	2023	112	67	3.0%
Brookhaven	GA	2023	126	62	11.0%
Dunwoody	GA	2019	152	67	19.0%
East Point	GA	2021	164	59	13.0%
Fulton County	GA	2016	165	65	10.0%
Milton	GA	2022	166	71	4.0%
Peachtree City	GA	2023	207	83	4.9%
Bryan County	GA	2023	218	75	2.0%
Marietta	GA	2022	219	65	5.0%
Johns Creek	GA	2023	257	77	0.0%
Valdosta	GA	2021	285	64	4.0%
Morgan County	GA	2020	355	72	1.0%
Chatham County	GA	2023	382	70	5.0%
Oconee	GA	2022	384	78	1.0%
Athens-Clarke County	GA	2020	620	67	7.0%
Henry County	GA	2022	1159	66	4.0%
Atlanta	GA	2021	1392	61	10.0%
Average			302.9	68	6.9%



PCI Ranking

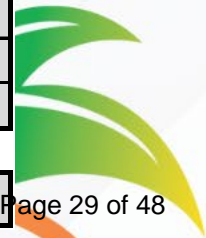
Agency	State	Year	Miles	PCI	Backlog
Peachtree City	GA	2023	207	83	4.9%
Johns Creek	GA	2023	257	77	0.0%
Bryan County	GA	2023	218	75	2.0%
Milton	GA	2022	166	71	4.0%
Dunwoody	GA	2019	152	67	19.0%
Fulton County	GA	2016	165	65	10.0%
Marietta	GA	2022	219	65	5.0%
East Point	GA	2021	164	59	13.0%

Average			193.5	70	7.2%
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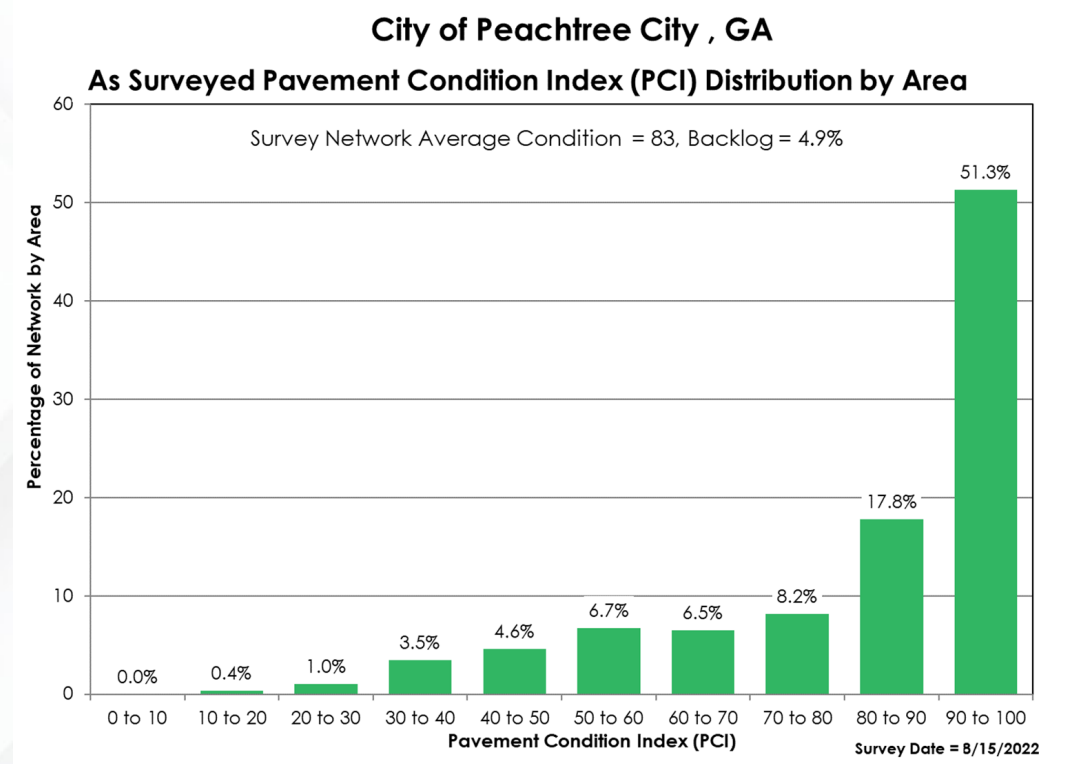
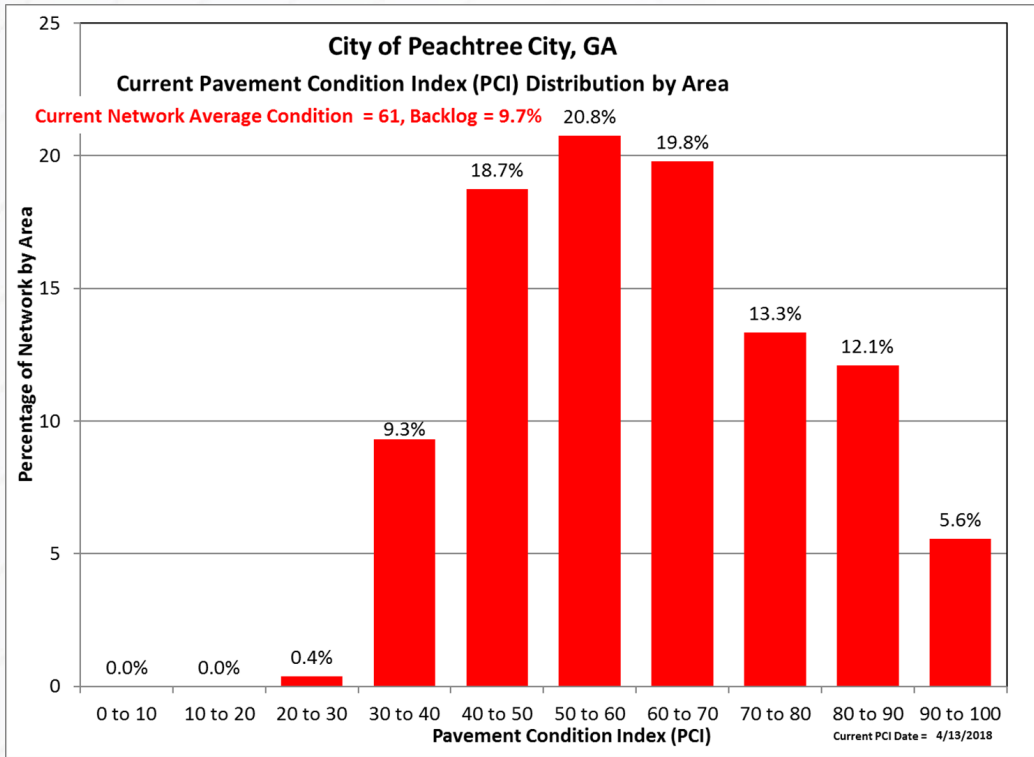
Backlog Ranking

Agency	State	Year	Miles	PCI	Backlog
Johns Creek	GA	2023	257	77	0.0%
Bryan County	GA	2023	218	75	2.0%
Milton	GA	2022	166	71	4.0%
Peachtree City	GA	2023	207	83	4.9%
Marietta	GA	2022	219	65	5.0%
Fulton County	GA	2016	165	65	10.0%
East Point	GA	2021	164	59	13.0%
Dunwoody	GA	2019	152	67	19.0%

Average			193.5	70	7.2%
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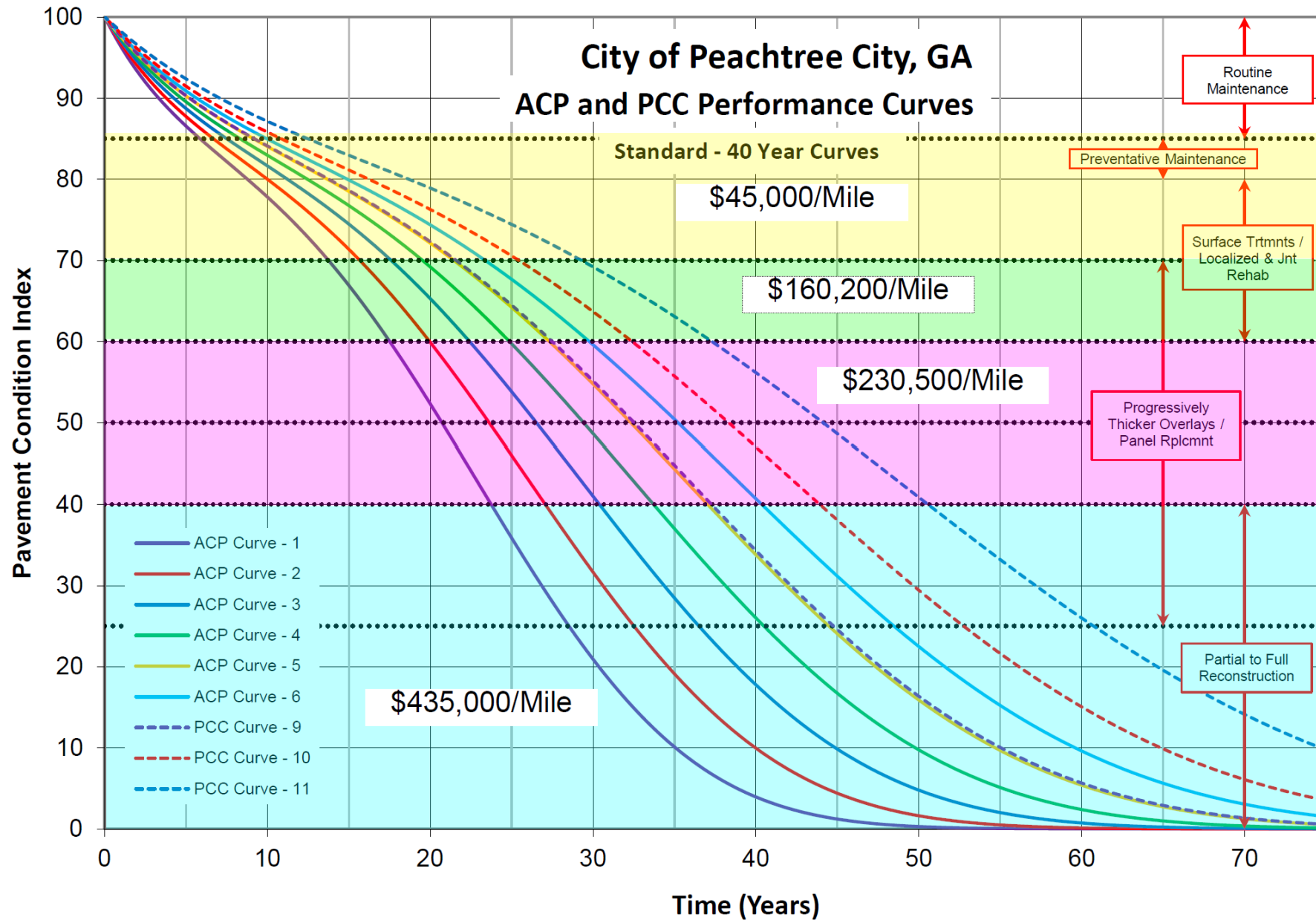


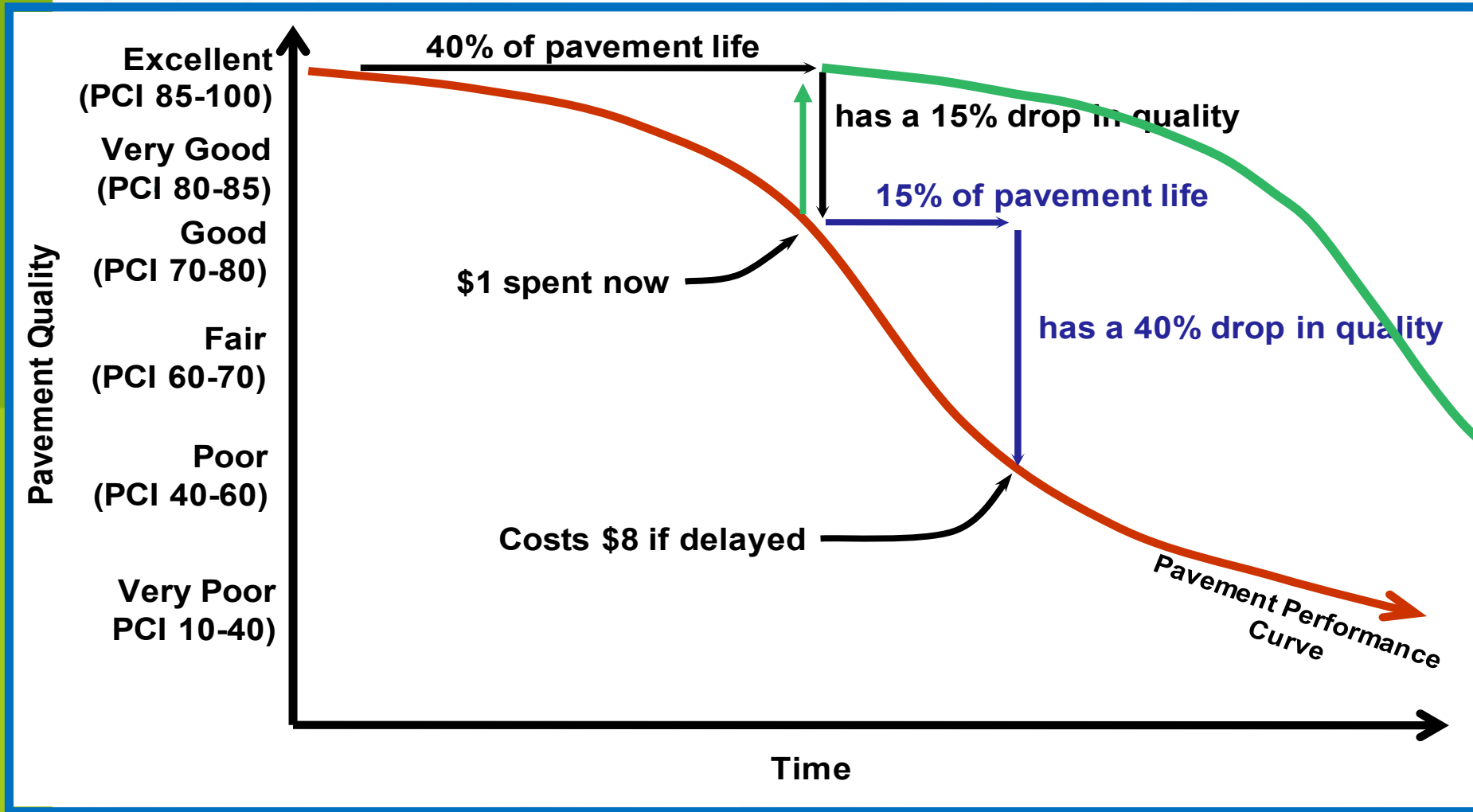
Paving Summary 2017-2022



PCI: 61 (2017) to 83 (2022)
Backlog: 9.7% (2017) to 4.9% (2022)

- Approximately \$25 Million Spent
- 45.57 Miles Completed
- +/- 50% Full-Depth Reclamation



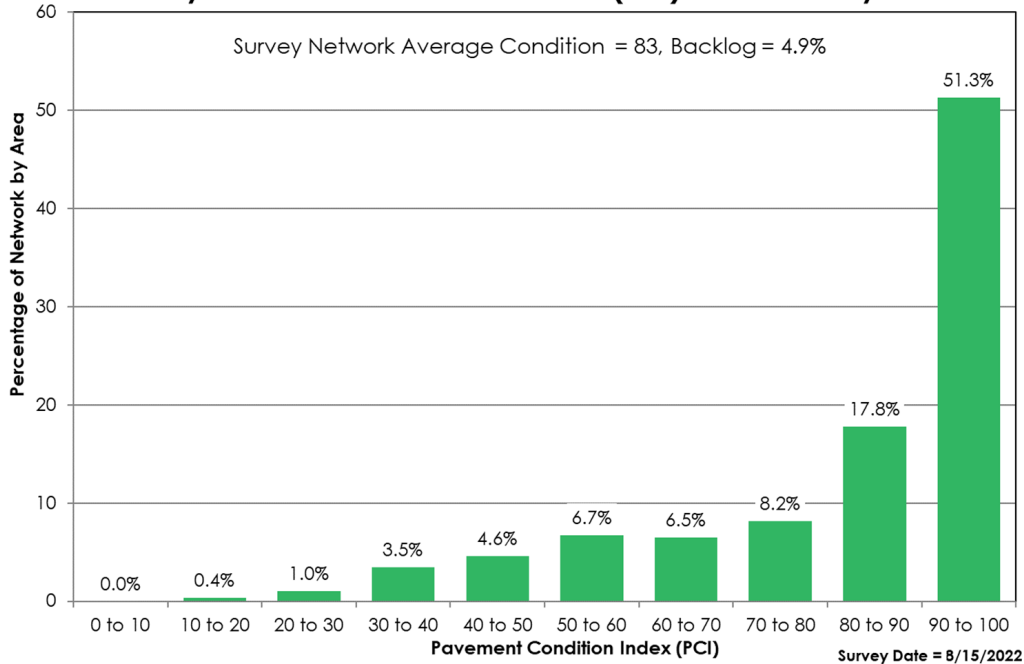


Paving Summary 2022-2026

City of Peachtree City, GA

As Surveyed Pavement Condition Index (PCI) Distribution by Area

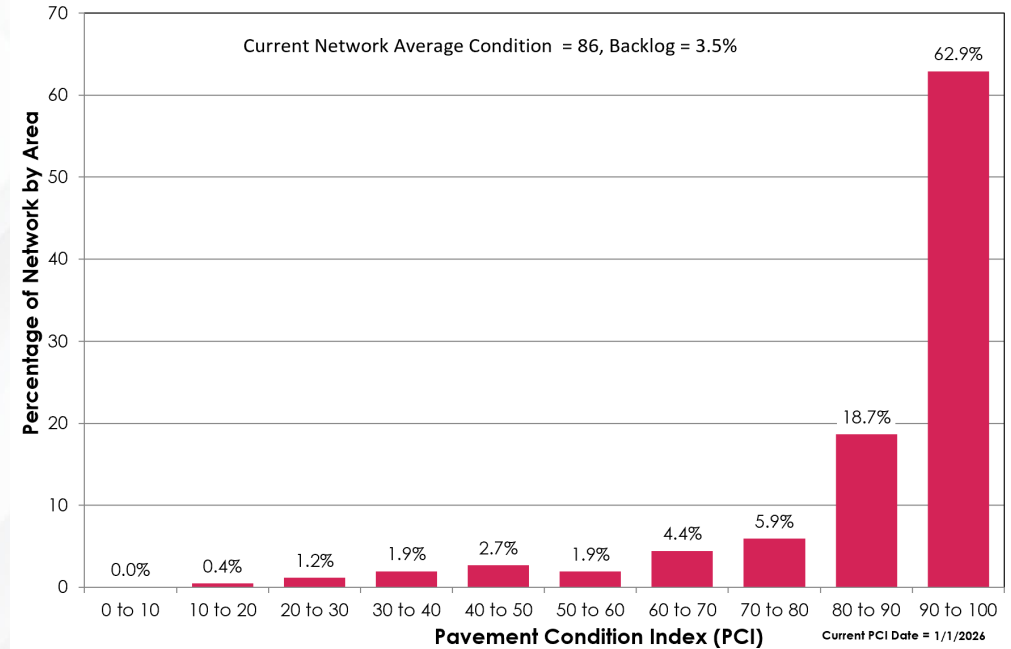
Survey Network Average Condition = 83, Backlog = 4.9%



City of Peachtree City, GA

Current Pavement Condition Index (PCI) Distribution by Area

Current Network Average Condition = 86, Backlog = 3.5%

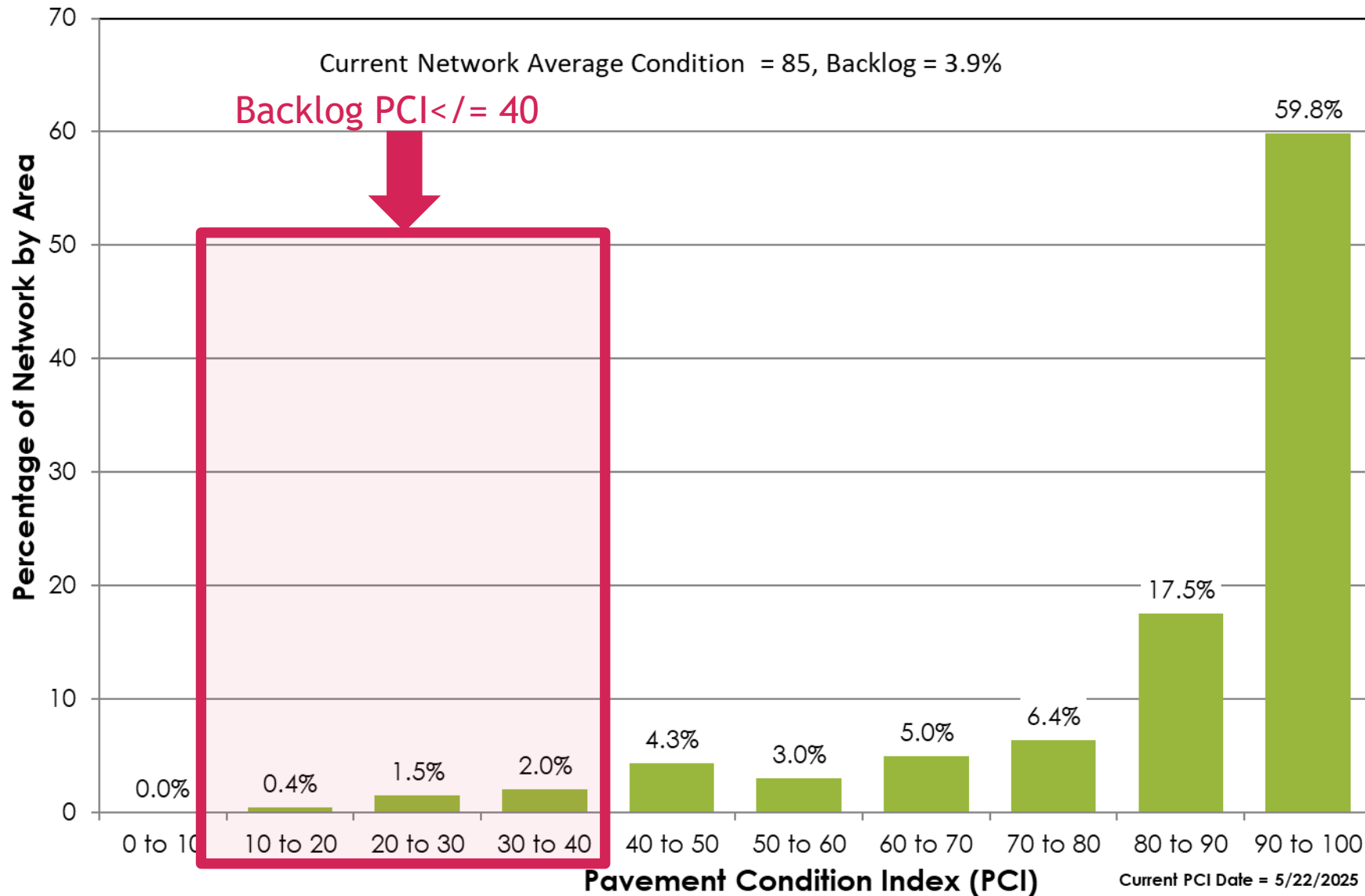


PCI: 83 (2022) to 86 (2026)
Backlog: 4.9% (2022) to 3.5% (2026)

2025 PCI

City of Peachtree City, GA

Current Pavement Condition Index (PCI) Distribution by Area

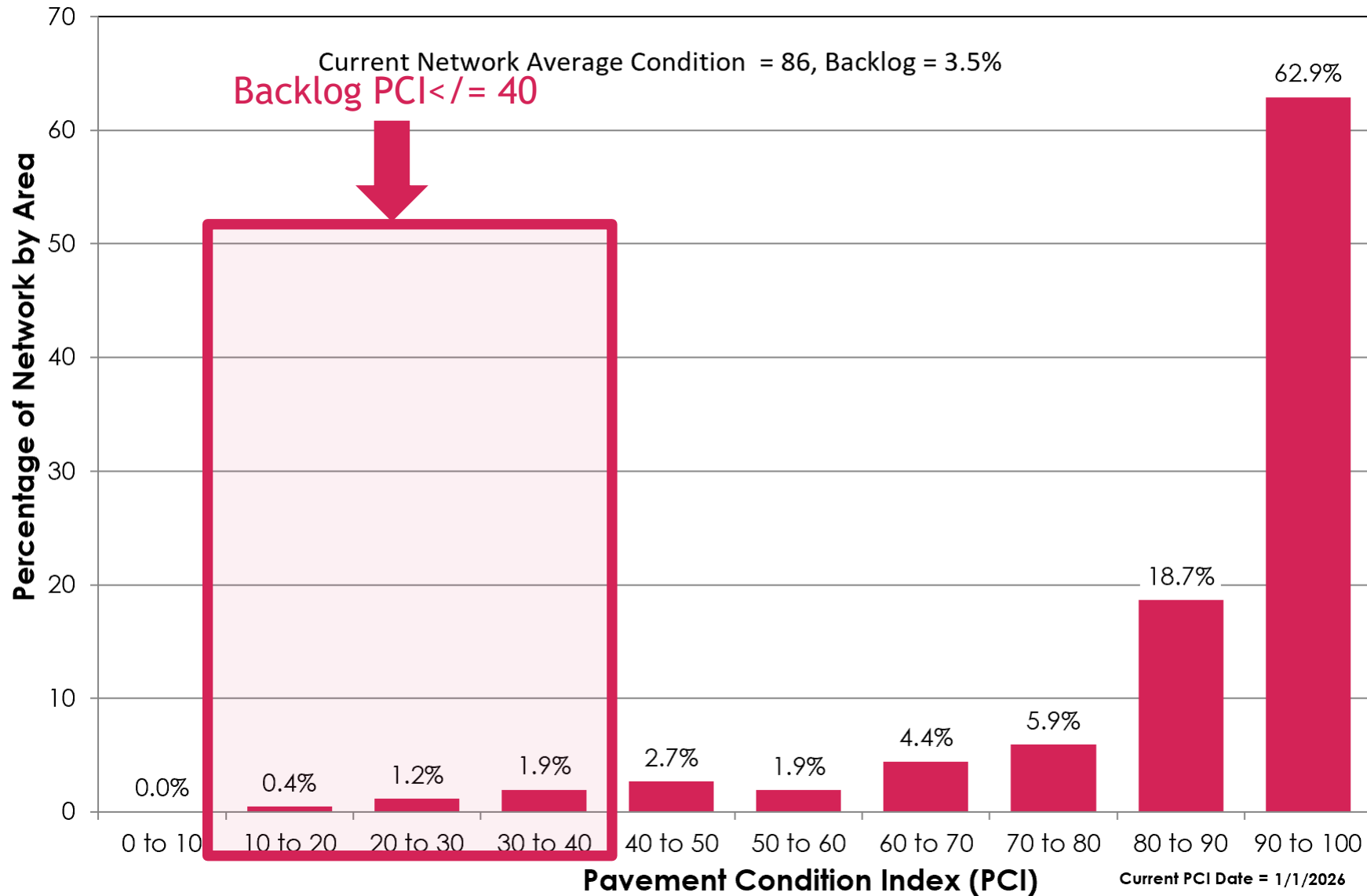


- Average PCI= 85
- Backlog= 3.9%
- 7.3% of Network Below PCI=60



City of Peachtree City, GA

Current Pavement Condition Index (PCI) Distribution by Area



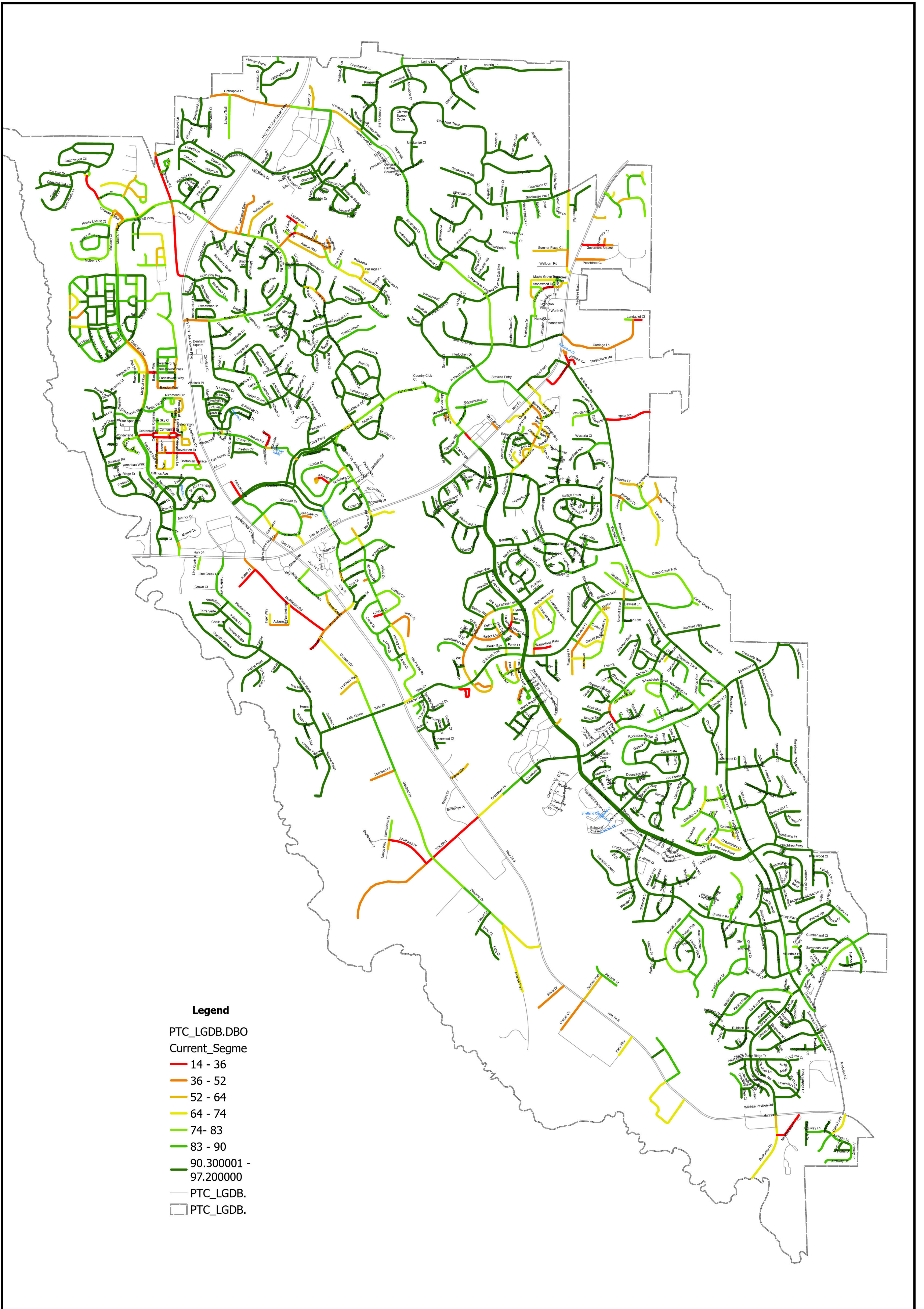
Current PCI

- Average PCI= 86
- Backlog= 3.5%
- 8.1% of Network Below PCI=60



A large, stylized green leaf graphic is positioned on the left side of the slide, partially overlapping the text. The leaf is composed of several overlapping, rounded shapes in various shades of green, creating a layered, organic effect. The background is a solid, medium-green color.

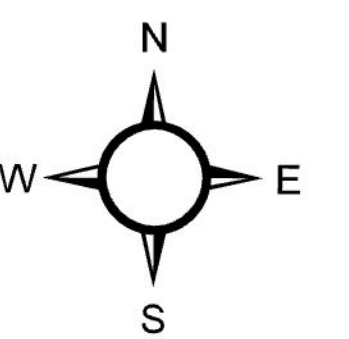
Questions?



Legend

- PTC_LGDB.DBO
- Current_Segme
- 14 - 36
- 36 - 52
- 52 - 64
- 64 - 74
- 74 - 83
- 83 - 90
- 90.300001 - 97.200000
- PTC_LGDB.
- PTC_LGDB.

01/01/2026 STREET PCI

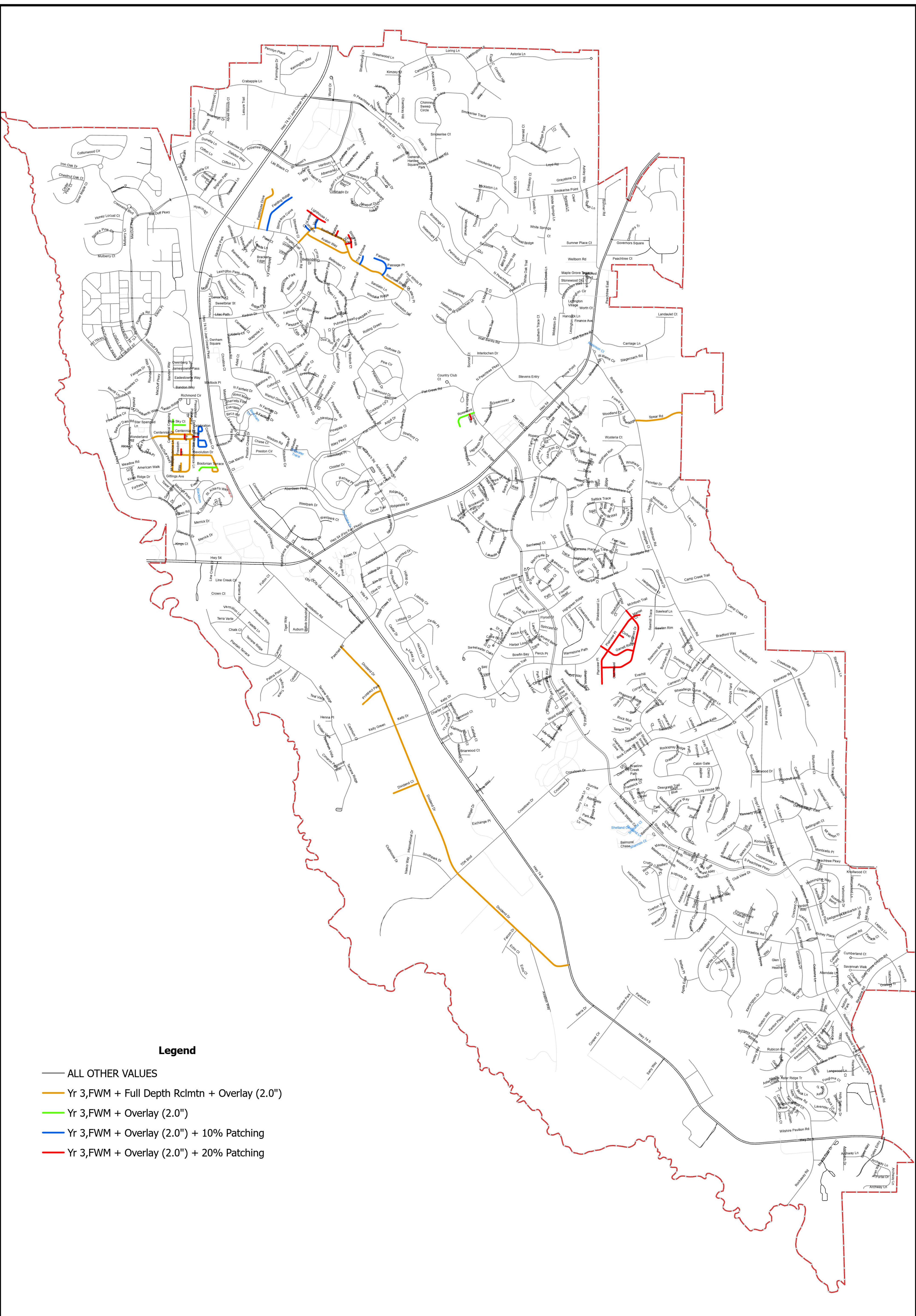


Map Information:

Date:
Current Time: 1/8/2026 2:25 PM

Drawn By:

SCALE



Legend

- ALL OTHER VALUES
- Yr 3, FWM + Full Depth Rclmnt + Overlay (2.0")
- Yr 3, FWM + Overlay (2.0")
- Yr 3, FWM + Overlay (2.0") + 10% Patching
- Yr 3, FWM + Overlay (2.0") + 20% Patching

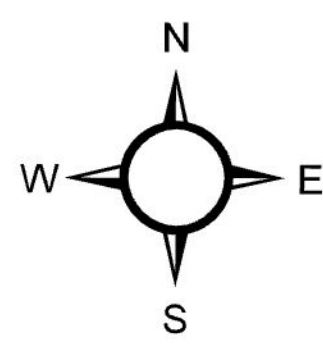


Map Information:

Date:
Current Time: 2/20/2026 10:59 AM

Drawn By:

SCALE



On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
ANTHEM AVE	CENTENNIAL DR (N)	CENTENNIAL DR (S)	22	162	415	FWM + Full Depth Rclmtn + Overlay (2.0-in)	
AVALON WAY	SOUTHERN SHORE DR	SOUTHERN SHORE DR	24	1616	4525	FWM + Full Depth Rclmtn + Overlay (2.0-in)	10 L.F of Curb and Gutter Replacement Throughout all of Avalon Way.
BLUE SKY CT	CENTENNIAL XING	EOP	31	427	1536	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Blue Sky CT.
BOSTONIAN TER	REVOLUTION DR	EOP	30	508	1760	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of Bostonian Ter.
BOSTONIAN TER	REVOLUTION DR	REVOLUTION DR	24	154	430	FWM + Overlay (2.0-in) + 10% Patching	15 L.F of Curb and Gutter Replacement Throughout all of Bostonian Ter.
CELEBRATION WAY	CENTENNIAL DR (S)	CONSTITUTION CIR	22	187	479	FWM + Full Depth Rclmtn + Overlay (2.0-in)	
CENTENNIAL DR	CENTURY PARK PL	CENTENNIAL DR (S)	26	560	1700	FWM + Full Depth Rclmtn + Overlay (2.0-in)	
CENTENNIAL DR (N)	CENTENNIAL DR (S)	CENTENNIAL XING	19	182	403	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of CENTENNIAL DR (N).
CENTENNIAL DR (N)	CENTENNIAL XING	ANTHEM AVE	19	148	328	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of CENTENNIAL DR (N).

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
CENTENNIAL DR (N)	ANTHEM AVE	DECLARATION DR	18	201	422	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of CENTENNIAL DR (N).
CENTENNIAL DR (N)	DECLARATION DR	CELEBRATION WAY	19	413	916	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of CENTENNIAL DR (N).
CENTENNIAL DR (S)	CENTENNIAL DR	INDEPENDENCE LN	20	408	951	FWM + Full Depth Rclmtn + Overlay (2.0-in)	10 L.F of Curb and Gutter Replacement Throughout all of CENTENNIAL DR (S).
CENTENNIAL DR (S)	INDEPENDENCE LN	ANTHEM AVE	18	152	318	FWM + Full Depth Rclmtn + Overlay (2.0-in)	10 L.F of Curb and Gutter Replacement Throughout all of CENTENNIAL DR (S).
CENTENNIAL DR (S)	ANTHEM AVE	INDEPENDENCE LN	18	182	382	FWM + Full Depth Rclmtn + Overlay (2.0-in)	10 L.F of Curb and Gutter Replacement Throughout all of CENTENNIAL DR (S).
CENTENNIAL DR (S)	INDEPENDENCE LN	CELEBRATION WAY	22	220	566	FWM + Full Depth Rclmtn + Overlay (2.0-in)	10 L.F of Curb and Gutter Replacement Throughout all of CENTENNIAL DR (S).
CENTENNIAL XING	CENTENNIAL DR (N)	DS@162N CENTENNIAL DR (N)	41	184	878	FWM + Full Depth Rclmtn + Overlay (2.0-in)	
CENTENNIAL XING	DS@162N CENTENNIAL DR (N)	BLUE SKY CT	22	162	415	FWM + Overlay (2.0-in) + 10% Patching	
CENTENNIAL XING	BLUE SKY CT	EOP	20	159	372	FWM + Overlay (2.0-in) + 10% Patching	

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
CONISTON CT	SOUTHERN SHORE DR	EOP	34	222	893	FWM + Overlay (2.0-in) + 10% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Coniston CT.
CONSTITUTION CIR	CELEBRATION WAY	DS@185N CELEBRATION WAY	23	926	2485	FWM + Overlay (2.0-in) + 10% Patching	30 L.F of Curb and Gutter Replacement Throughout all of Constitution CIR.
CONSTITUTION CIR	DS@185N CELEBRATION WAY	CONSTITUTION CIR	20	125	292	FWM + Overlay (2.0-in) + 10% Patching	30 L.F of Curb and Gutter Replacement Throughout all of Constitution CIR.
CONSTITUTION CIR	CELEBRATION WAY	DS@125S CELEBRATION WAY	27	185	583	FWM + Overlay (2.0-in) + 10% Patching	30 L.F of Curb and Gutter Replacement Throughout all of Constitution CIR.
CONSTITUTION CIR	DS@125S CELEBRATION WAY	CONSTITUTION CIR	23	532	1427	FWM + Overlay (2.0-in) + 10% Patching	30 L.F of Curb and Gutter Replacement Throughout all of Constitution CIR.
CORBEL CT	PLANCEER PL	EOP	35	176	717	FWM + Overlay (2.0-in) + 20% Patching	15 L.F of Curb and Gutter Replacement Throughout all of Corbel CT.
DECLARATION DR	CENTENNIAL DR (N)	DS@164N CENTENNIAL DR (N)	22	164	420	FWM + Full Depth Rclmtn + Overlay (2.0-in)	10 L.F of Curb and Gutter Replacement Throughout all of Declaration DR.
DECLARATION DR	DS@164N CENTENNIAL DR (N)	LEGACY DR	21	396	970	FWM + Full Depth Rclmtn + Overlay (2.0-in)	10 L.F of Curb and Gutter Replacement Throughout all of Declaration DR.
DIVIDEND CT	DIVIDEND DR	EOP	40	932	4333	FWM (4-inch depth) + Full Depth Rclmtn +2.0-in Asphalt Binder+ 2.0-in Olay	10 L.F of Curb and Gutter Replacement Throughout all of Dividend CT.

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
DIVIDEND DR	PASCHALL RD	PROSPECT PARK	30	1301	4555	FWM (4-inch depth) + Full Depth Rclmntn +2.0-in Asphalt Binder+ 2.0-in Olay	135 L.F of Curb and Gutter Replacement Throughout all of Dividend DR.
DIVIDEND DR	PROSPECT PARK	KELLY DR	31	1332	4819	FWM (4-inch depth) + Full Depth Rclmntn +2.0-in Asphalt Binder+ 2.0-in Olay	135 L.F of Curb and Gutter Replacement Throughout all of Dividend DR.
DIVIDEND DR	KELLY DR	DIVIDEND CT	37	1601	6909	FWM (4-inch depth) + Full Depth Rclmntn +2.0-in Asphalt Binder+ 2.0-in Olay	135 L.F of Curb and Gutter Replacement Throughout all of Dividend DR.
DIVIDEND DR	DIVIDEND CT	TDK BLVD	30	3427	11995	FWM (4-inch depth) + Full Depth Rclmntn +2.0-in Asphalt Binder+ 2.0-in Olay	135 L.F of Curb and Gutter Replacement Throughout all of Dividend DR.
DIVIDEND DR	TDK BLVD	LEO GILES DR	28	2167	7078	FWM (4-inch depth) + Full Depth Rclmntn +2.0-in Asphalt Binder+ 2.0-in Olay	135 L.F of Curb and Gutter Replacement Throughout all of Dividend DR.
DIVIDEND DR	LEO GILES DR	FALCON DR	29	667	2258	FWM (4-inch depth) + Full Depth Rclmntn +2.0-in Asphalt Binder+ 2.0-in Olay	135 L.F of Curb and Gutter Replacement Throughout all of Dividend DR.
DIVIDEND DR	FALCON DR	AVIATION WAY	32	1512	5645	FWM (4-inch depth) + Full Depth Rclmntn +2.0-in Asphalt Binder+ 2.0-in Olay	135 L.F of Curb and Gutter Replacement Throughout all of Dividend DR.
DIVIDEND DR	AVIATION WAY	HWY 74	29	2081	7041	FWM (4-inch depth) + Full Depth Rclmntn +2.0-in Asphalt Binder+ 2.0-in Olay	135 L.F of Curb and Gutter Replacement Throughout all of Dividend DR.
FIELDHOUSE DR	KEDRON DR	EOP	25	1540	4492	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Fieldhouse DR.

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
FIELDHOUSE PARKING PROJECT	FIELDHOUSE DR	EOP			11087.09	FWM + Overlay (2.0-in) + 20% Patching	15 L.F of Curb and Gutter Replacement Throughout all of the Fieldhouse Parking Project.
FIELDING RDG	KEDRON DR	EOP	23	1514	4052	FWM + Overlay (2.0-in) + 10% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Fielding RDG.
FREEDOM LN	REVOLUTION DR	EOP	36	203	848	FWM + Overlay (2.0-in) + 20% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Freedom LN.
GARDEN GATE	ROSEMONT	EOP	33	196	754	FWM + Overlay (2.0-in) + 20% Patching	
GARRET RDG	MCINTOSH TRL	PLANCEER PL	24	982	2749	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Garret RDG.
GARRET RDG	PLANCEER PL	SANDOWN DR	21	293	719	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Garret RDG.
GLISTEN VIEW PL	SOUTHERN SHORE DR	SHORE WALK	23	196	526	FWM + Overlay (2.0-in) + 20% Patching	
INDEPENDENCE LN	CENTENNIAL DR (S)	DS@162S CENTENNIAL DR (S)	22	395	1013	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of Independence LN.
INDEPENDENCE LN	DS@162S CENTENNIAL DR (S)	REVOLUTION DR	24	162	454	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of Independence LN.

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
INDEPENDENCE LN	REVOLUTION DR	MT VERNON WAY	23	817	2193	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of Independence LN.
INDEPENDENCE LN	MT VERNON WAY	REVOLUTION DR	18	149	312	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of Independence LN.
INDEPENDENCE LN	REVOLUTION DR	DS@405N REVOLUTION DR	23	847	2272	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of Independence LN.
INDEPENDENCE LN	DS@405N REVOLUTION DR	CENTENNIAL DR (S)	22	405	1039	FWM + Full Depth Rclmtn + Overlay (2.0-in)	15 L.F of Curb and Gutter Replacement Throughout all of Independence LN.
LANTERN VIEW	SOUTHERN SHORE DR	LIGHTHOUSE LN	25	352	1026	FWM + Overlay (2.0-in) + 10% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Lantern View.
LIGHTHOUSE LN	EOP	LANTERN VIEW	30	478	1677	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Lighthouse LN.
LIGHTHOUSE LN	LANTERN VIEW	EOP	34	265	1058	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Lighthouse LN.
MANTEL CT	SANDOWN DR	EOP	34	289	1136	FWM + Overlay (2.0-in) + 20% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Mantel CT.
MT VERNON WAY	INDEPENDENCE LN	EOP	35	295	1213	FWM + Full Depth Rclmtn + Overlay (2.0-in)	5 L.F of Curb and Gutter Replacement Throughout all of MT Vernon Way.

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
OAK NEWEL	SANDOWN DR	EOP	28	316	1032	FWM + Overlay (2.0-in) + 20% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Oak Newel.
PALATINE PL	SOUTHERN SHORE DR	EOP	38	197	870	FWM + Overlay (2.0-in) + 20% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Palatine PL.
PALISADES	SOUTHERN SHORE DR	PASSAGE PT	23	282	757	FWM + Overlay (2.0-in) + 10% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Palisades.
PALISADES	PASSAGE PT	EOP	29	592	1985	FWM + Overlay (2.0-in) + 10% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Palisades.
PASSAGE PT	PALISADES	EOP	42	152	744	FWM + Overlay (2.0-in) + 10% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Passage PT.
PLANCEER PL	SANDOWN DR	CORBEL CT	27	567	1789	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Planceer PL.
PLANCEER PL	CORBEL CT	GARRET RDG	23	689	1849	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Planceer PL.
PLANCEER PL	GARRET RDG	SANDOWN DR	24	738	2066	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Planceer PL.
PLANCEER PL	SANDOWN DR	EOP	25	644	1878	FWM + Overlay (2.0-in) + 20% Patching	10 L.F of Curb and Gutter Replacement Throughout all of Planceer PL.

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
PROSPECT PARK	DIVIDEND DR	EOP	39	798	3664	FWM (4-inch depth) + Full Depth Rclmtn +2.0-in Asphalt Binder+ 2.0-in Olay	15 L.F of Curb and Gutter Replacement Throughout all of Prospect Park.
REVOLUTION DR	INDEPENDENCE LN	FREEDOM LN	23	1200	3221	FWM + Full Depth Rclmtn + Overlay (2.0-in)	45 L.F of Curb and Gutter Replacement Throughout all of Revolution DR.
REVOLUTION DR	FREEDOM LN	INDEPENDENCE LN	21	289	708	FWM + Full Depth Rclmtn + Overlay (2.0-in)	45 L.F of Curb and Gutter Replacement Throughout all of Revolution DR.
REVOLUTION DR	INDEPENDENCE LN	BOSTONIAN TER	20	300	700	FWM + Full Depth Rclmtn + Overlay (2.0-in)	45 L.F of Curb and Gutter Replacement Throughout all of Revolution DR.
REVOLUTION DR	BOSTONIAN TER	BOSTONIAN TER	24	448	1255	FWM + Full Depth Rclmtn + Overlay (2.0-in)	45 L.F of Curb and Gutter Replacement Throughout all of Revolution DR.
ROSEMONT	N PEACHTREE PKWY	GARDEN GATE	25	673	1926	FWM + Overlay (2.0-in)	5 L.F of Curb and Gutter Replacement Throughout all of Rosemont.
ROSEMONT	GARDEN GATE	EOP	16	166	310	FWM + Overlay (2.0-in)	5 L.F of Curb and Gutter Replacement Throughout all of Rosemont.
SANDOWN DR	MCINTOSH TRL	PLANCEER PL	21	421	1031	FWM + Overlay (2.0-in) + 20% Patching	25 L.F of Curb and Gutter Replacement Throughout all of Sandown DR.
SANDOWN DR	PLANCEER PL	GARRET RDG	21	1234	3023	FWM + Overlay (2.0-in) + 20% Patching	25 L.F of Curb and Gutter Replacement Throughout all of Sandown DR.

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
SANDOWN DR	GARRET RDG	OAK NEWEL	21	1011	2478	FWM + Overlay (2.0-in) + 20% Patching	25 L.F of Curb and Gutter Replacement Throughout all of Sandown DR.
SANDOWN DR	OAK NEWEL	PLANCEER PL	19	328	727	FWM + Overlay (2.0-in) + 20% Patching	25 L.F of Curb and Gutter Replacement Throughout all of Sandown DR.
SHORE WALK	EOP	GLISTEN VIEW PL	34	309	1232	FWM + Overlay (2.0-in) + 20% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Shore Walk.
SHORE WALK	GLISTEN VIEW PL	EOP	38	148	657	FWM + Overlay (2.0-in) + 20% Patching	5 L.F of Curb and Gutter Replacement Throughout all of Shore Walk.
SOUTHERN SHORE DR	GALLERY PL	PALISADES	22	228	584	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.
SOUTHERN SHORE DR	PALISADES	THE ENCLAVE	24	763	2136	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.
SOUTHERN SHORE DR	THE ENCLAVE	AVALON WAY	27	436	1375	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.
SOUTHERN SHORE DR	AVALON WAY	GLISTEN VIEW PL	21	134	327	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.
SOUTHERN SHORE DR	GLISTEN VIEW PL	PALATINE PL	22	876	2248	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.

On Street	From Street	To Street	Width (ft)	Length (ft)	Area (YD ²)	Rehab Activity	Notes
SOUTHERN SHORE DR	PALATINE PL	LANTERN VIEW	24	465	1302	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.
SOUTHERN SHORE DR	LANTERN VIEW	CONISTON CT	23	875	2349	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.
SOUTHERN SHORE DR	CONISTON CT	AVALON WAY	23	626	1680	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.
SOUTHERN SHORE DR	AVALON WAY	KEDRON DR	21	269	659	FWM + Full Depth Rclmtn + Overlay (2.0-in)	20 L.F of Curb and Gutter Replacement Throughout all of Southern Shore DR.
SPEAR RD	DS@17W EOP	ROBINSON RD	25	1648	4807	FWM + Full Depth Rclmtn + Overlay (2.0-in)	
THE ENCLAVE	SOUTHERN SHORE DR	EOP	33	308	1177	FWM + Overlay (2.0-in) + 10% Patching	