CITY COUNCIL

Kim Learnard, Mayor

Suzanne Brown, Mayor Pro Tem | Laura Johnson, Post 1

Clinton Holland, Post 3 | Michael Polacek, Post 4

SCAN FOR AGENDA PACKET

Work Session Agenda

August 6, 2026 | 9:30 AM

City Hall

1. **Call to Order**

2. **Pledge of Allegiance and Moment of Silence**

3. **Presentation**
   - A. 2026 Intern Video Presentation (Teaa Allston-Bing)
   - B. Wall of Fame at Kedron (Harold Layton, Rory Boyles)
   - C. Unified Development Ordinance (UDO) — Project Introduction to City Council (Shayla Reed)

4. **Public Comment**

5. **Agenda Changes**

6. **Quarterly Reports**
   - A. 2nd Quarter Reports

7. **Minutes**
   - A. July 9, 2026 Special Called City Council Meeting Minutes
   - B. July 9, 2026 Executive Session Minutes

8. **Consent Items**
   - A. Resolution to Adopt the Annual CIE Update
   - B. FY26 Budget Amendment 26-28 — Acceptance of $2,500 Sponsorship for Family Football Saturdays
   - C. FY26 Budget Amendment 26-27 – Additional LMIG Funding
   - D. FY26 Budget Amendment 26-29 – Federal Forfeiture Proceeds

9. **New Agenda Items**
   - A. 08-06-01 FY26 Budget Amendment 26-30 and Library Naming (Clint Holland)
   - B. 08-06-02 Property conveyance to Fayette County Development Authority (Ted Meeker)
   - C. 08-06-03 RFP for Bridge connecting McIntosh and Booth (Jonathan Miller)

10. **Work Session Discussion Items**

A. Discuss Text Amendment to the Land Development Ordinance, specifically Article XI — Vegetation Protection and Landscape Requirements (Shayla Reed)

B. Amwaste Presentation (Mandy Renova, Amwaste USA)

11. Council/Staff Topics

12. Executive Session

13. Adjourn

It is the policy of the City of Peachtree City that all city-sponsored public meetings and events are accessible to people with disabilities and are in compliance with Title VI of the Civil Rights Act of 1964. If you need assistance in participating in this meeting or event due to a disability as defined under the ADA or need assistance per Title VI, please contact the City's Title VI and ADA Coordinator, Dr. Teaa Allston-Bing at (770) 632-4276 or e-mail tallston-bing@peachtree-city.org at least three (3) business days before the scheduled meeting or event to request an accommodation.

Kedron Fieldhouse Wall of Fame

August 6th, 2026

Presented by

Rory Boyles
Recreation and Special Events Intern

Introduction

The main initiative of the Kedron Wall of Fame is to honor the many athletes who have made a significant impact in the world of sports and who now call, or have previously called, Peachtree City home. These athletes, whether born here or elsewhere, all leave their marks on our community, and they should be distinguished by a place that will always welcome them.

Criteria

To ensure that the integrity of the Wall of Fame can be ensured beyond this internship, it was imperative to define criteria for the athletes.

1. Community Connection
- Must have lived in, attended school in, or maintained a significant long-term connection to Peachtree City
2. Athletic Achievement
- Must have demonstrated excellence at the collegiate, professional, national, or international level
3. Positive Representation
- The athlete's accomplishments should positively reflect on the community and should serve as inspiration for current and future generations alike.

Future Classes

With clearly defined criteria in place, future inductees will have a consistent and transparent path to nomination. Citizens will have the opportunity to nominate athletes through an online application on the Kedron Fieldhouse website. Once the application is submitted online, the nominator must present the nomination to the Recreation Advisory Group. With the RAG's blessing, the nomination may then be presented to City Council for final approval.

Interviews

Each inductee has been interviewed, and their responses have been published online in an article documenting their achievements, their impact on the community, and their message to today's and tomorrow's youth athletes in an article documenting their achievements, their impact on the city, as well as their message to the youth athletes of today and tomorrow.

Meet Our Inductees

Lilli Backes

- Starr's Mill High School Alumna
- 2021 State Champion, Three-Time First-Team All-State, 912 Career Strikeouts, Three-Time Region 5A Pitcher of the Year
- Two-Time All-ACC Academic Team, All-ACC Second Team, and All-ACC Tournament Team at the University of North Carolina
- Two-Time CSC Academic All-District, 2023–24 SEC First-Year Academic Honor Roll, USA Softball Collegiate Player of the Year Top 53 Watch List



Cole Bishop

- First-Team All-State, All-County, and All-Region selections at Starr's Mill High School
- Two-Time All-Pac-12 Honorable Mention, All-Pac-12 Second Team, Jim Thorpe Award Semifinalist, and College Football Network Second-Team All-American at the University of Utah
- Selected by the Buffalo Bills in the Second Round (60th Overall) of the 2024 NFL Draft



Mary Plant

- Set the first world record in the 200-meter butterfly at the 1979 Pan American Games
- Set the world record in the 100-meter butterfly and broke her own world record in the 200-meter butterfly at the 1981 USA Swimming Long Course National Championships; Records that would stand for over two decades
- Three-Time Gold Medalist at the 1984 Summer Olympics
- Inducted into the International Swimming Hall of Fame



Dave Pina

- More than 25 years of dedication to Peachtree City's youth basketball through coaching, camps, and high school athletics
- Played collegiate basketball at Babson College in Boston, Massachusetts
- Region Championship-winning assistant coach at McIntosh High School
- Whitewater High School's first Girls Varsity Basketball Coach



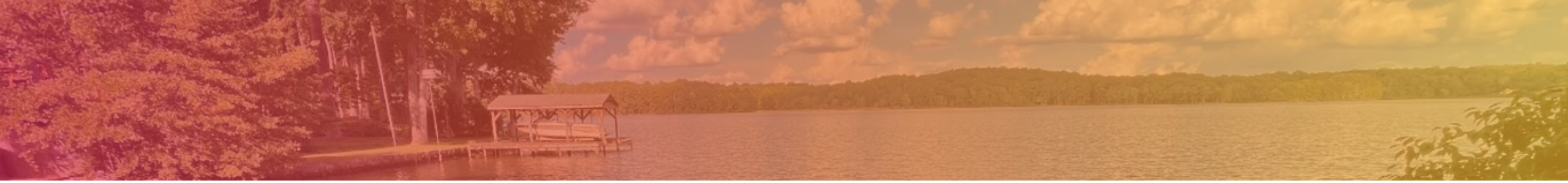
Questions?

Unified Development Ordinance

Tuesday, July 28th, 2026

ROOTED IN COMMUNITY

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Agenda

I. Project Rationale

II. Project Timeline

III. Process & Scope

IV. Next Steps

ROOTED IN COMMUNITY

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Inspire's Experience

69
Comprehensive Plans

72
Ordinance and Code Projects

55
Redevelopment Projects

10
Development Review Clients



II. Project Rationale



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Project Rationale:
Why update the development code?

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38 Years since last comprehensive review

Inconsistency in Zoning Ordinance and Land Development Ordinance

Not inclusive of all current uses and legal requirements

How will Team address these issues?

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- ✓ Consolidate the City's separate codes into one streamlined, cohesive Unified Development Ordinance
- ✓ Fully align UDO with state law and other City planning documents
- ✓ Facilitate Community-wide meetings, Advisory Council meetings, and collaborate closely with Planning & Development Department

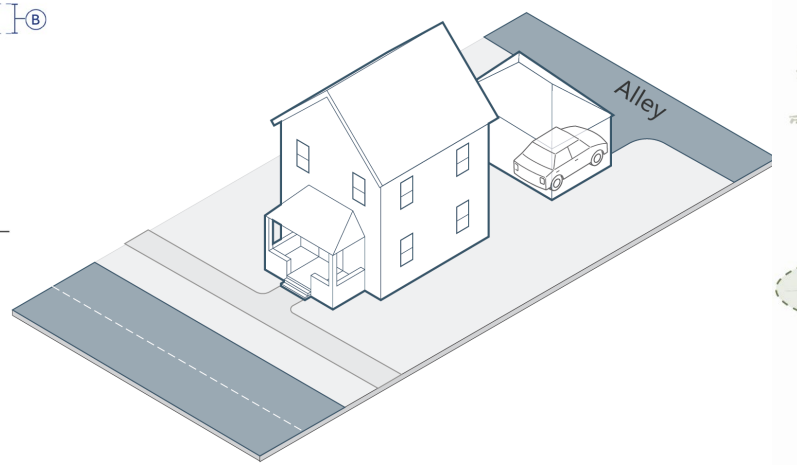


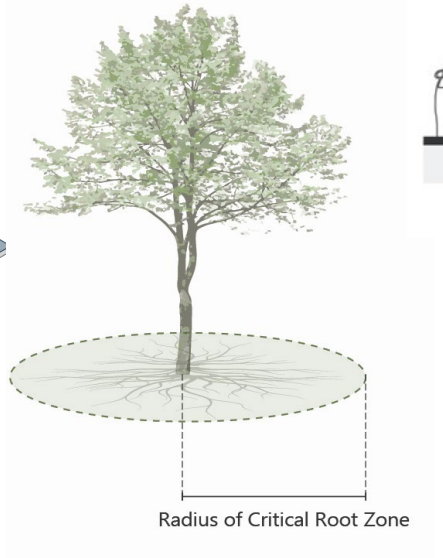
How will Team address these issues?

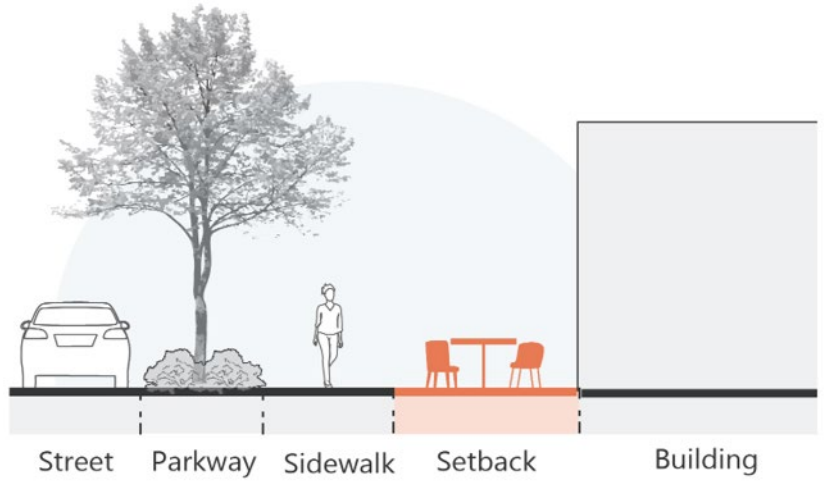
ROOTED IN COMMUNITY
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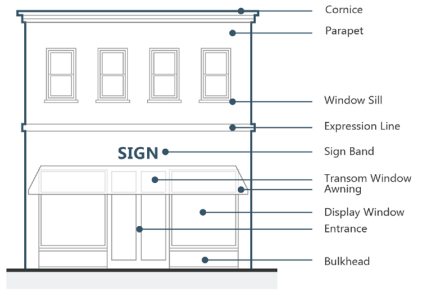
- ✓ Emphasize clarity and usability through tables, graphics, and examples and online formatting











IV. Project Timeline



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Project Timeline

ROOTED IN COMMUNITY
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- ☑ **June 2026** - Project Kickoff
- ☐ **August 2026** City Council Workshop
- ☐ **August 2026** UDO Committee Meeting
- ☐ **September 2026** Public Open House #1
- ☐ **January 2027** Public Open House #2
- ☐ **February 2027** Workshop with UDO Committee & City Council
- ☐ **March 2027** Adoption Hearings/Project Wrap Up

V. Scope & Process



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Scope

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- **Assessment** of current ordinances and related planning documents
- Updated, streamlined **UDO** and **Zoning Map**
- **Project Testing** to ensure desired development outcomes
- **Codification** and interactive **digital formatting**

Re-Organization Process

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Key to Proposed Chapters:

- Art. 1. General Provisions
- Art. 2. Definitions
- Art. 3. Decision Makers and Development Review Processes
- Art. 4. Zoning
- Art. 5. Site-Specific Zoning Conditions and Annexations
- Art. 6. Uses
- Art. 7. Site & Subdivision Design
- Art. 8. Streets & Access
- Art. 9. Parking
- Art. 10. Tree Regulations and Landscaping
- Art. 11. Signage
- Art. 12. Design and Lighting
- Art. 13. Environment
- Art. 14. Nonconformities
- Art. 15. Building Code

Original Outline

Original Outline

Appendix A, Zoning

- Article I. Title
- Article II. Short Title
- Article III. Purpose
- Article IV. Enactment Clause
- Article V. Interpretation of Terms
- Article VI. Definitions
- Article VII. Establishment of Districts

Original Outline

- (1002.5) Property rezoned to R-43
- Sec. 1002A. VR residual villa residential district
  - (1002A.1) Intent of district
  - (1002A.2) Permitted uses
  - (1002A.3) Conditional uses
  - (1002A.4) Other requirements
- Sec. 1003. ER estate residential district
  - (1003.1) Intent of district
  - (1003.2) Permitted uses
  - (1003.3) Conditional uses
  - (1003.4) Other requirements
  - Sec. 1003A. Property rezoned to ER
- Sec. 1004. GR general residential district
  - (1004.1) Intent of district
  - (1004.2) Permitted uses
  - (1004.3) Conditional uses
  - (1004.4) Other requirements
  - Sec. 1004A. Property rezoned to GR
- Sec. 1005. LC residual limited commercial district
  - (1005.1) Intent of district
  - (1005.2) Permitted uses
  - (1005.3) Conditional uses
  - (1005.4) Other requirements
- Sec. 1005A. OI office institutional district
  - (1005A.1) Intent of district
  - (1005A.2) Permitted uses
  - (1005A.3) Conditional uses
  - (1005A.4) Other requirements

Comp Plan Matrix

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GOALS, OBJECTIVES, & STRATEGIES (FROM COMPREHENSIVE PLAN)	ARTICLE LOCATION IN CURRENT ORDINANCE	PROPOSED ACTION IN UDO
ECONOMIC DEVELOPMENT Maintain a diversified economy that encourages high paying jobs and maximum tax contribution while meeting the requirements of a healthy environment.		
Policies		
Support the retention and growth of the industrial sector, retain existing businesses, and attract new businesses to balance the tax base.	**LDO:** Article VII, General Development Standards and Design Guidelines (Division 1, Standards for Site Design and Division 4, Standards for Retail, Commercial and Industrial Building Design) **ZONING:** Article X, Requirements by District	Review development standards, such as parking and dimensions, to ensure they are not prohibitive for developers to rehabilitate existing structures and to retain existing businesses. Ensure that a wide variety of uses are allowed in commercial and industrial zoning districts.
Ensure adequate and modern infrastructure is in place that can accommodate new and existing businesses	**LDO:** Article VII Division 5, Standards for Lighting Design; **ZONING:** Sec. 909. Off-Street Automobile Parking Requirements	Tailor parking and lighting standards to support commercial uses and remove development barriers.

Use & Dimensions Tables

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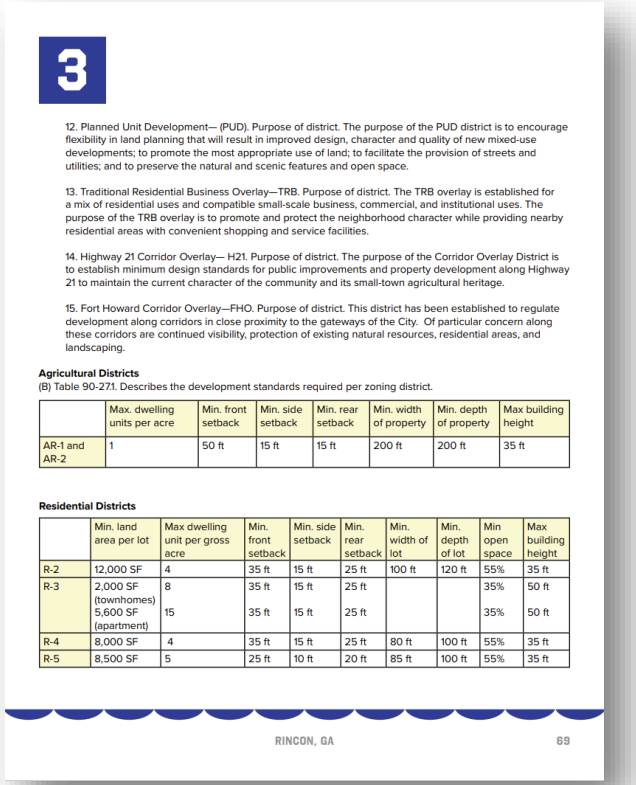
USE	R-10, R-12, R-15, R-22	R43	LUR	VR	ER	GR	LC	OI	GC	LUC	LI	GI	LUI	OS-C	OS-P	AR	R-1	Notes or Definitions (Including uses that were consolidated)	Questions for Staff
Multi-family dwelling						P				P									These are currently defined as dwellings designed to be occupied by three or more families. We have the opportunity to define multifamily as having five or more dwelling units, and create "triplex" and "quadplex" as separate uses which are allowed in more districts. Is there interest in allowing these "missing middle" uses in more residential districts?
One family dwelling	P	P	P		P	P				P						P	P	Excluding mobile or manufactured homes	
Patio dwelling						P				P									Is this necessary to keep as an additional use?
Townhouse dwelling			P			P				P									What is the difference between townhouse dwelling and cluster dwelling? Permitted in the same zones.
Two-family attached (duplex) dwelling						P				P									

Residential and Agricultural Districts – Existing Dimensions

	R-1	R-10	R-12	R-15	R-22	R-43	VR	ER	GR (attached)	GR (detached)	AR	LUR
Min. floor area per dwelling unit (sf)	1,000	1,000	1,200	1,400	1,600	1,500	2,100	1,600	600	800	1,000	1,000
Min. lot area	10,000 sf	10,000 sf	12,000 sf	15,000 sf	22,000 sf	1 acre	1 acre	3 acres	N/A	N/A	1 acre	5 acres
Min. lot area per dwelling unit	10,000 sf	10,000 sf	12,000 sf	15,000 sf	22,000 sf	1 acre	1 acre	3 acres	1,600 sf	4,000 sf	1 acre	N/A
Max. dwelling units per net acre	4.36	4.36	3.63	2.90	1.98	1	1	N/A	N/A	N/A	N/A	N/A
Max. dwelling units per gross acre	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12	10	N/A	N/A
Min. lot width (ft)	75	80	85	95	120	150	150	250	N/A	N/A	150	N/A
Min. lot width adjacent to existing or future public or private street right-of-way line (ft)	N/A	40 on street, 35 on cul-de-sac.	40 on street, 35 on cul-de-sac.	40 on street, 35 on cul-de-sac.	40 on street, 35 on cul-de-sac.	40 on street, 35 on cul-de-sac.	N/A	N/A	N/A	N/A	N/A	N/A

Final Deliverable

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3

12. Planned Unit Development— (PUD). Purpose of district. The purpose of the PUD district is to encourage flexibility in land planning that will result in improved design, character and quality of new mixed-use developments; to promote the most appropriate use of land; to facilitate the provision of streets and utilities; and to preserve the natural and scenic features and open space.

13. Traditional Residential Business Overlay—TRB. Purpose of district. The TRB overlay is established for a mix of residential uses and compatible small-scale business, commercial, and institutional uses. The purpose of the TRB overlay is to promote and protect the neighborhood character while providing nearby residential areas with convenient shopping and service facilities.

14. Highway 21 Corridor Overlay— H21. Purpose of district. The purpose of the Corridor Overlay District is to establish minimum design standards for public improvements and property development along Highway 21 to maintain the current character of the community and its small-town agricultural heritage.

15. Fort Howard Corridor Overlay—FHO. Purpose of district. This district has been established to regulate development along corridors in close proximity to the gateways of the City. Of particular concern along these corridors are continued visibility, protection of existing natural resources, residential areas, and landscaping.

Agricultural Districts

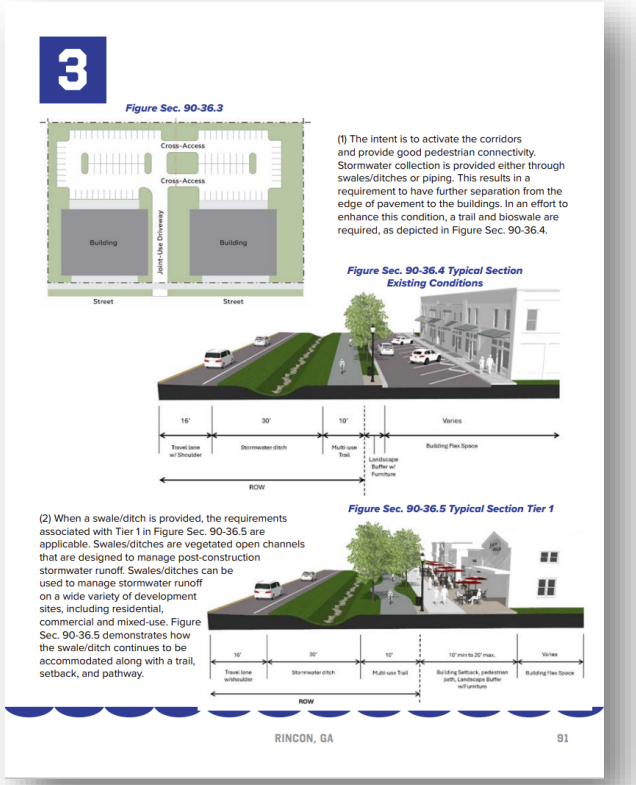
(B) Table 90-271. Describes the development standards required per zoning district.

	Max. dwelling units per acre	Min. front setback	Min. side setback	Min. rear setback	Min. width of property	Min. depth of property	Max building height
AR-1 and AR-2	1	50 ft	15 ft	15 ft	200 ft	200 ft	35 ft

Residential Districts

	Min. land area per lot	Max dwelling unit per gross acre	Min. front setback	Min. side setback	Min. rear setback	Min. width of lot	Min. depth of lot	Min open space	Max building height
R-2	12,000 SF	4	35 ft	15 ft	25 ft	100 ft	120 ft	55%	35 ft
R-3	2,000 SF (townhomes) 5,600 SF (apartment)	8 15	35 ft 35 ft	15 ft 15 ft	25 ft 25 ft			35% 35%	50 ft 50 ft
R-4	8,000 SF	4	35 ft	15 ft	25 ft	80 ft	100 ft	55%	35 ft
R-5	8,500 SF	5	25 ft	10 ft	20 ft	85 ft	100 ft	55%	35 ft

RINCON, GA 69



3

Figure Sec. 90-36.3

(1) The intent is to activate the corridors and provide good pedestrian connectivity. Stormwater collection is provided either through swales/ditches or piping. This results in a requirement to have further separation from the edge of pavement to the buildings. In an effort to enhance this condition, a trail and bioswale are required, as depicted in Figure Sec. 90-36.4.

Figure Sec. 90-36.4 Typical Section Existing Conditions

(2) When a swale/ditch is provided, the requirements associated with Tier 1 in Figure Sec. 90-36.5 are applicable. Swales/ditches are vegetated open channels that are designed to manage post-construction stormwater runoff. Swales/ditches can be used to manage stormwater runoff on a wide variety of development sites, including residential, commercial and mixed-use. Figure Sec. 90-36.5 demonstrates how the swale/ditch continues to be accommodated along with a trail, setback, and pathway.

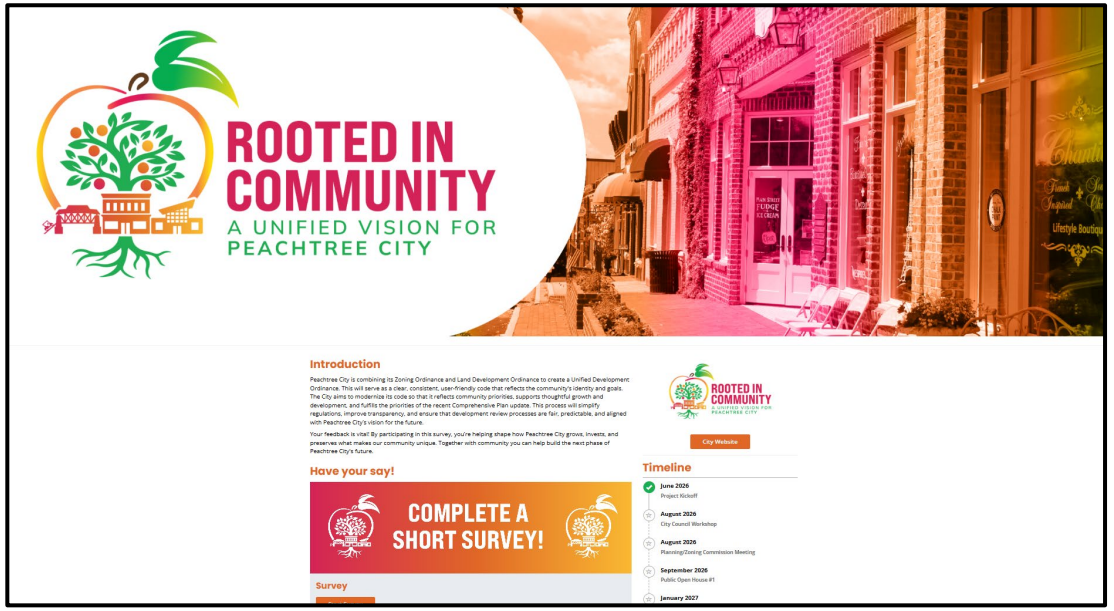
Figure Sec. 90-36.5 Typical Section Tier 1

RINCON, GA 91

Project Website

ROOTED IN COMMUNITY
A UNIFIED VISION FOR PEACHTREE CITY

- Link: [Peachtree City UDO | Drafts | Inspire Engagement]
- QR Code:



Next Steps

- ❑ **August 2026**

  Planning/Zoning Commission Meeting

- ❑ **September 2026**

  Public Open House #1



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Thank you.

We welcome your feedback and participation throughout this exciting project.

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A UNIFIED VISION FOR PEACHTREE CITY

Peachtree City, Georgia

ENGINEERING SERVICES

"Uncompromised Excellence"

Q2 2026

UPGRADES & MAINTENANCE

- **City Hall renovations** (ongoing)
  - *New* HVAC system
  - *New* roof
  - *New* ceiling grid & tiles
  - *New* return grills
  - Main electrical service upgrade
- **Completed roof repairs** on **Drake Field Pavilion**
- **Jim Meade Field Pickleball Court** project **completed**
- **Replaced** lower floor **Library** pneumatic **main entry/exit door to electric operator**
- **LED lighting upgrade** for **Public Works bays 1,3,5, & 6**
- **Replaced overhead door springs** at Fire **Station 83**
- **Replaced rear overhead door** at **Station 81**
- **Replaced fire hydrant** at **Public Works**

BUILDING OUR FUTURE

290 Building Permit Reviews

10 Site Plan Reviews

11 Land Disturbance Permits Issued

11 Erosion Control Reviews

86 Work Orders Completed

STORMWATER MAINTENANCE

4 Ditches Cleaned

8 Structure Repairs

9 Detention Ponds Cleaned

77 Structures Cleaned

44 Pipes Cleaned

771 Linear Feet Pipe Replacement

Peachtree City, Georgia

EXECUTIVE SERVICES

"Uncompromised Excellence"

Q2 2026

E-NEWS HUB The Slice: Community Engagement Poll

How would you prefer to share feedback on upcoming city initiatives?

Comprehensive online surveys (like this one) via the newsletter: 79
Mobile-friendly polls or text messages: **51**
Online citizen dashboard to leave public comments on active projects: **35**
Informal, in-person "Coffee with the Council" neighborhood meetups: **19**
Scheduled virtual town halls meetings with live Q&A sessions: **13**

35,271 TOTAL NEWSLETTER SUBSCRIBERS

61% OPEN RATE

13 TOTAL ISSUES SENT

PUBLIC ENGAGEMENT

116, 602 TOTAL WEBSITE VISITORS

OPEN RECORDS REQUESTS

69 April
67 May
37 June

CONTENT ASSISTANCE

GRAPHICS CREATED **53**

GRAPHICS APPROVED **87**

VIDEOS PRODUCED **18**

EVENTS COVERED **34**

SOCIAL MEDIA

FACEBOOK
Views: **2.2M**
Reach: **264.9K**
Interactions: **15.8K**
Link Clicks: **4.5K**
Visits: **42.7K**
Follows: **1.2K**

LINKEDIN
Reactions: **137**
Reposts: **4**
Impressions: **9.6K**
Comments: **3**

INSTAGRAM
Views: **789.4K**
Reach: **30.7K**
Interactions: **6.6K**
Link Clicks: **88**
Visits: **3.1K**
Follows: **450**

YOUTUBE
Subscribers: **2.3K**
Views: **12.8K**
Impressions: **89.2K**
Views from Impressions: **3.3K**



PTC 101 Graduation


Slice of the City- May 2026


Comms Quarterly Training

Peachtree City, Georgia

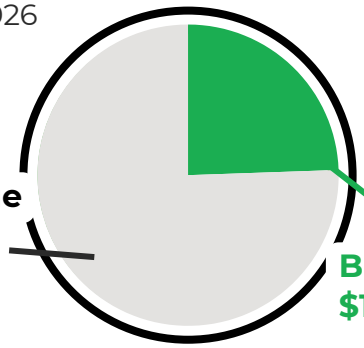
FINANCE & ADMINISTRATIVE SERVICES

"Uncompromised Excellence"

APRIL-JUNE 2026

GENERAL FUND REVENUE

*Cash Basis Q3 Fiscal Year as of June 30, 2026

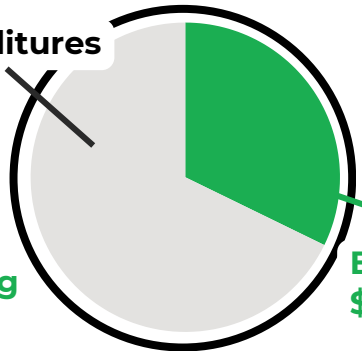


TOTAL FY26 BUDGET

$64,691,961

GENERAL FUND EXPENDITURES

*Cash Basis Q3 Fiscal Year as of June 30, 2026



ADMINISTRATIVE SERVICES & MORE

NEW GOLF CARTS REGISTERED

1,992 RESIDENTS

544 NON-RESIDENTS

2,536 TOTAL

37 NEW BUSINESSES

DONATIONS

Raymond C. Liotta Memorial Bench
- M. Liotta

$2,816.40

City of Peachtree City runs on a fiscal year from October 1 through September 30 of the following year

Peachtree City, Georgia

FIRE RESCUE

"Uncompromised Excellence"

Q2 2026

HIGHLIGHTS

- Annual Self-Contained Breathing Apparatus (SCBA) Maintenance
- Hosted Fire & Life Saftey Educator
- GPSTC
- Annual Engine Driver/Operator Recertification

COMMUNITY RISK REDUCTION

25 OCCUPATIONAL TAX INSPECTIONS

84 BUSINESS INSPECTIONS

13 FOOD TRUCK INSPECTIONS

COMMUNITY EVENTS 22

TOP EMERGENCY CALLS

232 SICK

165 FALLS

78 RESPIRATORY

INCIDENTS

Medical - 894
Public Service - 189
Non-Emergency - 163
Fire - 17
Hazardous Situation - 32
Rescue - 2
Other - 16

TOTAL # OF INCIDENTS 1,313



Education at AirbaseGA



Club Pilates Reformer Class



Vehicle Extraction Training

Peachtree City, Georgia

HUMAN RESOURCES

"Uncompromised Excellence"

Q2 2026

OUR WORKFORCE AT A GLANCE



TOTAL EMPLOYEES

383

NEW HIRES

24

SEPARATIONS

15

TURNOVER RATE

3.9%

AVERAGE SALARY

$64,724.87

INVESTING IN STAFF

18 **WELLNESS PROGRAMS**



MAY TEAM OF THE MONTH

4 **PROFESSIONAL DEVELOPMENT TRAININGS**

2026 EMPLOYEE PICNIC



JOIN TEAM PEACHTREE CITY

CURRENT OPENINGS

- Firefighter/AEMT/Paramedic
- Heavy Equipment Operator-Stormwater
- Maintenance Technician - Recreation and Special Events
- PT- Youth Council & Youth Activities Program Coordinator
- Building Permit Technician
- Part-Time Police Bailiff
- Certified Police Officer
- Maintenance Technician - Public Works

SCAN HERE TO APPLY

Peachtree City, Georgia

LIBRARY SERVICES

"Uncompromised Excellence"

Q2 2026

GROWING OUR COMMUNITY

ACTIVE USERS
30,772

VOLUNTEER HOURS
969

NEW USERS
570

PROGRAM ATTENDANCE
3,220



TOTAL VISITORS
43,333

SERVICES & VITALITY

ITEMS ADDED
488

ITEMS WEEDED
345

CIRCULATION
80,549

DIGITAL MEDIA DOWNLOADS
22,054

WI-FI USE
30,180

COMPUTER USE
2,016

REFERENCE ASSISTANCE
5,157





Peachtree City, Georgia

PLANNING & DEVELOPMENT

Q2 2026

"Uncompromised Excellence"

PERMITTING

609
BUILDING PERMITS ISSUED

NUMBER OF PLAN REVIEWS CONDUCTED 1,600

1,207
BUILDING INSPECTIONS

SHORT TERM RENTAL PERMIT APPLICATIONS ISSUED 0

PERMITS ISSUED BY TYPE

COMMERCIAL: 68
RESIDENTIAL: 297
TRADE: 131
OTHER: 113

CODE ENFORCEMENT

PARK AND PATH OFFICERS

586.5
HOURS OF PATROL

MUNICIPAL OFFICERS

CODE ENFORCEMENT CASES 735

NOTICES OF VIOLATION ISSUED 413

92% RATE OF PROACTIVENESS (GOAL: 80%)

1,828 CODE COMPLIANCE INTERACTIONS

11 STRUCTURAL REHABILITATION CASES

- ✓ 77% RESIDENTIAL PERMITS REVIEWED IN 5 BUSINESS DAYS.
- ✓ COMMERCIAL 91% PERMITS REVIEWED IN 10 BUSINESS DAYS.
- 74% OF PERMITS WERE APPLIED FOR ONLINE.

Peachtree City, Georgia

POLICE

"Uncompromised Excellence"

Q2 2026

CRIME

Part 1 Crimes **73**

Down 10% Compared to Q2 2025

#1 Growing Crime

Fraud

CELEBRATING OUR OFFICERS



Cpl. Holzhauer Earns Georgia American Legion Officer of the Year





Cpl. Farrel (left) and Sgt. Hubbard (right) received promotions

DISPATCHED CALLS

5,798

Average Response Time

4 Mins 57 Secs

- #1 Suspicious Activity
- #2 Informational
- #3 Welfare Checks
- #4 Intrusion Alarm
- #5 Collisions

SCHOOL RESOURCE OFFICERS

1329 Hours of Patrol emphasizing time on the Multi-use path system

Hosted Junior Police Academy

Conducted 33 Golf Cart Safety classes

Peachtree City, Georgia

PUBLIC WORKS

"Uncompromised Excellence"

Q2 2026

SIGNS

TRAFFIC SIGNS

- **206** signs made
- **97** signs replaced
- **25** posts replaced
- **29** new installs

04 ENTRANCE SIGN MAINTENANCE

21 SIGN POST MAINTENANCE

WHAT'S NEW?

- Annual Spring Clean up had over **1,785** visitors and removed **219** tons of unwanted junk
- Installed **7,500** bales of pine straw
- Provided staff for set up, clean up and traffic control for 4th of July
- **10** maintenance visits to the Fred to prep for concerts

RECYCLING

46 E-WASTE

261 MULCHERS

7,190 MCINTOSH TRAIL VISITORS (**964** BY GOLF CART)

4,081 ROCKAWAY ROAD VISITORS (**283** BY GOLF CART)

PAVING

- **23** potholes filled roads/paths
- **4** crosswalks painted
- **1.26** miles of cart path paved
- **0.15** miles of cart path patched
- **3** miles of crack seal
- **764.54** miles of curb swept
- **32** Emergency Callouts

GROUNDS

- Completed **15 ROW mowing rotations**
- **13** median maintenance rotations
- **32** deer/ **2** other(s) carcasses removed
- **120** subdivision entrance maintenance visits
- Pruning on S Peachtree Pkwy & McIntosh Trail
- Edging on SR74 & SR54

FLEET

- **244** Vehicles Serviced
- **277** Pieces of Equipment Serviced

URBAN FORESTRY

- Grinding of organic matter at the Rockaway Mulch Center - removed **5.500** cubic yards
- **Removed 140 trees** within public right-of-way (ROW) and greenbelt

Peachtree City, Georgia

RECREATION & SPECIAL EVENTS

Q2 2026

"Uncompromised Excellence"

SPECIAL EVENTS & HIGHLIGHTS

- Hosted **Food Truck Thursdays** at **Drake Field** on **April 2**, **May 7**, and **June 4**
- Hosted **Kentucky Derby Day** at **Drake Field on May 2**
- Hosted **Kids to Park Day** at **Drake Field** on **May 16**
- Hosted **Memorial Day Ceremony** at **Kedron Fieldhouse on May 25**
- **J.K Chip Conner Island Unveiling** on **May 31**
- **Gin Branch Ribbon Cutting** on **June 6**
- **Hosted Soccer Watch Party at Drake Field on June 12, June 17, and June 26**

Derby Day at Drake Field



Soccer Watch Party





Memorial Day



Sunset Sounds

ATHLETICS

SUMMER ADULT BASKETBALL

28 TEAMS

305 PLAYERS



ADULT VOLLEYBALL TOURNAMENT

20 TEAMS

RECREATION EVENTS

- **Adult Summer Basketball at Kedron Fieldhouse**
- **Adult grass volleyball tournament at Braelinn Recreation Complex.**
- **Hosted City Meet with 724 swimmers.**
- **Hosted Jim Meade Pickleball Grand Opening Tournament with 76 Teams.**
- **Tennis Center hosted:**
  - **3 local UTR Junior Tournament**
  - **USTA National League with 128 participants**
  - **SIAC Conference Collegiate Championship Tournament**
  - **USAT Southern Coaching Event**

OUR PROGRAMS

SUMMER CAMP

17 camps
508 participants

KEDRON POOLS

4,888 total users
2463 used passes
2,425 paid daily fees

KEDRON GYM

1,375 total users
11,158 paid daily fees
217 used membership passes

GLENLOCH

20 programs
126 participants
2,785 pool users

KEDRON

36 programs
409 participants

Peachtree City, Georgia

TOURISM

VISIT Peachtree CITY

"Uncompromised Excellence"

Q2 2026

VISITORS CENTER IMPACT

Gift Store Sales

- YTD **$19,824.33**
- Increase of **104%** compared to 2025

Visits

- YTD **3,800**
- Increase of **22%** compared to 2025

New PTC Apparel has arrived!

SALES HIGHLIGHTS

Tradeshows

- **SportsETA Symposium,** April 20-23, Las Vegas

Education

- **DI CDME course**, April 26-27, Dallas
- **DI Convention Sales & Services Summit**, April 27-29, Dallas
- **Carl Vinson GCED course,** May 13, Macon
- **GSAE Annual Meeting,** May 27-29, Athens

RFP's generated: 25

Notable

- **Multiverse Convention** signed a three-year extension to stay in Peachtree City
- **2027 GACCE Staff Development Conference** coming March 2027 (partnership with Fayette County Chamber of Commerce)
- Several **Trilith Live** production crews are staying in Peachtree City hotels this summer

SOCIAL MEDIA SPOTLIGHT



MARKETING HIGHLIGHTS

We Planned for You Campaign
Launched the **"We Planned for You"** campaign as Visit Peachtree City's 2026 theme, supporting **America's 250th birthday celebration** while highlighting the city's planned-community heritage and welcoming visitors through community-wide branding initiatives.

Hidden in Plain Sight Video Series
Launched Hidden in Plain Sight, a new video series **sharing the stories of local veterans** in honor of America's 250th, preserving firsthand history while highlighting the remarkable people who call Peachtree City home.

Scud Runner Campaign Launch
Launched promotional marketing for Scud Runner, a new **after-dinner speakeasy experience** at CAF Airbase Georgia, generating excitement through social media videos, storytelling, and coordinated digital campaigns.

City Council of Peachtree City
Meeting Minutes
Thursday, July 9, 2026
6:30 PM

Call to Order

The Mayor and Council of Peachtree City met in regular session on Thursday, July 9, 2026. Mayor Kim Learnard called the meeting to order at 6:30 p.m. Council members attending: Laura Johnson, Suzanne Brown, Clinton Holland, and Michael Polacek.

Pledge of Allegiance and Moment of Silence

Announcements, Awards, Special Recognition

A. Presentation of 4th of July Parade winners

- **Grand Marshal's Trophy - Dirty South Strength & Conditioning**
- **Mayor's Trophy - PTC Hockey**
- **Most Creative - Air Heat America**
- **Most Patriotic - Better Way Ministries**
- **Spirit of Peachtree City - Peachtree City Dog Park**

The Mayor said she thought everyone would agree that the July 4th celebration was the best ever, and she thanked City staff for their months of work in making it possible.

Public Comment

Learnard explained that she would allow time for public comments on solid waste collection when it came up on the agenda as a discussion item. She asked anyone wishing to comment on that to wait until after the presentation.

Paul Schultz thanked Police and Code Enforcement for their enhanced efforts to enforce regulations on the paths regarding illegal vehicles. He specifically mentioned e-motos, the performance electric motorcycles that should be registered and driven only on the streets by licensed drivers. Schultz asked for enforcement of the 50-inch cart width requirements, explaining that the paths were 120 inches wide, leaving little room for wider carts to pass. He was concerned that this would be unsafe, especially for inexperienced and elderly drivers.

James Clifton stated that Peachtree City currently limited choice on trash providers to three companies, and he thought an ordinance that would reduce the option to one provider and require every household to pay for this service regardless of need represented an unnecessary expansion of government authority.

He then talked about annexations, intimating that a plan to annex land in Coweta County started in January with secret meetings in Kennesaw. He said the Fayette

County Development Authority president presented information about data centers and encouraged Peachtree City to annex property adjacent to Falcon Field Airport. Clifton remarked that the Mayor asked twice during the meeting how City Council could move the conversation forward. Two days after the meetings, Clifton said the City Council agreed to the annexation study that would be presented later that night. He said he hoped Council would hear the voice of the citizens and that there were no plans to annex property that would include a data center.

Clifton also reported that the Council retreat scheduled for August had been canceled. He then read from the Declaration of Independence, reminding Council that their powers derived from the consent of the governed and that one of the rebels' grievances with the King was that he had had called legislative bodies together at locations far from their seat of power.

Agenda Changes

Minutes

Holland moved to approve the June 18, 2026 City Council meeting minutes, the June 18, 2026 Executive Session minutes, and the June 22, 2026 Special Called Work Session minutes. Brown seconded. Motion carried unanimously.

A. June 18, 2026 City Council Meeting Minutes
APPROVED 5-0

B. June 18, 2026 Executive Session Minutes
APPROVED 5-0

C. June 22, 2026 Special Called Work Session
APPROVED 5-0

Consent Agenda

A. Ordinance #1261 Reorganization and Dissolution of the Engineering Services Division

Holland moved to approve Consent Agenda item A. Johnson seconded. Motion carried unanimously.

Discussion Items

A. RFP Exclusive Solid Waste Management Collection and Related Services

The Mayor explained that this topic came up during Council's January retreat, and Council felt it was worthy of exploration and discussion.

Interim Assistant City Manager Jonathan Miller said he would start with an overview of the request for proposal (RFP), then explain the evaluation criteria, summarize the proposal evaluations, and compare costs. He said the purpose of the RFP was to select a single qualified contractor to provide exclusive residential solid waste, recycling, yard debris, and related pickup services to approximately 13,700 households in Peachtree City. The RFP outlined an initial contract term of one year beginning October 1, 2026, with annual renewals of up to five years based on satisfactory performance.

The primary goals included reliability, consistent service, predictable pricing, and environmental responsibility. Key performance standards listed in the RFP included 99% route completion, with routes not completed within 24 hours of the scheduled service day listed as a service failure. Missed pickups must be corrected within one business day. The RFP's also included customer service standards: all calls had to answered within 30 seconds, and the call abandonment rate could not exceed 5%. Complaints had to be acknowledged within one business day and resolved in two business days.

Stipulations regarding technology, Miller listed, included having a GPS-equipped fleet with onboard cameras and route verification. The waste hauler would submit monthly reports that included information on route completion, customer complaints, response times, collection tonnage, safety incidents, customer property damage, and non-payments.

Miller said they collaborated with Keep Peachtree City Beautiful (KPTCB) to come up with the recycling requirements for the RFP. They were asking that weekly curbside recycling collection be included in the base monthly rate. This would be available to every residence, but participation was optional. Each residence would get one new recycling cart provided by the contractor. There would be separate collection vehicles for recycling, and contamination rates with other trash would be monitored and included in a monthly recycling report. The report would also contain information on the total recycling tonnage and participation rates.

The RFP also included liquidation damages, which Miller stated would encourage consistent service. Violations included missed pickups, with fines getting steeper for uncorrected missed pickups and repeated missed pickups, along with uncompleted routes. Uncleaned spills or leaks, failure to respond to complaints, and late or incomplete monthly reports also would carry a financial penalty for the contractor.

The RFP asked the waste haulers to look at three options. Option 1 was just the base service, which included weekly curbside trash collection in a new 96-gallon container and weekly recycling collection. Option 2 had all the features of the first option, plus bi-weekly collection of yard debris in a 96-gallon yard debris cart. Option 3 would be full service with all the features of Option 2, along with on-call bulk waste collection initiated by the resident with a three- to five-day response

time. It would be up to the contractor to set limits of acceptable materials and service limits.

Moving on the evaluation criteria, Miller explained that cost carried a weight of 30%, but first, the evaluators looked at the company's operational approach, experience, qualifications and references, customer service and reporting, fleet, staffing and continuity of service, recycling performance and compliance, along with contract exceptions and risk allocation.

Six companies responded to the RFP: Amwaste, GFL, Ryland, Red Oak, Waste Pro, and Republic Services. Miller explained that no one on the evaluation team was aware of the prices; the evaluations were based on the other factors, such as operational approach and experience, which influenced how well they would provide services. The Purchasing Manager added the costs after all evaluations were completed.

Amwaste was at the top for Option 1, but Miller pointed out that Amwaste, GFL, and Republic were very close in all factors except cost. Option 2 had almost the same results, but Miller noted that Red Oak and Ryland were the lowest cost. Option 3 was also very similar.

Looking at costs, Miller showed that Amwaste, GFL, and Republic were the top ranked. He showed the quarterly costs for each option from each of those companies. For Option 1, Amwaste's cost was $63.45 per quarter, Republic was $89.40, and GFL was $82.50. Amwaste was $75 for Option 2, while Republic was $103.92, and GFL was $99. Option 3 had Amwaste at $85.56 per quarter, with Republic at $111.45, and GFL at $115.50.

The RFP also asked about pricing for some additional services. Miller said Republic and GFL both charged for backdoor service for Americans with Disabilities Act (ADA) or medical need, while Amwaste did not. Neither Republic nor Amwaste charged for Christmas tree collection, while GFL charged $25. Amwaste included cart replacement at no cost, while Republic and GFL imposed a fee.

Bulk waste pickup when added to Option 1 or 2 was something else they asked about, and Miller reported that Amwaste's fee was $175, while Republic and GFL were both $75. The companies were also asked what they would charge to facilitate the City's annual spring cleanup, and Amwaste said they could do it at no cost. Republic was $38.50, and GFL was $100 a haul and $55 a ton.

Miller mentioned some other considerations. If backdoor service was not medically required, customers could still get backdoor service from Amwaste for $75 per month. Neither Republic nor GFL offered this premium service if there was not a medical need. He also pointed out that all three providers were willing to provide bulk pickup as a regular bi-weekly route if Option 3 was chosen. Amwaste owned and operated the material recovery facility used by KPTCB, and Director Al Yougel

had been pleased with their performance.

Republic asked for a few minor contract exceptions, including having all phone calls answered in less than 90 seconds instead of 30 and an 8% or lower call abandonment rate instead of 5%.

KPTCB had asked citizens visiting the recycling center about their current service. Of the 191 responses, the average quarterly cost was $73.11 for Pollard, $88.23 for Republic, and $97.71 for GFL. Miller pointed out that Amwaste's cost for Option 1 was $63 per quarter, and 93% of those surveyed were paying more than that. Also, 56% were paying more than the $86 per quarter that Amwaste would charge for the full service offered in Option 3.

Miller asked if Council had any questions. Learnard stated that she paid $87 per quarter to Republic. With Amwaste's full service Option 3, that bill would go to $85.56 per quarter, but her every other week recycling would go to every week and yard debris could be picked up every other week at no extra charge, along with any bulk items.

She also verified with Miller that, currently, citizens could choose from a list of three City-approved haulers, and he said that was correct. She then mentioned that an impetus for this discussion was that about one out of 10 Peachtree City households did not contract with any of those haulers. They knew this because the haulers paid KPTCB a franchise fee for each household they serviced, and those revenues didn't balance with the number of households in the city.

Learnard remarked that no one produced zero trash, and Miller stated that Yougel often talked about how much household trash they emptied from the containers along the paths.

Holland was glad they had mentioned the large number of households without garbage service and what often happened with that trash. He remarked that taxpayers were footing those people's costs through the $1 a month franchise fee. Holland was glad that this proposal required participation from every household, and Miller elaborated that Council would choose one of the three options, and that would apply to everyone.

The RFP process had been honest, and staff had figured out the best way to evaluate the companies, Holland continued, concluding that it showed Amwaste as having the best proposal. He thought it would be good to have one hauler to be responsible for all waste collection in Peachtree City.

Polacek thanked Miller and staff for their work, noting that this was the first time Council had see this information. He verified that Amwaste owned and operated its own recycling facility, and Miller said he believed the other companies used that facility, as well. It would be a plus when getting the required reports if Amwaste

owned the facility, he remarked.

Yard debris pickup was one of the topics that spurred him to run for office last year, Polacek stated, because after the burn ban was adopted, there were no alternatives for yard waste. So now, they were seeing yard debris dumped on the greenbelts, in addition to the trash in containers from people who were not under an agreement with a waste hauler.

Polacek said in the previous city he lived in, residents had to bag yard debris, but here he saw that the haulers would provide 96-gallon carts. He asked about a 50% cost he saw in Amwaste's proposal, but Miller said that cost was for an extra trash can, not a yard debris can. There was no additional cost for one yard debris can, but Miller said other yard waste collection details would be something they would have to work out with the hauler. He believed all the vendors were open to options regarding yard debris, and Polacek said he was glad to hear that because it seemed that residents wanted that service but had questions about how it would be accomplished.

He asked about Amwaste's performance in other cities. Miller replied that references were part of the RFP and recalled that Amwaste serviced the City of Newnan but could not remember other cities. He said Amwaste, GFL, and Republic were all prepared to serve Peachtree City, and that is what the evaluators looked at. The difference between a bid and an RFP, Miller explained, was that with a bid you were looking for the lowest price. An RFP considered a lot of things because it was a huge undertaking, and cost was the final thing considered. The execution of the service was most importance.

This service would be between the household and the vendor, Polacek remarked, asking if he was correct in thinking there would be no administrative costs to the City. That was partially correct, Miller replied. The City would not do the billing, but Cinnamon Mack in the Public Works Department currently handled issues from citizens and would continue to do so if citizens contacted them. However, she would be dealing with just one provider instead of three. All three of the top vendor candidates had agreed to provide a portal that the City could access to get information about pickups and so on.

Johnson said she could see both sides of this issue. She asked how long the price would be good for, and Miller said the RFP provided for an annual adjustment factor based on the Consumer Price Index (CPI) fuel index, capped at 3%. They asked all six vendors if there was any way they could lock in the first-year price and hold that rate without escalation for the full five-year term? If not, what was the lowest maximum price increase they could commit to?

Amway pledged to hold their price for the first three years unless fuel jumped to more than $5.50 a gallon, at which point they would add a fuel surcharge. For years four and five, they would use the calculations from the RFP up to a maximum

of 3%. Republic said the adjustment rate would be 3.5%, although the RFP capped it at 3%. GFL could not commit to five years but would work with the City to establish a predictable reasonable escalation. Red Oak said they could hold their rate for the first two years and would cap the increases at 2% for years three, four, and five. Ryland said no to five years and suggested a 5% cap for years two through five, while WastePro agreed to the 3% in the RFP.

Johnson said that was good to know because many people had problems with unexpected price increases with their current haulers. She was glad there would be a system where residents could anticipate any price increases.

Some residents were concerned that they would have to pay a penalty when they cancelled services with their current hauler, Johnson remarked, but City Attorney Ted Meeker said the supplemental powers clause of the Georgia Constitution allowed the City to provide waste services. The cases that had interpreted that provision, along with the Solid Waste Act, allowed cities and counties to dictate a sole provider. Johnson verified that meant if a resident had a contract with a company, that company could not make the person pay a penalty, and Meeker confirmed that was correct because the company no longer had the authority to do the business in the city.

She asked Miller how things like the time to answer phone calls would be tracked, and he said that information would be in the monthly reports. Johnson then wanted to know if yard debris would go to Peachtree City's compost site, and Miller said it would go to wherever the company chose but the City compost site would remain open for Peachtree City citizens.

She also wondered about the yard debris container, and Miller said those small details would have to be ironed out with the contractor. However, Johnson pointed out that no part of this was going to seem small to the citizens, and she felt they would certainly have some opinions.

Johnson mentioned the case of one resident who owned a business with a dumpster where she took her residential trash. Why should she have to pay for residential service when she did not use it? Miller said there was no way for anyone to opt out now, but that was a decision Council could make. Johnson also mentioned that an ordinance change was going to be needed because residential waste pickup was not required currently, and Miller agreed.

Pollard was one of the current three approved providers, and Johnson wondered why they did not respond to the RFP. Miller said he did not know, and the City did not reach out to them to ask why. He noted that Pollard had not responded when this had come up in the past. Meeker then said he was friends with Pollard's owner and he had told him he did not want to take on the upfront costs of getting the equipment to serve so many customers. Johnson said that was one of her hesitations—Amwaste was not currently a provider in Peachtree City, and no one

had a relationship with them. She added that she was interested to hear the questions and comments from citizens.

Suzanne Brown also had question about how landscape debris would be collected, and Miller again said no contract had been written, but all the haulers were open to either bagging or providing a dedicated container. The RFP called for the cart, but that could be changed as Council chose. They could use a cart for disposal of what would fit, with limbs set to the side, or they could specify that yard waste be bagged.

Brown said leaves could not be picked up with a claw truck; they would need a truck that could suck up the leaves. Miller said he did not believe any of these providers had that capability. Brown reflected on her service in Florida, where landscape debris placed in a trash can was collected, but if it was bagged, it had to be in a paper yard waste bag. She said that could get expensive and was a lot of work.

How would collections be handled for someone who had a large lot and a lot of tree debris, for instance, if an entire tree was down? Miller remarked that it probably would not be put on the curb, and Holland asked if they could cut it into four-foot lengths. Miller said he believed they preferred five-foot lengths but diameter would play a role. He said there would have to be a limit on the size, but he did not know the details.

Brown asked if they had discussed the haulers going onto the property with a claw truck. Miller said his guess was that no hauler would be willing to do that for liability reasons. Brown remarked that they had banned burning of yard debris, and she was looking at this proposal as a way to help with debris disposal for people with large lots and lots of trees. Miller again said they had not asked those questions but said they could. Strickland said once they had narrowed it down to one company, they could meet with them and ask these questions.

Brown asked what items would and would not be accepted for recycling. Miller responded that Amwaste accepted everything that was taken now—plastics 1 and 2, paper, cardboard, aluminum, and other metals. No glass and Styrofoam, Brown remarked. Brown said she thought that would relieve the burden on the City recycling center.

The Mayor asked if any citizens would like to comment, telling them they had four minutes each.

Randy Hough stepped up first. He told Council he had a large estate lot on Spear Road. That road had no curbs, so things could not be brought to curbside. He and two other houses shared an 800-foot long driveway.

He said it would be a misjudgment to think there was a one size fits all solution. He scoffed at the notion of a 16-gallon yard waste container, saying he had 16 tons of

tree debris that needed to be removed. In the past he had burned that debris but now that was illegal. What should he do? The RFP did not cover that kind of yard waste, just like Council did not think of these large lots when they adopted the burn ban, Hough remarked.

Hough said he was dismayed that he was having to address Council about this again. He said a claw truck could not come up his driveway, and he asked Council to consider his situation and that of others with large lots. Hough said several Council members had visited him to see the situation, and the others were welcome.

Strickland said he wanted to make it clear that Miller put his RFP out at the request of Council. Learnard asked the citizens to remember that, saying it was a Council issue.

This was another instance of a government entity taking away choice, Jane Trammell commented, and she said that rarely worked out well. She wanted to choose her trash hauler in a competitive market. She also mentioned that going down to one company would put people out of work.

Valerie Alexander went back to Johnson's statement that Amwaste was unfamiliar to Peachtree City residents, and she wondered if they could go back to the other top contenders and ask if they could match Amwaste's offer. She also said she was not clear if citizens could choose their option for the level of service or if Council would do that. She mentioned that damage to roads and the environmental impact of three sets of trucks each week was a factor to consider and wanted to see that mentioned in the discussion.

Strickland said they could not rebid this at this point. They had already gone back and asked for the best and final proposal, but once companies knew each other's prices, the competitive edge was lost. He then told Alexander that Council would select the option that everyone in the city would use.

Strickland said they broke down the road wear and tear and the environmental impact of having three companies during the last presentation on this in 2019, and that did not seem to matter to the citizens. Citizens seemed mostly to care about the price, so this time they focused on how to save citizens money. He said they were looking to solve the major problems of people who did not have trash service and were using the City's containers and also of those who dumped their yard debris along the greenbelts. Another issue was the burn ban and how they could help people dispose of landscape debris.

Alexander said she understood the cost of paving the roads more frequently was a somewhat hidden cost, but she felt people should understand that it was a factor. She said there was value in discussing the cost of destroying the environment.

Brown then said she had run the numbers, and 52 trash trucks and 26 recycling

trucks a year totaled 78 trucks per company, times three, to equal 234 trucks along a residential street. If they went to a single hauler, there could be 182 trips through the neighborhood for trash, recycling, and yard waste, a traffic reduction of about 22%, and, while it should not be the overarching factor, that was significant enough to warrant attention. Alexander pointed out that they were reducing the truck traffic while adding the valuable service of collecting yard waste and bulk waste.

Al Phelps said this might lower the number of garbage trucks through a neighborhood but what about the ever-increasing number of delivery trucks? He also cautioned Council about simply going with the hauler that offered the lowest price, saying that was not always the best answer. He said the City had a history of making mistakes and having to return to projects to correct mistakes. Phelps suggested, too, that the company selected could raise their price without notice and put the City in a bind.

Strickland asked to respond. He said the things they were having to go back and fix were decisions made by a previous City Manager and a previous Council. He agreed that lowest price was not always best, and Miller pointed out that Amwaste was not the lowest bidder of the six. Strickland said Amwaste was the lowest among the top three of Amwaste, GFL, and Republic.

Also, the RFP had addressed the issue of price increases. Miller said Amwaste had committed to holding its price for three years, and it would be written into the contract. If a company insisted on raising the price, Strickland said he had no problem telling them they would no longer be doing business with the City.

Phelps asked what would happen to people who refused to pay for this service. If they changed the ordinance to require payment for trash pickup and people refused, the City could cite them for every day they were in violation, eventually winding up in Municipal Court.

Chandra Wright was interested in the possibility of expanding the types of things that could be recycled. She also wanted to know how these companies disposed of recycling waste.

Miller suggested Council invite Amwaste in for a presentation on recycling. He again said Amwaste would take what was currently collected in the City, but there was no market for Styrofoam or glass. Amwaste owned and operated their own recycling center and could give Council more details.

The Mayor said this was a big decision, and she thought it would be a great idea to have at least one vendor come in for a presentation. There were meetings on August 6 and 20 where this could be arranged.

Paul Schultz said he paid $59 a quarter for his home’s garbage service in February 2023 and had seen a 49% increase since then for the same services. He liked the

idea of the City being able to negotiate a contract that would limit cost increases.

Meeker said other cities that had done this typically had a year to year agreement and automatic increases were based on CPI.

Another citizen wondered why the two issues of choosing one service provider and making it mandatory were lumped together. Strickland said they were able to get the lowest price by bidding out the entire City. They were making it mandatory as a way to solve the issue of dumping on the paths.

Learnard asked why they did not just make it mandatory. Strickland said that came back to getting the best price, and also that it would be easier for the City to not have to deal with three companies. Right now, those companies were not answerable to the City, but if there was one contracted provider, the City could do competitive negotiations and enforce what they needed to with the company. However, it was Council's decision whether or not to mandate service.

One final citizen said it was up to consumers to negotiate the best price for their service. He felt there must be something in this proposal for the City because he did not believe the number of trucks was a concern. He asked how many jobs in City government would be created to track the data that would be collected.

There would be no jobs created, Strickland responded. The company would compile the data and send the reports to the City. Miller said Mack would review the reports. If there was an enforcement piece, Code Enforcement would get involved. City employees would be involved, he continued, but there would be no job creation. Right now, they were getting reports from the three providers, so having one provider would be less work. Strickland said his goal as City Manager was to never do anything ineffectively or inefficiently. He said this was the best staff he had ever worked with, and none of the directors and chiefs wasted money.

To answer the question of why they were doing this, Strickland went on, they were asked to by Council. Learnard said the impetus for her was the number of trucks she saw on her street. Also, there was the fact that probably 10% of the residents were dropping their household trash into the blue bins along the paths and in the parks. They looked at 14 similar communities and found that 11 had some kind of municipal program. Of the three that did not, two had a burn ban. She said it helped her to know it was not anomalous to have a municipal service. It offered improved services at a reduced price, and Learnard said she thought it was worth considering. They would not be making a decision that night, and she said she wanted to get some of the questions answered and hear from Amwaste.

During his campaign last fall, Polacek said he found that many citizens were enthusiastic about the idea of yard waste pickup.

Holland said the number of trucks was an issue for him. He felt this was a quality of life issue in a growing city. The paths did not need to be a dump site. He

commended staff for the time and efforts put towards this RFP. Holland agreed that large debris was a problem and hoped the companies could address this. He said he felt everyone should embrace the idea of getting more services for less money.

Brown stated that she voted in favor of the burn ban and had regretted it every day since. She thought they should provide something for the people with one acre or larger lots so they did not wind up stockpiling debris and creating a fire danger. She said she saw both advantages and disadvantages with this plan.

Johnson acknowledged this issue had not been a priority for her. She said Council worked as a majority, and she respected all of their opinions and ideas. Johnson remarked that most of the citizens she had talked to were greatly in favor of this, although she understood there would be some loud voices in disagreement. Council's job was to listen to everybody and then make a decision for the best of the entire community.

Good leaders could go back and reconsider decisions made in the past, such as the burn ban, Johnson stated, although she liked to have something in place for a period of time. They might want to go back and have another conversation.

Strickland asked how Council wanted to proceed, and Learnard said they wanted to continue the conversation and bring in Amwaste to answer questions that had arisen, such as their record in other communities, how yard debris would be collected, and the level of options offered. Strickland suggested scheduling Amwaste for the August 6 work session. There would be no vote at that meeting, just the discussion with Amwaste, he said.

B. Annexation Study Draft

Since 2023, Strickland related, Council had been discussing the need for an annexation study. A study had not been conducted since 2014, so it was past time to look at their borders and see what annexation in some key areas could look like. He then introduced Geoff Koski and Trevor Butler of KB Advisory Group, the firm that was handling the annexation study, to summarize the first draft of the feasibility study. Strickland said there would be an open house, probably the next week, for the public to come out and ask questions and comment on the study.

Koski first made it clear that this was an interim update. They wanted to incorporate the citizens' viewpoints that they would get during the open house. The study was based on an analysis of the City's budget and land uses to determine service costs for residential versus commercial uses. KB then applied those costs to potential annexation areas.

He displayed a map showing the current City boundaries, plus the boundaries of Fayetteville, Senoia, and Tyrone. The map also showed large areas that could be

candidates for annexation into Peachtree City. Koski made sure to emphasize that none of these areas were in Coweta County, saying they were instructed to look only at land inside Fayette County.

The City ordered this study to look at commercial opportunities, Koski stated. Commercial and industrial growth created jobs and brought in revenue, while residential growth created more burden on services than was covered by taxes they paid. Some of the areas they had considered had a lot of residential properties, he stated, and if the City annexed them, they might want to change the zoning in order not to lose money.

However, the area along SR 54 between Fayetteville and Peachtree City was already largely commercial. They might want to consider annexing the other areas, but the fiscal benefit would not be as great. As of now, Koski stated, there did not seem to be compelling reasons for Peachtree City to proactively annex any of these large swaths of land, but there could be parcels within those areas that would be worth considering. That would be addressed in the final report.

Butler took over to discuss the areas they had investigated. Area 1A was the corridor on SR 54 between Fayetteville and Peachtree City, and Butler said annexation might be in Peachtree City's interest in order to control land use and design guidelines to create a gateway between the two cities. This area was primarily residential, Butler noted, so this was where the trimming that Koski had referenced might play a role. They might want to stick to annexing only a narrow area along the highway.

Area 1B had Ebenezer Road as the eastern boundary. It contained several large parcels that might not be too challenging to put together for industrial development, Butler remarked. It was a heavily residential area now, but Butler said the character might change upon annexation, with Koski adding that the changeover might take decades, so they would not recommend annexation immediately.

Another largely residential area, ranked as 1C, was south of the City, and Butler said they had heard there was some industrial/commercial interest in larger properties there.

He moved on to Area 2, which contained Starr's Mill High School and already seemed like part of Peachtree City. Butler pointed out that some large parcels to the east might have potential for industrial or commercial development in the future.

Area 3 was north of the City and was heavily residential. Most of the parcels along Dogwood Trail were quite long, he stated, and could be challenging to develop, making this the longest range annexation of all the properties they had considered. This was a good example of why they consulted with Fire and Police, Koski noted, because they had learned there was no easy route from the main part of the city to

this area. This, too, was an area they would not recommend.

Koski said he did not feel any of these areas were compelling to annex in their entirety. The area along SR 54 was promising but needed to be trimmed. That was something they wanted to talk about with the public at the open house. Koski told Council he wanted to come back in August with a fully-developed report as the final recommendation.

Learnard thanked him. Holland said he liked the ratings and basically agreed with them. Brown asked Koski if he could show how the zonings within each of these swaths, and he said he would add that information.

This study was much-needed, Johnson said, noting it had been 12 years since the last one, and Polacek noted these studies were recommended to be done every five years. He mused on Fayetteville's growth to the west over the past decade, remarking that Peachtree City had to be thinking about how to preserve its borders.

Learnard said this was a wonderful start, and she was looking forward to the open house with the public. Strickland added that the process was going as anticipated, and KB had been great with work with.

Old Agenda Items

New Agenda Items

A. 07-26-01 Continuation of Deer Management Program

Miller explained that there were a lot of consequences when the deer population became larger than could be sustained, among them vehicle/deer collisions, landscape damage, and the spread of tick-borne diseases. There had been more than 200 reported deer collisions in Peachtree City since 2022, with nine occurring at the intersection of Interlochen and Peachtree Parkway. Fayette County ranked second in Georgia with 514 deer-related crashes per year.

He listed some of the outcomes from last year's controlled hunting program. Sixteen deer were tagged, 15 of which were does. Miller said that initial hunt was considered a success because the goal was to remove does from the population. That number aligned with the herd management expectations set by Seekin' Whitetails wildlife consultants.

After the season ended, staff conducted a review to identify possible areas for improvement, including establishing new hunting zones and acreage for program expansion. They decided it was worthwhile to ask Council to continue this program into the 2026-27 hunting season. Miller and Recreation Director Harold Layton were working on establishing new areas, and Miller said they had approached the Georgia Wildlife Commission about issuing special tags for Peachtree City. This

could encourage hunters to do more hunting in Peachtree City because it would not count against the tags on their own licenses, he explained.

Right now, the continuation from Council was needed so they could go ahead and set up the lottery for hunters before the season started in September.

Brown asked if there was a need for city tags. She said the State allowed a hunter to take up to 12 deer--10 does and two antlered. Was there a need for more? Miller said he did not know, but they looked at a city tag as an incentive because what they got in Peachtree City would not count against what they took in other areas. Hunters might be more willing to take a smaller deer in Peachtree City if it did not count against their tags. Miller said they were also looking to create relationships with processors in the area because the hunters would not want to keep all of what they took. Brown said she was in favor of anything that encouraged them to take more deer.

She hoped they could start on opening day, Sept. 12, because, based on last year's weather pattern, those weeks were dry. Rainy weather had set in by the time Peachtree City opened its hunt. Miller said they should have no issue starting earlier if they could go ahead and start with the application process. Brown went on to say there were no accidents last year. She also wanted them to take advantage of the entire calendar and not take a break in the middle of hunting season.

Brown asked where they were looking to expand, and Miller said Layton was eyeing areas in the north part of the city but had to ensure those areas were adequately sized for hunting. Brown mentioned that she had suggested opening up City-owned greenbelts that abutted private property for hunting if the property owner agreed. Miller said they could look into it, and Brown commented that going 50 to 100 feet into a greenbelt would be a significant addition. She said a property owner would need to apply for a permit, and the City would have to make sure the area was suitable for hunting.

Brown suggested creating a registry of property owners who would be willing to open up their property to hunting. That way, they could connect those owners of larger lots with hunters. She asked Miller to look into that.

Learnard and Johnson said they were in favor of continuing the program, as did Holland, who said he liked the idea of connecting property owners and hunters. Learnard suggested a Facebook page be created to connect hunters and owners, and the City wouldn't have to get involved. Brown said she would look into that.

Brown moved to approve New Agenda item 07-26-01, continuation of deer management program for the archery season commencing on Sept. 12, 2026 and running through January 31, 2027. Polacek seconded. Motion carried unanimously.

B. 07-26-02 Fire Station 85 – Construction Manager at Risk (CMAR) Approval of Guaranteed Maximum Price

Fire Chief Clint Murphy said this was a big step for this project—the presentation of the guaranteed maximum price. He introduced Project Manager Tim Symonds of Morgan Mill Consulting to go over the details. Symonds said MEJA Construction, the construction manager at risk, had set the maximum price at $7,981,687.

Council approved MEJA's appointment at the April 16 meeting, and since then, they had been talking with their subcontractors to get the best prices and conducting a constructability review on the design. The award in April to Meja was $422,500 for their general conditions and general requirements, plus overhead and profit fee. This would be change order number 1 to the $7.9 million, Symonds stated.

If Council gave their approval, Symonds said the groundbreaking would be in August, and the station should be operational by the end of June, 2027.

Holland moved to approve New Agenda item 07-26-02, Fire Station 85, construction manager at risk guaranteed maximum price of $7,981,687. Johnson seconded. Motion carried unanimously.

The Mayor called for a short break at 8:55 p.m. and the meeting resumed at 9:02 p.m.

Public Hearings

A. 07-26-03 Fiscal Year 2027 Operating & Capital Improvement Budget

Strickland he would be presenting some of the same information that he did during the budget workshop session in June. He started with a look at market trends that showed the Consumer Price Index (CPI) had jumped 27% since COVID and what would have cost $76 in 2020 would cost $100 today. The cost of labor was another big factor in the budget. The average earnings of a worker in the United States rose by about 25% from 2009 to 2020. Since 2020, earnings had jumped an additional 25%. Because of this, the City had to raise compensation to employees in order to recruit and retain them.

He also included a graph that showed a citizen to employee ratio of 8.82. The population was estimated at about 42,000, and this ratio was within the recommended range. The population of Peachtree City had grown about 25% since 2000, he stated, so they were not adding employees without need.

The changes in State law could impact how the City obtained revenue. House Bill 581, passed two years ago, provided a statewide floating homestead exemption and controlled how much the assessed value of a home could increase over its

value in 2024. The increase was tied to the rate of inflation, so for 2026 it was capped at 2.7%. Non-homesteaded properties would continue to be valued at fair market.

Senate Bill 33, passed in this year's legislative session, allowed counties to adopt a 1% Local Homestead Option Sales Tax (LHOST) to provide property tax relief for homesteaded properties. It would not expand revenue but would substitute the sales tax revenues for the money lost due to homestead property tax relief. Adopting this would require a local act of the General Assembly, which Council had approved, followed by a voter referendum.

If approved, the LHOST would be in effect for 10 years. Distribution would be automatically calculated each year based on the homesteaded digest, with the previous year's sales tax collection determining the current year's homestead exemption. Any excess sales tax collections beyond 100% of the homestead exemption would be used to lower taxes on all properties.

A distinction from the Floating Local Option Sales Tax (FLOST) that was part of HB 581 was that FLOST reduced property taxes for all properties, while LHOST reduced taxes only for homestead properties. Strickland said he was a big fan of LHOST and thought it would provide substantial tax relief to homesteaded properties. Based on estimates of the homestead digest and what they could possibly collect on an LHOST, Peachtree City would be very close to 100% homestead exemption, probably 80% or higher, Strickland stated. He said he hoped the State would keep it in place during the next legislative session. The soonest they could collect the LHOST would be January 1, 2028, so the tax relief would not be seen until the tax bills went out later that year.

Holland asked when this would be on the ballot, and Strickland said it could be 2027 if the local legislation was approved in next year's General Assembly session.

The original budget for FY 26 was $57.9 million but projected revenue looked like they would total $59.3 million with expenditures at $62.3 million, leaving a fund balance deficit of $2.9 million, which would be used to purchase of the MEJA property that they would close on the next week.

They had budgeted $60.8 million in General Fund revenues for fiscal year 2027, with a projected fund balance of 57.2%. Later, Strickland said he would show how they planned to reduce the fund balance.

He said they were recommending a flat millage rate after having rollbacks the previous two years. The tax digest should grow by 3.36%, and homesteads were capped at 2.7% increases. Strickland noted that reassessments were no longer increasing at the rates seen over the years since the pandemic. The estimated total property tax revenues were $24.6 million, up $969,000 over FY 26. He noted that property taxes as a percent of revenue had decreased by 1%, which meant that

other revenue sources were growing faster than property taxes, which Strickland said was a good thing.

Staff budgeted for a 3% increase in Local Option Sales Tax Collections (LOST), which was low. He said LOST and SPLOST were not growing as fast as they usually did. They also had budgeted for a decrease in interest income because they had spent the remainder of the American Rescue Plan Act (ARPA) funds.

A pie chart showed that 44% of the FY 27 General Fund revenue sources came from ad valorem taxes and about 22% from LOST, with the remainder coming from other sources, such as franchise taxes, charges for services, licenses, and fines and forfeitures, which Finance Director Kelly Bush had outlined at the workshop.

Another chart showed that the millage rate had dropped by 1.338 mills over the past 13 years, going from 7.178 mills in 2012 to 5.840 mills in 2025. In one year, that 1.338 mills amounted to $5,650,795, Bush pointed out. This reduction saved the average Peachtree City household $273.

Strickland listed the expenses that caused the increase in the budget this year:

- 3% cost of living adjustment (COLA)
- 2% increase in technology costs
- Three new firefighter positions, the last that would be needed to staff Station 85
- Three other new positions in Planning, Police, and Fire
- Two new part-time positions for the Youth Council and the Public Arts Group
- 2027 Comprehensive Plan
- Ongoing competition for labor
- Increased utility costs, which they were looking into
- Increased healthcare costs

Strickland pointed out that there were many lines in the budget that had decreased.

Police and Fire made up a little under 50% of the entire budget. With the addition of Public Works and Recreation, it went up to 75%. Breaking down expenditures by department showed that 66% of spending was for personnel, either with salaries or other costs, such as healthcare. Purchased contractual service was the next biggest category at 20%.

The General Fund Budget Summary showed revenues and expenditures balancing at S60,779,253.

Bush first presented the five-year financial model without a bond, saying there was another version that included a facilities authority bond and the use of $6 million

from reserves for the renovations for the Police headquarters. This version had them reaching 62% into fund balance for the next five years, she said.

The next model showed them taking $6 million from reserves to supplement a grant from the Department of Homeland Security for Police and Emergency Services upgrades. Police upgrades would be at the gun range and the current Police building. Police and Fire administration would be housed in the MEJA building. The gun range would be used as a training center, and the current PD building would be renovated to provide more room for evidence storage and be better suited for patrol and detective operations.

They also wanted to look at a $12 million, 15-year bond to fund construction of a permanent structure over the Kedron pools, a multi-purpose field at Braelinn, and probably one other project. That payment would be about $1 million a year, reducing the fund balance down to about 46%, which would remain steady over the next five years. No millage rate increase would be required due to growth of other revenue funds.

Capital Improvement Program (CIP) Fund projects totaled $1,416,491. Strickland pointed out that they purchased equipment and vehicles on a five-year rolling basis in order to keep capital outlays steady.

As he did each year, Strickland compared the 2026 Maintenance and Operations (M&O) millage rates for Fayette's cities: Peachtree City was 5.840; Fayetteville, 5.646; Tyrone, 2.889, and Brooks, 1.126. He showed another graph that combined the municipal and County millage rates, but not the Board of Education. This showed that Tyrone had the highest total millage rate, 10.682, because they relied on the County for Fire and EMS. Fayetteville used the County for EMS, and its total millage rate was 10.619. Peachtree City provided its own Fire and EMS and had a total millage rate of 9.813. Strickland said Peachtree City provided those services at a lower cost and with better quality than Fayette County.

Strickland said he did not include School taxes on his chart because they made up about 60% of the tax bill and overwhelmed the other numbers.

For an average house in Peachtree City valued at $508,000, the total tax bill would be lower than it would be in Fayetteville or Tyrone. The difference between Tyrone and Peachtree City was about $177 a year. Taxes amounted to $16.40 per day in Peachtree City; in Tyrone, it was $16.88, while in Fayetteville, taxes were $16.85 a day. In Brooks, the cost was $15.90, and in the County and Woolsey, taxes were $15.27. Strickland calculated that it cost $1.13 more a day to live in Peachtree City than in the County. He broke down an average Peachtree City homeowner's tax bill of $6,000, saying that about $4,000 went to the School Board, and around $1,200 to Peachtree City. The remainder was paid to the County for M&O and 911.

Strickland finished by reminding citizens of what they got by living in Peachtree City, such as the ISO 1 rated fire department, parks and recreation facilities and

events, 100-plus miles of paths, a CALEA advanced certification Police Department, City-maintained neighborhood entrances and medians, and one of the best libraries in Georgia.

Next on the budget calendar would be the anticipated adoption of the operating budget and CIP at the August 20 Council meeting, along with the KPTCB and Convention and Visitors Bureau (CVB) budgets.

The Mayor opened the public hearing and asked who wanted to speak in favor of the budget. Paul Schultz said he thought, as he did last year, that this was a well-planned budget. He said he had lived in Peachtree City since 2007 and had noticed that past administrations had neglected maintenance on City facilities. He appreciated that the budget included maintaining the City's assets.

Schultz also said he believed enhanced homestead exemptions were worthwhile if they were balanced with sales tax revenues. He was glad to see there was a COLA for City staff and that attention was being paid to the aging stormwater system. Schultz thought the reserve funds merited a more thorough look and said if they could be tapped, perhaps the millage rate could be cut. He said he agreed with Strickland that living in Peachtree City was a bargain.

No one else wished to speak either in favor or in opposition, and the Mayor closed the public hearing.

Polacek noted this was his first time dealing with a City budget and thanked Strickland for promptly answering his questions. He said he was glad to see Strickland pointing out how the 2.8% increase would be spent, saying he found all the additions justified. He remarked that the COLA actually could be viewed as a maintenance item because it helped retain the trained employees who took care of the City's assets. He went on to mention the increase in healthcare costs and said he understood the need for the new positions that had been created.

He asked Strickland why he had included the Comprehensive Plan in the budget instead of pulling it out as he had other one-time expenses. Strickland said he could have pulled it out, but it was coming from the General Fund.

Another comment from Polacek was that he did not think Strickland had given himself enough credit for dissolving the Engineering Department and the cost savings that would create. It was not captured in any one line item, he stated, but he believed it would free up around $150,000 that could be used elsewhere.

Polacek said it had been a trend to look to cutting the millage rate for property tax relief, but local governments had been granted additional mechanisms to deliver property tax relief. He said he felt the budget was lean enough so that if there was a millage rate cut, it would be detrimental to City services. He said a full millage rate rollback would save a taxpayer a few dollars each month, but these new exemptions could save about $1,000 a year on the average home. Polacek felt this

was a more responsible and efficient way of delivering tax relief, and he preferred it over putting amenities on the chopping block.

Johnson agreed with Polacek's comments and said she wished there were more residents present to hear this information. She added that she was proud of this budget and felt they were focusing on the right things. She thought they were doing a good job on maintenance, but there was more they needed to do.

Johnson asked Strickland to explain the difference between reserves and fund balance. He said reserves were liquid assets and were part of the fund balance, which also included accounts receivable. Bush elaborated that the fund balance also included inventory and items that were carried forward from the previous year's budget. Strickland pointed out that the fund balance was about $32 million, while the reserves were $30 million.

Johnson thanked Strickland and staff for their work over several months on this budget.

Brown said she felt Peachtree City was in a good position financially. She said she hoped people understood that they had taken three engineering positions and reassigned them to other departments that they worked more closely with, saving money in the process. She said it was done in a smart way at an opportune time. Two of the three positions had been dropped to a lower grade, but engineers were no longer required for those positions, Brown remarked.

She pointed out that healthcare costs went up more than $750,000 for the City's 389 employees. Strickland said they competitively bid out their healthcare each year and would change if they found something better. Brown also noted that the new positions for the Youth Council and Public Arts Group were part-time and not eligible for health insurance.

The LHOST had the potential to provide meaningful savings to homesteaded homeowners, Brown remarked. Some people would argue that the new sales tax was a tax increase, but Brown pointed out that many outsiders spent money in Peachtree City, so they would be contributing to that sales tax revenue.

Last year's full millage rate rollback required cutting a fire tower from the budget, but, Brown stated, they were able to add it back later in the year. She said she had recommended taking reserves, and that was what they had done for a big-ticket item. That use of reserves meant they did not have to take out a bond or increase the millage rate.

Holland pointed out that they were going to borrow $12 million but that did not require an increase in taxes, which he thought was a sign that City money was being well managed.

The Mayor again said the final vote would be August 20.

Council/Staff Topics

Applications were being taken for citizen volunteers to serve on City boards, commissions, and authorities, and were available through the City website, Learnard said.

Polacek thanked staff for a successful Fourth of July and also the World Cup watch parties. He said he had heard positive feedback about the drone show and hoped they could continue it in the future.

Johnson also thanked everyone for their efforts on the celebration.

Brown said a few people complained that they were not in the right location to see the drone display, but those were the only negative comments she heard.

She said she was happy the Council retreat that was scheduled for August had been cancelled, and it was her understanding they would substitute special meetings throughout the year.

Strickland said they could hold four per year, headlined with one of the big four—Fire, Police, Public Works, and Recreation—paired with a smaller department. The department heads would provide updates and talk with Council. He explained that time during the regular Council meetings was limited, and he felt these conversations were necessary.

Holland said he had planned to discuss shared use path safety, but it was too late in the evening. He had one comment—the new big screen television used to broadcast the World Cup games was not big enough.

Meeker asked to make a statement. He said “transparency” was one of the buzzwords discussed by the attorneys at the Georgia Municipal Association (GMA) conference this summer. That concept certainly was not unique to Peachtree City but had come up here over past few months in talk about alleged “secret meetings.” He explained that he served as a legal advisor to Council and wanted to take a few minutes to talk about process and procedure.

Ensuring compliance with the Georgia Open Meetings Act and the Georgia Open Records Act was one of the most important things he did, Meeker said, reflecting that he had been a lawyer for 34 years, with 32 of those representing local governments. In that time, he had dealt with just two lawsuits on these issues. One was in 1995, and he was part of a successful defense of the City. The other involved a potential Open Meetings issue that was resolved by simply cancelling the meeting.

Meeker said a lawyer typically took the facts and tried to apply the law to those facts, and he wanted to mention a couple of facts. The City Council held a retreat in

Kennesaw earlier this year, and the notice for that meeting and the meeting itself complied with Open Meetings laws. A number of topics were discussed at that retreat, but no final action was taken on any of those topics. Where there had been consensus among Council, Meeker continued, those matters had already been put on agendas or would be on future agendas for final action.

The City Zoning Ordinance, he continued, determined permitted land uses. Changing those uses required two public hearings, one with the Planning Commission and another with City Council. The same requirements applied to annexations, text amendments, or rezonings of property.

Meeker commented that he took issue with challenges and implications that there had been secret meetings, saying he had told more than one person that if they believed there had been a violation of the Georgia Open Meetings Act, they could report it to the State Attorney General's Office or to the Solicitor's office so that criminal penalties could be enforced. He concluded by saying that Georgia law availed private citizens of the right to challenge actions taken if they believed they were in violation of the Open Records Act or the Open Meetings Law.

Executive Session

Holland moved to adjourn to executive session at 10 p.m. to discuss pending or threatened litigation or the acquisition, lease, or sale of real estate. Polacek seconded. Motion carried unanimously.

Holland moved to reconvene in regular session at 10:18 p.m. Polacek seconded. Motion carried unanimously.

Adjourn

There being no further business, Brown moved to adjourn the meeting. Holland seconded. Motion carried unanimously.

The meeting adjourned at 10:18 p.m.

_____ _____

Martha Barksdale, Recording Secretary Kim Learnard, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO:	Mayor and City Council	
VIA:	Justin Strickland, City Manager	
FROM:	Shayla Reed, Planning Director	07/29/2026
	Kelly Bush, Financial & Administrative Services Director	07/30/2026
	Jonathan Miller, Interim Assistant City Manager	07/30/2026
	Justin Strickland, City Manager	07/31/2026
DATE:	August 6, 2026	
SUBJECT:	Resolution to Adopt the Annual CIE Update	

Recommendation:
Adopt the 2026 Capital Improvements Element Annual Update.

Discussion:
At the May 21, 2026 City Council meeting, Council approved the submittal of the City's draft 2026 Capital Improvements Element (CIE) Annual Update to the Atlanta Regional Commission (ARC) and Georgia Department of Community Affairs (DCA) for review and approval. On July 9, 2026 DCA officially approved the draft CIE. The next step is for Council to formally adopt the 2026 CIE Annual Update. Adoption of the updated documents is required in order for the city to maintain its status as a Qualified Local Government (QLG).

Budget Impact:
There are no budget changes associated with this request.

Attachments:
1. CIE 2026 Adoption Resolution 8.6.26
2. CIE 2026 Annual Update Document_ June 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEACHTREE CITY ADOPTING THE 2026 CAPITAL IMPROVEMENTS ELEMENT (CIE) ANNUAL UPDATE TO THE PEACHTREE CITY COMPREHENSIVE PLAN

WHEREAS, the City of Peachtree City has completed the 2026 Capital Improvements Element (CIE) Annual Update to the city's Comprehensive Plan in accordance with the revised Local Planning Standards as adopted by the Georgia Department of Community Affairs (DCA); and

WHEREAS, the City of Peachtree City has prepared an updated Community Work Program (CWP) and Capital Improvements Element (CIE) in accordance with the Development Impact Fee Compliance Requirements Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989; and

WHEREAS, the City of Peachtree City has prepared an Annual Impact Fee Financial Report in accordance with the Development Impact Fee Compliance Requirements Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989; and

WHEREAS, the 2026 Capital Improvements Element (CIE) Annual Update was reviewed and approved by the Georgia Department of Community Affairs (DCA) on July 9, 2026;

BE IT THEREFORE RESOLVED, the Mayor and Council of the City of Peachtree City do hereby adopt the 2026 Annual CIE Update to the Peachtree City Comprehensive Plan in accordance with the requirements of the Georgia Planning Act of 1989.

SO RESOLVED, this 6th day of August, 2026.

_____
Kim Learnard, Mayor

_____
Laura Johnson, Post 1

_____
Suzanne Brown, Post 2

_____
Clint Holland, Post 3

_____
Michael Polacek, Post 4

Attest: _____
City Clerk
Yasmin Julio

Capital Improvements Element

2026 Annual Update

Financial Report &
Community Work Program

Adopted by Mayor and City Council
- Pending, TBD

City of Peachtree City, Georgia

Introduction
This Capital Improvements Element (CIE) Annual Update has been prepared in accordance with the requirements governing impact fees in the State of Georgia, as established by the Development Impact Fee Act (DIFA) and the Georgia Department of Community Affairs (DCA) guidance documents, *Development Impact Fee Compliance Requirements* and *Standards and Procedures for Local Comprehensive Planning*.

These authorities establish the required components of the Annual Update, including, at a minimum, a financial report and an updated schedule of improvements. According to the *Compliance Requirements*, the Annual Update:

> *"…must include: 1) the Annual Report on impact fees required under O.C.G.A. 36-71-8; and 2) a new fifth year schedule of improvements, and any changes to or revisions of previously listed CIE projects, including alterations in project costs, proposed changes in funding sources, construction schedules, or project scope." (Chapter 110-12-2-.03(2)(c))*

This Annual Update itself is based on the Peachtree City Capital Improvements Element, as adopted by the City on April 9, 2017.

Financial Report
The Financial Report included in this document is based on the requirements of DIFA, specifically:

> *"As part of its annual audit process, a municipality or county shall prepare an annual report describing the amount of any development impact fees collected, encumbered, and used during the preceding year by category of public facility and service area." (O.C.G.A. 36-71-8(d)(1))*

The City's fiscal year runs from October 1 to September 30. Thus, the financial report included here is based on the audit prepared for FY 2023. The required financial information is summarized in Table 1, and detailed information for each public facility category appears in Tables 2 through 5.

Schedule of Improvements
In addition to the financial report, the City has prepared a five-year schedule of improvements (Community Work Program (CWP), as specified in the *Compliance Requirements* (Chapter 110-12-2-.03(2)(c)), which states that local governments that have a CIE must "update their entire Short Term Work Program (Community Work Program) annually." The required annual CWP update addendum is presented as Table 6.

IMPACT FEE DISTRIBUTION					
Date received	**Parks & Recreation**	**Fire**	**Police**	**Admin. Fees**	**TOTAL**
TOTAL	$ 4,324,937.34	$ 789,948.03	$ 424,132.64	$ 11,759.48	$ 5,550,777.49
Interest income	$ 53,587.12	$ 85,909.57	$ 17,083.79		$ 156,580.48
Administrative costs / transfers to GF				$ (10,634.66)	$ (10,634.66)
Impact Fee refunds				$ (1,124.82)	$ (1,124.82)
Project expenditures	$ (299,926.04)	$ (33,008.17)	$ (423,700.00)		$ (756,634.21)
Net Revenue vs Expenditures					
ENDING FUND BALANCE (FY24)	$ 4,078,598.42	$ 842,849.43	$ 17,516.43	$ (0.00)	$ 4,938,964.28
12/06/24	$ -	$ 1,813.80	$ -	$ 54.41	$ 1,868.21
12/06/24	$ -	$ 15,225.65	$ 2,628.23	$ 535.62	$ 18,389.50
01/08/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
02/11/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
02/21/25	$ -	$ 2,228.20	$ 454.21	$ 80.47	$ 2,762.88
02/25/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
02/25/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
03/10/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
03/13/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
05/16/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
05/16/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
05/22/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
05/22/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
05/22/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
06/04/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
Letter sent 6/16/25	$ -	$ 14,736.66	$ 2,984.64	$ 531.64	$ 18,252.94
9/30/2025	$ -	$ 7,846.80	$ 1,467.60	$ 279.43	$ 9,593.83
08/26/25	$ -	$ 22,175.92	$ 4,379.68	$ 796.67	$ 27,352.27
09/02/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
08/19/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
08/19/25	$ 3,408.54	$ 583.88	$ 118.05	$ 123.31	$ 4,233.78
07/01/25	$ -	$ 11,416.90	$ 2,354.00	$ 413.13	$ 14,184.03
08/18/25	$ -	$ 2,137.10	$ 447.30	$ 77.53	$ 2,661.93
TOTAL	$ 51,128.10	$ 86,339.23	$ 16,486.41	$ 4,618.55	$ 158,572.29
TOTAL	$ 4,129,726.52	$ 929,188.66	$ 34,002.84	$ 4,618.55	$ 5,097,536.57
Interest income	$ 112,936.70	$ 25,097.05	$ 1,394.28		$ 139,428.03
Administrative costs / transfers to GF				$ (4,618.55)	$ (4,618.55)
Impact Fee refunds					$ -
Project expenditures	$ (236,424.86)	$ (610,000.00)	$ -		$ (846,424.86)
Net Revenue vs Expenditures					
ENDING FUND BALANCE	$ 4,006,238.36	$ 344,285.71	$ 35,397.12	$ (0.00)	$ 4,385,921.19
				CASH	$ 4,411,824.22
				ACCOUNTS PAYABLE	$ (9,525.00)
				RETAINAGE PAYABLE	$ -
				DUE TO GENERAL FUND	$ (16,378.03)
					$ 4,385,921.19

TABLE 1: SUMMARY City of Peachtree City Annual Impact Fee Financial Report FY 2025					
Public Facility **Service Area- Citywide**	**Parks & Recreation**	**Police**	**Fire**	**Admin. Fees**	**TOTAL**
Beginning Impact Fee Fund Balance at September 30, 2024	4,078,588.80	17,529.80	842,845.68	-	4,938,964.28
Impact Fees Collected in Fiscal Year 2025	51,128.10	16,486.41	86,339.23	4,618.55	158,572.29
Accrued Interest	112,936.70	1,394.28	25,097.05	-	139,428.03
(Project Expenditures)	(236,424.86)		(610,000.00)	(4,618.55)	(851,043.41)
FY 2025 (Administrative/Other Costs)					-
(Impact Fee Refunds)					
Ending Impact Fee Fund Balance at September 30, 2025	4,006,228.74	35,410.49	344,281.96	-	4,385,921.19
Impact Fees Encumbered	4,006,228.74	35,410.49	344,281.96	-	4,385,921.19

TABLE 2: PARKS & RECREATION

City of Peachtree City Annual Impact Fee Financial Report FY 2025

Project Description	Project Start Date	Project End Date	Estimated / Actual Cost of Project	Max. % Funding from Imp. Fees	Other Funding Sources	Expenditures in FY 2025	Total Impact Fees Applied to Project	FY26-FY30 Impact Fees identified	Status / Remarks Responsible Party
Drake Field Pavilion & Path	FY2012	FY2019	*274,915.00*	0.66	GF & Donations		92,460.25		complete
Path to Spillway Bridge	FY2018	FY2019	*22,000.00*	0.66	General Fund		20,709.00		complete
Flat Creek Nature Area (Parkade to PAC)	FY2019	FY2020	*253,011.00*	0.66	SPLOST17		166,987.26		complete
Paschall Rd. connection	FY2019	FY2020	*53,760.00*	0.66	SPLOST17		34,493.20		complete
Police Station connection	FY2019	FY2020	*31,480.00*	0.66	SPLOST17		20,758.88		complete
Kedron Village retail path realignment	FY2018	FY2020	*27,440.00*	0.66	SPLOST17		18,107.03		complete
American Walk path connection	FY2019	FY2020	*21,417.00*	0.66	SPLOST17		14,135.22		complete
Crosstown Dr. crossing	FY2019	FY2021	*356,537.00*	0.66	SPLOST17		50,000.00		complete
SR 54 W gateway bridge	FY2018	FY2025	*3,750,000.00*	0.66	SPLOST17		1,112,055.73	363,000.00	complete
Flat Creek Nature Area (Crosstown to Parka	FY2018	FY2021	275,000.00	0.66	SPLOST17		158,759.26		complete
Robinson Road sidepath to Whitefield Farm	FY2021	FY2021	*14,204.00*	0.66	SPLOST17		-		complete
N Peachtree Pkwy Flat Creek Rd to Interlocl	FY2021	FY2021	48,657.00	0.66	SPLOST17		1,286.80		complete
Cedarcroft connection to SR 74 Bridge	FY2021	FY2021	*5,320.00*	0.66	SPLOST17		-		complete
Line Creek Nature Area path connection	FY2021	FY2021	*44,233.00*	0.66	SPLOST17		201.55		complete
Robinson Rd. (Windgate to McIntosh Trl)	FY2019	FY2021	*65,820.00*	0.66	SPLOST17		-		complete
Robinson Rd (McIntosh Trl to Crosstown Dr)	FY2019	FY2021	*133,490.00*	0.66	SPLOST17		-		complete
Robinson Rd sidepath (Crosstown to Braelir	FY2019	FY2021	*109,369.00*	0.66	SPLOST17		-		complete
Robinson Rd sidepath (Braelinn Rec to Eler	FY2022	FY2022	*264,713.56*	0.66	SPLOST17		159,466.00		complete- paving costs raised actual costs
N Peachtree Pkwy North Hill connection	FY2021	FY2027	257,333.00	0.66	SPLOST17		-	169,839.78	in progress
SR 54 E (Peachtree East to PTC UMC)	FY2018	FY2026	2,600,000.00	0.66	SPLOST17		-	1,716,000.00	in design. Estimated costs increased due to utility relocation, stormwater management and easement
SR 54 parallel bridge at Lake Peachtree	FY2020	FY2025	645,129.00	0.66	SPLOST17		-	425,785.14	complete
N Peachtree Pkwy Walt Banks to Lake	FY2022	FY2027	427,750.00	0.66	SPLOST17	33,729.89	248,585.25	33,729.75	under construction. Hawk signal installed (cost increased)
HWY 74 crossing near Crosstown Road	FY2017	FY2029	20,000.00	0.66	SPLOST17		-	13,200.00	planning
Path connectivity to neighboring communit	FY2018	FY2029	465,495.00	0.66	SPLOST17		-	307,226.70	planning
SR 74 North Gateway Bridge & path conne	FY2023	FY2029	4,000,000.00	0.66	General Fund		-	2,640,000.00	cost estimate increased
Smokerise Point (existing to White Springs L	FY2023	FY2029	41,802.72	0.66	General Fund		-	27,589.80	planning
Smokerise Point (Ashley Way to Sedgewick	FY2023	FY2029	75,731.64	0.66	General Fund		-	49,982.88	planning
Sumner Road sidepath	FY2023	FY2029	253,679.52	0.66	General Fund		-	167,428.48	planning
SR 54 East crossing	FY2023	FY2029	4,000,000.00	0.66	General Fund		-	2,640,000.00	cost estimate increased
Prime Point Share the Road connection	FY2023	FY2029	283,599.96	0.66	General Fund		-	187,175.97	planning
Steven's Entry at N Peachtree Parkway	FY2019	FY2029	83,032.80	0.66	General Fund		-	54,801.65	planning
Willow Road sidepath	FY2023	FY2029	295,339.08	0.66	General Fund		-	194,923.79	planning
SR 74 S parallel connection (Police to Cros	FY2023	FY2029	314,952.00	0.66	General Fund		11,100.00	196,768.32	planning
Crosstown frontage path (Crosstown Ct to A	FY2019	FY2029	269,140.80	0.66	General Fund		-	177,632.93	planning
Crosstown Dr. over Flat Creek (northern side	FY2019	FY2029	128,844.00	0.66	General Fund		-	85,037.04	planning. Wetland area may make infeasable
P'tree Pkwy S sidepath (Village Pk to Fairwa	FY2023	FY2029	361,479.00	0.66	General Fund		-	238,576.14	planning

TABLE 2: PARKS & RECREATION

City of Peachtree City Annual Impact Fee Financial Report FY 2025

Project Description	Project Start Date	Project End Date	Estimated / Actual Cost of Project	Max. % Funding from Imp. Fees	Other Funding Sources	Expenditures in FY 2025	Total Impact Fees Applied to Project	FY26- FY30 Impact Fees identified	Status / Remarks Responsible Party
Robinson Rd sidepath (Braelinn Rd to Colc	FY2023	FY2023	265,132.32	0.66	General Fund		19,070.00		complete. Realigned to remove fewer trees and lower costs
Robinson Rd sidepath tunnel connections	FY2023	FY2029	109,374.24	0.66	General Fund		-	72,187.00	planning
Holly Grove Rd sidepath	FY2023	FY2029	300,636.00	0.66	General Fund		-	198,419.76	planning
Mill Farms path connection to Meade tunne	FY2023	FY2029	312,792.00	0.66	General Fund		141,000.00	65,442.72	Est. cost increased due to increase in land costs
Connection from Mill Farms to existing SR 7	FY2024	FY2029	100,355.16	0.66	Dev. Agreement		-	66,234.41	planning
Hwy 74 s parallel connection (PAC to Coop	FY2023	FY2029	693,467.04	0.66	General Fund		-	457,688.25	planning
Hwy 74 S parallel connection (Cooper to Di	FY2023	FY2029	375,222.36	0.66	General Fund		-	247,646.76	planning
Dividend sidepath (74 to TDK)	FY2023	FY2029	744,145.68	0.66	General Fund		-	491,136.15	planning
Falcon Drive path connecting Dividend Dr p	FY2024	FY2029	103,218.36	0.66	General Fund		-	68,124.12	planning
TDK parallel connection (74 to Dividend)	FY2023	FY2029	310,227.72	0.66	General Fund		-	204,750.30	planning
TDK parallel connection (Dividend to Park)	FY2023	FY2029	761,468.04	0.66	General Fund		-	502,568.91	planning
Dividend sidepath (TDK to Paschall Rd)	FY2023	FY2029	1,278,275.64	0.66	General Fund		-	843,661.92	planning
Peachtree Villas path connection	FY2023	FY2029	90,620.28	0.66	General Fund		-	59,809.38	planning
Huddleston Road path	FY2022	FY2027	463,408.92	0.66	SPLOST17, Grants		-	305,849.89	in design.
Fulton Court connection	FY2024	FY2029	17,179.20	0.66	General Fund		-	11,338.27	planning
Senoia Road frontage path	FY2026	FY2029	710,646.24	0.66	General Fund		-	469,026.52	planning
Panasonic connection (Flat Creek to Divide	FY2022	FY2023	298,631.76	1.00	None		42,543.00	256,088.76	complete. Realigned to remove fewer trees and lower costs
New Booth Middle School Stagecoach Path	FY2022	FY2023	252,534.24	0.66	General Fund		21,083.87	145,588.73	complete- no RoW purchase required
Kedron Boat Dock Path Extension	FY2022	FY2026	15,000.00	1.00	None	4,140.00	4,140.00	10,860.00	
New Path Montclair to Spear Road	FY2024	FY2025	89,727.00	1.00	None	38,385.97	89,726.97	0.03	complete
New Path Holly Grove	FY2025	FY2026	500,000.00	1.00	None	74,629.50	74,629.50	425,370.50	
New Path Sumner Rd.	FY2025	FY2026	500,000.00	1.00	None	85,539.50	85,539.50	414,460.50	
			22,815,370.72			236,424.86	2,586,838.27	15,004,951.23	
					FY Parks Impact Fees Collected (Inc. interest)			4,006,229.07	Current Parks/Rec Fund Balance
					FY Parks Impact Fees Applied			(10,998,722.16)	Diff. between planned expenses and on hand
					Time Tracking balance (should be $0 by expiration date)				
					Parks/Recreation Impact Fee Fund Balance minus applied funds				
					Reported Parks/Rec Fund Balance				

TABLE 4: POLICE

City of Peachtree City Annual Impact Fee Financial Report FY 2025

Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Max % Funding from Imp. Fees	Other Funding Sources	Expenditures in FY 2025	Previous FY Impact Fees Applied	FY26- FY30 Impact Fees Identified	Status/ Remarks
Building Expansion	FY2015	FY2029	691,738.00	1.00	N/A		14,400.00	677,338.00	Relocated expansion project to new PD annex
			691,738.00					677,338.00	
					FY Police Impact Fees Collected (Inc. interest)			35,416.99	Current Police Fund Balance
					FY Police Impact Fees Applied			(641,921.01)	Diff. between planned expenses and on hand
					Time Tracking balance (should be $0 by expiration date)				
					Reported Police Impact Fee Fund Balance				

TABLE 5 FIRE PROTECTION

City of Peachtree City Annual Impact Fee Financial Report FY 2025

Project Description	Project Start Date	Project End Date	Estimated/ Actual Cost of Project	Max. % Funding from Imp. Fees	Other Funding Sources	Expenditures in FY 2025	Previous FY Impact Fees Applied	FY26- FY30 Impact Fees Identified	Status/ Remarks
Station 85	FY2017	FY2020	1,810,070.28	0.13	General Fund		158,141.99		complete
Medic vehicle (Heavy vehicle)	FY2016	FY2020	*823,206.00*	1.00	N/A		823,205.66	-	complete- carryover costs paid in FY21
Station 86	FY2019	FY2026	3,062,162.00	1.00	N/A		557,470.60	2,504,691.40	planning
Station 85 Expansion	FY2021	FY2027	1,700,000.00	0.25	SPLOST		-	391,992.00	in design
Engine F550 (Heavy vehicle)	FY2019	FY2026	592,842.28	1.00	N/A		-	592,842.28	on CIP
Station 83 Expansion	FY2022	FY2029	100,000.00	1.00	N/A		78,419.96	21,580.04	in design
Heavy Vehicle	FY2026	FY2026	610,694.28	1.00	N/A	610,000.00	610,000.00	694.28	ordered (encumbered)
			8,698,974.84			610,000.00	2,227,238.21	3,511,800.00	
					FY Fire Impact Fees Collected (Inc. interest)			344,282.06	Current Fire Fund Balance
					FY Fire Impact Fees Applied			(3,167,517.94)	Diff. between planned expenses and on hand
					Time Tracking balance (should be $0 by expiration date)				
					Reported Fire Impact Fee Balance				

TABLE 5:
COMMUNITY WORK PROGRAM ADDENDUM / SCHEDULE OF IMPROVEMENTS FY 2026-2030

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Fire Protection & EMS							
Fire Station 86	City-wide	FY2019	FY2026	$3,062,162	100%	Up to 100% Impact Fees On-Hand, Bonds, or General Fund	Fire Department
Engine F550 (Heavy Vehicle)	City-wide	FY2020	FY2026	$592,842	100%	Up to 100% Impact Fees On-Hand or Debt Service	Fire Department
Fire Training Tower	City-wide	FY2025	FY2026	$100,000	0%	RESERVES	Fire Department
Replace Reserve Medic 83	City-wide	FY2027	FY2027	$500,000	0%	Debt Service	Fire Department
Staff Vehicle Replacement	City-wide	FY2027	FY2027	$50,000	0%	Debt Service	Fire Department
Replace Ford Explorer	City-wide	FY2028	FY2028	$50,000	0%	Debt Service	Fire Department
Replace 2011 Reserve Engine	City-wide	FY2028	FY2028	$800,000	0%	Debt Service	Fire Department
Replace 2017 F250 Staff Vehicle (22047)	City-wide	FY2027	FY2027	$60,000			Fire Department
3 Firefighter/Paramedics	City-wide	FY2027	FY2027	$1,200,000	0%	General Fund	Fire Department
Replace 2018 F150 Staff Vehicle (22051)	City-wide	FY2027	FY2029	$65,000.00			Fire Department

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Fire Protection & EMS, continued							
3 Captains/ 3 Sergeant (Aerial)	City-wide	FY2027	FY2029	$580,000.00			Fire Department
Replace Braun Medic 81 2019 (2307)	City-wide	FY2027	FY2029	$600,000		SPLOST	Fire Department
Replace Braun Medic 84 2019 (2319)	City-wide	FY2027	FY2029	$600,000		SPLOST	Fire Department
Replace Aerial Tower 81 2019 (22059)	City-wide	FY2027	FY2029	$4,000,000		SPLOST	Fire Department
Replace Engine (2213)	City-wide	FY2027	FY2029	$1,200,000		SPLOST	Fire Department
Replace 2020 F150 Staff Vehicle (22058)	City-wide	FY2027	FY2030	$65,000			Fire Department
Replace Engine (22057)	City-wide	FY2027	FY2030	$1,200,000		SPLOST	Fire Department
Police							
Meja Building, purchase and Renovation	City-wide	FY 2026	FY2027	$700,000	0%	General Fund/Facilities Bond	Police Department
On Target Building Renovation	City-wide	FY 2026	FY2028	$4,200,000	0%	General Fund/Facilities Bond/Grant	Police Department
Current Building (Renovation)	City-wide	FY2027	FY2029	$2,100,000	0%	General Fund/Facilities Bond	Police Department
Police Vehicle Replacements (10)	City-wide	FY2025	FY 2026	$850,000	0%	Debt Service	Police Department

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Police, continued							
Police Vehicle Replacements (10)	City-wide	FY2026	FY2027	$850,000	0%	Debt Service	Police Department
Gate opener	City-wide	FY2025	FY2026	$15,000	0%	Facility Maintenance Fund	Police Department
Flooring Replacement	City-wide	FY2025	FY2029	$40,000	0%	Facility Maintenance Fund	Police Department
Officer Wellness Equipment	City-wide	FY2025	FY2026	$25,000	0%	Forfeiture Funds	Police Department
Laptop Replacements (30)	City-wide	FY2026	FY2026	$115,000	0%	Debt Service	Police Department
New Staff Assistant Position	City-wide	FY2027	FY2027	$77,000	0%	General Fund	Police Department
Public Safety IT Professional	City-wide	FY 2027	FY 2027	$55,000	0%	General Fund	Police and Fire
Axon Fleet Contract	City-wide	FY 2027	FY 2027	$266,000	0%	General Fund	Police Department
Police Motorcycle Replace-ment	City-wide	FY 2027	FY 2027	$35,000	0%	General Fund	Police Department
Police Vehicle Replacements (10)	City-wide	FY2027	FY2027	$850,000	0%	Debt Service	Police Department
Laptop Replacements (32)	City-wide	FY2027	FY2027	$176,000	0%	Debt Service	Police Department
Police Vehicle Replacements (10)	City-wide	FY2028	FY2028	$850,000	0%	Debt Service	Police Department

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Police, continued							
Laptop Replacements (32)	City-wide	FY2028	FY2028	$176,000	0%	Debt Service	Police Department
Additional 2 Patrol Officers	City-wide	FY 2028	FY 2028	$415,588	0%	General Fund	Police Department
Drone as 1st Responder Implementation	City-wide	FY 2028	FY 2028	$70,000	0%	Debt Service	Police Department
Axon Fleet Contract	City-wide	FY 2027	FY 2027	$249,000	0%	General Fund	Police Department
Real Time Crime Center	City-wide	FY2027	FY 2027	$100,000	0%	Debt Service	Police Department
Surveillance Equipment Upgrades	City-wide	FY2028	FY2028	$30,000	0%	General Fund	Police Department
VMS Trailer Replacement	City-wide	FY 2028	FY 2028	$45,000	0%	General Fund	Police Department
Radio Replacement (35)	City-wide	FY 2028	FY 2028	$234,500	0%	Debt Service	Police Department
Motorcycle Replacement	City-wide	FY 2028	FY 2028	$35,000	0%	Debt Service	Police Department
Axon Fleet Contract	City-wide	FY 2028	FY 2028	$249,000	0%	General Fund	Police Department
Police Vehicle Replacements (10)	City-wide	FY2029	FY2029	$850,000	0%	Debt Service	Police Department
Axon Fleet Contract	City-wide	FY 2029	FY 2029	$249,000	0%	General Fund	Police Department
Axon Fleet Contract	City-wide	FY 2030	FY 2030	$249,000	0%	General Fund	Police Department

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Recreation Facilities							
Additional 2 Patrol Officers	City-wide	FY 2030	FY 2030	$415,588	0%	General Fund	Police Department
ATV Replacement	City-wide	FY 2030	FY 2030	$20,000	0%	General Fund	Police Department
Police Vehicle Replacements (10)	City-wide	FY 2030	FY 2030	$850,000	0%	Debt Service	Police Department
N Peachtree Parkway North Hill connection	City-wide	FY2021	FY2026	$257,333	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
SR 54 E (Peachtree East to PTC UMC)	City-wide	FY2018	FY2026	$2,600,000	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
N Peachtree Parkway from Walt Banks to Lake Kedron	City-wide	FY2022	FY2027	$359,070	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
SR 74 S crossing study near Crosstown Drive	City-wide	FY2019	FY2029	$20,000	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
Path connectivity to neigh-boring communities	City-wide	FY2018	FY2029	$465,495	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
SR 74 N Gateway bridge and path connections	City-wide	FY2023	FY2029	$4,000,000	66%	Impact Fees / General Fund	Public Works
Smokerise Point (to White Springs Ln)	City-wide	FY2023	FY2026	$15,061	66%	Impact Fees / General Fund	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Recreation Facilities, continued							
Smokerise Point (Ashley Way to Sedgewick Dr)	City-wide	FY2023	FY2026	$27,286	66%	Impact Fees / General Fund	Public Works
Sumner Roadside path	City-wide	FY2023	FY2026	$91,400	66%	Impact Fees / General Fund	Public Works
SR 54 E crossing	City-wide	FY2023	FY2026	$1,200,000	66%	Impact Fees / General Fund	Public Works
Prime Point share-the-road connection	City-wide	FY2023	FY2026	$102,180	66%	Impact Fees / General Fund	Public Works
Steven's Entry at N Peachtree Parkway	City-wide	FY2019	FY2029	$41,516	66%	Impact Fees / General Fund	Public Works
Willow Roadside path	City-wide	FY2023	FY2026	$106,410	66%	Impact Fees / General Fund	Public Works
SR 74 S parallel connection from PD to Crosstown	City-wide	FY2023	FY2026	$113,476	66%	Impact Fees / General Fund	Public Works
Crosstown frontage path (Crosstown Ct to Arbor Ter)	City-wide	FY2019	FY2029	$134,570	66%	Impact Fees / General Fund	Public Works
Crosstown Drive over Flat Creek (north side of RoW)	City-wide	FY2019	FY2029	$64,420	66%	Impact Fees / General Fund	Public Works
Peachtree Parkway S side path from Village Park to Fairways	City-wide	FY2023	FY2026	$130,240	66%	Impact Fees / General Fund	Public Works
Robinson Roadside path (Braelinn Rd to Colonnade)	City-wide	FY2023	FY2026	$95,526	66%	Impact Fees / General Fund	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Recreation Facilities, continued							
Robinson Road tunnel and path connections	City-wide	FY2017	FY2026	$39,407	66%	Impact Fees / General Fund	Public Works
Holly Grove Roadside path	City-wide	FY2023	FY2026	$108,318	66%	Impact Fees / General Fund	Public Works
Mill Farms path connection to Meade tunnel	City-wide	FY2023	FY2026	$177,106	66%	Impact Fees / General Fund	Public Works
Hwy 74 S parallel from PAC to Cooper Cir	City-wide	FY2023	FY2026	$249,854	66%	Impact Fees / General Fund	Public Works
Hwy 74 S parallel from Cooper Cir to Dividend Dr	City-wide	FY2023	FY2026	$135,191	66%	Impact Fees / General Fund	Public Works
Dividend Dr side path from 74 to TDK	City-wide	FY2023	FY2026	$268,113	66%	Impact Fees / General Fund	Public Works
Falcon Drive path	City-wide	FY2024	FY2029	$51,609	66%	Impact Fees / General Fund	Public Works
TDK parallel connection from 74 to Dividend Dr	City-wide	FY2023	FY2026	$111,774	66%	Impact Fees / General Fund	Public Works
TDK parallel from Dividend Dr to Lake McIntosh	City-wide	FY2023	FY2026	$274,354	66%	Impact Fees / General Fund	Public Works
Dividend side path from TDK to Paschall Road	City-wide	FY2023	FY2026	$460,557	66%	Impact Fees / General Fund	Public Works
Peachtree Villas path connection	City-wide	FY2023	FY2026	$32,650	66%	Impact Fees / General Fund	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Recreation Facilities, continued							
Senoia Road frontage path	City-wide	FY2026	FY2029	$355,323			
Glenloch Pool Shade Structure	City-wide	FY2025	FY2026	$75,000	0%	Facility Maintenance Fund	Recreation & Special Events
Capital Equipment Replacement: F-150 (5003)	City-wide	FY2026	FY2026	$38,000	0%	Debt Services	Recreation & Special Events
Kedron Backboard & Hydraulics	City-wide	FY2026	FY2026	$80,000	0%	Facility Maintenance Fund	Recreation & Special Events
Library HVAC System	City-wide	FY2026	FY2026	$325,000	0%	General Fund	Library Services
Capital Equipment Replacement: F250 (3), zero-turn mowers (2)	City-wide	FY2027	FY2027	$181,740	0%	Debt Services	Recreation & Special Events
Braelinn Playground Pavilion	City-wide	FY2027	FY2027	$125,000	0%	General Fund	Recreation & Special Events
Kedron Pool Resurfacing	City-wide	FY2027	FY2027	$40,000	0%	Facility Maintenance Fund	Recreation & Special Events
Playground Upgrade	City-wide	FY2028	FY2028	$85,000	0%	General Fund	Recreation & Special Events
Kedron Pool Resurfacing	City-wide	FY2028	FY2028	$40,000	0%	Facility Maintenance Fund	Recreation & Special Events
Street Resurfacing	City-wide	FY2025	FY2027	$432,458	0%	LMIG Grants	Public Works
Capital Equipment Replacements: Asphalt spreader, F-250 (5021), Zero-turn Mowers (2)	City-wide	FY2026	FY2026	$278,140	0%	Debt Service	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Recreation Facilities, continued							
Street Resurfacing – LMIG Match	City-wide	FY2026	FY2026	$450,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2026	FY2026	$350,000	0%	General Fund	Public Works
Public Works							
Capital Equipment Replacements: F-750 (3021), Tandem Dump (3012), F-250 Quad, zero-turn mower (2)	City-wide	FY2027	FY2027	$259,500	0%	Debt Service	Public Works
Street Resurfacing- LMIG Match	City-wide	FY2027	FY2027	$450,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements, Reroof City Hall	City-wide	FY2027	FY2027	$1,250,000	0%	General Fund, ARPA	Public Works
Capital Equipment Replacements: Asphalt roller (3896), F350 (3033), zero-turn mower (2)	City-wide	FY2028	FY2028	$162,400	0%	Debt Service	Public Works
Street Resurfacing – LMIG Match	City-wide	FY2028	FY2028	$450,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2028	FY2028	$350,000	0%	General Fund	Public Works
Street Resurfacing	City-wide	FY2026	FY2026	$450,000	0%	General Fund	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Public Works, continued							
Street Resurfacing	City-wide	FY2027	FY2027	$450,000	0%	General Fund	Public Works
Street Resurfacing	City-wide	FY2028	FY2028	$450,000	0%	General Fund	Public Works
Street Resurfacing	City-wide	FY2029	FY2029	$450,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2026	FY2026	$350,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2027	FY2027	$350,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2028	FY2028	$350,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2029	FY2029	$350,000	0%	General Fund	Public Works
Technical Services							
Misc. Software upgrades	City-wide	FY2026	FY2026	$55,000	0%	Debt Service	Finance
HP Nimble Storage	City-wide	FY2026	FY2026	$195,000	0%	Debt Service	Finance
Cisco Switch Replacements	City-wide	FY2026	FY2026	$195,000	0%	Debt Service	Finance
Data Center UPS	City-wide	FY2026	FY2026	$85,000	0%	Debt Service	Finance
Data Security Upgrades	City-wide	FY2026	FY2026	$55,000	0%	Debt Service	Finance
PC Replacements	City-wide	FY2026	FY2026	$245,000	0%	Debt Service	Finance

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Technical Services, continued							
PC Replacements	City-wide	FY2027	FY2027	$230,000	0%	Debt Service	Finance
Microsoft Server Software upgrades	City-wide	FY2027	FY2027	$80,000	0%	Debt Service	Finance
Vmware Upgrades	City-wide	FY2027	FY2027	$50,000	0%	Debt Service	Finance
Storage Replacement	City-wide	FY2027	FY2027	$95,000	0%	Debt Service	Finance
Tape Drive Replacements	City-wide	FY2027	FY2027	$52,000	0%	Debt Service	Finance
Data Security Upgrades	City-wide	FY2027	FY2027	$50,000	0%	Debt Service	Finance
Wireless Network Replace-ment	City-wide	FY2027	FY2027	$120,000	0%	Debt Service	Finance
Physical Security Upgrades	City-wide	FY2027	FY2027	$30,000	0%	Debt Service	Finance
Server Replacement	City-wide	FY2028	FY2028	$97,000	0%	Debt Service	Finance
Microsoft SQL Upgrade	City-wide	FY2028	FY2028	$85,000	0%	Debt Service	Finance
HP Nimble Storage	City-wide	FY2028	FY2028	$220,000	0%	Debt Service	Finance
Firewall Replacement	City-wide	FY2028	FY2028	$95,000	0%	Debt Service	Finance
Tape Drive Replacement	City-wide	FY2028	FY2028	$52,000	0%	Debt Service	Finance
Misc. Software Upgrades	City-wide	FY2028	FY2028	$60,000	0%	Debt Service	Finance
Data Security Upgrades	City-wide	FY2028	FY2028	$50,000	0%	Debt Service	Finance
Veeam/Backup upgrade	City-wide	FY2028	FY2028	$49,000	0%	Debt Service	Finance

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO:	Mayor and City Council	
VIA:	Justin Strickland, City Manager	
FROM:	Harold Layton	07/30/2026
	Kelly Bush, Financial & Administrative Services Director	07/30/2026
	Jonathan Miller, Interim Assistant City Manager	07/30/2026
	Justin Strickland, City Manager	07/31/2026
DATE:	August 6, 2026	
SUBJECT:	FY26 Budget Amendment 26-28 — Acceptance of $2,500 Sponsorship for Family Football Saturdays	

Recommendation:
Approve Budget Amendment 26-28 for the acceptance of a $2,500 sponsorship from Davis Chiropractic Center for Family Football Saturdays.

Discussion:
The Recreation Department received a sponsorship from Davis Chiropractic Center in the amount of $2,500 for the Family Football Saturdays program.

The attached budget amendment accepts the $2,500 sponsorship and appropriates the funds toward the Family Football Saturdays program.

Budget Impact:
The proposed Budget Amendment will increase both revenues and expenditures in the General Fund.

Attachments:
1. Budget Amendments 26-28 Family Football Saturday donation

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 26-28

DATE 08/06/26

ACCOUNT	*PROJECT*	*DESCRIPTION*	*INCREASE*	*DECREASE*
100-6110-347960		Sponsors	2,500	
100-6110-521330		Non-Support Programs	2,500	

NOW , THEREFORE, BE IT RESOLVED Council hereby amends the Fiscal Year 2026 Budget Resolution to accept and appropriate sponsorship funds for the Family Football Saturdays program.

Entered _____

Approved _____

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO:	Mayor and City Council	
VIA:	Justin Strickland, City Manager	
FROM:	Jonathan Miller, Interim Assistant City Manager	07/30/2026
	Kelly Bush, Financial & Administrative Services Director	07/30/2026
	Justin Strickland, City Manager	07/31/2026
DATE:	August 6, 2026	
SUBJECT:	FY26 Budget Amendment 26-27 – Additional LMIG Funding	

Recommendation:
Approve Budget Amendment 26-27 to recognize additional Local Maintenance and Improvement Grant funding (LMIG) and appropriate the funds for eligible transportation projects.

Discussion:
The original FY2026 budget included an estimated $500,000 in Local Maintenance and Improvement Grant funding. The City's actual FY2026 LMIG award was $558,099.52, which is $58,099.52 more than the budgeted amount.

The City also received $602,800.33 in Supplemental LMIG funding. The attached budget amendment recognizes the additional $58,099.52 from the regular LMIG award and the $602,800.33 Supplemental LMIG award, for a total amendment of $660,899.85.

Acceptance of these additional funds will also increase the current paving contract to execute the additional funding.

Budget Impact:
The proposed Budget Amendment will increase both revenues and expenditures in the Capital Projects Fund

Attachments:
1. Budget Amendments 26-27 Additional LMIG

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 26-27

DATE 08/06/26

ACCOUNT	*PROJECT*	*DESCRIPTION*	*INCREASE*	*DECREASE*
335-4100-334102		State Operating Grant - LMIG	$ 660,899.85	
335-4100-522270	CIP26-43	Street Resurfacing - LMIG Match	$ 660,899.85	

NOW , THEREFORE, BE IT RESOLVED Council hereby amends the Fiscal Year 2026 Budget Resolution to budget for additional LMIG funding received.

Entered _____

Approved _____

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO:	Mayor and City Council	
VIA:	Justin Strickland, City Manager	
FROM:	Janet Moon, Police Chief	07/30/2026
	Kelly Bush, Financial & Administrative Services Director	07/30/2026
	Jonathan Miller, Interim Assistant City Manager	07/30/2026
	Justin Strickland, City Manager	07/31/2026
DATE:	August 6, 2026	
SUBJECT:	FY26 Budget Amendment 26-29 – Federal Forfeiture Proceeds	

Recommendation:
Approve Budget Amendment 26-29 to recognize federal forfeiture proceeds received by the Police Department.

Discussion:
The Police Department received $21,711.63 in federal forfeiture proceeds associated with federal forfeiture case AT13CR21AT0005. The attached budget amendment recognizes these funds in the Federal Seizure Fund and appropriates them for operating supplies.

Budget Impact:
The proposed Budget Amendment will increase both revenues and expenditures in the Federal Seizure Fund

Attachments:
1. Budget Amendments 26-29 Federal Forfieture Proceeds

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 26-29

DATE 08/06/26

ACCOUNT	*PROJECT*	*DESCRIPTION*	*INCREASE*	*DECREASE*
212-3210-351320		Federal Confiscated Funds	21,712	
212-3210-531175		Operating Supplies	21,712	

NOW , THEREFORE, BE IT RESOLVED Council hereby amends the Fiscal Year 2026 Budget Resolution to recognize federal forfeiture proceeds and appropriate the funds for operating supplies in the Federal Seizure Fund.

Entered _____

Approved _____

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO:	Mayor and City Council	
VIA:	Justin Strickland, City Manager	
FROM:	Clint Holland, Council member	07/31/2026
	Kelly Bush, Financial & Administrative Services Director	07/31/2026
	Justin Strickland, City Manager	07/31/2026
DATE:	August 6, 2026	
SUBJECT:	08-06-01 FY26 Budget Amendment 26-30 and Library Naming	

Recommendation:
Approve the renaming of the Peachtree City Library, and approve the associated budget amendment to complete the library sign project.

Discussion:
The family has generously donated toward the purchase and installation of a new sign recognizing the renamed library. The total cost of a new facade sign for the library is estimated at $12,336, with the remaining balance to be funded through a $5,000 donation from the family and $7,338 from the City.

The proposed naming of the library is authorized under the City's naming policy. Specifically, Section 2-41 of the City Code provides that facilities may be named as a commemorative/memorial recognition, which requires approval by a majority vote of the City Council.

Budget Impact:
$5,000 donation and $7,336 from 100-1320-579101

Attachments:
1. MT Allen Dossier_Redacted
2. dossier_Redacted
3. Budget Amendments 26-30 Library Renaming Donation

DIRECTOR-PEACHTREE CITY LIBRARY

MT ALLEN

T: [redacted] // [redacted] //

Mary 'MT' Allen
Librarian
Volunteered – 1976
Hired – 1979
Retired as Director of Library Services – 2007
President – Kiwanis
Founding Family Member - Catholic Church
Inaugural member of the International Club (donated the fountain in the Plaza)
Auxiliary Police Officer
Volunteer – Piedmont Hospital
Garden Club
Bridge Player

DEAR CITIZENS OF PEACHTREE CITY AND COUNCIL

I am writing to tell you the story of my mother. Mary Jean Allen was hired as a part-time employee for the library in Peachtree City in 1979, but that was after nearly 3 years of volunteering. My mother oversaw the library move not once, or twice, but four times. The library was initially located where the fountain on the plaza is located now. In 1985, the library was moved to where the bowling alley is now in the Aberdeen Plaza. As the community grew, so did the library and the last move was to accommodate a voter approved bond referendum that paid for the most recent addition and renovation.

The latest addition ushered in the new technology era. The library became the primary facility for computers before a time when people couldn't fathom having them in their homes. The library became a haven for citizens to gather to study, read or utilize the computers to write a resume. The library offered cultural arts programs and a wonderful children's program that continues to this day. Five new public schools opened during her tenure, so the demand for services skyrocketed. Mom worked closely with McIntosh High School to oversee a state-of-the-art library in the largest high school on the south side of Atlanta at the time. She worked with the various city councils, businesses - large and small- public works, the school board, county, and local clubs over many decades to meet the community's needs.

But my mother was more than just the director of the library; she was a pillar of the community and touched every facet. She was a working mother during a time when women were discouraged from doing so. Our family was one of the 50 founding family members of the Catholic Church, she was the first female Kiwanis President, she helped to raise awareness of culture and diversity in the community by shaping the International Cultural Club in the 1980s. The fountain in the plaza was one of her many contributions to the city. When the city needed extra hands, she volunteered as an auxiliary policewoman. In retirement, she volunteered at the Piedmont Hospital, even donning the volunteer vest and manning the information desk the day my dad had heart surgery.

As the community grew, my mother was there every step of the way.

Tamara Moore
Enclosure (s)

Proposal to Rename the Library

TM

Tamara Moore <[redacted]>

Thu 2/2/2023 11:48 AM

[CAUTION]: This email was sent from an EXTERNAL source. Do not click links or open attachments unless you recognize the sender or know the content is safe.

Hello Mr. Curnow,

First, let me welcome you to your new position and congratulations. I moved here as a small child in 1973 and then again as an adult, in 2002. It's a magical place.

My mother. My mother first took me to the small library building on the lower property of what is now a park, and common recreation area down from the current library in the 1970s. She then began a long and wonderful career as the first female employee, and nearly 40 year-long career as the Head Librarian. Sounds inconsequential, but she quietly and humbly broke barriers her entire life while there.

We lost her to breast cancer in April of 2020 and the city lost a friend, and bright light. Her name was Mary Jean Tortorello Allen. Everyone in Peachtree City called her MT.

I would like to make a formal request to rename the library in her honor.

We have "The Fred", named after Former Mayor Fred Brown, who moved to the city after us. My parents were also very instrumental in seeing the amphitheater from paper to opening and beyond. We have bronze busts of the founding fathers on the plaza in front of the library. You will find my mother in the unveiling pictures. We have state roads named after them. A room in the library is named after Mr. Farr. We vote there. She deserves more than a room.

We have parks named after males:

Luther Glass Park
William Davis BMX track
Luther Holt All Children's Park
Meade Memorial
Riley Field

There are schools named after males. I went to J. C. Booth Middle School and McIntosh High School.

There are fire stations named after great men who worked there.

I would love the library to be named after my mother. We need the library to be renamed after her. Mom broke city barriers. She was a great woman who shepherded the library from a small clapboard building - to the prominent city jewel you are privileged to work next to as we speak. She deserved this. It should have been done in her lifetime - just like The Fred, some of the parks, the schools, the fire stations and the busts.

This message won't contain all her accolades but I would like to speak to you, in person, about her and all the contributions she made to the city. Please contact me at your earliest convenience.

Sincerely,
Tamara Allen Moore
Daughter
[redacted]
[redacted]
PTC
Sent from my iPhone

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 26-30

DATE 08/06/26

ACCOUNT	*PROJECT*	*DESCRIPTION*	*INCREASE*	*DECREASE*
100-9999-371000		Donations	5,000	
100-1320-579101		City Manager - Departmental Contingency		5,000

NOW , THEREFORE, BE IT RESOLVED Council hereby amends the Fiscal Year 2026 Budget Resolution to recognize a $5,000 donation toward the library sign project and increase the City Manager Contingency expenditure budget by the same amount.

Entered _____

Approved _____

SUMNER | MEEKER
ATTORNEYS AT LAW
THEODORE P. MEEKER, III
14 EAST BROAD STREET
NEWNAN, GEORGIA 30263
TELEPHONE 770-251-1750
FACSIMILE 770-251-1770
tedmeeker@sumnermeekerllc.com

TO: City Council
Peachtree City, Georgia

FROM: Theodore P. Meeker, III
City Attorney

DATE: July 30, 2026

RE: Quit claim deed of property to Fayette County Development Authority

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In 2012, the city acquired a strip of property along Line Creek. That parcel is shown on Exhibit A. The transaction was a land swap between Fayette County and Peachtree City. Fayette County wanted certain property so as to construct the access road to the Lake McIntosh recreation area. The access road was along the proposed path of the former TDK Boulevard Project. The City conveyed certain property to Fayette County, and received the parcel along Line Creek, extending onto property that was believed to be owned by Fayette County.

A title issue was raised between Fayette County and Suburban Land Reserve, and a lawsuit was filed. Peachtree City was named as a party in that lawsuit due to the City's interest in the property conveyed in 2012.

The Fayette County Development Authority has entered into an agreement to purchase the property interests of both Fayette County and Suburban Land Reserve. The purpose of that purchase is to expand an existing Peachtree City business on property adjacent to the airport. The proposed user is an aviation use, and deed restrictions will be included for that type of use. The property obtained by FCDA will ultimately be transferred to the Airport Authority.

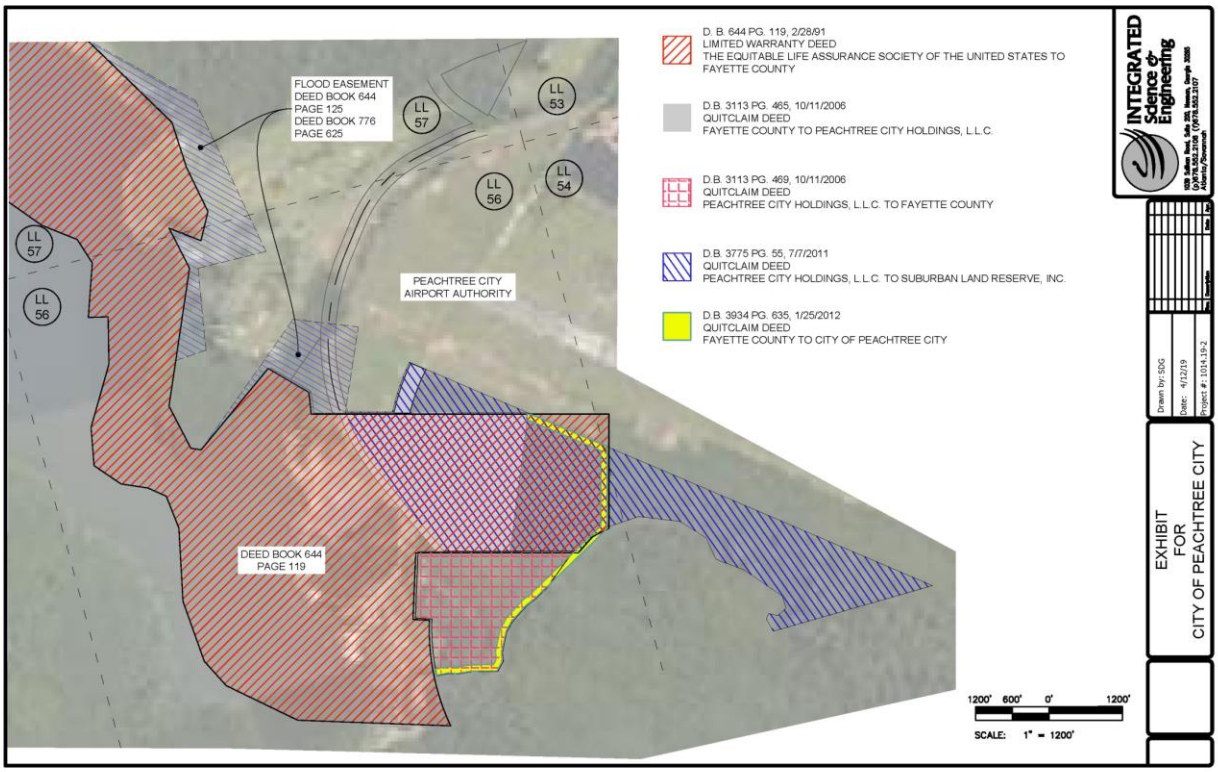
As a part of that acquisition, FCDA has asked the city to sign a quit claim deed with respect to a portion of the property it obtained in 2012. The area to be conveyed is shown in green on the survey attached as Exhibit "B". The City will retain the area shown in pink. It is important to note two things: (1) this conveyance has nothing to do with any type of road project; and (2) the area in pink is the former path of the road project in that area.

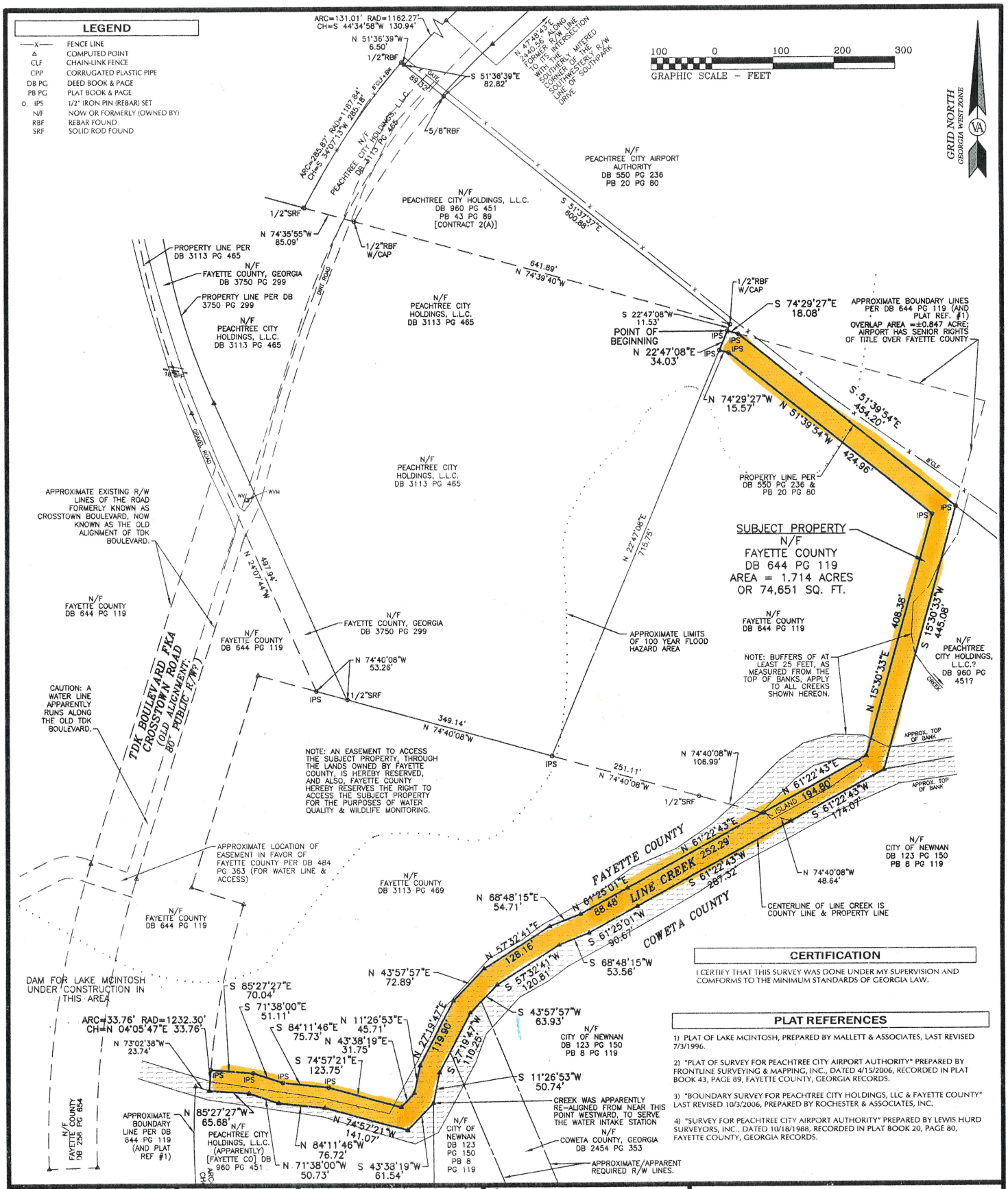
Staff is requesting the following motion:

To approve the conveyance of the City's interests in the property shown in green on the survey attached as Exhibit B and any other deeds to effectuate that transfer.

TPM/jm
Attachments

Exhibit A – Page 1 of 2




LEGEND
FENCE LINE
COMPUTED POINT
CHAIN-LINK FENCE
CORRUGATED PLASTIC PIPE
DEED BOOK & PAGE
PLAT BOOK & PAGE
1/2" IRON PIN (REBAR) SET
NOW OR FORMERLY (OWNED BY)
REBAR FOUND
SOLID ROD FOUND
GRAPHIC SCALE – FEET
GRID NORTH
GEORGIA WEST ZONE
POINT OF BEGINNING
N 22°47'08"E 34.03'
SUBJECT PROPERTY
N/F FAYETTE COUNTY
DB 644 PG 119
AREA = 1.714 ACRES
OR 74,651 SQ. FT.
N/F PEACHTREE CITY AIRPORT AUTHORITY DB 550 PG 236 PB 20 PG 80
N/F PEACHTREE CITY HOLDINGS, L.L.C. DB 960 PG 451 PB 43 PG 89 [CONTRACT 2(A)]
N/F PEACHTREE CITY HOLDINGS, L.L.C. DB 3113 PG 465
N/F FAYETTE COUNTY, GEORGIA DB 3750 PG 299
N/F FAYETTE COUNTY DB 644 PG 119
N/F FAYETTE COUNTY DB 3113 PG 469
N/F CITY OF NEWNAN DB 123 PG 150 PB 8 PG 119
N/F PEACHTREE CITY HOLDINGS, L.L.C.? DB 960 PG 451?
N/F FAYETTE COUNTY DB 256 PG 654
PROPERTY LINE PER DB 3113 PG 465
PROPERTY LINE PER DB 3750 PG 299
PROPERTY LINE PER DB 550 PG 236 & PB 20 PG 80
APPROXIMATE BOUNDARY LINES PER DB 644 PG 119 (AND PLAT REF. #1)
OVERLAP AREA =±0.847 ACRE; AIRPORT HAS SENIOR RIGHTS OF TITLE OVER FAYETTE COUNTY
APPROXIMATE EXISTING R/W LINES OF THE ROAD FORMERLY KNOWN AS CROSSTOWN BOULEVARD, NOW KNOWN AS THE OLD ALIGNMENT OF TDK BOULEVARD.
TDK BOULEVARD FKA CROSSTOWN ROAD (OLD ALIGNMENT) 80' PUBLIC R/W
CAUTION: A WATER LINE APPARENTLY RUNS ALONG THE OLD TDK BOULEVARD.
APPROXIMATE LIMITS OF 100 YEAR FLOOD HAZARD AREA
NOTE: BUFFERS OF AT LEAST 25 FEET, AS MEASURED FROM THE TOP OF BANKS, APPLY TO ALL CREEKS SHOWN HEREON.
NOTE: AN EASEMENT TO ACCESS THE SUBJECT PROPERTY, THROUGH THE LANDS OWNED BY FAYETTE COUNTY, IS HEREBY RESERVED, AND ALSO, FAYETTE COUNTY HEREBY RESERVES THE RIGHT TO ACCESS THE SUBJECT PROPERTY FOR THE PURPOSES OF WATER QUALITY & WILDLIFE MONITORING.
APPROXIMATE LOCATION OF EASEMENT IN FAVOR OF FAYETTE COUNTY PER DB 484 PG 363 (FOR WATER LINE & ACCESS)
DAM FOR LAKE MCINTOSH UNDER CONSTRUCTION IN THIS AREA
APPROXIMATE BOUNDARY LINE PER DB 644 PG 119 (AND PLAT REF #1)
CREEK WAS APPARENTLY RE-ALIGNED FROM NEAR THIS POINT WESTWARD, TO SERVE THE WATER INTAKE STATION
APPROXIMATE/APPARENT REQUIRED R/W LINES.
CENTERLINE OF LINE CREEK IS COUNTY LINE & PROPERTY LINE
FAYETTE COUNTY
COWETA COUNTY
LINE CREEK
ISLAND
APPROX. TOP OF BANK
CERTIFICATION
I CERTIFY THAT THIS SURVEY WAS DONE UNDER MY SUPERVISION AND COMFORMS TO THE MINIMUM STANDARDS OF GEORGIA LAW.
PLAT REFERENCES
1) PLAT OF LAKE MCINTOSH, PREPARED BY MALLETT & ASSOCIATES, LAST REVISED 7/3/1996.
2) "PLAT OF SURVEY FOR PEACHTREE CITY AIRPORT AUTHORITY" PREPARED BY FRONTLINE SURVEYING & MAPPING, INC., DATED 4/15/2006, RECORDED IN PLAT BOOK 43, PAGE 89, FAYETTE COUNTY, GEORGIA RECORDS.
3) "BOUNDARY SURVEY FOR PEACHTREE CITY HOLDINGS, LLC & FAYETTE COUNTY" LAST REVISED 10/3/2006, PREPARED BY ROCHESTER & ASSOCIATES, INC.
4) "SURVEY FOR PEACHTREE CITY AIRPORT AUTHORITY" PREPARED BY LEWIS HURD SURVEYORS, INC., DATED 10/18/1988, RECORDED IN PLAT BOOK 20, PAGE 80, FAYETTE COUNTY, GEORGIA RECORDS.
SHEET 1 OF 1
BOUNDARY SURVEY
PLOTTED: 1/12/2012
FILE NUMBER: 2706J
JOB NUMBER: 2706J
DATE: 1/12/2012
SCALE: 1" = 100'
REVISIONS
VALENTINO & ASSOCIATES, INC.
LAND SURVEYORS
1280 WINCHESTER PARKWAY SUITE 243
SMYRNA, GEORGIA 30080
PHONE: (770) 436-0015
FAX: (770) 435-6050
WEB: VALENTINOSURVEY.COM
BOUNDARY SURVEY FOR:
FAYETTE COUNTY & PEACHTREE CITY
LAND LOT 56 6TH DISTRICT CITY OF PEACHTREE CITY
FAYETTE COUNTY, GEORGIA

For Review Only

This Box reserved for the Clerk of the Superior Courts.

Grid North

Location of boundary line of DB. 644, Pg. 119 as shown on Plat for Fayette County & Peachtree City by Valentino& Associates, Inc. dated January 12, 2012

Location of boundary line of DB. 644, Pg. 119 as shown on PB. 43, Pg. 89 for Peachtree City Airport Authority by Frontline Surveyeing & Mapping, Inc. dated April 15, 2006

½" rbf

½" rbf disturbed

½" rbf online 2.75' Southeast

S74° 42' 05"E 255.89'

Former Proposed Alignment TDK Boulevard (80' R/W) DB. 258, Pg. 654-665

P.O.B. ½" rbf

Common P.O.C. Southerly corner of the mitered R/W of the intersection of the southeasterly R/W of Southlark Drive (Varied R/W) and TDK Boulevard (Varied R/W) and the Crosstown Road (Known as Crosstown Road 80' R/W)

⅜" rbf

L1

C1

C2

S51° 37' 18"E 600.90'

N/F Peachtree City Airport Authority DB. 550, Pg. 236-239 PB. 20, Pg. 80 *Parcel No. 0615 011*

Approximate Land Lot Line

L.L. 56

L.L. 54

Capped ½" rbf

L9

L2

L3

L7

P.O.B North Strip ½" rbf

N74° 39' 49"W 641.87'

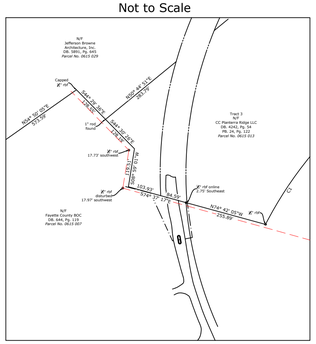
C3

N24° 12' 01"W 531.16'

Tract 1
14.354 Acres
625,253 Sq. Ft.

N/F Suburban Land Reserve, Inc. DB. 3775, Pg. 55-58 *Parcel No. 0615 001*

Not to Scale



Reference Information

- DB. 258, Pg. 654
- DB. 644, Pg. 119
- DB. 3113, Pg. 465
- DB. 3113, Pg. 469
- DB. 3775, Pg. 55
- DB. 3934, Pg. 635
- PB. 20, Pg. 80
- PB. 24, Pg.122
- PB. 43, Pg. 89
- Plat for Property Reserve, Inc., Suburban Land Reserve, Inc. and First American Title Insurance Company by Point to Point Land Surveyors dated May 20, 2011, last revised June 21, 2011
- Plat for Fayette County & Peachtree City by Valentino& Associates, Inc. dated January 12, 2012

Approximate Overlap Boundary Lines per Deed Book 644 Page 119

Approximate location 100 Year Flood Plain as per 2013 Fayette County Flood Study (Taken Graphically)

Tract 3
0.248 Acres
10,787 Sq. Ft.

N/F Suburban Land Reserve, Inc. DB. 3775, Pg. 55-58 *Parcel No. 0615 001*

Tract 2
6.405 Acres
279,015 Sq. Ft.

N/F Suburban Land Reserve, Inc. DB. 3775, Pg. 55-58 *Parcel No. 0615 001*

716.08'

N22° 47' 31"E

S51° 38' 46"E 493.31'

S51° 39' 55"E 454.11'

N51° 39' 14"W 424.84'

408.36'

445.08'

428.26'

N15° 29' 38"E

S15° 30' 33"W 442.93'

N15° 19' 11"E

½" rbf

North Strip Tract
0.828 Acres
36,056 Sq. Ft.

N/F The City of Peachtree City DB. 3934, Pg. 635-638

Base Flood Elevation=767

23.47'

168.03'

S86° 30' 53"W

N74° 39' 27"W 28.40'

76.77'

L6

L4

S78° 08' 42"W 100.24'

Lines Per DB. 644, Pg. 119

S56° 39' 19"W 117.16'

P.O.B South Strip

N74° 39' 27"W 20.23'

L5

106.79'

252.15'

287.18'

Fayette County 6th District

1st District Coweta County

℄ of Line Creek is ᵖ/℄

N61° 22' 43"E

S61° 22' 43"W

L31

L30

L10

L11

L12

L29

L28

L27

L13

L14

L15

L16

L17

L18

L19

L20

L21

L22

L23

L24

L25

L26

C4

L=277.60'

South Strip Tract
0.887 Acres
38,617 Sq. Ft.

N/F The City of Peachtree City DB. 3934, Pg. 635-638

Base Flood Elevation=763

Base Flood Elevation=770

151.03'

⅜" rbf

349.35'

N74° 39' 27"W 250.99'

707.13'

362.68'

88.10'

Approximate location 100 Year Flood Plain as per 2013 Fayette County Flood Study (Taken Graphically)

N/F Fayette County DB. 3113, Pg. 469-472 *Part of Parcel No. 0615 007*

Base Flood Elevation=767

N/F City of Newnan DB. 123, Pg. 150 PB. 8, Pg. 119 *Parcel No. 154 1222 001*

S51° 38' 46"E 1913.20'

N08° 08' 46"W Not to Scale 3689.87'

N/F Peachtree City Airport Authority DB. 550, Pg. 236-239 PB. 20, Pg. 80 *Parcel No. 0615 011*

Approximate location 100 Year Flood Plain as per 2013 Fayette County Flood Study (Taken Graphically)

Base Flood Elevation=767

228.29'

N67° 39' 32"W

165.85'

N42° 33' 36"W

130.57'

N09° 48' 32"W

Fayette County 6th District

1st District Coweta County

℄ of Line Creek is ᵖ/℄

N54° 03' 35"W 164.05'

N40° 24' 26"W 251.91'

Tract 4
12.596 Acres
548,689 Sq. Ft.

N/F Suburban Land Reserve, Inc. DB. 3775, Pg. 55-58 *Parcel No. 0615 001*

L33

L34

L35

L36

L32

S89° 18' 33"W 899.59'

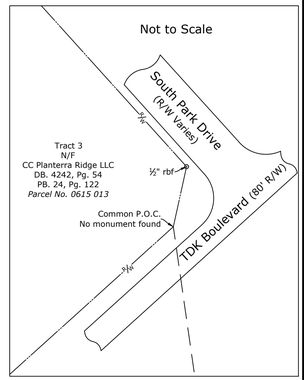
Approximate Land Lot Line

L.L. 54

L.L. 55

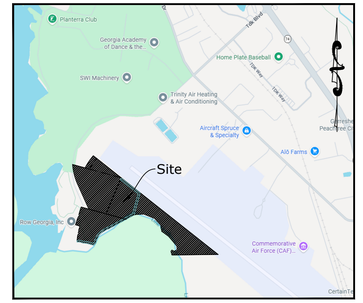
½" rbf

Not to Scale



Line Table		
Line #	Direction	Length
L1	S51° 41' 35"E	89.27'
L2	S22° 11' 55"W	11.56'
L3	S74° 31' 32"E	17.99'
L4	S61° 22' 43"W	174.21'
L5	N74° 39' 27"W	48.63'
L6	N61° 22' 43"E	194.94'
L7	N73° 26' 14"W	15.27'
L8	N22° 33' 42"E	33.67'
L9	N74° 41' 21"W	84.89'
L10	S61° 25' 01"W	90.67'
L11	S68° 48' 15"W	53.56'
L12	S57° 32' 41"W	120.81'
L13	S43° 57' 57"W	63.93'
L14	S27° 19' 47"W	110.25'
L15	S11° 26' 53"W	50.74'
L16	S43° 38' 19"W	61.54'
L17	N74° 57' 21"W	141.07'
L18	N84° 11' 46"W	76.72'

Line Table		
Line #	Direction	Length
L19	N71° 38' 00"W	50.73'
L20	N85° 27' 27"W	65.68'
L21	S85° 27' 27"E	70.04'
L22	S71° 38' 00"E	51.11'
L23	S84° 14' 00"E	75.88'
L24	S74° 55' 20"E	123.61'
L25	N43° 38' 19"E	31.75'
L26	N11° 26' 53"E	45.71'
L27	N27° 19' 47"E	119.90'
L28	N43° 57' 57"E	72.89'
L29	N57° 32' 41"E	128.16'
L30	N68° 48' 15"E	54.71'
L31	N61° 25' 01"E	88.48'
L32	N16° 34' 46"W	74.76'
L33	N34° 38' 32"E	34.39'
L34	S61° 06' 26"E	51.58'
L35	N64° 34' 44"E	61.20'
L36	N01° 39' 12"W	70.08'



Vicinity Map
(NOT TO SCALE)

Curve Table				
Curve #	Length	Radius	Bearing	Chord
C1	285.88'	1187.84'	S34° 04' 34"W	285.19'
C2	252.04'	1058.87'	S36° 02' 45"W	251.44'
C3	399.09'	1160.00'	N14° 20' 42"W	397.13'
C4	33.76'	1232.30'	N04° 05' 47"E	33.76'

Legend

OTP=Open Top Pipe
RBF=Rebar Found
RBS=Rebar Set
⅝=Right of Way
CTP= Crimped Top Pipe
P.O.B.=Point of Beginning
P.O.C.=Point of Commencement
⅛=Edge of Pavement
℄=Centerline
B/L=Building Line
D.E.=Drainage Easement
N/F=Now or Formerly
F.W.P.D.=Field Work Performed Date
=Gas Valve
=Water Meter
=Utility Pole
=Guy Wire
=Drop Inlet
=Fire Hydrant
=Light Pole
=Fence
=Drainage Manhole
=Sanitary Sewer Manhole
=OHE=Over Head Electric Line
=Benchmark
= Calculated Corner
= Concrete Monument
= Property Corner

- Closure Data

Field Closure = N/A
Angle Point Error = N/A
Equipment Used = Carlson BRx7 GPS System
Adjustment Method = N/A
Plat Closure = 1' in 252,191+

- The field data upon which this survey was performed is based upon GPS observations which were established using Carlson BRx7 multi-frequency receiver using real time kinematic observations. The relative positional accuracy achieved is better than 0.07 feet per observation point.
- This survey basis for directions shown hereon are Grid North as defined by NAD 83 and NAVD 88, Georgia West Zone and determined through RTK-GPS methods utilizing eGPS Solutions VRS Network
- In my opinion a portion of this property is depicted as being located within a Special Flood Hazard Area by graphical interpretation of FEMA Flood Insurance Rate Map for Peachtree City, City of dated September 26, 2008 Map #13113C0127E.
- This survey does not constitute a title search by surveyor. The property is subject to all information regarding easements, restrictions, covenants, zoning ordinances, environmental restrictions, buffers, right-of-ways, adjoiners, and other documents that might affect the tract shown or not shown, recorded or not recorded.
- Integrated Science & Engineering has made no investigation as to the existence or non-existence of underground utilities and/or structures. Before any land disturbance activity begins, underground utilities should be identified and located. Integrated Science & Engineering assumes no liability for loss or damages caused by the discovery of or disturbance of underground utilities and/or structures.
- There was nothing on adjoiners property located because permission was not given or obtained. Georgia DOES NOT have a Right of Entry Law for Surveyors.
- Declaration is made to original purchaser of the survey. Any use by third parties is at their own risk. Survey is valid only if print has original seal and original signature of surveyor.

The term "Certification" as used in Rule "180-6-.09(2) and (3)" and relating to professional engineering or land surveying services, as defined in O.C.G.A. 43-15-2(6) and(11), shall mean a signed statement based upon facts and knowledge known to the registrant and is not a guarantee or warranty, either expressed or implied.

This survey complies with both the rules of the Georgia Board of Registration for Professional Engineers and Land Surveyors and the Official Code of Georgia Annotated (OCGA)15-6-67, in that where a conflict exists between those two sets of specifications, the requirements of law prevail.

Surveyor's Certificate:

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67

For Review Only

BY: _____ GA R.L.S. Ronald T. Godwin | 2696 License NO. | 07/24/18 Date

Graphic Scale 1"= 100'

0 50 100 200

EXHIBIT B

INTEGRATED Science & Engineering
36 South Court Square, Suite 150-200
Newnan, Georgia 30263
PH 678.552.2107 FX 678.552.2107
PH 678.552.2108 FX 770.502.0500

Date	Page:	Plat/Deed Book
	119-124	DB. 644
	465-468	DB. 3113
	469-472	DB. 3113
	55-58	DB. 3775
	80	PB. 20
	122	PB. 24
	89	PB. 43

Parcel No. 0615 001

Land Lot 54 & 56 of the 6th Land District
City of Peachtree City
Fayette County, Georgia

Prepared For:

Fayette County
Development Authority

Job #: 1331.2601
Drawn By: JKB
Reviewed By: RTG
Date: 07/24/2026
F.W.P.D.: 07/20/2026
Scale: 1" = 100'
Sheet: 1 of 1

QUIT CLAIM DEED

STATE OF GEORGIA,
COWETA COUNTY.

IN CONSIDERATION OF TEN DOLLARS ($10.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, receipt whereof is hereby acknowledged **The City of Peachtree City, a Municipal Corporation duly created by the General Assembly of the State Georgia,** first party, does hereby remise, release, and forever quit-claim to **Fayette County Development Authority, a Public Body Corporate and Politic duly organized and existing under the laws of the State of Georgia,** its successors and assigns, all of the rights, title, interest and equity first party owns or has in and to the following described property, to-wit:

All that certain tract or parcel of land situate, lying and being in Land Lots 54 and 56 of the 6th Land District of the City of Peachtree City, Fayette County, Georgia containing 34.3641 acres and being more particularly described on Exhibit "A" attached hereto and made a part hereof by reference.

TO HAVE AND TO HOLD said property, so that neither first party, nor successors, or assigns, nor any other person holding under first party, shall have any right, title or interest or equity in same.

IN WITNESS WHEREOF, the said first party has hereunto set its hand and seal this the _____ day of _____, 2026.

Signed, sealed and delivered
in the presence of:

The City of Peachtree City,
a Municipal Corporation duly created by the General Assembly of the State of Georgia

_____
Lay Witness

By:_____(Seal)

_____
Typed Name and Capacity

_____
Notary Public (SEAL)
My Commission Expires:

H:\general\recnew\pcdeedtofcda2

EXHIBIT "A"
LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lots 54 and 56 of the 6th District, City of Peachtree City, Fayette County, Georgia and being more particularly described as follows: To find The Point of Beginning, commence at the Southerly corner of the mitered right-of-way of the intersection of the Southwesterly right-of-way of Southpark Drive (having a varied right-of-way) and TDK Boulevard (formerly known as Crosstown Road and having an 80 foot right-of-way); thence running South 47 degrees 43 minutes 19 seconds West a distance of 2574.05 feet to a point and The Point of Beginning; Thence running South 51 degrees 38 minutes 44 seconds East a distance of 3096.62 feet to a point on the line common to Land Lots 54 and 55; Thence running along said land lot line South 89 degrees 18 minutes 33 seconds West a distance of 899.59 feet to a point at its intersection with the centerline of Line Creek, said centerline also being the line common to Fayette County and Coweta County; Thence leaving said land lot line and running along said centerline and county line the following courses and distances: North 16 degrees 34 minutes 46 seconds West a distance of 74.76 feet to a point; North 34 degrees 38 minutes 32 seconds East a distance of 34.39 feet to a point; South 61 degrees 06 minutes 26 seconds East a distance of 51.58 feet to a point; North 64 degrees 34 minutes 44 seconds East a distance of 61.20 feet to a point; North 01 degrees 39 minutes 12 seconds West a distance of 70.08 feet to a point; North 40 degrees 24 minutes 26 seconds West a distance of 251.91 feet to a point; North 54 degrees 02 minutes 35 seconds West a distance of 164.05 feet to a point; North 09 degrees 48 minutes 32 seconds West a distance of 130.57 feet to a point; North 42 degrees 53 minutes 36 seconds West a distance of 165.83 feet to a point; North 67 degrees 59 minutes 32 seconds West a distance of 228.29 feet to a point; South 86 degrees 30 minutes 53 seconds West a distance of 168.03 feet to a point; South 78 degrees 08 minutes 42 seconds West a distance of 100.24 feet to a point; South 56 degrees 39 minutes 19 seconds West a distance of 117.18 feet to a point; Thence leaving said centerline and county line and running North 74 degrees 41 minutes 07 seconds West a distance of 735.40 feet to a point on the Northeasterly right-of-way of TDK Boulevard (formerly known as Crosstown Road and having an 80 foot right-of-way); Thence running along said right-of-way North 24 degrees 12 minutes 01 seconds West a distance of 531.16 feet to a point; Thence continuing along said right-of-way along a curve to the right an arc distance of 399.23 feet (said arc having a radius of 1160.00 feet and being subtended by a chord 397.27 feet in length lying to the Northeast of said arc and bearing North 14 degrees 20 minutes 29 seconds West) to a point; Thence leaving said right-of-way and running South 74 degrees 41 minutes 07 seconds East a distance of 255.78 feet to a point; Thence running along a curve to the right an arc distance of 286.03 feet (said arc having a radius of 1187.84 feet and being subtended by a chord 285.34 feet in length lying to the Northeast of said arc and bearing North 34 degrees 04 minutes 09 seconds East) to a point and The Point of Beginning;

Said tract contains 34.3641 acres (1,496,900 square feet).

QUIT CLAIM DEED

IN CONSIDERATION OF TEN DOLLARS ($10.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, receipt whereof is hereby acknowledged **The City of Peachtree City, a Municipal Corporation duly created by the General Assembly of the State Georgia,** first party, does hereby remise, release, and forever quit-claim to **Fayette County Development Authority, a Public Body Corporate and Politic duly organized and existing under the laws of the State of Georgia,** its successors and assigns, all of the rights, title, interest and equity first party owns or has in and to the following described property, to-wit:

All that certain tract or parcel of land situate, lying and being in Land Lot 54 and Land Lot 56 of the 6th Land District of The City of Peachtree City, Fayette County, Georgia containing .828 acres and being more particularly described and designated as "North Strip Tract" on that certain survey prepared for Fayette County Development Authority by Integrated Science & Engineering. Said .828 acre parcel is described according to said survey as follows:

To Find the Point of Beginning, Commence at a computed point at the southerly mitered corner of the Intersection of the existing northwesterly right-of-way line of TDK Boulevard (formerly Crosstown Road; 80' R/W) and the southwesterly right-of-way of Southpark Drive (varied R/W). Thence proceeding along the existing and/or abandoned northwesterly right-of-way line of TDK Boulevard a length of 2,574.64 feet to a 1/2" rebar found (as shown on PB. 24, Pg.122, and PB. 43, Pg. 89 and again on Plat for Property Reserve, Inc., Suburban Land Reserve, Inc. and First American Title Insurance Company by Point to Point Land Surveyors dated May 20, 2011, last revised June 21, 2011); Thence leaving said existing and/or abandoned northwesterly right-of-way line of TDK Boulevard South 51° 41' 35" East for a distance of 89.27 feet to a 5/8" rebar found; Thence South 51° 37' 18" East for a distance of 600.90 feet to a 1/2" capped (Rochester & Associates) rebar found; Thence South 22° 11' 55" West for a distance of 11.56 feet to a 1/2" rebar found, and being the POINT OF BEGINNING;

Thence proceeding South 74° 31' 32" East for a distance of 17.99 feet to a 1/2" rebar found; Thence South 51° 39' 55" East for a distance of 454.11 feet to a 1/2" rebar found; Thence South 15° 30' 33" West for a distance of 445.08 feet to a point; Thence South 61° 22' 43" West for a distance o f 174.21 feet to a point; Thence North 74° 39' 27" West for a distance of 48.63 feet to a point; Thence North 61° 22' 43" East for a distance of 194.94 feet to a point; Thence North 15° 29' 38" East for a distance of 408.36 feet to a 1/2" rebar found; Thence North 51° 39' 14" West for a distance of 424.84 feet to a 1/2" rebar found; Thence North 73° 26' 14" West for a

distance of 15.27 feet to a 1/2" rebar found; Thence North 22° 33' 42" East for a distance of 33.67 feet to a 1/2" rebar found being the POINT OF BEGINNING.

Grantor herein has executed this date a Quit Claim Deed so as to convey to Fayette County Development Authority all of its interest in a certain 34.3641 acre parcel. The above described .828 acre parcel lies within said 34.3641 acre parcel, and the within Quit Claim Deed is being executed so as to clarify that all of Grantor's interest in said .828 acre parcel, which is part of said 34.3641 acre parcel, has been conveyed to Fayette County Development Authority.

TO HAVE AND TO HOLD said property, so that neither first party, nor successors, or assigns, nor any other person holding under first party, shall have any right, title or interest or equity in same.

IN WITNESS WHEREOF, the said first party has hereunto set its hand and seal this the _____ day of _____, 2026.

Signed, sealed and delivered
in the presence of:

_____
Lay Witness

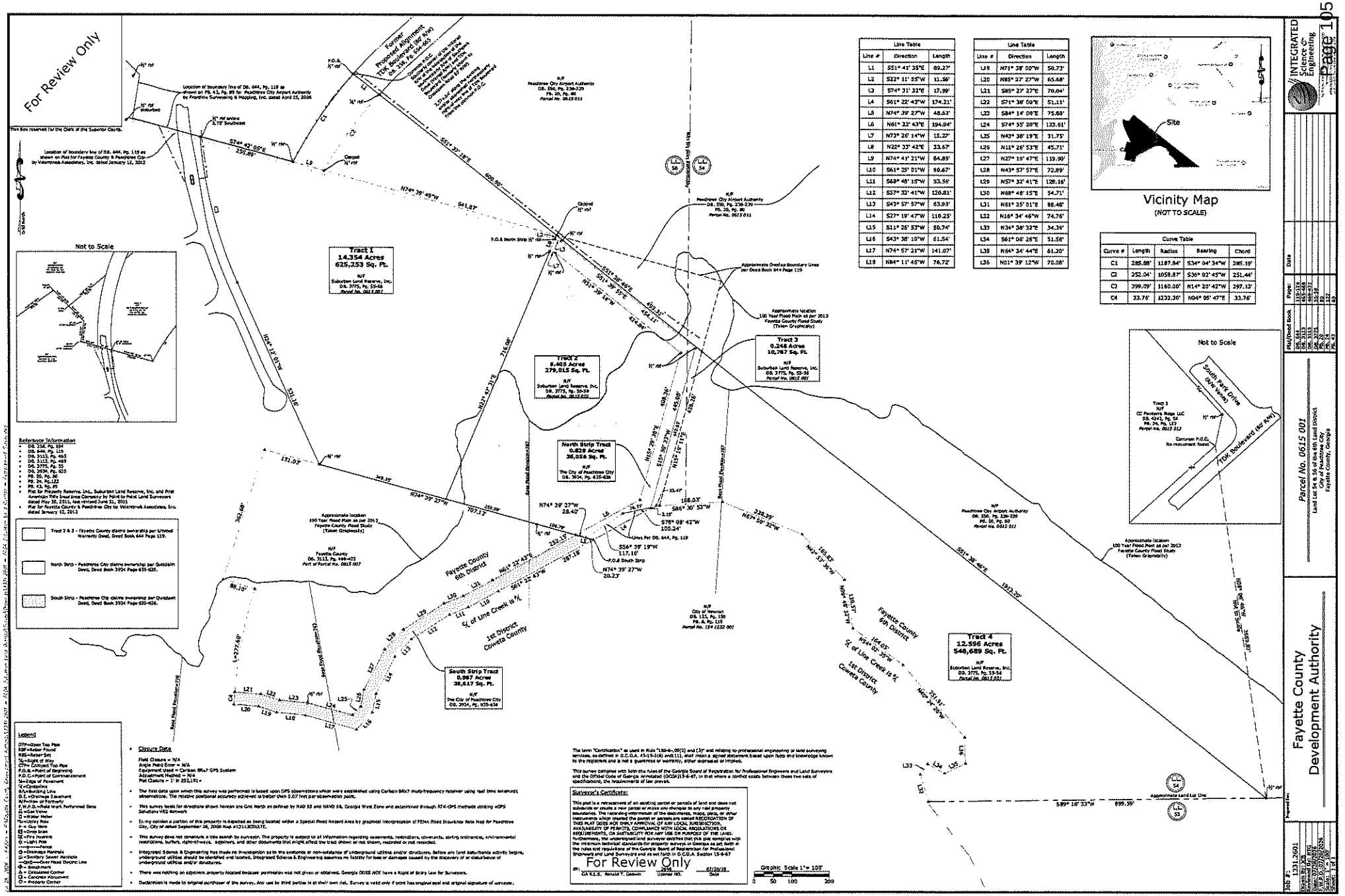
_____
Notary Public (SEAL)
My Commission Expires:

The City of Peachtree City,
a Municipal Corporation duly created by the General Assembly of the State of Georgia

By:_____(Seal)

_____
Typed Name and Capacity

H:\general\recnew\pcdeedtofcda



Line Table		
Line #	Direction	Length
L1	S51° 43' 35"E	89.27'
L2	S22° 11' 55"W	11.56'
L3	S74° 31' 32"E	17.99'
L4	S61° 22' 43"W	174.21'
L5	N74° 39' 27"W	48.63'
L6	N61° 22' 43"E	194.94'
L7	N73° 26' 14"W	15.27'
L8	N22° 33' 42"E	33.67'
L9	N74° 41' 21"W	64.89'
L10	S61° 25' 01"W	99.67'
L11	S68° 48' 15"W	53.56'
L12	S57° 32' 41"W	120.81'
L13	S43° 57' 57"W	63.93'
L14	S27° 19' 47"W	119.25'
L15	S11° 26' 53"W	50.74'
L16	S43° 38' 19"W	61.54'
L17	N74° 57' 21"W	141.07'
L18	N84° 11' 46"W	76.72'

Line Table		
Line #	Direction	Length
L19	N71° 38' 00"W	50.73'
L20	N85° 27' 27"W	65.68'
L21	S85° 27' 27"E	70.04'
L22	S71° 38' 00"E	51.11'
L23	S84° 14' 00"E	75.58'
L24	S74° 35' 20"E	123.61'
L25	N43° 38' 19"E	31.75'
L26	N11° 26' 53"E	45.71'
L27	N27° 19' 47"E	119.90'
L28	N43° 57' 57"E	72.89'
L29	N57° 32' 41"E	128.16'
L30	N68° 48' 15"E	54.71'
L31	N61° 25' 01"E	88.48'
L32	N16° 34' 46"W	74.76'
L33	N34° 38' 32"E	34.39'
L34	S61° 06' 26"E	51.58'
L35	N64° 34' 44"E	61.20'
L36	N01° 39' 12"W	70.08'

Curve Table				
Curve #	Length	Radius	Bearing	Chord
C1	285.08'	1187.84'	S34° 04' 34"W	285.19'
C2	252.04'	1058.87'	S36° 02' 45"W	251.44'
C3	399.09'	1160.00'	N14° 20' 42"W	397.13'
C4	33.76'	1232.30'	N04° 05' 47"E	33.76'

Plat/Deed book	Page
DB. 644	119-124
DB. 3113	465-468
DB. 3113	469-472
DB. 3775	55-58
PB. 20	80
PB. 24	122
PB. 43	89

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO:	Mayor and City Council	
VIA:	Justin Strickland, City Manager	
FROM:	Jonathan Miller, Interim Assistant City Manager	07/30/2026
	Justin Strickland, City Manager	07/31/2026
DATE:	August 6, 2026	
SUBJECT:	08-06-03 RFP for Bridge connecting McIntosh and Booth	

Recommendation:
Approve the award of the professional design services contract for the shared-use path bridge over the Highway 54, Walt Banks Road, and Carriage Lane intersection to Moffatt & Nichol at the hourly rates provided with their proposal.

Discussion:
City staff issued a Request for Proposals (RFP) for professional design services for a new shared-use path bridge over the Highway 54, Walt Banks Road, and Carriage Lane intersection. The proposed bridge will provide a shared-use path connection between McIntosh High School and Booth Middle School.
All proposals were evaluated using the following weighted criteria:

- Project Understanding and Approach – 30%
- Qualifications and Relevant Experience – 25%
- In-House Capabilities – 15%
- Cost – 10%
- References – 10%
- Proposal Package Completeness – 10%

The City received proposals from four design firms. City staff evaluated each proposal based on the established criteria, resulting in the following combined scores:

Company	Project Understanding and Approach (30% weight)	Qualifications and Relevant Experience (25% weight)	In-House Capabilities (15%)	Cost (10%)	References (10% weight)	Proposal Package Completeness (10% weight)	Weighted Score
Infrastructure Con & Eng	4.48	4.57	3.37	3.36	4.35	4.65	**4.23**
Moffatt & Nichol	4.62	4.96	3.71	4.54	4.90	4.90	**4.62**
Pond	4.28	4.64	3.79	5.00	4.80	4.65	**4.46**
Stantec Consulting	4.20	4.64	4.02	3.76	4.80	4.70	**4.35**

Moffatt & Nichol received the highest overall weighted score. Based on the evaluation results, staff recommends awarding the professional design services contract for the shared-use path bridge to Moffatt & Nichol at the hourly rates included in the attached proposal.

Staff will provide future updates to City Council at critical project milestones, including concept development, 30% design, 70% design, 90% design, final design, and construction.

Budget Impact:
2023 SPLOST Project #30

Attachments:
1. City Issued Hwy 54 Bridge RFP
2. Moffatt & Nichol Proposal
3. Moffatt & Nichol Hourly Rate Schedule

City of Peachtree City
151 Willowbend Road
Peachtree City, GA 30269
Phone: 770-631-2515
Fax: 770-631-2507
PeachtreeCityGA.gov

Purchasing Department

February 6, 2026

Ladies and Gentlemen:

The City of Peachtree City will be accepting sealed proposals (one original and three copies) at the office of Public Works, 209 Mcintosh Trail, Peachtree City, Georgia 30269, for firms interested in providing **professional services for design of a new multi-use path bridge over the existing Highway 54 W, Walt Banks Road and Carriage Lane intersection area**, **until 3:00 p.m. local time on Tuesday, March 10, 2026**. The proposals will be opened at that time and place and the name of each Proposer shall be announced.

The specifications and requirements are available on the City's web site at www.peachtree-city.org**.**

Four copies of the proposals (one original and three copies) are to be submitted in a sealed envelope, with the name of the project **(Highway 54 Bridge)** clearly marked on the face of the envelope. **The date and time of opening are also to be included, along with the name of the company submitting the proposal.** Items to be included in the proposal package are listed in the attached directions and specifications. The proposal made by any company or firm must be signed in the name of such company or firm in a legal manner by a duly authorized officer; and the principal place of business must be shown (no post office boxes).

A pre-proposal **conference call** will be held Tuesday, February 24 at 1:00 pm local time. Interested parties must email Angela Egan, the Purchasing Manager, at aegan@peachtree-city.org at least 24 hours in advance of the meeting **for a digital invitation**.

It is the City's intention to have a panel review the proposals. The panel will base their decisions on the weighted criteria within the Scope of Work.

The City Attorney may review and approve any contract and the Peachtree City Council, at a regularly scheduled meeting, will award the contract.

No proposals may be withdrawn for a period of ninety (90) days after the scheduled time to receive the proposal. Any request for clarification must be made **in writing** (hand delivered, letter, fax, or e-mail – aegan@peachtree-city.org) to Angela Egan, Purchasing Manager, by the close of business, no less than five business days prior to the submission of proposals. Any clarification issued will be in the form of an addendum to the proposal instructions, plans, or specifications and will be issued to all potential offerors not later than seventy-two (72) hours prior to the time of submission of proposals. Any addendums will also be placed on the City's web site at www.peachtree-city.org. Although the Purchasing Department will make an effort to send any addendum to known firms, it is the proposer's ultimate responsibility to ensure that they have all applicable addenda prior to submittal. This may be accomplished via contact with the Purchasing Manager or by visiting the City's website prior to submitting.

The City reserves the right to award the contract on the basis it deems to be in the City's best interest.

The City will choose the best, responsible, or responsive offer. The City will exercise its discretion in awarding the contract to the offeror who best satisfies the needs of the City. The City also reserves the right to reject any and all proposals and to waive any and all irregularities. The City's policy and procedures for this process are available in the Purchasing Department for inspection.

Proposals will not be accepted from any person, firm, or corporation who is in arrears in any debt or obligation to the City of Peachtree City or any other governmental entity.

Notice: The logo of the City of Peachtree City is protected and may not be used in submissions to the City. When using a logo, proposers should use only their corporate logos.

A comprehensive copy of data, materials, and documentation as finalized and prepared for and submitted to the City in response to this request for proposals shall be furnished to the City and will be considered a record prepared and maintained or received in the course of operations of a public office or agency and subject to public inspection in accordance with the Georgia Open Records Act, Official Code of Georgia Annotated, Section 50-18-70, et.seq., unless otherwise provided by law.

Sincerely,



Angela Egan
Purchasing Manager

Attachment

Appendix A – Concept Plan Drawing
Appendix B – Hourly Rates
Appendix C – E verify Forms
Appendix D – Agreement Contract

CITY OF PEACHTREE CITY
REQUEST FOR PROPOSALS
TO DESIGN A PEDESTRIAN BRIDGE AND MULTI-USE PATH EXTENSION PROJECT

INTRODUCTION

The City is seeking proposals from qualified consulting firms to provide professional services for design of grading, traffic control, drainage, utility detection and relocation, ramp and bridge construction, landscaping, and multi-use path extension for the existing Highway 54 W, Walt Banks Road and Carriage Lane intersection area, for the City of Peachtree City.

BACKGROUND

The City is a suburban area located in Fayette County, Georgia. It is part of Metro Atlanta; and lies approximately 31 miles south of the city limits. Peachtree City is a planned community consisting of 5 distinct villages and has 100 miles of multi-use paths which citizens use for both leisure and commuting. The population currently sits at 38,000 residents and continues to increase as young families move into the area. Peachtree City is considered a “bedroom community” with many citizens commuting to Atlanta for work, however there are also several large international employers within the city itself. Opportunities for employment in Fayette County continue to increase as the film industry grows and large companies expand their presence in the city.

Peachtree City benefits from its extensive multi-use path system, allowing pedestrians, bicyclists, and cart drivers to travel across the City without having to use the main roads, reducing traffic congestion. However, The Walt Banks/Carriage Lane intersection on HWY 54 has limited connectivity to the rest of the path network. Citizens cannot cross HWY 54 at this location using the multi-use trails. The northern path currently ends at Walt Banks Road. If a path user wants to travel south, the current path network requires an impractical amount of backtracking to reach Shakerag Hill. For path users to safely and practically travel across HWY 54 and other major roads in this area, further connections are required.

Providing a way for citizens to cross HWY 54 would provide better connectivity to nearby schools, residential neighborhoods, and commercial districts. This project is expected to lower the use of cars for travelling between the various destinations and increase adoption of alternate transportation methods in the City. This project will also enhance safety along this High-Injury Network by providing a grade separated crossing. Citizens have long requested a separate grade crossing in this area of the City. This project was included in the 2023 SPLOST referendum at the behest of citizens and they voted for approval. Its construction should benefit both users of the extended trail and bridge itself, as well as drivers who will potentially benefit from reduced traffic.

DEMOGRAPHIC DATA

The City has a large aging population, however, there is an increase of young families moving to the area. The median age in the city is 44, with 18% of the population being over 65 years old. According to the most recent census, the population consists of 77% white, 6.9% black or African American, 7.7% Asian, 0.5% Native Hawaiian or Pacific Islander, and 8% Hispanic or Latino. 15.2% of the population speak a language other than English at home. The median household income is $103,000 per year, and there are 14,344 households with an average of 2.63 persons per household. The average home price is approximately $380,000. 59% of the population hold a bachelor’s degree or higher, and 98% of the population hold a high school diploma. 6.9% of the population under 65 has a disability.

PROJECT DESCRIPTION / SCOPE OF WORK

The City is seeking proposals from qualified consulting firms to provide services to design a multi-use path extension and bridge construction around the existing Highway 54 W, Walt Banks Road and Carriage Lane intersection area. This project will extend the multi-use path from Prime Point to a proposed bridge across Highway 54 W, west of the Robinson Road intersection. It then extends to Shakerag Hill, and south to Robinson Road where it crosses and extends north along Robinson Court. It then crosses Carriage Lane and back along the south side of Highway 54 W till it terminates south of Broken Bow Dr.

Pre-Design Services were provided by Integrated Science & Engineering resulted in the concept plan and other information in Appendix A, Figures 1-3. Figure 1 shows the proposed location of the multi-use path. Figure 2 shows typical sections of the proposed paths, street crossings, and the bridge. An example image of a similar switchback and pedestrian bridge is provided in Figure 3.

In addition to traditional roadway, storm drainage, and path design, the City is also requiring the selected firm to address stormwater run-off from this project and ensure no impact to downstream properties.

Anticipated Outline of Project Approach

- Surveying, Geotechnical Investigations, Ecological Evaluations
- 30% Design, Engineers Cost Estimate
- 70% Design, Complete Environmental Permitting, Update Engineers Cost Estimate
- 90% Design, Updated Engineers Cost Estimate
- ROW and Easement Acquisitions (if necessary)
- GDOT Permitting
- 100% Construction Documents including Specifications and a Project Manual
- Bid Phase Services
- Construction Administration
- Project Closeout (punch list, as-builts)

GDOT Area Classes

- 1.06a NEPA Documentation
- 1.10 Traffic Studies
- 1.13 Non-Motorized Transportation Planning
- 3.02 Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highway Design including Storm Sewers
- 3.08 Landscape Architecture
- 3.10 Utility Coordination
- 3.12 Hydraulic and Hydrological Studies (Roadway)
- 3.13 Facilities for Bicycles and Pedestrians
- 3.15 Highway Lighting
- 4.01a Minor Bridges Design
- 5.01 Land Surveying
- 5.02 Engineering Surveying
- 5.08 Subsurface Utility Engineering
- 6.01a Soil Surveys
- 6.01b Geological and Geophysical Studies
- 6.02 Bridge Foundation Studies
- 8.01 Construction Supervision
- 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
- 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

OTHER REQUIREMENTS

The project must be designed to meet or exceed all applicable City, State and Federal regulations. The firm must demonstrate experience and expertise with multi-use trails and bridges, and ADA compliance. The design must meet GDOT Plan Development Process requirements to meet federal grant requirements. The design must also meet AASHTO Bike and Pedestrian Guidelines, and Peachtree City's local design manual and ordinances.

Design services will be locally funded, but construction is anticipated to fall under federal guidelines to meet grant funding requirements.

The respondents' proposals shall include all professional services necessary for the project including surveying, right-of-way and easement plats, right-of-way acquisitions, geotechnical investigations, permitting and wetlands/State Waters investigations, and GDOT Permitting.

DESIGN FIRM PROPOSAL REQUIREMENTS

Qualifications and Experience:

- Selected firm shall show that they are currently pre-qualified by the Georgia Department of Transportation in at least the area classes listed above (or include subcontractors who are pre-qualified in the area classes not covered by the prime).
- Selected firm shall have previous experience in designing overhead bridges, ADA compliant ramps, multi-use paths, and stormwater drainage projects. Please provide the following information.
    - Contractor/Firm experience and qualifications that would be germane to this project.
    - Assigned staff experience and qualifications/resumes.
    - Flowchart of Project Team
    - Estimated project timeline

In-House Capabilities:

- Organizational depth and current workload – Demonstrate capacity and resources to complete the design and permitting within 12-15 months of being awarded the project. Once the permitting and any ROW/easement acquisitions are complete, the City intends to issue the project for bids.
- Indicate the percentage of services that will be performed in-house vs. those that will be subcontracted. The qualifications, experience and staffing for all subcontractors must be included in the submittal.

Cost:

- Provide hourly rate schedule for employees working on the project – See Appendix B.

References:

- Submit at least 3 previous projects of similar scope.
    - Project name, location and description
    - Owner
    - Date completed
    - Price
    - Reference contact – address, email and phone
- The City reserves the right to request reference information from developed sources in addition to the references provided in the proposal.

Proposal Package:

- Provide complete proposal package per the following Proposal Submission Requirements Section.

SELECTION WEIGHTING CRITERIA

It is anticipated that one firm will be selected based on the following detailed criteria:

WEIGHT %	ITEM
30	**Project Understanding and Approach**
25	**Qualifications and Relevant Experience**
15	**In-House Capabilities**
10	**Cost (a comparison of the Hourly Rate Categories shown in Appendix B)**
10	**References**
10	**Proposal Package Completeness**

PROPOSAL SUBMISSION REQUIREMENTS

The proposal should contain all information requested and any additional information necessary to summarize the overall benefit of the proposal to the City. This solicitation does not commit the City to award a contract, to pay any cost incurred with the preparation of a proposal, or to procure or contract for services or supplies. The City reserves the right to accept or reject any or all proposals received in response to this request, to negotiate with any qualified source, or cancel in whole or part of this proposal process if it is in the best interest of the City. Following contract negotiations, prospective consultants may be required to submit revisions to their proposals. All proposers should note that any contract in accordance to this proposal is dependent upon the recommendation of the city staff and the approval of the City Council

Process for Submitting Proposals

1. Preparation of Proposal

Each proposal should be prepared simply and economically, avoiding the use of elaborate promotional materials beyond those sufficient to provide a complete presentation. If supplemental materials are a necessary part of the technical proposal, the Proposer should reference those materials in the technical proposal, identifying the document(s) and citing the appropriate section and page(s) to be reviewed.

Notice: The logo of the City of Peachtree City is protected and may not be used in submissions to the City. When using a logo, proposers should use only their corporate logos.

2. Packaging of Proposal

Mark the outside of shipping package as follows:

Name of Company
Point of Contact for Company
RFP26-109PES
Due no later than March 10, 2026, 3:00 pm local time.

3. Number of Proposal Copies

One original and three copies

4. Submission of Proposals - Proposals must be submitted to:

Attn: Angela Egan, Purchasing Manager
City of Peachtree City
209 McIntosh Trail
Peachtree City, GA 30269

Any proposal received after the due date and time will not be evaluated.

5. Rejection of Proposals/Cancellation of RFP

The City reserves the right to reject any or all proposals, to waive any irregularity or informality in a proposal, and to accept or reject any item or combination of items, when to do so would be to the advantage of the City. It is also within the right of the City to reject proposals that do not contain all elements and information requested in this document. The City reserves the right to cancel this RFP at any time. The City will not be liable for any cost/losses incurred by the Proposer throughout this process.

The evaluation process is expected to take several weeks and will involve the contribution of a number of key City personnel. The final selection will require approval by the Peachtree City Council and will be scheduled once the staff recommendation is complete. Once the March 10, 2026, submittal deadline has passed, no updates or information will be made available until final action by the City Council.

Questions regarding this process, types of projects, etc. shall be directed to Mrs. Angela Egan aegan@peachtree-city.org, in writing, until March 3, 2026.

GENERAL INFORMATION TO PROSPECTIVE FIRMS

Prior to the award of a contract, the Contractor shall furnish a Certificate of Coverage or other proof that it has the following insurance with the City named as additional insured that must remain in force for a period of at least one year after completion of the work:

- Commercial General Liability, Contractual Liability, Products/Complete Operations Liability, Owners and Contractors Protective Liability, Errors and Omissions, and Personal Injury Liability Insurance - $2,000,000 Combined Single Limit Bodily Injury and Property Damage – each occurrence.
- Comprehensive Automobile Liability Insurance - $1,000,000 Combined Single Limit Injury and Property Damage Liability – each occurrence.
- Umbrella - $1,000,000
- Workers' Compensation Insurance - $100,000 Bodily Injury by Accident – each accident; $500,000 Bodily Injury by Disease – policy limit; and $100,000 Bodily Injury by Disease – each employee.

GEORGIA SECURITY & IMMIGRATION COMPLIANCE ACT OF 2006

Federal Work Authorization Program (§ O.C.G.A. 13-10-91)

The City may not enter into a contract for the physical performance of services unless the contractor registers and participates in the federal work authorization program. "Physical performance of services" is defined as the building, altering, repairing, improving, or demolishing of any public structure or building or other public improvements of any kind to public property within Georgia, including the construction, reconstruction, or maintenance of all or part of a public road; or any other performance of labor for a public employer within Georgia under a contract or other bidding process".

Although the Georgia law for private employers has a structured phase-in timeline in an attempt to ease private employers into compliance based upon their business size, only those companies registered with, authorized to use and currently using the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in § O.C.G.A. 13-10-91, shall be considered.

Before a bid for the physical performance of services is considered by the City, the bid must include a signed, notarized affidavit from the contractor attesting to the following:

(1) The affiant has registered with, is authorized to use, and uses the federal work authorization program.
(2) The user identification number and date of authorization for the affiant;
(3) The affiant will continue to use the federal work authorization program throughout the contract period; and
(4) The affiant will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the same information as required in numbers 1-3 above.

If a contractor does not have any employees and does not intend to hire any employees, in lieu of the above affidavit the contractor may provide a copy of state-issued driver's license or identification card to the City for each independent contractor utilized in satisfaction of part or all of the contact with the City. However, a driver's license or identification card will be acceptable if it is issued by a state that verifies lawful immigration status. The Georgia Attorney General will provide a list of states that verify lawful immigration status and post this list on its website. The City must confirm that all of the copies of driver's licenses and identification cards presented to it come from states that verify lawful immigration status. State law requires that before a bid/proposal for the physical performance of services is considered by the City, the bid/proposal must include a signed, notarized affidavit from the contractor. Subcontractor affidavit(s) would be required only upon award. **See Appendix C for Affidavits**

APPENDIX A

Figure 1: Concept map of proposed path and bridge alignment

Figure 2: Typical Sections of Path and Bridge

Figure 3: Example Ramp and Bridge



INTEGRATED Science & Engineering
1039 SULLIVAN ROAD, SUITE 200, NEWNAN, GEORGIA 30265
(P) 678.552.2104 | (F) 678.552.2107
COA No. PEF.000625 | Exp. 06/30/2026

No.	Revision Description	Date	Apr. By
8			
7			
6			
5			
4			
3			
2			
1			

DATE:	12/11/24
PROJECT #	1014.2405
DESIGN BY:	-----
DRAWN BY:	-----
CHECK BY:	-----
QAQC BY:	-----

FEASIBILITY STUDY
FOR
CITY OF PEACHTREE CITY
XXXXX

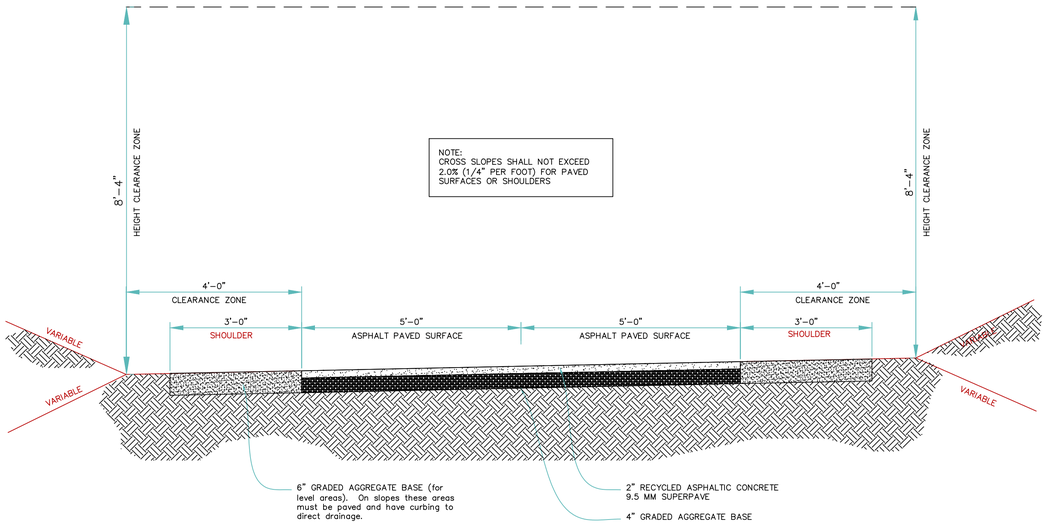
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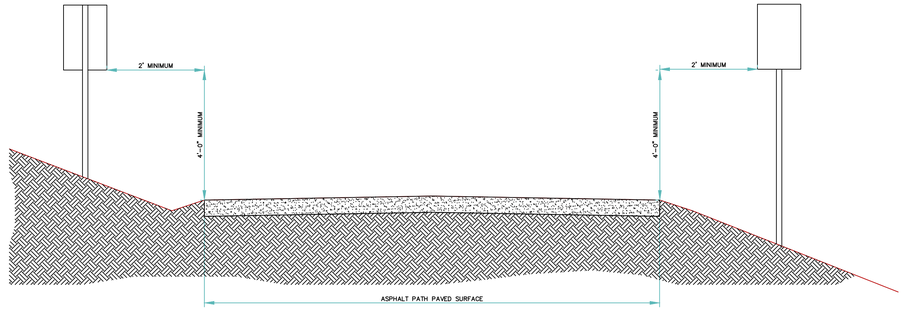
GEORGIA811
www.Georgia811.com
Know what's below. Call before you dig.

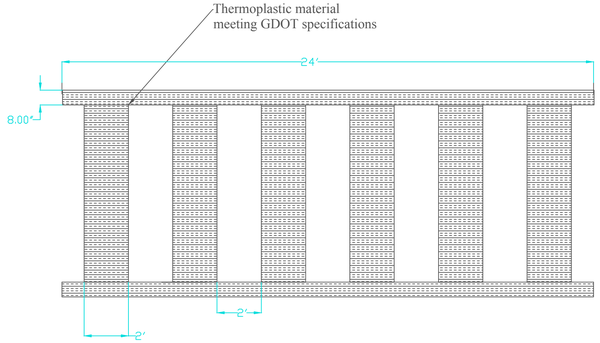
SHEET NO.
C-101

© ISE 2024

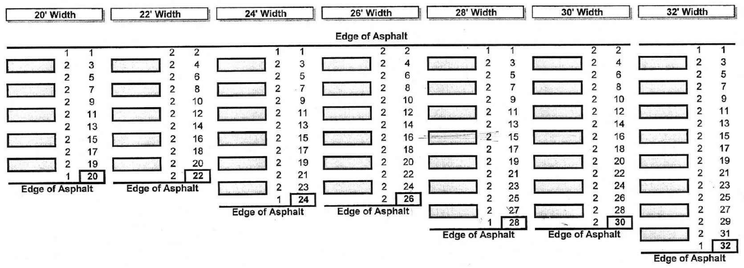
May 21, 2025 – 2:48pm – C:\Users\andre\OneDrive\Desktop\Wop_052125.dwg

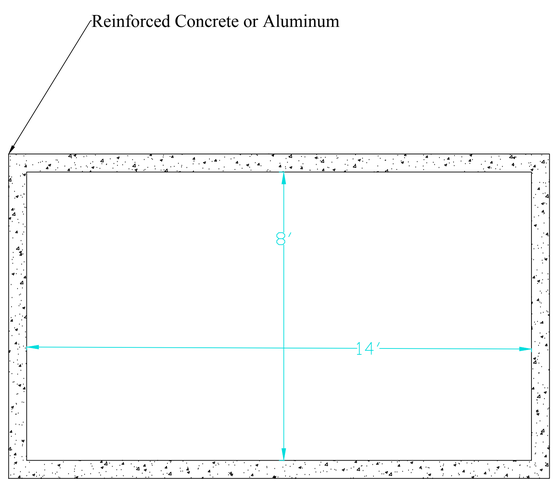






Multi-Use Path Crossing Striping Detail





Multi-Use Path Tunnel Detail

Know what's below. Call before you dig.

General Notes

No.	Revision/Issue	Date
2.0	Added tunnel materials	11-16-16
1.0	striping variants and widened shoulder	8-3-15

Seal/Date

Firm Name and Address

Peachtree City
Engineering Department

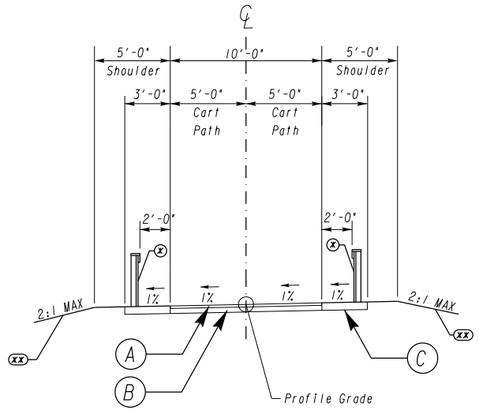
PEACHTREE CITY
PLAN TO STAY

Project Name and Address

Multi-Use Path Details

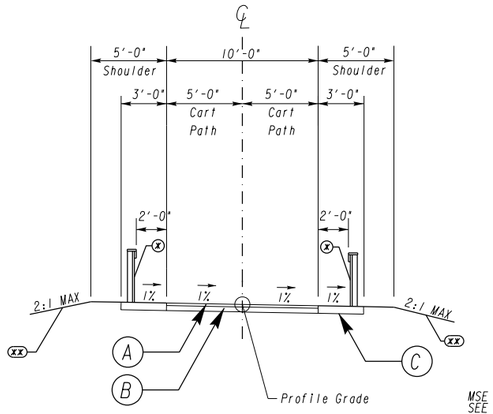
Project	Sheet
City Details	1 of 1
Date	
Scale: N.T.S.	

NOTES:
(X) TIMBER RAILING - SEE CONSTRUCTION DETAIL SHEET 40-0001
(XX) WEEPING LOVE GRASS - SEE LANDSCAPING SHHETS FOR DETAILS



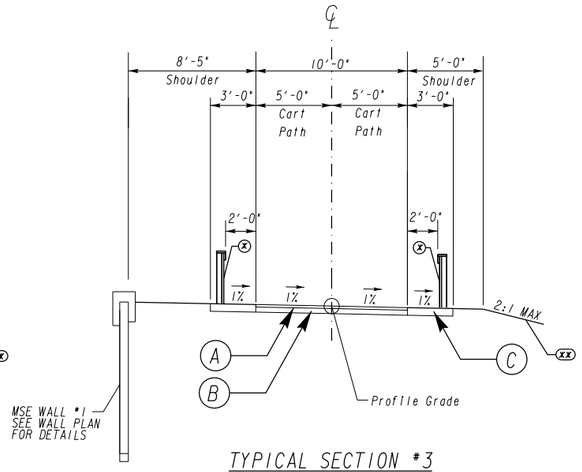
TYPICAL SECTION #1

STA. 9+05.00 TO 11+90.00
STA. 16+45.00 TO 19+70.00



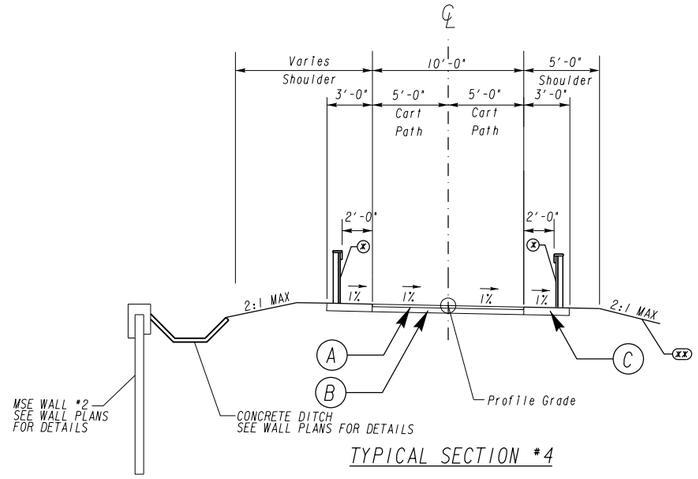
TYPICAL SECTION #2

STA. 11+90.00 TO 12+00.00



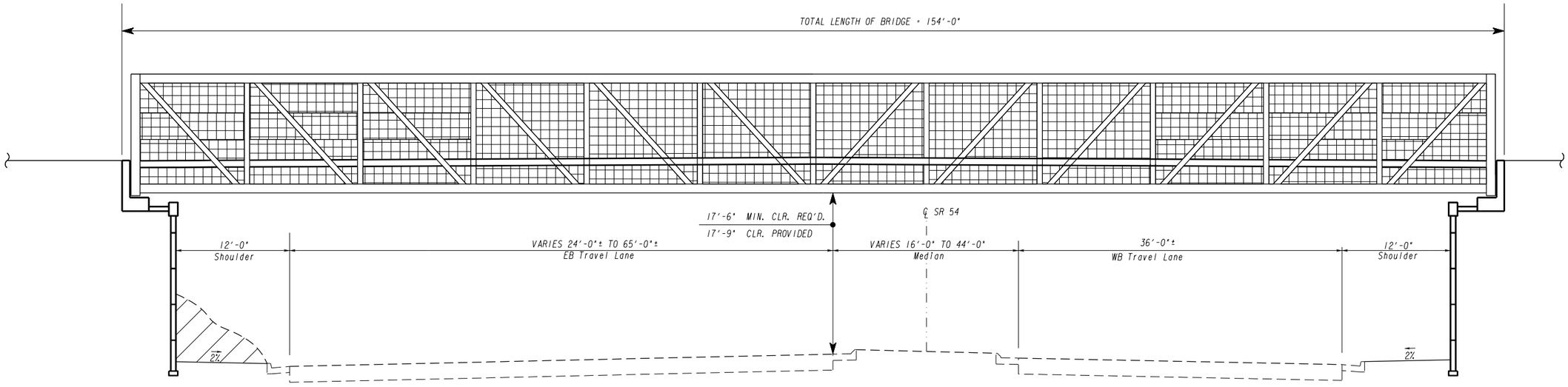
TYPICAL SECTION #3

STA. 12+00.00 TO 13+33.24



TYPICAL SECTION #4

STA. 14+87.24 TO 16+45.00



PAVEMENT DESIGN

(A) 220 LB/SY RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME

(B) 4" GRADED AGGREGATE BASE

(C) 6" GRADED AGGREGATE BASE

TYPICAL SECTION #5
SR 54 (LOOKING WEST)
STA. 63+56.74

NOT TO SCALE

REVISION DATES

TYPICAL SECTIONS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



APPENDIX B

Hourly Rates

Hourly Rate Schedule

Hourly rates must be shown for all project team members. The respondent should clearly indicate the proposed billing rate within the categories (only) shown below for each team member. No other billing categories will be evaluated or utilized for this contract. The respondents' hourly rates shall remain fixed for a period of 3 years, after which time a reasonable increase will be negotiated with the City if necessary.

Principal (20+ years experience)	**$/hr_____**
Senior Engineer (10+ years experience)	**$/hr_____**
Project Manager	**$/hr_____**
Project Engineer/ (4-10 years experience)	**$/hr_____**
Staff Engineer/Designer (0-4 years experience)	**$/hr_____**
CAD Operator	**$/hr_____**
Senior Technician	**$/hr_____**
Professional Land Surveyor	**$/hr_____**
Survey Crew	**$/hr_____**
Senior Ecological Scientist	**$/hr_____**
Staff Ecologist	**$/hr_____**
Senior Inspector (construction phase services)	**$/hr_____**
Project Manager (construction phase services)	**$/hr_____**
Subconsultant/Outside Expenses	**Cost +%_____**

APPENDIX C

E-verify forms.

Contractor Affidavit under O.C.G.A. § 13-10-91(b)(l)

The undersigned contractor ("Contractor") executes this Affidavit to comply with O.C.G.A § 13-10-91 related to any contract to which Contractor is a party that is subject to O.C.G.A. § 13-10-91 and hereby verifies its compliance with O.C.G.A. § 13-10-91, attesting as follows:

a) The Contractor has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program;

b) The Contractor will continue to use the federal work authorization program throughout the contract period, including any renewal or extension thereof;

c) The Contractor will notify the public employer in the event the Contractor ceases to utilize the federal work authorization program during the contract period, including renewals or extensions thereof;

d) The Contractor understands that ceasing to utilize the federal work authorization program constitutes a material breach of Contract;

e) The Contractor will contract for the performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the Contractor with the information required by O.C.G.A. § 13-10-91(a), (b), and (c);

f) The Contractor acknowledges and agrees that this Affidavit shall be incorporated into any contract(s) subject to the provisions of O.C.G.A. § 13-10- 91 for the project listed below to which Contractor is a party after the date hereof without further action or consent by Contractor; and

g) Contractor acknowledges its responsibility to submit copies of any affidavits, drivers' licenses, and identification cards required pursuant to O.C.G.A. § 13-10-91 to the public employer within five business days of receipt.

_____ _____

Federal Work Authorization User Identification Number Date of Authorization

_____ _____

Name of Contractor Name of Project

_____

Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed on_____,_____, 20_____in_____(city),_____(state).

_____

Signature of Authorized Officer or Manager

_____

Printed Name and Title of Authorized Officer or Manager

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE_____DAY OF_____, 20_____.

_____ _____

NOTARY PUBLIC My Commission Expires:

Sub-subcontractor Affidavit under O.C.G.A. § 13-10-91(b)(4)

By executing this affidavit, the undersigned sub-subcontractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services under a contract for (name of subcontractor or sub-subcontractor with whom such sub-subcontractor has privity of contract) and (name of contractor) on behalf of (name of public employer) has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned sub-subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned sub- subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the sub-subcontractor with the information required by O.C.G.A. § 13-10-91(b). The undersigned sub-subcontractor shall submit, at the time of such contract, this affidavit to (name of subcontractor or sub-subcontractor with whom such sub-subcontractor has privity of contract). Additionally, the undersigned sub-subcontractor will forward notice of the receipt of any affidavit from a sub-subcontractor to (name of subcontractor or sub-subcontractor with whom such sub-subcontractor has privity of contract). Sub- subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

_____
Federal Work Authorization User Identification Number

_____
Date of Authorization

_____
Name of Sub-subcontractor

_____
Name of Project

_____
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct. Executed on_____,

_____, 202__ in_____(city), __(state).

_____
Signature of Authorized Officer or Manager

_____
Printed Name and Title of Authorized Officer or Manager

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE_____DAY OF_____,2023.

_____
NOTARY PUBLIC
My Commission Expires: _____

APPENDIX D

Agreement Contract

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT, made and entered into by and between **PEACHTREE CITY, GEORGIA,** 151 Willowbend Road, Peachtree City, Georgia 30269, hereinafter called the "OWNER", and _____, corporation chartered and existing under the laws of the State of Georgia, hereinafter called the "CONSULTANT".

WITNESSETH:

WHEREAS, the OWNER has need of professional design and construction administration of storm drainage, roadway improvements, sanitary sewer collection system and multi-use path extension services for the project described as Huddleston Sewer and Multi-Use Path Extension Project (hereinafter the "Project");

NOW, THEREFORE, for and in consideration of the covenants and promises to be carried out by each party herein, it is agreed by and between the parties that the OWNER shall and does hereby employ said CONSULTANT to provide certain professional design and construction administration services in connection with the Project as follows:

ITEM A - CONSULTANT'S SERVICES

The specific services which the CONSULTANT agrees to furnish and the terms the CONSULTANT agrees to follow are set forth in Appendix A. Signature by a representative of the OWNER on each Task Order shall constitute authorization to proceed by the CONSULTANT for services defined by that Task Order.

ITEM B- CONSULTANT'S COMPENSATION

The OWNER shall compensate the CONSULTANT for providing the services enumerated in ITEM A in accordance with the compensation method and amount identified in Appendix B.

ITEM C - TERMS AND CONDITIONS OF AGREEMENT

1. **AGREEMENT TO PROCEED.** This AGREEMENT shall be in effect from the signature date until it is terminated. Signing this form shall allow Task Orders to be issued by the OWNER in accordance with ITEM A.

2. **PAYMENT OF CONSULTANT.** Monthly invoices will be issued by CONSULTANT for all work performed under the terms of this AGREEMENT and in

accordance with the payment provisions of each Task Order. Invoices are due and payable within thirty (30) days of receipt of a complete application for payment, subject to the review and approval of OWNER. In addition to any other remedies CONSULTANT may have, CONSULTANT shall have the absolute right to cease performing any basic or additional services in the event payment has not been made, without any liability to OWNER, pending payment of OWNER's outstanding indebtedness. An interest charge of one percent per month will be added to invoices not paid within thirty days.

3. **STANDARD OF CARE FOR CONSULTANT.** CONSULTANT shall be responsible to the level of care and skill ordinarily used by practicing professional consultants in the same type of work in the OWNER'S community, for the professional and technical soundness, accuracy, and adequacy of all designs, drawings, specifications, and other services and materials furnished under this AGREEMENT. CONSULTANT makes no other warranty, express or implied, with regard to its capacity, the work to be performed under this AGREEMENT, or the ultimate performance or compliance of the project.

4. **PROJECT INFORMATION.** OWNER shall furnish, or cause to be furnished to CONSULTANT, all documents and information known to OWNER that relate to the identity, location, quantity, nature or characteristics of any hazardous waste, environmentally sensitive material, and/or asbestos at, on, or under the project. In addition, OWNER will furnish, or cause to be furnished, such other reports, data, studies, plans, specifications, documents, information on surface and subsurface site conditions, and any other information required by CONSULTANT for proper performance of its services. CONSULTANT shall be entitled to rely upon OWNER-provided documents and information in performing the services required under this AGREEMENT; however, CONSULTANT assumes no responsibility or liability for the accuracy or completeness of such OWNER- provided documents.

5. **COST ESTIMATES AND TIME SCHEDULES.** Any opinions of construction costs provided by CONSULTANT will be on a basis of experience and judgment, but since CONSULTANT has no control over market conditions or bidding procedures, CONSULTANT cannot warrant that bids or ultimate construction costs will not vary from these cost estimates. Additionally, any opinions of time schedules provided by CONSULTANT will be on the basis of experience and judgment. However, since CONSULTANT has no control over permitting authority time frames, market conditions or weather related delays, CONSULTANT cannot warrant that schedules will not vary from the actual time frames.

6. **CONSTRUCTION MONITORING.** Any construction inspection or testing provided by CONSULTANT is for the purpose of determining the Contractor's compliance with the functional provisions of the project contract documents only.

CONSULTANT in no way guarantees or insures Contractor's work, nor assumes responsibility for construction means and methods used by Contractor, nor for jobsite safety, nor for Contractor's compliance with any State or Federal laws and regulations. OWNER agrees that in accordance with generally accepted construction practices, the construction Contractor will be required to assume sole and complete responsibility for jobsite conditions during the course of construction of the project, including safety of all persons and property and that this responsibility shall be continuous and not be limited to normal working hours.

7. **EXISTING CONDITIONS AND RESPONSIBILITIES.** OWNER acknowledges that CONSULTANT and its subconsultants have played no part whatsoever in the creation of any existing hazardous waste, pollution sources, nuisance, or chemical or industrial disposal problem which may exist or be discovered and that CONSULTANT has no responsibility beyond informing OWNER of the discovered condition in a reasonable manner of time. CONSULTANT and its subconsultants, agents and employees shall not be responsible for any costs to cover claims, damages, losses and/or expenses (direct, indirect, and consequential), including, but not limited to, fees and charges of attorneys and court costs, arising out of existing conditions before, during and after the performance of the services by CONSULTANT. OWNER recognizes and agrees that CONSULTANT has assumed responsibility for making only those investigations, reports, and recommendations to the OWNER that are specifically included within the CONSULTANT'S SCOPE OF SERVICES. OWNER acknowledges and agrees that the sole responsibility for making any disclosures or reports to any third party, for the taking of corrective, remedial, or mitigating action shall be solely that of OWNER.

8. **PROJECT PROGRESS.** CONSULTANT's services and compensation under this AGREEMENT have been agreed to in anticipation of the orderly and continuous progress of the project through completion.

9. **PROJECT TIME.** Should completion of the services be delayed for cause(s) beyond CONSULTANT's responsible control, including, but not limited to, force majeure, the time for performance shall be extended for a period at least equal to the delay and the parties will mutually agree on the terms and conditions upon which the services may be continued.

10. **PROJECT DELAYS.** The CONSULTANT will prepare drawings, specifications and/or reports in a timely manner, but it is agreed between the parties to this AGREEMENT that the CONSULTANT cannot be responsible for delays occasioned by factors beyond CONSULTANT's control, nor by factors which could not reasonably have been foreseen at the time this AGREEMENT was prepared and executed.

11. **LIMITATION OF PROFESSIONAL SERVICES.** Unless expressly stated to the contrary, the professional services to be provided by the CONSULTANT do not include

meetings and consultations in anticipation of litigation or arbitration or attendance as an expert witness in any deposition, hearing or arbitration. If requested, these services will be provided by an amendment to this AGREEMENT, setting forth the terms of compensation to be received by the CONSULTANT.

12. **CONFIDENTIALITY.** The CONSULTANT shall not disclose nor permit disclosure of any information specifically designated by the OWNER as confidential, except to its employees and other subconsultants who need such information in order to properly execute the services of this AGREEMENT.

13. **OWNERSHIP OF WORK PRODUCT.** Upon completion of the project, the work product, i.e. the drawings, reports and other material provided to the OWNER by the CONSULTANT become the property of the OWNER. CONSULTANT may keep copies of all work products and reuse as CONSULTANT may choose. OWNER agrees to use the work product solely for the project covered by this Agreement. Should the OWNER reuse any portion of the work product without the CONSULTANT'S written approval, the OWNER shall assume full responsibility and liability for such use.

14. **SEVERABILITY; SURVIVAL.**

    If any of these TERMS AND CONDITIONS OF AGREEMENT shall be finally determined to be invalid or unenforceable in whole or part, the remaining provisions hereof shall remain in full force and effect, and be binding upon the parties hereto. The parties agree to reform this AGREEMENT to replace any such invalid or unenforceable provision with a valid and enforceable provision that comes as close as possible to the intention of the stricken provision. These TERMS AND CONDITIONS OF AGREEMENT shall survive the completion of the services under this AGREEMENT and the termination of this AGREEMENT for any cause.

15. **DATE CHANGES.** If in this AGREEMENT specific periods of time for rendering services are set forth or specific dates by which services are to be completed are provided and if such periods of time or dates are changed through no fault of CONSULTANT, the rates and amounts of compensation provided for herein shall be subject to equitable adjustment.

16. **ASSIGNMENTS.** Each party binds himself and his partners, successors, executors, administrators and assigns to the other party of this AGREEMENT, and to the partners, successors, executors, administrators and assigns of such other party, in respect to all covenants of this AGREEMENT. Neither party shall assign, sublet or transfer his interest in this AGREEMENT without the written consent of the other. However, CONSULTANT may subcontract any portion of the work to be performed hereunder without such consent.

17. **TERMINATION.** Either party may terminate this AGREEMENT at any time by giving thirty days (30) notice to the other party. If this AGREEMENT is terminated, the CONSULTANT shall be compensated for work actually performed and expense incurred up to the date of termination.

18. **WAIVER.** No waiver by either party of any default or non-performance by either party shall be considered a waiver of any subsequent default or non-performance.

19. **RECORD RETENTION.** All records related to this AGREEMENT shall be retained by both parties for a period of four (4) years after the conclusion of this AGREEMENT. Records relating to any claim arising out of the performance of this AGREEMENT or costs and expenses of this AGREEMENT to which exception has been taken by either party shall be retained by the other party until the claim has been resolved.

20. **USE AND TRANSFER OF ELECTRONIC MEDIA FILES.** In accepting or using electronic media files ("Files") provided by CONSULTANT, OWNER agrees that all such Files are instruments of professional service and CONSULTANT shall remain the Owner of Files. Copies of documents that may be relied upon by the OWNER are limited to the printed copies (also known as hard copies) provided by the CONSULTANT. Any conclusion or information obtained or derived from such Files will be at the user's sole risk. In the event of a conflict between the hard copies prepared by the CONSULTANT and the Files, the hard copies shall govern. The OWNER agrees not to reuse these Files, in whole or in part, for any purpose or project other than the project that is the subject of this AGREEMENT. Except as otherwise required by law, the OWNER agrees not to transfer these Files to others without the prior written consent of the CONSULTANT and further agrees to waive all claims against the CONSULTANT resulting in any way from any unauthorized alterations, modifications and/or additions to the Files as well as reuse of the Files for any other project.

21. **INTEGRATION CLAUSE/EFFECT OF PRIOR AGREEMENTS/PRECEDENCE.**
This AGREEMENT is intended by the parties as the final and binding expression of their general/master agreement and as the complete and exclusive statement of the terms thereof. This AGREEMENT supersedes and revokes all prior negotiations, representations and agreements, whether oral or written, relating to the subject matter hereof. Furthermore, these TERMS AND CONDITIONS OF AGREEMENT shall take precedence over any inconsistent or contradictory provisions contained in any proposal, contract, purchase order, requisition, notice to proceed, or like document regarding CONSULTANT's agreement for general services. Subsequent Task Orders may change the terms of this AGREEMENT for that particular Task Order, if expressly written in the Task Order; however, these TERMS AND CONDITIONS OF AGREEMENT shall remain in effect for all other Task Orders.

22. **GOVERNING LAW.** This AGREEMENT shall be governed in all respects by the laws of the State of Georgia and all other applicable laws.

23. **NON-APPROPRIATION OF FUNDS.** The CONSULTANT acknowledges that the Owner cannot contract for the payment of funds not yet appropriated by the City Council of Owner. If funding to a Department is reduced due to an order by the OWNER or the Governor, or is required by State law, or if federal funding (when applicable) is not provided, the OWNER may terminate this contract or proportionately reduce the services and purchase obligations.

24. **IMMIGRATION LAW COMPLIANCE. CONSULTANT shall satisfy all requirements of Federal and Georgia law with respect to immigration verification requirements, including, but not limited to, submittal of all required E-Verify compliance and related documents to the City.**

ITEM D - THE OWNER'S RESPONSIBILITIES

The OWNER shall:

1. Upon request from the CONSULTANT, provide all criteria and full information as to OWNER'S requirements for the project, including project objectives and constraints, space, capacity and performance requirements, flexibility and expandability, and any budgetary limitations; and furnish copies of all standards which the OWNER will require to be included in the work products.

2. Assist CONSULTANT by placing at their disposal all available information pertinent to the project.

3. Examine all studies, reports, sketches, opinions of the construction costs, specifications, drawings, proposals and other documents presented by the CONSULTANT to the OWNER, and promptly render in writing the decisions pertaining thereto within a period mutually agreed upon.

4. Designate in writing a person to act as the OWNER's representative with respect to the services to be rendered under this AGREEMENT. Such person shall have complete authority to transmit instructions, receive information, interpret and define the OWNER's policies and decisions with respect to materials, equipment, elements and systems pertinent to the CONSULTANT's services and to bind OWNER with respect to these items.

5. Give prompt written notice to the CONSULTANT whenever the OWNER observes or otherwise becomes aware of any development that affects the satisfactory completion of the project.

6. Furnish all required approvals and permits from all governmental authorities having jurisdiction over the project, and such approvals and consents from others as may be necessary for completion of the project.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT on this, the _____ day of _____, 2026.

PEACHTREE CITY, GEORGIA

BY: _____
Signature

_____
Print Name

TITLE: _____

CONSULTANT

BY: _____
Signature

_____
Print Name

TITLE: _____

Appendix A: Scope of Services

Consultant will prepare a Task Order. Work for the Task Order will include:

- Working Closely with City Staff on all aspects of the project to identify needed services from the Consultant.
- Outlining all the tasks to be used for the particular phase/scope of work being requested.
- Prepare fee for the Task Order for review and acceptance by the Owner utilizing the fee information in Appendix B.
- Prepare a list of deliverables for that specific task to be presented before Task Order is considered complete.
- Prepare a timeline for the Task Order showing start and end dates for all major activities.
- Individual Task Orders are expected for each phase of the project as outlined in the RFP (see appendix D).
- Perform all work in accordance with RFP.

Appendix B: FEE INFORMATION

TASK ORDER:
The Task Order will include all aspects of work needed to provide the City with thorough, detailed professional deliverables for the Application and the fee for the work. Once approved, the fee is a comprehensive figure which covers all aspects of the work needed for the applicable portion of the project.

Hourly Rates:

Description	Hourly Rate
Principal (20+ years experience)	**$/hr_____**
Senior Engineer (10+ years experience)	**$/hr_____**
Project Manager	**$/hr_____**
Project Engineer/ (4-10 years experience)	**$/hr_____**
Staff Engineer/Designer (0-4 years experience)	**$/hr_____**
CAD Operator	**$/hr_____**
Senior Technician	**$/hr_____**
Professional Land Surveyor	**$/hr_____**
Survey Crew	**$/hr_____**
Senior Ecological Scientist	**$/hr_____**
Staff Ecologist	**$/hr_____**
Senior Inspector (construction phase services)	**$/hr_____**
Project Manager (construction phase services)	**$/hr_____**
Subconsultant/Outside Expenses	**Cost +%_____**

Reimbursable expenses: Reimbursable expenses are limited to printing. There will be no other reimbursable or any other miscellaneous charges (i.e. Travel, Computer time, etc.)

Additional Services: There will be no Additional Services fees charged. CONSULTANT will provide all work necessary to ensure that the documents are thorough and concise. Work will include all Project Meetings, Presentation Boards, Public Meetings, Budget Meetings, travel, computer, etc.

Appendix C: INSURANCE REQUIREMENTS

Insurance

A. Requirement:

Consultant shall procure and maintain in full force and effect for the duration of this Agreement, insurance protecting against claims for injuries to persons or damages to property which may arise from or in connection with performance of the Work hereunder by the Consultant, his agents, representatives, employees, or sub-consultants.

B. Minimum Limits of Insurance:

Consultant shall maintain insurance policies with coverage and limits no less than:

- Commercial General Liability, Contractual Liability, Products/Complete Operations Liability, Owners and Contractors Protective Liability, Errors and Omissions, and Personal Injury Liability Insurance - $2,000,000 Combined Single Limit Bodily Injury and Property Damage – each occurrence.
- Comprehensive Automobile Liability Insurance - $1,000,000 Combined Single Limit Injury and Property Damage Liability – each occurrence.
- Umbrella - $1,000,000
- Workers' Compensation Insurance - $100,000 Bodily Injury by Accident – each accident; $500,000 Bodily Injury by Disease – policy limit; and $100,000 Bodily Injury by Disease – each employee.

C. Deductibles and Self-Insured Retention

Any deductibles or self-insurance retentions must be declared to and approved by Owner so that Owner may ensure the financial solvency of the Consultant. At the option of Owner, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects Owner, its officers, officials, and employees; or the Consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses. Consultant shall pay all deductibles and be liable for all claims, losses and damages for which it self-insures.

D. Other Insurance Provisions

The policies are to contain, or be endorsed to contain, the following provisions:

i. General Liability, Automobile Liability, and Umbrella/Excess Insurance

(a) Additional Insured Requirement. Peachtree City, its elected and appointed officials, officers, boards, commissions, officers, employees, representatives, servants, volunteers and agents (hereinafter referred to as "Insured Party" or "Insured Parties") are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of the Consultant; products and completed operations of the Consultant, premises owned, leased, or used by the Consultant; and automobiles owned, leased, hired, or borrowed by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to the Insured Parties. Nothing contained in this section shall be construed to require the Consultant to provide liability insurance coverage to the any Insured Party for claims asserted against such Insured Party for its sole negligence.

(b) Primary Insurance Requirement. The Consultant's insurance coverage shall be primary and noncontributing insurance as respects to any other insurance or self-insurance available to the Insured Parties. Any insurance or self-insurance maintained by the Insured Parties shall be in excess of the Consultant's insurance and shall not contribute with it.

(c) Reporting Requirement. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the Insured Parties.

(d) Separate Coverage. Coverage shall state that the Consultant's insurance shall apply separately to each Insured Party against whom claim is made or suit is brought.

(e) Defense Costs/Cross Liability. Coverage shall be provided on a “pay on behalf” basis, with defense costs payable in addition to policy limits. There shall be no cross-liability exclusion.

E. Workers' Compensation and Employers Liability Coverage

The Consultant shall have and maintain in full force and effect for the duration of this Agreement, insurance protecting against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Work by the Consultant, its agents, representatives, employees or sub-Consultants. The insurer shall agree to waive all rights of subrogation against Owner, and its officers, officials, employees and volunteers for losses arising from the work performed by the Consultant for Owner.

F. Waiver of Subrogation

The insurers shall agree under each policy of insurance required by this Contract to waive all rights of subrogation against the Insured Parties for losses arising from work performed by the Consultant for Owner.

G. All Coverages

(i) Notice Requirement.

Each insurance policy required by this Contract shall be endorsed to state that coverage shall not be suspended, voided, canceled, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to Owner, in care of Peachtree City. Owner reserves the right to accept alternate notice terms and provisions provided they meet the minimum requirements under Georgia law.

(ii) Acceptability.

The insurance to be maintained by Consultant must be issued by a company licensed or approved by the Insurance Commissioner to transact business in the State of Georgia. Such insurance shall be placed with insurers with a Best's Policyholder’s Rating of “A” or better and with a financial rating of Class VII or greater or be otherwise acceptable to the City. All policies shall be subject to approval by the City’s Attorney’s as to form and content.

(iii) Failure of Insurers.

The Consultant shall be responsible for any delay resulting from the failure of any insurer to furnish proof of coverage in the prescribed form

H. Verification of Coverage

Consultant shall furnish Owner with certificates of insurance and endorsements to the policies evidencing all coverages required by this Contract. Additionally, the declarations page for each insurance policy listed on the certificate of insurance shall be submitted to Owner. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements shall be received and approved by Owner before any work commences.

Owner reserves the right to require complete, certified copies of all required insurance policies at any time. The Consultant shall provide proof that any expiring coverage has been renewed or replaced prior to the expiration of the coverage.

I. Sub-Consultants

Consultant shall include all sub-Consultants as insureds under its policies or shall furnish separate certificates and endorsements for each sub-Consultant. All coverage for sub-Consultants shall be subject to all of the requirements stated in this Agreement, including, but not limited to, naming the Insured Parties as additional insureds.

PROPOSAL • COPY
Produced for City of Peachtree City
March 2026

moffatt & nichol

HIGHWAY 54 BRIDGE DESIGN

RFP 26-109PES



P260455

moffatt & nichol

1201 Peachtree Street Northeast, Suite 1106
Atlanta, GA 30361
Tel: (404) 419-5623
moffattnichol.com

March 5, 2026

Angela Egan, Purchasing Manager
City of Peachtree City
209 McIntosh Trail
Peachtree City, GA 30269

RE: REQUEST FOR PROPOSAL – HIGHWAY 54 BRIDGE

Dear Ms. Egan,

The City of Peachtree City has implemented one of the most comprehensive multi-use path systems of any community in the United States. With more than 100 miles of paved trails, this path system provides City residents with mobility options connecting neighborhoods, retail centers, parks, schools, churches, and employment centers. While SR 54 is a vital roadway link providing east-west connectivity and access, it does represent a barrier to mobility for trail users. The proposed multi-use path bridge over SR 54 just west of its intersection with Walt Banks Road and Carriage Lane will not only improve safety and connectivity for trail users, it will also reduce delay and congestion for motorists on SR 54.

To best deliver this project on time and within budget, it is important for the City of Peachtree City to partner with a consultant team with proven experience delivering similar projects for the City as well as expertise delivering similar projects throughout Georgia and the United States. Moffatt & Nichol (M&N) is uniquely qualified to deliver this project for the citizens of Peachtree City whom voted for the 2023 SPLOST project. The Moffatt & Nichol team brings you a local, committed staff with the right experience, offering Peachtree City a number of key advantages, including:

Specific Project Experience. As the Principal-in-Charge, I have extensive experience on projects similar to the Highway 54 Bridge, and I know what is needed to deliver this project, having worked on the Gateway Bridge Design, Lake Peachtree Multi-Use Path Bridge, as well as the Windward Parkway Pedestrian Bridge and Alpha Loop Bridge in Alpharetta. Our bridge lead, Scott Caples, PE, successfully designed the Gateway Multi-Use Path Bridge Over SR 54 and Lake Peachtree Multi-Use Path Bridge for the City. With such recent path bridge experience, the M&N team is uniquely qualified to deliver this project for the City of Peachtree City.

Experienced Team. As presented throughout this proposal, our entire project management team, led by Kevin Skinner, PE, have successfully delivered similar projects throughout the region. Kevin has successfully managed some of the most high-profile and successful multi-use path projects in the Atlanta region. In addition to a large number of local projects, Kevin is especially well qualified to deliver federally funded projects for local clients.

Full-Service Local Design Capabilities. Moffatt & Nichol has three Georgia offices (Midtown Atlanta, Peachtree Corners, Savannah) with over 70 professionals to provide responsiveness and expertise. These three offices work seamlessly to deliver transportation projects, and the synergy is particularly relevant for the Highway 54 Bridge project. Your project is given the resources needed for success with a local design team.

We are excited for the opportunity to work with the City of Peachtree City and appreciate the time and effort taken in the review of our qualifications. Should you have any questions or need additional information, please do not hesitate to contact me at (678) 525-1632 or rosterloh@moffattnichol.com. We look forward to your positive response.

Respectfully,

MOFFATT & NICHOL, INC.

Ronald W. Osterloh, PE – Vice President
300 Bull Street, Suite 200
Savannah, GA 31401
(678) 525-1632
rosterloh@moffattnichol.com

SECTION 1

QUALIFICATIONS AND EXPERIENCE



moffatt & nichol

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION
NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS
MOFFATT & NICHOL
1201 Peachtree Street, NE, Suite 1106
Atlanta, GA 30361

DISPOSITION DATE
August 14, 2025

EXPIRATION DATE
January 31, 2028

SIGNATURE
Christopher Rudd

1.	**Transportation Planning**		
X	1.01	State Wide Systems Planning	
X	1.02	Urban Area and Regional Transportation Planning	
X	1.03	Aviation Systems Planning	
X	1.04	Mass and Rapid Transportation Planning	
X	1.05	Alternate System and Corridor Location Planning	
_	1.06	Unknown	
X	1.06a	NEPA Documentation	
_	1.06b	History	
_	1.06c	Air Studies	
_	1.06d	Noise Studies	
X	1.06e	Ecology	
_	1.06f	Archaeology	
_	1.06g	Freshwater Aquatic Surveys	
_	1.06h	Bat Surveys	
X	1.07	Attitude, Opinion and Community Value Studies	
X	1.08	Airport Master Planning	
X	1.09	Location Studies	
X	1.10	Traffic Studies	
_	1.11	Traffic and Toll Revenue Studies	
_	1.12	Major Investment Studies	
	1.13	Non-Motorized Transportation Planning	
	2	**Mass Transit Operations**	
_	2.01	Mass Transit Program (Systems) Management	
X	2.02	Mass Transit Feasibility and Technical Studies	
_	2.03	Mass Transit Vehicle and Propulsion System	
	2.04	Mass Transit Controls, Communications and Information Systems	
_	2.05	Mass Transit Architectural Engineering	
_	2.06	Mass Transit Unique Structures	
_	2.07	Mass Transit Electrical and Mechanical Systems	
_	2.08	Mass Transit Operations Management and Support Services	
_	2.09a	Airport Design	
_	2.09b	Airport Electrical	
_	2.10	Mass Transit Program (Systems) Marketing	
	3	**Highway Design Roadway**	
X	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design	
X	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers	
X	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas	
X	3.04	Multi-Lane, Limited Access Expressway Type Highway Design	
X	3.05	Design of Urban Expressway and Interstate	
X	3.06	Traffic Operations Studies	
X	3.07	Traffic Operations Design	
X	3.08	Landscape Architecture	
_	3.09	Traffic Control System Analysis, Design and Implementation	
X	3.10	Utility Coordination	
X	3.11	Architecture	
X	3.12	Hydraulic and Hydrological Studies (Roadway)	
X	3.13	Facilities for Bicycles and Pedestrians	
_	3.14	Historic Rehabilitation	
X	3.15	Highway Lighting	
_	3.16	Value Engineering	
_	3.17	Design od Toll Facilities Infrastructure	
	4.	**Highway Structures**	
X	4.01a	Minor Bridges Design	
_	4.01b	Minor Bridges Design CONDITIONAL	
X	4.02	Major Bridges Design	
_	4.03	Movable Span Bridges Design	
X	4.04	Hydraulic and Hydrological Studies (Bridges)	
X	4.05	Bridge Inspection	
	5.	**Topography**	
_	5.01	Land Surveying	
_	5.02	Engineering Surveying	
_	5.03	Geodetic Surveying	
_	5.04a	Aerial Photography/Conventional Aircraft	
_	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade	
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade	
_	5.05	Aerial Photogrammetry	
_	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)	
_	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)	
_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)	
_	5.06d	Topographic Remote Sensing (SONAR)	
_	5.06e	Topographic Remote Sensing Thermal and Infrared	
_	5.07	Cartography	
_	5.08	Subsurface Utility Engineering	
	6.	**Soils, Foundation & Materials Testing**	
_	6.01a	Soil Surveys	
_	6.01b	Geological and Geophysical Studies	
_	6.02	Bridge Foundation Studies	
_	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)	
_	6.04a	Laboratory Materials Testing	
_	6.04b	Field Testing of Roadway Construction Materials	
_	6.05	Hazard Waste Site Assessment Studies	
	8.	**Construction**	
X	8.01	Construction Supervision	
_	8.02	Airport Construction Administration and Observation	
	9.	**Erosion and Sedimentation Control**	
X	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program	
_	9.02	Rainfall and Runoff Reporting	
_	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	

TerraMark

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
TERRAMARK LAND SURVEYING, INC. 1396 BELLS FERRY RD., MARIETTA, GA 30066	May 11, 2023	June 11, 2026

SIGNATURE

Michael Russell

1. Transportation Planning

_	1.01	State Wide Systems Planning
_	1.02	Urban Area and Regional Transportation Planning
_	1.03	Aviation Systems Planning
_	1.04	Mass and Rapid Transportation Planning
_	1.05	Alternate System and Corridor Location Planning
_	1.06	Unknown
_	1.06a	NEPA Documentation
_	1.06b	History
_	1.06c	Air Studies
_	1.06d	Noise Studies
_	1.06e	Ecology
_	1.06f	Archaeology
_	1.06g	Freshwater Aquatic Surveys
_	1.06h	Bat Surveys
_	1.07	Attitude, Opinion and Community Value Studies
_	1.08	Airport Master Planning
_	1.09	Location Studies
_	1.10	Traffic Studies
_	1.11	Traffic and Toll Revenue Studies
_	1.12	Major Investment Studies
	1.13	Non-Motorized Transportation Planning

2 Mass Transit Operations

_	2.01	Mass Transit Program (Systems) Management
_	2.02	Mass Transit Feasibility and Technical Studies
_	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
_	2.05	Mass Transit Architectural Engineering
_	2.06	Mass Transit Unique Structures
_	2.07	Mass Transit Electrical and Mechanical Systems
_	2.08	Mass Transit Operations Management and Support Services
_	2.09	Aviation
_	2.10	Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

_	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
_	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
_	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
_	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
_	3.05	Design of Urban Expressway and Interstate
_	3.06	Traffic Operations Studies
_	3.07	Traffic Operations Design
_	3.08	Landscape Architecture

3. Highway Design Roadway (continued)

_	3.09	Traffic Control System Analysis, Design and Implementation
_	3.10	Utility Coordination
_	3.11	Architecture
_	3.12	Hydraulic and Hydrological Studies (Roadway)
_	3.13	Facilities for Bicycles and Pedestrians
_	3.14	Historic Rehabilitation
_	3.15	Highway Lighting
_	3.16	Value Engineering
_	3.17	Design od Toll Facilities Infrastructure

4. Highway Structures

_	4.01a	Minor Bridges Design
_	4.01b	Minor Bridges Design CONDITIONAL
_	4.02	Major Bridges Design
_	4.03	Movable Span Bridges Design
_	4.04	Hydraulic and Hydrological Studies (Bridges)
_	4.05	Bridge Inspection

5. Topography

X	5.01	Land Surveying
X	5.02	Engineering Surveying
X	5.03	Geodetic Surveying
_	5.04a	Aerial Photography/Conventional Aircraft
_	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade
_	5.05	Aerial Photogrammetry
X	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
_	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)
_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)
_	5.06d	Topographic Remote Sensing (SONAR)
_	5.06e	Topographic Remote Sensing Thermal and Infrared
X	5.07	Cartography
_	5.08	Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

_	6.01a	Soil Surveys
_	6.01b	Geological and Geophysical Studies
_	6.02	Bridge Foundation Studies
_	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
_	6.04a	Laboratory Materials Testing
_	6.04b	Field Testing of Roadway Construction Materials
_	6.05	Hazard Waste Site Assessment Studies

8. Construction

_	8.01	Construction Supervision
_	8.02	Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

_	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
_	9.02	Rainfall and Runoff Reporting
_	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

UNITED CONSULTING

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
UNITED CONSULTING, LLC 625 HOLCOMB BRIDGE RD., NORCROSS, GA 30071	October 12, 2023	July 13, 2026

SIGNATURE

Hiral Patel

1. Transportation Planning

_	1.01	State Wide Systems Planning
_	1.02	Urban Area and Regional Transportation Planning
_	1.03	Aviation Systems Planning
_	1.04	Mass and Rapid Transportation Planning
_	1.05	Alternate System and Corridor Location Planning
_	1.06	Unknown
_	1.06a	NEPA Documentation
_	1.06b	History
_	1.06c	Air Studies
_	1.06d	Noise Studies
_	1.06e	Ecology
_	1.06f	Archaeology
_	1.06g	Freshwater Aquatic Surveys
_	1.06h	Bat Surveys
_	1.07	Attitude, Opinion and Community Value Studies
_	1.08	Airport Master Planning
_	1.09	Location Studies
_	1.10	Traffic Studies
_	1.11	Traffic and Toll Revenue Studies
_	1.12	Major Investment Studies
	1.13	Non-Motorized Transportation Planning

2 Mass Transit Operations

_	2.01	Mass Transit Program (Systems) Management
_	2.02	Mass Transit Feasibility and Technical Studies
_	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
_	2.05	Mass Transit Architectural Engineering
_	2.06	Mass Transit Unique Structures
_	2.07	Mass Transit Electrical and Mechanical Systems
_	2.08	Mass Transit Operations Management and Support Services
_	2.09	Aviation
_	2.10	Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

_	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
_	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
_	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
_	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
_	3.05	Design of Urban Expressway and Interstate
_	3.06	Traffic Operations Studies
_	3.07	Traffic Operations Design
_	3.08	Landscape Architecture

3. Highway Design Roadway (continued)

_	3.09	Traffic Control System Analysis, Design and Implementation
_	3.10	Utility Coordination
_	3.11	Architecture
_	3.12	Hydraulic and Hydrological Studies (Roadway)
_	3.13	Facilities for Bicycles and Pedestrians
_	3.14	Historic Rehabilitation
_	3.15	Highway Lighting
_	3.16	Value Engineering
_	3.17	Design od Toll Facilities Infrastructure

4. Highway Structures

_	4.01a	Minor Bridges Design
_	4.01b	Minor Bridges Design CONDITIONAL
_	4.02	Major Bridges Design
_	4.03	Movable Span Bridges Design
_	4.04	Hydraulic and Hydrological Studies (Bridges)
_	4.05	Bridge Inspection

5. Topography

_	5.01	Land Surveying
_	5.02	Engineering Surveying
_	5.03	Geodetic Surveying
_	5.04a	Aerial Photography/Conventional Aircraft
_	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade
_	5.05	Aerial Photogrammetry
_	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
_	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)
_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)
_	5.06d	Topographic Remote Sensing (SONAR)
_	5.06e	Topographic Remote Sensing Thermal and Infrared
_	5.07	Cartography
X	5.08	Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

X	6.01a	Soil Surveys
X	6.01b	Geological and Geophysical Studies
X	6.02	Bridge Foundation Studies
X	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
X	6.04a	Laboratory Materials Testing
X	6.04b	Field Testing of Roadway Construction Materials
X	6.05	Hazard Waste Site Assessment Studies

8. Construction

X	8.01	Construction Supervision
_	8.02	Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

_	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
X	9.02	Rainfall and Runoff Reporting
X	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

FORESITE

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
Foresite Group, LLC 3740 Davinci Court, Ste. 100, Peachtree Corners, GA 30092	November 14, 2024	March 8, 2027

SIGNATURE

Christopher Rudd

1.		**Transportation Planning**	
X	1.01	State Wide Systems Planning	
X	1.02	Urban Area and Regional Transportation Planning	
_	1.03	Aviation Systems Planning	
X	1.04	Mass and Rapid Transportation Planning	
X	1.05	Alternate System and Corridor Location Planning	
_	1.06	Unknown	
_	1.06a	NEPA Documentation	
_	1.06b	History	
_	1.06c	Air Studies	
_	1.06d	Noise Studies	
_	1.06e	Ecology	
_	1.06f	Archaeology	
_	1.06g	Freshwater Aquatic Surveys	
_	1.06h	Bat Surveys	
X	1.07	Attitude, Opinion and Community Value Studies	
_	1.08	Airport Master Planning	
_	1.09	Location Studies	
X	1.10	Traffic Studies	
_	1.11	Traffic and Toll Revenue Studies	
_	1.12	Major Investment Studies	
X	1.13	Non-Motorized Transportation Planning	
	2	**Mass Transit Operations**	
_	2.01	Mass Transit Program (Systems) Management	
_	2.02	Mass Transit Feasibility and Technical Studies	
_	2.03	Mass Transit Vehicle and Propulsion System	
	2.04	Mass Transit Controls, Communications and Information Systems	
_	2.05	Mass Transit Architectural Engineering	
_	2.06	Mass Transit Unique Structures	
_	2.07	Mass Transit Electrical and Mechanical Systems	
_	2.08	Mass Transit Operations Management and Support Services	
_	2.09	Aviation	
_	2.10	Mass Transit Program (Systems) Marketing	
	3	**Highway Design Roadway**	
X	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design	
X	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers	
_	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas	
_	3.04	Multi-Lane, Limited Access Expressway Type Highway Design	
_	3.05	Design of Urban Expressway and Interstate	
X	3.06	Traffic Operations Studies	
X	3.07	Traffic Operations Design	
X	3.08	Landscape Architecture	
X	3.09	Traffic Control System Analysis, Design and Implementation	
_	3.10	Utility Coordination	
_	3.11	Architecture	
X	3.12	Hydraulic and Hydrological Studies (Roadway)	
X	3.13	Facilities for Bicycles and Pedestrians	
_	3.14	Historic Rehabilitation	
X	3.15	Highway Lighting	
_	3.16	Value Engineering	
_	3.17	Design od Toll Facilities Infrastructure	
	4.	**Highway Structures**	
_	4.01a	Minor Bridges Design	
_	4.01b	Minor Bridges Design CONDITIONAL	
_	4.02	Major Bridges Design	
_	4.03	Movable Span Bridges Design	
_	4.04	Hydraulic and Hydrological Studies (Bridges)	
_	4.05	Bridge Inspection	
	5.	**Topography**	
_	5.01	Land Surveying	
_	5.02	Engineering Surveying	
_	5.03	Geodetic Surveying	
_	5.04a	Aerial Photography/Conventional Aircraft	
_	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade	
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade	
_	5.05	Aerial Photogrammetry	
_	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)	
_	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)	
_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)	
_	5.06d	Topographic Remote Sensing (SONAR)	
_	5.06e	Topographic Remote Sensing Thermal and Infrared	
_	5.07	Cartography	
_	5.08	Subsurface Utility Engineering	
	6.	**Soils, Foundation & Materials Testing**	
_	6.01a	Soil Surveys	
_	6.01b	Geological and Geophysical Studies	
_	6.02	Bridge Foundation Studies	
_	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)	
_	6.04a	Laboratory Materials Testing	
_	6.04b	Field Testing of Roadway Construction Materials	
_	6.05	Hazard Waste Site Assessment Studies	
	8.	**Construction**	
_	8.01	Construction Supervision	
_	8.02	Airport Construction Administration and Observation	
	9.	**Erosion and Sedimentation Control**	
X	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program	
_	9.02	Rainfall and Runoff Reporting	
_	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
NEW SOUTH ASSOCIATES, INC. 6150 EAST PONCE DE LEON AVE., STONE MOUNTAIN, GA 30083-2253	June 15, 2023	June 11, 2026

SIGNATURE

1. Transportation Planning

_	1.01	State Wide Systems Planning
_	1.02	Urban Area and Regional Transportation Planning
_	1.03	Aviation Systems Planning
_	1.04	Mass and Rapid Transportation Planning
_	1.05	Alternate System and Corridor Location Planning
_	1.06	Unknown
_	1.06a	NEPA Documentation
X	1.06b	History
_	1.06c	Air Studies
_	1.06d	Noise Studies
_	1.06e	Ecology
X	1.06f	Archaeology
_	1.06g	Freshwater Aquatic Surveys
_	1.06h	Bat Surveys
_	1.07	Attitude, Opinion and Community Value Studies
_	1.08	Airport Master Planning
_	1.09	Location Studies
_	1.10	Traffic Studies
_	1.11	Traffic and Toll Revenue Studies
_	1.12	Major Investment Studies
	1.13	Non-Motorized Transportation Planning

2 Mass Transit Operations

_	2.01	Mass Transit Program (Systems) Management
_	2.02	Mass Transit Feasibility and Technical Studies
_	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
_	2.05	Mass Transit Architectural Engineering
_	2.06	Mass Transit Unique Structures
_	2.07	Mass Transit Electrical and Mechanical Systems
_	2.08	Mass Transit Operations Management and Support Services
_	2.09	Aviation
_	2.10	Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

_	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
_	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
_	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
_	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
_	3.05	Design of Urban Expressway and Interstate
_	3.06	Traffic Operations Studies
_	3.07	Traffic Operations Design
_	3.08	Landscape Architecture

3. Highway Design Roadway (continued)

_	3.09	Traffic Control System Analysis, Design and Implementation
_	3.10	Utility Coordination
_	3.11	Architecture
_	3.12	Hydraulic and Hydrological Studies (Roadway)
_	3.13	Facilities for Bicycles and Pedestrians
_	3.14	Historic Rehabilitation
_	3.15	Highway Lighting
_	3.16	Value Engineering
_	3.17	Design od Toll Facilities Infrastructure

4. Highway Structures

_	4.01a	Minor Bridges Design
_	4.01b	Minor Bridges Design CONDITIONAL
_	4.02	Major Bridges Design
_	4.03	Movable Span Bridges Design
_	4.04	Hydraulic and Hydrological Studies (Bridges)
_	4.05	Bridge Inspection

5. Topography

_	5.01	Land Surveying
_	5.02	Engineering Surveying
_	5.03	Geodetic Surveying
_	5.04a	Aerial Photography/Conventional Aircraft
_	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade
_	5.05	Aerial Photogrammetry
_	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
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_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)
_	5.06d	Topographic Remote Sensing (SONAR)
_	5.06e	Topographic Remote Sensing Thermal and Infrared
_	5.07	Cartography
_	5.08	Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

_	6.01a	Soil Surveys
_	6.01b	Geological and Geophysical Studies
_	6.02	Bridge Foundation Studies
_	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
_	6.04a	Laboratory Materials Testing
_	6.04b	Field Testing of Roadway Construction Materials
_	6.05	Hazard Waste Site Assessment Studies

8. Construction

_	8.01	Construction Supervision
_	8.02	Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

_	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
_	9.02	Rainfall and Runoff Reporting
_	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

QUALIFICATIONS AND EXPERIENCE



Moffatt & Nichol was founded in 1945 to provide design engineering services to the United States Navy and the growing commercial waterfront in Southern California. Today, the firm has grown to 65+ offices around the world with more than 1,300 professionals providing services in three primary areas—transportation, ports, and water infrastructure. For over 80 years, M&N has been regionally and nationally-recognized for providing quality engineering design solutions for roadway and transportation infrastructure. We have a long history partnering directly with municipalities throughout Georgia.

M&N provides a full range of transportation, civil engineering, construction and inspection services, including conceptual planning, feasibility studies, preliminary and final design, and construction support for stormwater, civil/site, transportation, and other infrastructure improvement projects. We are actively providing design services under both on-call and project-specific contracts to multiple statewide municipalities and agencies, including GDOT and GPA, and the firm has an established reputation for providing cost-effective, high-quality engineering solutions crafted to meet client budgets and schedules. This is evidenced by a repeat client rate of 90 percent.

The M&N team has recently strengthened their transportation and stormwater design teams with the addition of several accomplished and proven design professionals to complement its regional expertise. The additional staff will provide the City of Peachtree City with unmatched expertise and availability in delivering the anticipated bridge design services. Proposed project manager, Kevin Skinner, PE, has more than 26 years of transportation engineering experience that includes in-depth technical expertise in transportation modeling, analysis, and design.

LOCAL OFFICE AND GEORGIA PRESENCE

Within Georgia, M&N has three offices (Midtown Atlanta, Peachtree Corners, Savannah) with over 70 professionals to provide statewide responsiveness and expertise. M&N began its Georgia operations in 2002 in downtown Savannah followed by an Atlanta office in 2012. Due to the growth in our team, in 2023 we opened a new office in Peachtree Corners. These offices provide clients with accessibility as well as a diverse staff with the commitment necessary to successfully meet project schedules. For this contract, our Atlanta office in Midtown will perform the majority of services with support from Peachtree Corners and Savannah, as needed.

MOFFATT & NICHOL BY THE NUMBERS

YEAR FOUNDED
1945

YEARS IN BUSINESS
80+

POINT OF CONTACT
KEVIN SKINNER, PE
kskinner@moffattnichol.com
W (404) 419-5605
M (678) 865-3750

PRIMARY OFFICE
1201 Peachtree St NE
Suite 1106
Atlanta, GA 30361

70+
AVAILABLE STAFF IN GEORGIA OFFICES

65+
OFFICES WORLDWIDE

1,300+
EMPLOYEES WORLDWIDE

PRIMARY OFFICE

M&N's primary office for delivery of the Peachtree City Highway 54 W Bridge is located in midtown Atlanta, approximately 35 miles from site. As one of M&N's largest offices, our Atlanta location is backed by more than 14 years of proven history, experience, and resources. Within Georgia, M&N has three offices to provide statewide responsiveness and expertise. The 70+ staff in these offices are comprised of road, bridge, traffic, hydraulic, civil, utility, railroad, and construction engineers as well as planners and economist.

The M&N team is a unique partner as we live and work in proximity to the City and have a vested interest in the City and community. The team's project familiarity is unparalleled! Many of the proposed team have the absolutely necessary intimate knowledge of the existing challenges and the potential solutions. Our local team understands that the City is looking for a structure that can be used to provide safe crossing over Highway 54 W. M&N has demonstrated through strong and proven history that the team has delivered comparable projects in the state and will provide Peachtree City with the same commitment. The resumes of key personnel can be found on the following pages.

KEVIN SKINNER, PE

Project Manager



moffatt & nichol

Education

BS, Civil Engineering, Georgia Institute of Technology, 1999

Registration

Professional Engineer: GA (#29293), SC

GDOT PDP-Certified

Certifications

Level II Erosion & Sediment Control, 0000017141, Georgia Soil and Water Conservation Commission

Relevant Experience

Kevin Skinner is a senior transportation project manager with 27 years of engineering design and management experience and possesses an expertise in the design and implementation of roundabouts, having managed numerous projects that incorporate these traffic solutions. He has experience upgrading existing intersections to single- and multi-lane roundabouts to improve safety and operational efficiency. He also has experience in integrating roundabouts into larger urban revitalization efforts and new roadway alignments, ensuring functionality, aesthetic appeal, and community acceptance through effective public involvement and detailed design that includes landscaping and utility coordination.

As project manager, he is accountable and responsible to his clients and the project team for successful project delivery. Kevin uses his proven approach and experience to navigate projects through the process on schedule and in compliance with state and federal requirements.

Representative Project Management Experience

Widening of State Route 9, GDOT, Alpharetta, Fulton County, GA. Kevin served as Project Manager for this flagship project which consists of the widening of SR 9, reconfiguration of side roads, and multi-use paths on both sides of the road. The project stretches nearly 4 miles along SR 9 from Upper Hembree Road to Windward Parkway. The design results in a more uniform context sensitive design, accommodating required traffic volumes and maintaining the city's desire for a walkable downtown scene. Eleven signal upgrades are included, and new street and pedestrian scale lighting is provided. Project is nearing completion as of February 2026.

Big Creek Greenway Multi-Use Trail, Forsyth County, GA. Project manager or the Big Creek Greenway Multi-Use Trail, which consists of approximately 6.9 miles of multi-use trail which meanders along the banks of Big Creek between McFarland Road and Bethelview Road. This project consists of multiple phases and is the first of many trail projects proposed along Big Creek. The first phase of the multi-use trail begins at McFarland Road and terminates at Atlanta Highway. The second phase of the multi-use trail continues from Atlanta Highway and follows an existing utility easement along the east side of Big Creek, crossing the waters of Big Creek to the wide side prior to approaching Majors Road. At Majors Road the multi-use trail utilizes an existing pedestrian culvert to pass under the roadway. The third and final phase of the project begins at Majors Road and proceeds along the banks of Big Creek, terminating at a major trail head. Phase four extends from the trailhead to Johnson Road, Phase 5A extends to SR 20 for a total distance of approximately 13 miles. The multi-use trail consists of a 12-foot wide concrete path with 2-foot graded shoulders within a 20-foot wide easement. In areas of unsuitable soil, marsh-like conditions, the trail included a 12-foot wide pervious elevated boardwalk. When crossing Big Creek and creek tributaries, a 12-foot wide prefabricated pedestrian bridge structure with railing is used for ease of construction due to the limited accessibility. The minor trail heads along the trail consist of at-grade parking, lighting, emergency phones, park bench area and bicycle racks and the major trailhead consists of all the amenities of the minor trailhead with the addition of a restroom facility.

Cobb DOT, Rottenwood Creek Multi-Use Path, Cobb County, GA. Project manager for the construction of 2.2 miles of multi-use path along Rottenwood Creek in Cobb County, within private properties, public right of way and park properties. The path generally connects the 10,000 acre National Park to the Cumberland business district, traversing extremely rugged terrain, providing scenic views and providing a key connecting to the West Palisades and Cochran Shoals trails. Project included pocket parks, retaining walls, multiple bridges up to 137 foot span, and a trailhead with parking. The path itself is 12 feet wide and includes standard concrete, pervious concrete and wooden boardwalks. The project was CMAQ funded and was prepared through coordination with GDOT, Cobb DOT, Cumberland Community Improvement District, and the National Park Service.

Norcross to Lilburn Multi-Use Trail, Gwinnett County DOT, Southwest Gwinnett County. Project Manager for this 4.5 mile trail will connect the trail network at Beaver Ruin Road in Norcross to the Camp Creek Greenway in Lilburn. The

trail will be on the east side of Indian Trail Road. The design team developed the phased concept plan after completing the Indian Trail Corridor LCI Study and through coordination with local cities, CID's and Gwinnett County. Providing access from residential areas to commercial areas and transit routes is the primary goal in this segment, and one of the main reasons this segment will be designed and constructed first. The 1.95 mile segment 2 will begin at Willow Trail Parkway, just east of I-85, and end at Burns Road. The proposed project consists of the installation of a 10' wide concrete multi-use path. A single pedestrian bridge will be required in order to cross Beaver Ruin Creek. Segment 2 runs adjacent to the road with a grass strip separating the path from the back of the roadway curb.

Buford Highway Pedestrian Improvements Phases 1 & 2, Gwinnett Village Community Improvement District (Gvcid), Gwinnett County, GA. Project manager to improve this high-profile corridor for the Gwinnett Village CID, along State Route (SR) 13/US-23, Buford Highway. This two-phase sidewalk/trail project stretches over two miles from Global Forum Blvd. near the county line to Jimmy Carter Blvd and included a mix of local and state funds. The corridor is adjacent to both an active railroad line and a large recycling plant in southwestern Gwinnett County. The design team worked with Norfolk Southern Railroad to close a railroad crossing and get a long-term lease for use of several acres of railroad property. A new road spur provided alternative access to adjacent businesses. Complete traffic and pedestrian signal upgrades requiring Gwinnett County and GDOT signal oversight were included while the CID had approval from the railroad.

Phoenix Trail, College Park, GA. Project manager for this 1.6 mile trail that connects key destinations in the City of College Park, south of Atlanta, adjacent to Hartsfield Jackson Atlanta International Airport (HJAIA). Funded with a Congestion Mitigation and Air-Quality (CMAQ) grant and constructed mainly on an abandoned railroad spur, the trail provides scenic access to downtown college park, the hotel district, and the Georgia International Convention Center. The project provides a 10' wide concrete multi-use path and includes retrofitting of a 400+ foot tunnel under Interstate 85, drainage improvements, retaining walls and roadway adjustments for four at-grade crossings.

SR 54 Bike & Pedestrian Underpass, Morrow, GA. Project manager that provided design services to develop a mixed-use development in the downtown Morrow area. This area will interconnect with a proposed rail station and a city-wide path system to be developed in two phases. The improvements include a streetscape/park area and a Multi-Use trail connection (underpass) under the adjacent 5 lane SR 54. The underpass was completed in 2012 and safely facilitates pedestrian and bicycle traffic from the proposed streetscape and rail station. Both the underpass and the streetscape project were federally funded and the underpass required maintenance of existing traffic on SR 54 during all phases of construction. Challenges for this design included multiple utility conflicts and gravity draining stormwater from the underpass in this flat region. The 20' wide underpass was constructed with prefabricated concrete arch pieces and is lit and landscaped to better enhance the crossing. Funding came from L230 funds and 2009 stimulus funds, requiring environmental documentation and GDOT oversight.

Berckmans Road Widening and Realignment & Bridge Replacement, Augusta/Richmond County, GA. Project manager for this flagship TIA project in Augusta, GA that widened Berckmans Road from Wheeler Road to Washington Road and realigned the northern terminus at Washington Road to connect with Alexander Drive. The proposed design consists of two travel lanes with a center turn lane from Washington Road to Wheeler Road. The project also installed a roundabout at the intersection of Berckmans Rd and Ingleside Drive/Willowridge Drive, as well as replacing the existing bridge over Rae's Creek. Furthermore, this project installed two underpasses and multi-use trail and sidewalks in order to accommodate the large influx of pedestrians that attend the major events at the adjacent golf club. The project was constructed in two phases in order to meet the funding and scheduling requirements of the stakeholders.

Coal Mountain Connector, Forsyth County, GA. Project manager for this SPLOST-funded county project that consists of a 1-mile new alignment roadway between SR 9 (Dahlonega Hwy) and SR 369 (Browns Bridge Road). The proposed roadway is a 3-lane urban minor arterial, providing access for new commercial and residential developments in this area of north Forsyth. This $8M project includes multi-use trail, a new roundabout at the crossing with Settingdown Road, raised medians, new box culverts, signal upgrades and utility relocations.

Horizon South Parkway (SR 388) Widening, Columbia County GA. Project manager for SR 388, which is a two-lane rural roadway connecting the City of Grovetown with Interstate 20, in Columbia County, GA. The proposed roadway will provide two travel lanes in each direction, with a 20' raised median, new turn lanes, intersection improvements, and new traffic signals. A multi-use path is proposed on one side of the roadway, with sidewalk on the other.

RON OSTERLOH, PE

Principal-in-Charge



moffatt & nichol

Education

BS, Civil Engineering, Georgia Institute of Technology, 1994

Registration

Professional Engineer: GA (#25199), FL, LA

GDOT PDP-Certified

Certifications

Georgia Soil and Water Conservation Commission Level II-Certified Design Professional

Relevant Experience

Ron Osterloh has been responsible for the design and management of a variety of transportation projects over the past 32 years. His project experience covers extensive transportation projects, including multi-use trail design, tunnels, roadway/highway design, intersection improvements, and transportation enhancements for GDOT and many local municipalities throughout the State of Georgia. Ron leads our transportation efforts in Georgia and serves as President of the Georgia Section of the American Society of Highway Engineers (ASHE), Chairman of the Southeast Region of the ASHE, Chairman of the Georgia Engineering Alliance, as well as many other appointments, including Chairman of Duluth Downtown Development Authority (DDA), and Gwinnett Leadership program.

Representative Project Experience

Big Creek Greenway Multi-Use Trail, Forsyth County, GA. Project Manager and engineer of record for this project that consisted of approximately 6.9 miles of multi-use trail that meanders along the banks of Big Creek between McFarland Road and Bethelview Road. This project consists of three phases and is the first of many trail projects proposed along Big Creek. At Majors Road the multi-use trail utilizes an existing pedestrian culvert to pass under the roadway. The multi-use trail consists of a 12-foot-wide concrete path with two-foot graded shoulders within a 20-foot-wide easement. When crossing Big Creek and creek tributaries, a 12-foot-wide prefabricated pedestrian bridge structure with railing is used for ease of construction due to the limited accessibility. The minor trail heads along the trail consist of at-grade parking, lighting, emergency phones, park bench area and bicycle racks and the major trailhead consists of all the amenities of the minor trailhead with the addition of a restroom facility.

SR 9 Alpharetta Downtown Main Street Improvements, Alpharetta, GA. Project Principal responsible for transportation design of this project that included downtown operational improvements. The design includes pedestrian improvements, changes to on-street parking, the addition of a raised median, drainage improvements, and two potential locations for pedestrian hybrid beacons (HAWK Signals) along SR 9. The GDOT District 7 office approved installation of a HAWK signal at one location and suggested a pedestrian rapid flash beacon for the second location, which was slightly under the threshold for HAWK installation.

OTHER RELEVANT EXPERIENCE

- Precast Pedestrian Tunnels at Berckmans Road Widening and Relocation, Augusta, GA; Project Manager
- Precast Pedestrian Tunnels at Entrance Facility and Within Campus, Augusta National Country Club, Augusta, GA; Project Manager
- SR 54 Pedestrian Tunnel, Morrow, GA; Project Manager
- Alpha Loop Master Plan, Alpharetta, GA; Project Principal
- Big Creek Greenway Phase 4 Extension (including Precast Tunnel at Windward Parkway), Alpharetta, GA; Project Principal
- Precast Golf Cart Crossing at Camp Perrin Road, Gwinnett County DOT, Lawrenceville, GA; Project Manager
- Alpha Loop Gap Trail, Alpharetta, GA; Project Principal
- Old Milton Road Signal Pedestrian Recommendations, Alpharetta, GA; Project Manager
- The Infinity Loop Trail Feasibility Study, Sugarloaf CID, Gwinnett County, GA; Project Principal
- AeroATL Greenway Model Mile, Aerotropolis Communities, Fulton County, GA; Project Principal

SCOTT CAPLES, PE

Bridge Design Lead



moffatt & nichol

Education

BS, Civil Engineering, The Johns Hopkins University, 1984

Registration

Professional Engineer: GA (#29371), SC, OH, MD

GDOT PDP-Certified

Certifications

Roadway Worker Training Certified - NS & CSXT

Relevant Experience

Scott has 42 years of experience as a bridge engineer, providing project management, technical direction, quality control, and structural design in several states. Over the past 27 years, he has worked closely with the GDOT Office of Bridge Design, leading dozens of bridge replacement projects through concept (alternatives analysis), preliminary and final design, and construction. Scott is keenly aware of the close coordination needed between the bridge, roadway, and environmental teams. His project experience includes numerous complete bridge replacements, widenings, and rehabilitations, as well as pedestrian, multi-use path, railroad, and highway water crossings and grade separation structures.

As bridge Key Team Leader (KTL), Scott directs the work of his staff and subconsultant team members on multiple active contracts simultaneously, at different stages of project development. As highlighted below, **he has delivered numerous multi-use path bridge projects, all of which included alternatives analysis, staging coordination, and mitigation of various environmental impacts.**

Representative Project Experience

Gateway Trail Pedestrian Bridge over SR 54, Peachtree City, GA. As project manager, oversaw all phases of development for a new, 0.2-mile-long segment of 10-foot-wide multi-use path that connects to the extensive path network already present throughout Peachtree City. The new path segment also includes a 154-foot-long prefabricated steel truss bridge that crosses over SR 54 at the western "gateway" into Peachtree City. The single-span bridge is supported on mechanically stabilized earth wall abutments. The project is ADA-compliant and included significant earthwork and grading, erosion control plans, drainage, maintenance of traffic plans, timber path railings, landscaping, and path lighting. Also included was a custom-designed steel box sign with backlit lettering mounted to the bridge above SR 54 and visible to eastbound traffic entering the city from the west.

Multi-Use Path Bridge at SR 54 over Lake Peachtree, Peachtree City, GA. Project manager for the replacement of a new 12'-0" wide structure replaces the existing, functionally obsolete 7'-0" wide bridge. The proposed replacement bridge is a 3-span, 160-foot-long prefabricated steel truss structure supported on steel H-pile bents. The low profile 3-span truss design maintains the existing path grade and height of railing to ensure clear view of the lake is maintained. The City of Peachtree City procured the project using design-build, but it required close coordination with GDOT and issuance of an Encroachment Permit for temporary impacts to SR 54.

Windward Parkway Pedestrian Bridges over Big Creek & Big Creek Tributary, Alpharetta, GA. Structural engineer who led all phases of development for four (4) new pedestrian bridges and modular block retaining walls on either side of Windward Parkway and adjacent to the existing vehicular bridges at Big Creek and at Big Creek Tributary. The new pedestrian bridges were prefabricated, steel trusses that clear span the waterways with lengths varying between 103 feet and 162 feet. Bridge supports were simple concrete end bents with pile foundations.

Multi-Use Bridge over I-285 (The Atlanta Perimeter), Atlanta, GA. Bridge design manager and lead bridge engineer for this high-level, six-span, 620-foot long PSC girder pedestrian and transit bridge spanning I-285. The new bridge connects the Cobb Galleria complex with The Atlanta Battery, a new, mixed-use development adjacent to the Atlanta Braves' new stadium, Truist Park. The new bridge was designed as a one-of-a-kind, signature structure to provide needed connectivity between two major mixed-use venues. The overall structure length is over 1,100 feet including the flanking MSE walls and ramps. The structure includes decorative lighting, architectural fencing and railings, planters and hardscape features. This project received the 2017 Best Bridge Design Award from the Georgia Partnership for Transportation Quality (GPTQ).

Drake Field-Picnic Park Pedestrian Bridge at Lake Peachtree, Peachtree City, GA. Project manager for the installation of a new pedestrian bridge over a tributary creek to Lake Peachtree linking Drake Field and Picnic Park on the western shore of the lake. The planned bridge will be a pre-fabricated 75-ft long truss that accommodates pedestrians only, including approach sidewalks that connect to existing sidewalks. The project tasks include full structural design, hydraulic analysis, sidewalk and lighting design, and geotechnical services and construction testing.

RAVI VACHHANI, PE

Trail Design



moffatt & nichol

Relevant Experience

Ravi Vachhani is a senior transportation engineer with experience as a project manager and in operations design. He has worked on projects overseeing geometric roadway design, geometric railway design, pavement design, hydraulic and hydrologic analysis, value engineering analysis, signal design, construction plan production, engineer's cost estimate, and design scheduling. His experience includes transportation projects for clients such as the GDOT and various municipalities throughout Georgia.

Education

BS, Civil Engineering, Clemson University, 2016

Registration

Professional Engineer: GA (#47518), SC

GDOT PDP-Certified

Certifications

Level II Certified Design Professional, Georgia Soil & Water Conservation Commission, 0000083426, 2021

Representative Project Experience

Trail and Habitat Improvements at the Milton City Park & Preserve, Milton, GA. Trail design coordinator for the proposed Multi-Use Trail, a 1.3-mile project involving the creation of a 14-foot ADA-compliant multi-use path within the former Milton Country Club. The project encompassed a comprehensive range of tasks, including concept design, preliminary plan development, stormwater management and water quality reporting, signing and marking plan creation, boardwalk design, amenities, ROW planning, erosion control plans, and final plan execution. Sarah will lead the utility coordination and relocation process including the 1st and 2nd utility submittals and provide direct communications utility owners and design team to identify avoidance.

Beaver Ruin Creek Greenway Livable Centers Initiative (LCI) (PI 0016067), Gwinnett County, GA. Project manager for the Beaver Ruin Creek Greenway LCI. This City of Norcross, Georgia, greenway project included approximately 3.3 miles of a shared-use path beginning southeast of Buford Highway/US 23/SR 13 on South Cemetery Street and ending near Pinnacle Way. The trail includes a combination of various on-street and off-street segments, and the undeveloped section of the shared-use path includes two bridges and two boardwalk sections.

Pooler Parkway/Quacco Road Widening and Intersection Improvements, Chatham County, GA. Lead design engineer for a traffic operations and safety improvement project involving roadway widening and a roundabout alongside improvements to multiple intersections, drainage features, and pedestrian facilities along a 1.7-mile-long segment of Pooler Parkway/Quacco Road.

Brampton Road Connector, Chatham County, GA. Engineer for the construction revisions of the proposed Brampton Road widening and construction project. The Brampton Road connector project aims to enhance truck traffic accessing Gate 3 of the GPA at the Garden City Terminal. This project involved completing concept development, environmental studies, documentation, bridge design, wall design, hydrology and hydraulic studies, ROW plans, and final construction plans.

SR 38/US 84 Westbound at Doctors Creek Bridge Replacement, Long County, GA. As part of a consulting engineering team, served as staff engineer for design revisions and coordination for this GDOT project. Developed design revisions and additional roadway improvements and oversaw incorporation of changes into the construction plans. Project entailed replacing the westbound bridge on US 84 and safety improvements to the existing eastbound bridge to bring the bridge up to current GDOT safety standards.

Alpha Loop Trail & Academy Street Pedestrian Safety Improvements Alpharetta, GA. As part of a consulting engineering team, served as staff engineer for the extension of the AlphaLoop trail for 0.5-miles running along Roswell Street which includes a raised intersection, unique to the region. This extension increases access to the trail network by working within established corridors and minimizes right-of-way impacts to reduce costs. The pedestrian improvement project aims to enhance safety and accessibility in the City of Alpharetta, focusing on Academy Street between SR 9/Main Street and Haynes Bridge Road, as well as the intersection at Marietta Street and Roswell Street.

Veterans Parkway and Westbridge Road at SR 92, Fayette County, GA. Lead designer for the accelerated design and plan production for signalization of a dangerous existing two-way stop with SR 92 (55 mph). Coordinated with GDOT for approved signal permit and approved encroachment permit for this Fayette County project.

RYAN TRIICK, PE

Quality Manager



moffatt & nichol

Education

BS, Civil Engineering, Georgia Institute of Technology, 1998

Registration

Professional Engineer: GA (#30109), LA

GDOT PDP-Certified

Certifications

Level II Design, Georgia Soil and Water Conservation Commission, 18859

Relevant Experience

Ryan Triick has 28 years of roadway improvement project management and engineering experience throughout Georgia. He is skilled at working with local governments as well as GDOT, leading both major and minor improvement projects to successful completion. Projects include, but are not limited to urban and rural widenings, interchange redesigns and intersection improvements. Ryan has experience managing projects with estimated construction costs from $100,000 to over $100 million. He is thoroughly familiar with GDOT policies and procedures and, as a project manager on GDOT projects, he has worked extensively with all applicable GDOT policies and manuals.

Representative Project Experience

Peachtree City Gateway Trail Pedestrian Bridge Over SR 54, Peachtree City, GA. Quality engineer for the new 10-foot-wide multi-use path that connects to the extensive path network throughout Peachtree City. The 0.2-mile-long section of new path also included a 154-foot-long prefabricated weathering steel truss bridge over SR 54 supported on mechanically stabilized earth wall abutments. The pedestrian crossing decking is cast-in-place concrete for durability and minimal maintenance. This project provides pedestrians, golf carts, and cyclists with better access to residential and commercial sites on both sides of SR 54. This project's scope included concept development, extensive coordination with truss bridge vendors, structural foundation design, staging, drainage design, erosion, sediment and pollution control plans, lighting and utility plans, landscape plans, and preliminary and final construction plans. During construction, M&N provided full support services including shop drawing reviews, responses to RFIs and NPDES-related inspections..

Trail and Habitat Improvements at the Milton City Park & Preserve, Milton, GA. Quality engineer for the proposed Multi-Use Trail, a 1.3-mile project involving the creation of a 14-foot ADA-compliant multi-use path within the former Milton Country Club. The project encompassed a comprehensive range of tasks, including concept design, preliminary plan development, stormwater management and water quality reporting, signing and marking plan creation, boardwalk design, amenities, ROW planning, erosion control plans, and final plan execution.

Mountain Industrial Boulevard Intersection Improvements (PI 0019787), Tucker, GA. Quality manager for this locally-sponsored, GDOT-funded project improving operations and pedestrian safety for six intersections along this heavily traveled arterial corridor—aimed at ensuring safe and efficient operation—for the City of Tucker. These enhancements encompass pedestrian-friendly intersection designs, improvements to traffic safety, and enhancements in traffic flow management. This project includes traffic studies, a cost-benefit solution approach that minimizes right-of-way impacts that allow a quicker timeline to construction, and the GDOT encroachment permit application and process.

SR 28/Furys Ferry Road Widening and Improvements and Multi-use Trail, Columbia County, GA. Project manager for the 3.8-mile-long project in Augusta that is widening a 2-lane rural road to a 4-lane urban corridor with, lighting, landscaping, and design of a shared-use path and pedestrian safety improvements at multiple intersections connecting to the existing trail network.

Johnson Ferry Road at Mount Vernon Highway Intersection Improvement, Sandy Springs, GA. Project manager and engineer of record for the roadway improvements at the intersection of Johnson Ferry Road, Mount Vernon Highway and Boylston Drive for the City of Sandy Springs. Responsible for managing the project contract, budget, schedule and overseeing the technical design. The project involved detailed concept and preliminary design phases due to complexity of existing intersection layout and proximity to SR 9/Roswell Road, crowded urban corridor and almost a dozen utilities within the project footprint.

SR 204 Intersection Improvements (PI 0015151), Chatham County, GA. Quality manager for this locally-sponsored, GDOT-funded project that included evaluating pedestrian safety upgrades at multiple intersections along the SR 204 corridor.

PAT SMEETON

NEPA/Env Permitting



moffatt & nichol

Education

MBA, Georgia State University, 2000

BS, Civil Engineering, North Carolina State University, 1993

Registration

GDOT PDP-Certified

Relevant Experience

Pat Smeeton is a senior planner with 30 years of environmental planning, project management, and documentation experience. He has managed a broad range of NEPA projects including environmental impact statements, environmental assessments, and categorical exclusions (CE). He has extensive experience managing environmental permitting for transportation projects including US Army Corps of Engineering Nationwide and Individual 404 permits and stream buffer variances. For more than ten years, Pat has managed air and noise studies for highway and transit projects. He has a thorough understanding of the GDOT Environmental Procedures Manual and the role that environmental documentation and permitting play in the overall PDP.

Representative Project Experience

Western Gwinnett Bikeway, Gwinnett County, GA. NEPA and environmental permitting lead for this four-mile-long multi-use trail on Peachtree Industrial Boulevard from south of Rogers Bridge Road to McGinnis Ferry Road in Gwinnett County, Georgia. The project originally included a new location, one-mile spur connection to the Suwanee Creek Park. This federally funded project required full environmental studies including archaeology, history, ecology, and noise and air quality analyses in accordance with the GDOT PDP process. The CE prepared was signed by the Federal Highway Administration (FHWA), and this $14 million project is currently under construction.

Indian Trail-Lilburn Road Multi-Use Trail, Gwinnett County, GA. NEPA and environmental permitting lead for this multi-use trail project along Indian Trail-Lilburn Road from Willow Trail Parkway to Burns Road. This federally funded project required full environmental studies including archaeology, history, ecology, and noise and air quality analyses in accordance with the GDOT PDP process. The CE prepared was signed by FHWA in November 2016, and the project is scheduled for construction in 2025.

Jesters Creek Trail Project, Clayton County, GA. NEPA lead responsible for preparation and approval of a CE for this Transportation Enhancement-funded trail project. Managed the preparation of all special studies including history, archaeology, ecology, and air and noise studies. The CE was signed by FHWA, and the project was constructed in 2016.

City of Lovejoy Downtown Streetscapes, Clayton County, GA. NEPA lead responsible for the preparation and approval of a CE for this Transportation Enhancement streetscape project on Hastings Bridge Road in downtown Lovejoy. Managed the preparation of all special studies including history, archaeology, ecology, and air and noise studies. The CE was signed by FHWA, and the project was let to construction in 2021.

Watson Boulevard (SR 247) Streetscape Improvements, Warner Robins, GA. Environmental lead responsible for the preparation and approval of a CE for this streetscape improvements project to improve safety and efficiency for pedestrians, bicyclists, and vehicular traffic. The project was also intended to improve visual aesthetics for the corridor along SR 247 Connector (Watson Boulevard). Cultural resources were prevalent on the corridor, including one National Register-listed property.

Buford Highway Sidewalk Project, Gwinnett County, GA. NEPA lead for this sidewalk project along Buford Highway between South Berkeley Lake Road and North Berkeley Lake Road. This federally funded project required full environmental studies including archaeology, history, ecology, and noise and air quality analyses in accordance with the GDOT PDP and GDOT Environmental Procedures Manual. The CE was approved, and the project was constructed in 2018.

Bibb County Road Improvement Program, Bibb County, GA. Environmental project manager responsible for the preparation of all environmental documentation for this multi-project program, funded by a county one-cent sales tax. Environmental project work involved intensive cultural resource surveys, EAs, CEs, and wetland permits.

Cobb Parkway at I-285 Westbound Exit Ramp and Circle 75 Intersections, Cobb County, GA. NEPA lead for this high-profile intersection project that included the reconstruction of two intersections, needed to accommodate high-volume traffic surrounding the new Braves stadium. Environmental studies included history, ecology, archaeology, air, and noise impact analyses.

SARAH UGOLIK, PE

Utility Coordinator



moffatt & nichol

Relevant Experience

Sarah Ugolik has worked as lead utility engineer from project initiation to final deliverable phase, assisting in developing utility agreements and property information. She has assisted in easement documentation, estimates, and scheduling and completed the actual design of both wet and dry utilities. Her experience includes identifying all utilities within a project area where they will be impacted by the proposed work and coordinating directly between client and utility owner to develop resolutions.

Education

BS, Civil and Environmental Engineering (Minor in Economics), Bucknell University, 2012

Registration

Professional Engineer: GA (#42036), NC, VA

GDOT PDP-Certified

Certifications

Level II Design, Georgia Soil and Water Conservation Commission

Representative Project Experience

Trail and Habitat Improvements at the Milton City Park & Preserve, Milton, GA. Utility coordinator for the proposed Multi-Use Trail, a 1.3-mile project involving the creation of a 14-foot ADA-compliant multi-use path within the former Milton Country Club. The project encompassed a comprehensive range of tasks, including concept design, preliminary plan development, stormwater management and water quality reporting, signing and marking plan creation, boardwalk design, amenities, ROW planning, erosion control plans, and final plan execution. Sarah will lead the utility coordination and relocation process including the 1st and 2nd utility submittals and provide direct communications utility owners and design team to identify avoidance.

SR 204 Pedestrian Safety Improvements, GDOT, Chatham County, GA. Utility engineer responsible for this intersection improvement project, which includes evaluating safety upgrades at over 20 intersections along the SR 204 corridor, as well as complete reconstruction of the intersection of Mohawk Street and SR 204 to improve minor road movements and reduce crashes while not decreasing the mainline capacity. As a GDOT project in their Safety Program, it followed their Plan Development Process (PDP) to meet state and federal funding commitments.

Brampton Road Connector, Georgia Ports Authority, Chatham County, GA. Utility coordinator and roadway engineer responsible for reviewing proposed relocation designs for power and water and assisting in project close-out and preconstruction tasks. This project served to improve access to Gate 3 at the Garden City Terminal in Savannah through an approximately 1-mile-long roadway on new location, providing much-needed congestion relief for trucks. M&N completed conceptual design, environmental coordination, utility and Class I railroad coordination, preliminary plans, municipal separate storm sewer design and compliance, and final plans. The new roadway eliminates a highway-rail at-grade crossing, allowing freight free-flow to the terminal from SR 25/Main Street/Burnsed Boulevard intersection. Eliminating the at-grade crossing is achieved by relocating approximately 4,000 feet of railroad and constructing a 15-span, 1,864-foot-long bridge over three rail corridors and the Dundee Canal. The project also includes traffic analysis and interchange modifications at the I-516/Burnsed interchange.

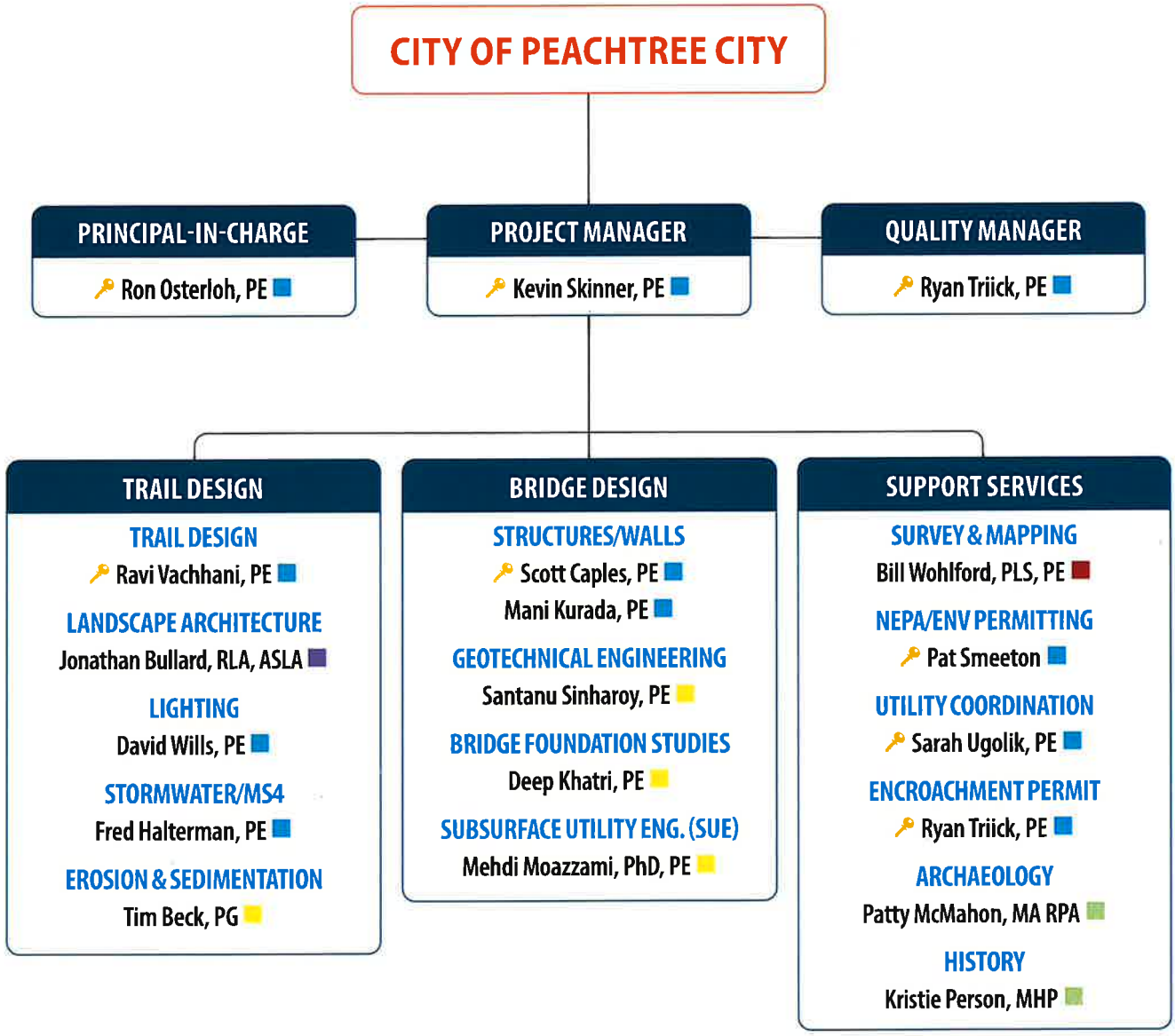
Windward Parkway Pedestrian Bridges and Drainage, Alpharetta, GA. Utility coordinator for the proposed pedestrian bridges for the City of Alpharetta. Sarah communicated directly with the utility owners to identify maintenance clearance requirements so that the proposed pedestrian bridges would not impede access to utilities tied to the existing bridges.

Pooler Parkway/Quacco Road Widening, Pooler, GA. Utility lead engineer for this project that includes roadway widening and operational improvements to intersections, drainage features, utility relocations, and pedestrian facilities. Sarah is responsible for the utility coordination, which included incorporating Levels C and D survey and communicating with all utilities in the area.

Glendale Water Main Upgrade and Replacement, Stone Mountain, GA. As utility engineer, provided surveying, engineering, permitting, and construction administration for 19,500 linear feet (lf) of 36-inch water transmission main and 12,900 lf of 8- and 12-inch water distribution main for DeKalb County. Challenges included a right-of-way crowded with existing utilities and minimizing disruption of an established residential neighborhood.

ORGANIZATIONAL CHART

To best serve the City of Peachtree City on this contract, M&N has assembled a team with the right expertise and available personnel to complete the project. Each required service features redundancy to make certain we can deliver on-time performance and exceed your expectations.



LEGEND

Moffatt & Nichol Foresite New South TerraMark United

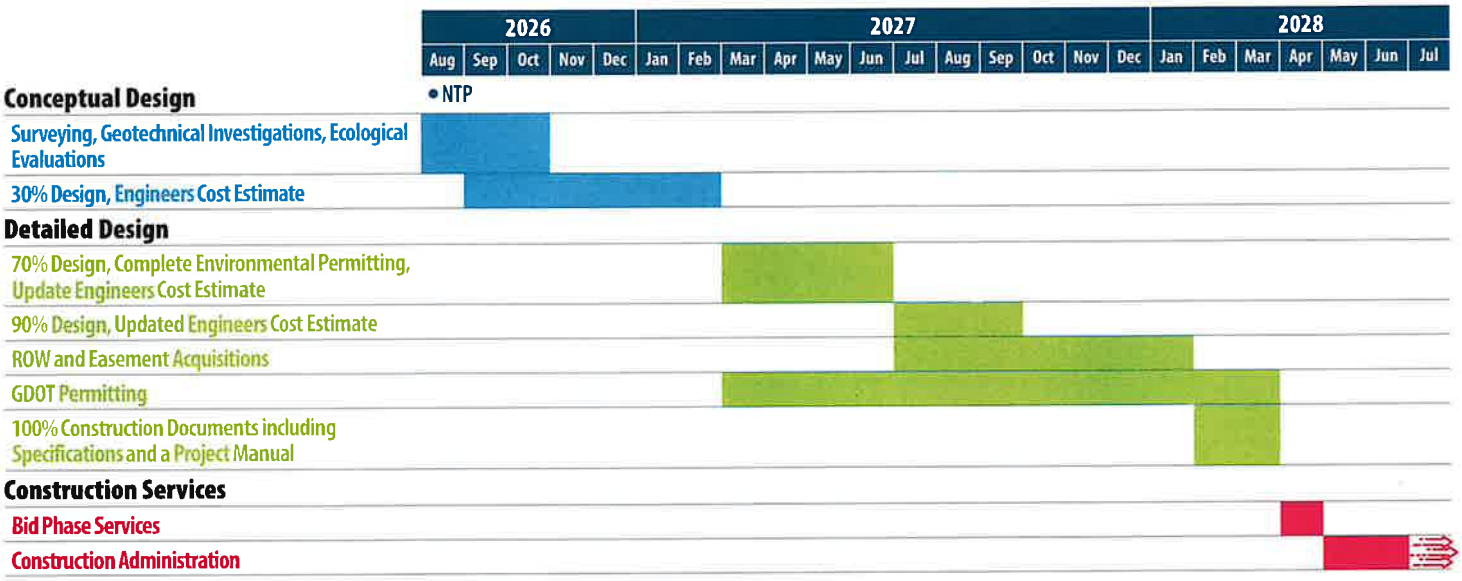
Key Team Leader

PRELIMINARY SCHEDULE

Our schedule for this project reflects our commitment to swift action and an aggressive design process for timely delivery. We strive to optimize efficiency without compromising on quality, verifying the project moves forward seamlessly while meeting all regulatory requirements.

The scheduling will not be outsourced from the project manager. Monitoring progress against schedule and continuously tracking and adjusting the work to maintain the critical path are an essential project management task that is difficult to successfully outsource. The schedule will track the milestone submissions, regulatory approvals, and bidding activities, and allow for clear communication with the City and our team in prioritizing tasks to meet and accelerate the schedule. Project Manager Kevin Skinner will be proactive in developing a strategy with team members to maintain the project schedule.

A longer schedule is anticipated if GDOT/FHWA NEPA documentation and approval is required.



PROJECT UNDERSTANDING AND APPROACH

The proposed Moffatt & Nichol team is comprised of leaders in the Georgia transportation community who have successfully delivered numerous pedestrian bridge and multi-use trail projects in metro Atlanta and throughout the state. Led by project manager **Kevin Skinner, PE,** and bridge lead, **Scott Caples, PE,** our team is fully prepared to deliver this important project for Peachtree City. We are focused on these critical items to deliver the **Highway 54 Pedestrian Bridge and Multi-Use Path Extension** project for the City of Peachtree City and its residents:

- *Similar Experience for Peachtree City.* Scott and our team completed design of the SR 54 at MacDuff Parkway Pedestrian Bridge and Path and the SR 54 Pedestrian Bridge at Lake Peachtree. We are currently working on the Drake Field Picnic Park pedestrian bridge design as well. Our team understands what it takes to successfully complete pedestrian bridges and multi-use paths for Peachtree City.
- *Local Trail Experts.* The M&N team has extensive experience delivering similar trail projects for local clients throughout Georgia. M&N has a complete design center in our midtown Atlanta and Peachtree Corners offices and, within Georgia, has more than 70 staff members available to serve this project. We have been working in Georgia for more than 20 years, which means your project will be given the resources needed for success with a local design team.
- *Delivering Buildable Projects.* M&N understands the importance of delivering projects within budget while meeting sound and fundamental design criteria that also fits within the context of the communities. Our team has delivered many TSPLOST and locally funded projects and we will design a project that can be built and will provide the citizens of Peachtree City with the best value for their investment.

Project Understanding

Ever since it was chartered in 1959, the City of Peachtree City has planned for and built one of the most comprehensive multi-use path systems of any community in the United States. This system, designed for pedestrians,

bicyclists, and golf carts, comprises more than 100 miles of paved trails that connect virtually every area of the city. In addition to the recreational benefit, this multi-use path system provides City residents with mobility options connecting neighborhoods, retail centers, parks, schools, churches, and employment centers. The systems' numerous tunnels and bridges provide safe and efficient access across major roadways, rail lines, and waters.

While the City has an extensive trail network, major roadways such as SR 54 and SR 74 pose significant barriers to mobility and access for trail users. To address the safety and mobility constraints that these roadways represent, the City has built one trail bridge over SR 74 and two (2) bridges over SR 54. The SR 54 bridges provide safe and efficient crossings, however, **east of Lake Peachtree, there are no grade separations for pedestrians, bicyclists, or golf carts** to cross without potential conflict with traffic. This segment of SR 54 is bordered by significant commercial development, numerous churches, as well as McIntosh High School and JC Booth Middle School.

A review of the last 8 years of crash history on SR 54 east of Lake Peachtree within the City limits reveals **23 crashes involving golf carts, 2 involving pedestrians, and 1 involving a bicyclist**, with 57% of crashes resulting in injury. The proposed multi-use path bridge over SR 54 just west of its intersection with Walt Banks Road and Carriage Lane will improve safety and connectivity for trail users as well as reduce delay and congestion for motorists on these roadways. Having designed similar multi-use path bridges for the City of Peachtree City and other communities throughout Georgia and the United States, Moffatt & Nichol is uniquely qualified to deliver this project for the citizens of Peachtree City who voted for this 2023 SPLOST project.

The M&N team is particularly well suited to helping our local government clients understand the advantages and disadvantages of using state and/or federal funds rather than just local funds. Given the high cost of the bridge over SR 54, it will be important to conduct preliminary engineering and environmental activities in a manner that would not preclude the use of federal funds for construction. The M&N team has extensive experience delivering state and federally funded projects for local clients.

Technical Approach

Path Design. We look forward to the opportunity to continue expanding Peachtree City's multi-use path network and connectivity. Our team has extensive experience designing multi-use paths and trails that complement the surrounding neighborhoods and are important amenities for the residents in their daily lives. Along with the Peachtree City bridges mentioned, Scott and our team designed the Windward Parkway pedestrian bridges which provide dedicated bridges for the path users where previously pedestrians and bicyclists were forced to leave the sidewalk and use the bridge shoulder areas to cross the creeks.

Typical Section. We anticipate that the typical section will match what is currently used for the paths for the Gateway Bridge project, which includes a 10-foot-wide asphalt cart path with 5-foot graded shoulders. Where side slopes require their use, the shoulders will have 3-foot paving and timber railing on either side. This section will be confirmed during the concept phase.

Bridge and Ramp Design over SR 54 West. These may be considered the centerpiece of the project, and there are critical items to be evaluated and addressed in developing the bridge design over SR 54 and the ramps connecting on both the north and south ends of the bridge. The ramp alignments will be evaluated in conjunction with the bridge design to determine the location of the bridge.

We recommend that a kickoff coordination meeting be held with Peachtree City to fully understand the goals and vision for the bridge and multi-use path, the configuration of the ramps, where flexibility in the design is allowable and what aspects are important to not change. We will discuss the coordination points that need to be scheduled with GDOT.

We understand that the bridge and ramp design **will be ADA compliant, safely accommodate golf cart traffic, and will meet all GDOT requirements including vertical clearance,** providing minimum clear zone to abutments, and handling of the stormwater. We assume that bridge lighting requirements will be similar to the other projects we have done in the City and will include pathway-level lighting only. If any special, decorative lighting is planned for the bridge, we would need to coordinate that with GDOT as well during the Encroachment Permit process. The bridge design will account for the location and providing sufficient vertical clearance to the adjacent power lines on the east side of SR 54. If possible, relocating or raising of the power lines will be avoided.

It is absolutely critical that the SUE investigations **locate ALL utilities** in the vicinity of the bridge and ramps and within GDOT right-of-way as these affect where the truss end bents and ramp foundations can be placed. We will coordinate closely with the utility owners in the project corridor to reach this end and minimize the need for relocations whenever possible.

Based on previous experience at the Gateway Bridge, the Encroachment Permit process with GDOT will require **detailed traffic control plans** for establishing laydown areas for the truss, crane placement, and for setting the truss. This will be one of the items discussed with District 3 personnel early during the 30% design phase.

Our Gateway Bridge path at MacDuff Parkway included detailed Maintenance of Traffic plans that were reviewed and approved by GDOT and this bridge can use the same approach. If needed, crossovers can be located at Stevens Entry and Robinson Road.

Shakerag Hill to Carriage Lane. Where the ramp ties to existing ground, it will turn northward on Shakerag Hill. There is approximately 10 feet from back of curb to the existing right-of-way. The multi-use path can be constructed behind the curb with a grass or landscaping strip depending on a balance between separation and right-of-way costs. There are two commercial driveways to cross prior to Robinson Road. Some natural and planted landscaping may be impacted, but can be replaced in similar fashion with this project. There is a light pole at one driveway that should be able to be avoided.



At the intersection with Robinson Road, the multi-use path will cross Shakerag Hill and travel south along the shoulder to a point where it will cross Robinson Road and connect with the existing multi-use path. The existing path stops at the beginning of Robinson Court, so this project will continue the path along Robinson Court on the west side to avoid the power lines and multiple residential driveways. There is a shallow ditch on this side that will be avoided, if possible.

Beyond the cul-de-sac, the existing right-of-way continues to SR 54 where the multi-use path can run parallel to the road and connect to Carriage Lane, crossing through a field (and private property) north of the tree line. There is a well-worn foot path already that highlights the need for this path to be constructed. Right-of-way will need to be acquired for this section. If the multi-use path follows all the way to the intersection with Carriage Lane before turning south, right-of-way would still be necessary.

Takeaways: *This segment of the multi-use path travels through a residential neighborhood and will provide connectivity to an existing segment along Robinson Road. Right-of-way acquisition will be necessary, but can be minimized in some locations based on desired proximity to the curb and existing roads. The power poles on Robinson Court and north along SR 54 can be avoided.*

Roadway Crossings. Working closely with City staff, the M&N team will follow AASHTO and MUTCD standards as well as NACTO guidelines for locations where the path will cross roadways. Determining the appropriate crossing treatment will depend on factors such as speed limits, average daily traffic (ADT), anticipated pedestrian/ golf cart crossing traffic, and the configuration of the existing roadway and planned path facilities. For the minor roadway crossings such as those on Carriage Lane and Shakerag Hill, a marked crosswalk and pedestrian/ golf cart warning sign will most likely be sufficient as is for many throughout the City. If topography or other physical conditions make it difficult for drivers to visibly locate crossing locations and yield to pedestrians/golf carts, we will evaluate the use of pedestrian actuated RRFBs to enhance pedestrian/golf cart conspicuity and increase driver awareness. For the crossings on Robinson Road and Walt Banks Road, we will evaluate conditions and warrants for a pedestrian hybrid beacon such as a HAWK signal.

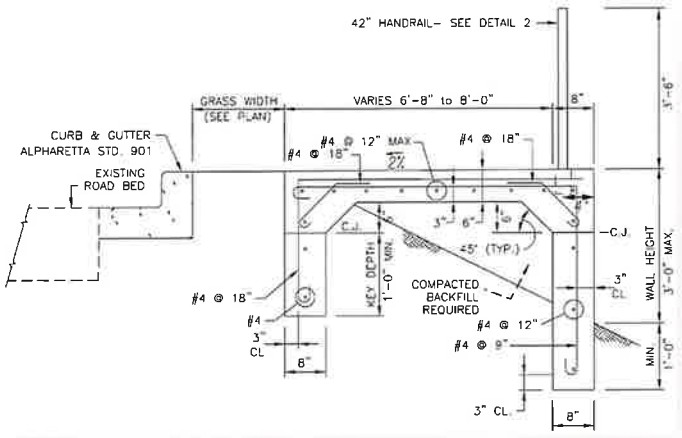


Takeaways: *Each street crossing will be individually evaluated to identify specific needs for that location and evaluate alternatives considering safety first. Our team will discuss crossing alternatives that the City has found effective and successful throughout their multi-use path network.*

Carriage Lane to South of Broken Bow Drive. After crossing Carriage Lane, the path will quickly approach the Westminster Memorial Gardens cemetery. There is approximately 30 feet from the edge of pavement to the existing right-of-way line. It reduces to approximately 20 feet when a right-turn lane is introduced. There is a slight vertical drop off within this shoulder of a couple feet. Paths are usually set back from a rural roadway a minimum of 6 feet. With a width of 10 feet, there is minimal distance behind the path for a slope prior to the existing right-of-way.

M&N has used sidewalks with concrete turndowns, most recently with a project with the City of Alpharetta, as

an alternative to retaining walls as they have a smaller footprint and can be less costly. Our team will evaluate the use of these turndowns to maintain a safe and functional cart path while minimizing property impacts. On the following page is a typical section of a turndown wall on an urban shoulder which can be easily modified for a rural shoulder.



After the cemetery, the path can extend and tie to the existing sidewalk at the intersection with Broken Bow Drive. As the shoulder slopes down quickly behind the curb and gutter, the use of a turndown wall in this location may be beneficial to minimize or avoid right-of-way acquisition. There is a power pole in this area where the path would need to taper and go around. Another option would be for the path to be located at the bottom of the slope adjacent to the parking lot allowing for greater separation from the roadway, but this would require additional right-of-way.

Takeaways: *There is space to accommodate the cart path within the existing right-of-way and consideration of innovative options such as a turndown wall can help meet this requirement and provide cost savings.*

Utility Coordination. SR 54 contains a range of utility infrastructure including overhead power and telecommunications lines on the east side, and underground gas and water. A key objective of the design will be to minimize utility conflicts to the greatest extent possible. Our in-house utility coordinator, **Sarah Ugolik, PE,** will be the conduit between leading and collection of utility information from the SUE effort and incorporation of that information into the plans, followed by a review for potential conflicts, and finally to coordinate with the design team to avoid or mitigate those conflicts. Her experience provides a unique advantage to the City providing a level of attention and care for addressing these issues that are critical to both schedule and costs. One of Sarah's main priorities will be getting a full and complete SUE survey in the area of the bridge to understand potential conflicts and minimize risks during construction.

Landscaping. Proposed landscaping will be coordinated with our licensed landscape architect, **Jonathan Bullard, RLA, ASLA,** of Foresite, and will be designed in accordance with the City guidelines. In developing the landscaping design, considerations will be made for the existing buried utilities, the cost of maintenance, as well as the overall aesthetics of the plants and trees proposed.

Lighting. Where requested to be added by the City, our team will develop comprehensive lighting plans and will closely collaborate with the City to ensure that our lighting designs align with relevant codes. **David Wills, PE,** is an expert in AASHTO and IES lighting design best practices and will work with Jonathan and the landscaping team so that these elements complement each other.

Project Approach

Surveying, Geotechnical Investigations, Ecological Evaluations. Upon NTP, Kevin will develop and provide a conceptual project footprint outlining the anticipated path alignment based on City input. Once complete, this will be provided to the City for your review and comment. Once this is agreed upon, Kevin will direct our survey, geotech, and ecology teams to begin their field activities.

Environmental Screening. This effort will begin while field activities are underway and will continue through 30% and 70% design. The M&N environmental team, led by **Pat Smeeton,** understands the important role that the environmental screening will play in the delivery of this project. In order to inform and guide the development of the proposed multi-use path, a detailed environmental screening will be completed to identify possible sensitive environmental resources, permitting requirements, and potential NEPA challenges and requirements if state, and/or federal funds are utilized in any phase of the project. In addition to identifying environmental resources, this screening will clearly present the schedule implications associated with utilizing state and/or federal funds for the project.



The environmental screening will include windshield and database searches for ecological, historic, and archaeological resources. Of particular concern is the Westminster Memorial Gardens cemetery located on the northeast side of SR 54. While this is a relatively modern cemetery, there lies the potential for unmarked gravesites along the property line. To address this issue, the M&N team includes New South Associates, a cultural resource investigation firm. While the gravesites on the cemetery appear well delineated, the potential exists for a disturbance of an unmarked gravesite, which could violate Georgia State law, regardless of funding source. To best address this concern, we recommend coordination with the Georgia SHPO to determine if any ground penetrating radar (GPR) testing is needed to ensure the project would not incur any impacts. While the possibility of unmarked gravesites is very low due to the age of the cemetery and well delineated cemetery layout, this coordination would be beneficial to reduce potential schedule risks.

Once the screenings are completed, an Environmental Screening Report will be prepared documenting the findings of field and database surveys and any agency coordination. The report will also identify the level of environmental documentation and permitting, if any, as well as approval timelines required based on local, state, and federal funding scenarios.



30% Design, Engineers Cost Estimate. All of the items noted in the technical approach (and more) will be evaluated during the 30% design phase so that the layout prepared for the City will have each design factor considered so that a workable alignment is identified prior to moving into the 70% design phase. This includes understanding cost implications of the bridge and path alignment. 30% design plans will be submitted to Peachtree City for your review and comment. Our team will meet with City staff in person, if desired, to discuss the proposed bridge and path design details and comments that the City may have prior to advancing to the next phase.

Preliminary bridge plans will be developed during this phase and submitted to GDOT for review and approval. Bridge Foundation Investigations (BFIs) will be initiated once the preliminary bridge plans are approved by GDOT and all utilities are located via the SUE investigations.



70% Design, Complete Environmental Permitting, Update Engineers Cost Estimate. Upon concurrence with the City on the bridge and path design, our engineers will advance the detailed design. One of the important activities during this phase is development of the traffic control plans. GDOT will want a clearly defined approach to traffic control for their encroachment permit. Details related to lane closures and proximity of construction activities to the state route are important items for their review. We will prepare special provisions for the bidding documents that will outline acceptable timeframes for lane closures, if appropriate. 70% plans will be sufficient to develop Right-of-Way Plans and begin the acquisition process.



90% Design, Update Engineers Cost Estimate. Final bridge plans will be developed, reviewed and approved by the GDOT Bridge Office during this phase. Any changes to the plans per the final bridge design will be incorporated and submitted to the City along with an updated Engineers Cost Estimate for review and comment.

ROW and Easement Acquisitions (if necessary). Right-of-way acquisition is anticipated to be necessary based on the conceptual path alignment. Our engineers will look for opportunities to reduce right-of-way impacts for cost savings and minimize the number of parcels with any impacts to simplify and shorten the acquisition timeline. Kevin will be available during acquisition to answer comments and develop revisions, where and when needed.

GDOT Permitting (Encroachment Permit). GDOT has recently formalized their encroachment permit process with the development of Chapter 11 in ***GDOT's Regulations for Driveway & Encroachment Manual***. Kevin and our team have obtained encroachment permits through this process on previous projects and are in the process of another for a roundabout in Effingham County.

As GDOT is continuing to develop and refine this process, communication with the GDOT District 3 Office will be critical to the successful approval of this permit. Once field activities are underway, our team will connect with GDOT and schedule a call to discuss the project and outline the process for all involved. Critical activities for GDOT involvement (for any and all items within state right-of-way) include preliminary and final bridge plan reviews, traffic control plans, potential utility conflicts, and cart path design adjacent to SR 54. These are all deliverables and reviews that our team has done on every GDOT project and many local projects as well and are more than familiar with their requirements and expectations.

Takeaways: *As GDOT involvement via the encroachment process is a critical path process, early and regular communication with the District 3 Office is important in setting expectations and outlining a process to move forward for successful delivery of this project.*



100% Construction Documents including Specifications and a Project Manual. With successful delivery of the previous phases, preparing the 100% Construction Documents along with the bid documents and the Project Manual will be completed quickly. The engineer's estimate will be reviewed one more time for updates in unit costs and any quantity revisions since the 90% plans.

Bid Phase Services/Construction Admin/Project Closeout. M&N can support the City or take the lead at your direction during bidding, award, and the construction phase of any project. These activities can include:

- **Developing a bid announcement**
- **Preparing for and leading a pre-bid conference with the City**
- **Providing construction bid packages to contractors and plan rooms**
- **Answering bidding contractors' questions**
- **Providing addenda**
- **Helping the City evaluate bids and provide a certified bid tab and summary with recommendations concerning contract award**
- **Providing a seven-day letter**
- **Coordinating with the contractor and utility companies**
- **Reviewing/approving contractor pay applications**
- **Reviewing construction progress**

In the event bids exceed the project budget, M&N will assist in negotiating with the apparent low bid contractor to evaluate options to meet project budget. M&N has several team members with contractor-industry experience. We can conduct bidding and construction services on projects designed by other consultants or by City staff, not just ones designed by M&N.

Quality Control. M&N is committed to managing a quality process that will accelerate the project schedule, reward innovation, and deliver a constructible project. Regular communication and coordination between disciplines, schedule and scope management, and resource management are critical aspects of delivering quality. The quality team is composed of independent subject matter expert reviewers for each of the key disciplines. They will not only review plans and documents related to their disciplines, but also perform cross discipline reviews. Historically, this has been helpful in identifying issues that would have previously gone unnoticed.

Upon Notice to Proceed, Kevin will develop a **Quality Control Plan** that will outline key review milestones and identify subject matter experts for the quality reviews. Key milestones identified and scheduled for review in just the beginning phases of the project will include:

» Geometric review (alignment and profile) of the preferred alternate
» Site review for survey backcheck

All reviews will include sign off that the quality review is completed, revisions made, and the team can advance to the next task. At this point, the team can proceed to the Detailed Design phase with assurance that the preferred alternate is the best solution for addressing the operational and safety needs of the project and that the design best accommodates the constraints of the site.

SUCCESS STORY

SR 25 AT TRIPPE BOULEVARD
Savannah, Georgia

M&N provided engineering design services for a roundabout at the intersection of SR 25 and Trippe Boulevard at the Garden City Terminal in Savannah. This project was locally funded and located on a state route similar to Peachtree City's Highway 54 Pedestrian Bridge and Multi-Use Path Extension project. As such, it required an encroachment permit with GDOT and was required to meet their PDP requirements for this permit outlined in Chapter 11 of the *GDOT Regulations for Driveway & Encroachment Manual.*

As a locally-funded initiative, M&N applied for a GDOT encroachment permit due to the intersection being located on a state route. We were able to streamline the GDOT permit process to help accelerate the overall project schedule. Our team also helped prepare bidding documents and successfully navigated the project to the bidding phase. During construction, we provided construction inspectors and addressed contractor questions. *This project was designed and constructed (from design NTP to open to traffic) in 12 months!* This is an incredibly accelerated schedule that was possible due to several key factors:

» *Understanding that GDOT would be involved, our team met with the District Office early to discuss the encroachment permit process, introduce the project to key GDOT staff, and identify critical deliverables.*
» *Right-of-way acquisition was not required and saved the project six months or more.*
» *Our team engaged key decision makers on this project early and regularly to streamline decision making and push critical tasks.*

Why Moffatt & Nichol?

Scott, Kevin, and our entire team at Moffatt & Nichol are proud of the projects we've completed to date for Peachtree City with the two pedestrian bridges near MacDuff Parkway and across Lake Peachtree and are excited about the opportunity to partner with Peachtree City on this transformative pedestrian bridge and path project. We bring extensive experience delivering similar projects—particularly those involving collaboration between GDOT and local governments—and have a deep understanding of the unique nature of these initiatives.

SECTION 2

IN-HOUSE CAPABILITIES



ORGANIZATIONAL DEPTH & CURRENT WORKLOAD

Founded in 1945, M&N has enjoyed steady growth worldwide and in Georgia, and today work from more than 65 offices and offer more than 1,300 employees. Our Georgia operations began in downtown Savannah in 2002 and since then have added an Atlanta office in 2012 and a Peachtree Corners office in 2023. Our more than 70 Georgia personnel work closely together to deliver our transportation and civil design projects, cooperation that is evident in our team composition for this project.

M&N has developed a strong, professional team for the City of Peachtree. The engineers and planners who make up the M&N team are experts in designing award-winning multi-purpose trails. This includes multi-use paths, pedestrian bridges, rails-to-trails, shared-use bicycle lanes, and conventional sidewalk projects. Our staff have worked with cities and counties in Georgia, and across the country, on projects similar to the proposed bicycle and pedestrian multi-use path bridge proposed for this project. With an 90% repeat client rate throughout the firm, and a consistent workload from GDOT and local municipalities, our attention to detail and focus on client needs truly differentiates us from our competition.

The M&N team is highly experienced in managing projects funded through local sources as well as those receiving federal funding, including local, state, or federal grants. Our team is expert in GDOT let projects and local let, bringing a deep understanding of the intricacies involved and delivering exceptional results for each endeavor. Our engineers understand and have experience with many of the strategies used to increase pedestrian safety on or near roadways, including access management, pedestrian-focused accommodations, road diets, proper signaling and crosswalk design, and raised medians, just to name a few.

As a multi-disciplined transportation planning and engineering firm, M&N has the proven experience, staff resources, and technical proficiency to undertake this project. We have previously held two pedestrian bridge contracts with Peachtree City providing bridge and intersection improvement design services, and our history working with the City will prove beneficial to the project. Our in-house design team will serve as a one-stop shop the City can rely on to design an excellent trail bridge for your community.



Cost and Time Management Commitment. M&N offers a depth of resources, including a dependable, accessible project manager, resourceful and responsive project team, and effective quality assurance program to accomplish the City's project on time and on budget. Locally, our Atlanta office includes more than 20 engineers, planners, analysts, construction managers, and technicians with access to more than 50 experts within a four-hour drive of Peachtree City. Additionally, our **Principal-in-Charge, Ron Osterloh, PE,** will monitor project progress and verify that the necessary personnel and resources are provided to deliver high-quality, cost-effective services. Ron will work closely with Kevin and Ryan to support the delivery of high-quality services the City expects from our team.

Quality Assurance/Quality Control (QA/QC). The quality team will be managed by **Ryan Triick, PE,** who will provide independent reviews. All M&N offices are ISO 9001-certified. To maintain this certification, M&N regularly conducts independent internal quality audits that evaluate adherence to our QMS.

Key Personnel	Role	Years of Experience	Licensure	Availability
Kevin Skinner, PE	Project Manager	27	PE: Georgia	70%
Ron Osterloh, PE	Principal-in-Charge	32	PE: Georgia	50%
Scott Caples, PE	Bridge Design Lead	42	PE: Georgia	65%
Ravi Vachhani, PE	Trail Design	10	PE: Georgia	65%
Ryan Triick, PE	Quality Manager	28	PE: Georgia	55%
Pat Smeeton	NEPA/ENV Permitting	33	N/A	60%
Sarah Ugolik, PE	Utility Coordinator	14	PE: Georgia	60%

PERCENTAGE OF SERVICES

Area Class #	Area Class Description	Moffatt & Nichol (Prime)	TerraMark (Sub)	United (Sub)	Foresite (Sub)	New South (Sub)
	GDOT Prequalification Expiration Date	01-31 2028	06-11 2026	07-13 2026	03-08 2027	06-11 2026
1.06a	NEPA Documentation	100%				
1.10	Traffic Studies	100%				
1.13	Non-Motorized Transportation Planning				100%	
3.02	Two-Lane or Multi-Lane Urban Roadway Design	100%				
3.08	Landscape Architecture				100%	
3.10	Utility Coordination	100%				
3.12	Hydraulic and Hydrological Studies (Roadway)	100%				
3.13	Facilities for Bicycles and Pedestrians	100%				
3.15	Highway Lighting	100%				
4.01a	Minor Bridge and Miscellaneous Highway Structure	100%				
5.01	Land Surveying		100%			
5.02	Engineering Surveying		100%			
5.08	Overhead-Subsurface Utility Engineering SUE			100%		
6.01(a)	Soil Survey Studies			100%		
6.01(b)	Geological and Geophysical Studies			100%		
6.02	Bridge Foundation Studies			100%		
8.01	Construction Supervision	100%				
9.01	Erosion, Sedimentation, and Pollution Control and Plan Preparation	100%				
9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations			100%		

SUBCONSULTANT FIRMS

The Highway 54 W Bridge project requires a wide variety of expertise and experience to successfully deliver the required services. To best meet your needs, Moffatt & Nichol has supplemented our in-house expertise with three teaming partners providing a wide variety of specialty services. These are firms that share our commitment to customer service and are respected in their fields.

UNITED CONSULTING

Geotechnical Engineering & SUE

United Consulting Group, Ltd. is a multidisciplined engineering consulting firm based in Norcross specializing in environmental services, geotechnical engineering, geophysical services, special inspections, and construction materials testing since 1990. With more than 150 employees, including 30 professionally registered engineers, geologists, and surveyors, the firm has undertaken some of the most challenging projects in the Southeast. They have numerous geotechnical-related GDOT prequalifications and have extensive experience on DOT and municipal projects.

United has most recently completed the following public projects, some within Peachtree City, which are similar to the work required for this project:

- Peachtree City Paschall Road Path
- Crosstown and Peachtree Parkway
- Willowbend Picnic Park Pedestrian Bridge
- Peachtree City Police Depart Expansion
- Peachtree City Call in Services

FORESITE group

Landscape Architecture & Planning

Founded in 2003, Foresite Group, LLC has grown into a multidisciplined firm that provides a wide variety of services from land development civil engineering to landscape architecture to structural engineering. Their site design approach is all encompassing and considers pedestrian traffic, topography, existing vegetation, the ultimate desired use of the space, etc. Trails and pathways are what connect the community and are an important part of any project. Foresite's landscape architecture team also understands that trails can be used as catalysts for expanded recreation opportunities, serve as gateways, and help people connect with nature. The team's expertise in native and adaptive plants help establish the most appropriate types of plants for the site and ultimate use. Landscape planting design adds to the user's trail experience overall.

Foresite has most recently completed the following landscape architecture design for projects, some within Peachtree City, which are similar to the work required for this project:

- Braelinn Village Shopping Center Improvements
- Westpark Walk Shopping Center
- 30+ Commercial Developments (retail/restaurant)
- Golf Cart Bridge Design

TerraMark

Surveying

TerraMark Land Surveying, Inc. is an employee-owned Small Business Firm specializing in surveying, mapping and geographic information systems (GIS) services. The firm includes six Registered Land Surveyors, two Certified Geographic Information Systems Professionals, and numerous individuals in the training phase. They utilize Trimble conventional, robotic, and GPS/GIS data collection surveying equipment. In addition, they utilize Riegl 3D Laser Scanning equipment and software to perform data collection of detailed oriented projects such as treatment plants and lift stations.

TerraMark has most recently completed the following public projects, some within Peachtree City, which are similar to the work required for this project:

- Nancy Creek Trail Multi-Use Trail System
- Peachtree Creek Greenway Multi-Use Trail System

NSA NEW SOUTH ASSOCIATES

Archaeology & History

New South Associates employs a staff of 143 including archaeologists, historians, architectural historians, physical and cultural anthropologists, remote sensing specialists, GIS specialists, as well as administrative, graphic, and production support staff. Their project experience includes archaeological predictive modeling, survey, site evaluations/testing, and data recovery mitigations; historic structures survey, evaluations, and documentation; site and organization histories; Traditional Cultural Property evaluations; GIS studies; subsistence studies for prehistoric and historic archaeological sites.

New South has most recently completed the following public projects, some within Peachtree City, which are similar to the work required for this project:

- Peachtree City NEXRAD/NWS Survey
- Fischer Crossing Tract

COST



Hourly Rate Schedule

Hourly rates must be shown for all project team members. The respondent should clearly indicate the proposed billing rate within the categories (only) shown below for each team member. No other billing categories will be evaluated or utilized for this contract. The respondents' hourly rates shall remain fixed for a period of 3 years, after which time a reasonable increase will be negotiated with the City if necessary.

Principal (20+ years experience)	**$/hr** $295
Senior Engineer (10+ years experience)	**$/hr** $219
Project Manager	**$/hr** $273
Project Engineer/ (4-10 years experience)	**$/hr** $192
Staff Engineer/Designer (0-4 years experience)	**$/hr** $144
CAD Operator	**$/hr** $126
Senior Technician	**$/hr** $168
Professional Land Surveyor	**$/hr** $140
Survey Crew	**$/hr** $105
Senior Ecological Scientist	**$/hr** $245
Staff Ecologist	**$/hr** $170
Senior Inspector (construction phase services)	**$/hr** $165
Project Manager (construction phase services)	**$/hr** $220
Subconsultant/Outside Expenses	**Cost +%** 15

SECTION 4

REFERENCES



GATEWAY TRAIL PEDESTRIAN BRIDGE OVER SR 54

OWNER: CITY OF PEACHTREE CITY
LOCATION: PEACHTREE CITY, GEORGIA
DATE COMPLETED: 2021
PRICE: $334,500

This new, 0.2-mile-long segment of 10-foot-wide multi-use path connects to the extensive path network already present throughout Peachtree City. As prime consultant, M&N led all phases of development for a new 10-foot-wide multi-use path that connects to the extensive path network throughout



Key Staff Involved

Ron Osterloh, Scott Caples, Ryan Triick, Sarah Ugolik, Ravi Vachhani

Reference

David Borkowski | City of Peachtree City
(770) 631-2588, ext. 1141 | dborkowski@peachtree-city.org
209 McIntosh Trail, Peachtree City, GA 30269

Peachtree City. The 0.2-mile-long section of new path also included a 154-foot-long prefabricated weathering steel truss bridge over SR 54 supported on mechanically stabilized earth wall abutments. The pedestrian crossing decking is cast-in-place concrete for durability and minimal maintenance. This project provides pedestrians, golf carts, and cyclists with better access to residential and commercial sites on both sides of SR 54.

The project is Americans with Disabilities Act-compliant, meets the criteria for the American Association of State Highway and Transportation Officials' Load and Resistance Factor Design, and Guide for Development of Bicycle Facilities. This project's scope included concept development, extensive coordination with truss bridge vendors, structural foundation design, staging, drainage design, erosion, sediment and pollution control plans, lighting and utility plans, landscape plans, and preliminary and final construction plans. During construction, M&N provided full support services including shop drawing reviews, responses to RFIs and NPDES-related inspections.

LAKE PEACHTREE MULTI-USE PATH BRIDGE

OWNER: CITY OF PEACHTREE CITY
LOCATION: PEACHTREE CITY, GEORGIA
DATE COMPLETED: 2024
PRICE: $2 MILLION

Situated on what is the busiest section of the city's extensive trail network, the new 12-foot-wide structure replaces the existing, functionally obsolete 7'-0" wide bridge which causes disruptions to traffic flow on the path because it only



Key Staff Involved

Ron Osterloh, Scott Caples, Ryan Triick

Reference

David Borkowski | City of Peachtree City
(770) 631-2588, ext. 1141 | dborkowski@peachtree-city.org
209 McIntosh Trail, Peachtree City, GA 30269

accommodates a single lane of cart traffic across the bridge at a time. . The proposed replacement bridge is a 3-span, 160-foot long prefabricated steel truss structure supported on steel H-pile bents. The low profile, 3-span truss design maintains the existing trail grade and height of railing to ensure that clear view of the lake is maintained. The project is Americans with Disabilities Act (ADA)-compliant and involved significant coordination efforts with Peachtree City, utility companies, and with GDOT on the maintenance of traffic plans which included an on-site temporary detour of current trail traffic up onto the shoulder of the adjacent SR 54 bridge over the lake. The City of Peachtree City procured the project using design-build, but it required close coordination with GDOT and issuance of an Encroachment Permit for temporary impacts to SR 54.

WINDWARD PARKWAY PEDESTRIAN BRIDGES & SIDEWALKS

OWNER: CITY OF ALPHARETTA
LOCATION: ALPHARETTA, GEORGIA
DATE COMPLETED: 2026
PRICE: $3.8 MILLION

M&N is working for the City of Alpharetta on the Windward Parkway pedestrian bridges and drainage modification project, which involves two main components: designing four pedestrian bridges and their connections to the existing sidewalk network, and addressing identified drainage concerns affecting two private residences on Windward Parkway.



Key Staff Involved

Kevin Skinner, Ron Osterloh, Ryan Triick, Pat Smeeton, Sarah Ugolik, Ravi Vachhani

Reference

Pete Sewczwicz | City of Alpharetta
(678) 297-6260 | psewczwicz@alpharetta.ga.us
1790 Hembree Rd, Alpharetta, GA 30009

The proposed pedestrian bridges on either side of Windward Parkway at Big Creek and at Big Creek Tributary are prefabricated, weathering steel truss structures that carry 8-foot-wide concrete walkways. The bridges are sized for hydraulic efficiency and demonstrate a no-rise condition for the affected waterways. Additionally, M&N was responsible for resolving a known area of concern involving a stormwater drainage issue at an inlet pipe located between two residences built at what was a natural low point prior to neighborhood development.

Many utility lines were present at these locations, and extensive coordination has been undertaken to avoid any utility conflicts, helping to expedite construction time and lower construction costs. The tasks associated with this project include environmental documentation/permitting, sidewalk and pedestrian bridge design, drainage design, staged construction/maintenance of traffic, geotechnical services, topographic survey, utility coordination, ROW accommodation, public outreach support, and construction cost estimating.

ALPHA LOOP TRAIL & ACADEMY STREET PEDESTRIAN SAFETY IMPROVEMENTS

OWNER: CITY OF ALPHARETTA
LOCATION: ALPHARETTA, GEORGIA
DATE COMPLETED: 2024
PRICE: $860,000

This project for Alpharetta provides an extension of the AlphaLoop trail for 0.5-miles running along Roswell Street and includes a raised intersection, unique to the region. This extension increases access to the trail network by working within established corridors and minimizes right-of-way



Key Staff Involved

Kevin Skinner, Ron Osterloh, Ryan Triick, Pat Smeeton, Sarah Ugolik, Ravi Vachhani

Reference

Arash Moradkhani | City of Alpharetta
(678) 297-6260 | amoradkhani@alpharetta.ga.us
1790 Hembree Rd, Alpharetta, GA 30009

impacts to reduce costs. The pedestrian improvement project aims to enhance safety and accessibility in the City of Alpharetta, focusing on Academy Street between SR 9/Main Street and Haynes Bridge Road, as well as the intersection at Marietta Street and Roswell Street. M&N takes on the responsibility of designing improvements that prioritize pedestrian-friendly intersection layouts within these areas, including a raised intersection, unique to the area. The project encompasses a comprehensive evaluation of intersections, the exploration of concept alternatives, the implementation of safety measures, and the development of detailed design plans and cost estimates. In addition to technical aspects, M&N also actively engages in public outreach and collaborates with adjacent property owners to ensure the project aligns with the community's needs and expectations. Furthermore, the project includes the design of lighting solutions and the integration of amenities along the trail to create a safer and more enjoyable environment for all residents and visitors.

SECTION 5

AFFIDAVITS



Contractor Affidavit under O.C.G.A. § 13-10-91(b)(l)

The undersigned contractor ("Contractor") executes this Affidavit to comply with O.C.G.A § 13-10-91 related to any contract to which Contractor is a party that is subject to O.C.G.A. § 13-10-91 and hereby verifies its compliance with O.C.G.A. § 13-10-91, attesting as follows:

a) The Contractor has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program;

b) The Contractor will continue to use the federal work authorization program throughout the contract period, including any renewal or extension thereof;

c) The Contractor will notify the public employer in the event the Contractor ceases to utilize the federal work authorization program during the contract period, including renewals or extensions thereof;

d) The Contractor understands that ceasing to utilize the federal work authorization program constitutes a material breach of Contract;

e) The Contractor will contract for the performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the Contractor with the information required by O.C.G.A. § 13-10-91(a), (b), and (c);

f) The Contractor acknowledges and agrees that this Affidavit shall be incorporated into any contract(s) subject to the provisions of O.C.G.A. § 13-10- 91 for the project listed below to which Contractor is a party after the date hereof without further action or consent by Contractor; and

g) Contractor acknowledges its responsibility to submit copies of any affidavits, drivers' licenses, and identification cards required pursuant to O.C.G.A. § 13-10-91 to the public employer within five business days of receipt.

No: 1600079

Federal Work Authorization User Identification Number

10/26/2020

Date of Authorization

Moffatt & Nichol, Inc.

Name of Contractor

City of Peachtree City

Name of Project

City of Peachtree City

Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed on MARCH, 17, 2026 in LONG BEACH (city), CALIFORNIA (state).

Signature of Authorized Officer or Manager

MICHAEL A. THOMAS, JR. Vice President

Printed Name and Title of Authorized Officer or Manager

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE_____DAY OF_____, 20_____.

NOTARY PUBLIC

My Commission Expires:

See Attached.

14

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles)

On March 17, 2026 before me, Maria G. Vallejo Rico, Notary Public
(insert name and title of the officer)

personally appeared Michael Alan Thomas Jr.,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(ies), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

MARIA G. VALLEJO RICO
Notary Public - California
Los Angeles County
Commission # 2487921
My Comm. Expires Apr 23, 2028

Signature _____ (Seal)

Certification of Absence of Conflict of Interest
For Development of Specifications or Scope of Work

Required for each contract or arrangement to prepare or develop specifications or requirements (O.C.G.A. § 36-80-28)

The undersigned Consultant, who is entering into a contract or arrangement with The City of Peachtree City to prepare or develop specifications or requirements for an invitation for bids, request for proposals, purchase order, or any other type of solicitation for said The City of Peachtree City certifies that:

1. Consultant shall avoid any appearance of impropriety and shall follow all policies and procedures of The City of Peachtree City, as may be related to the project.

2. Consultant discloses below any material transaction or relationship currently known to Consultant that reasonably could be expected to give rise to a conflict of interest, including, but not limited to, that of the Consultant, or the Consultant's employees, agents or subsidiaries (Include past, present, or known prospective engagements, involvement in litigation or other dispute, client relationships, or other business or financial interest):
   N/A

3. Consultant shall immediately disclose any material transaction or relationship subsequently discovered during the pendency of the contract or arrangement.

4. Consultant acknowledges that any violation or threatened violation of the agreement may cause irreparable injury to The City of Peachtree City, entitling The City of Peachtree City to seek injunctive relief in addition to all other legal remedies.

Signature of Contractor's Authorized Official

Ronald W Osterloh, Vice President

Printed Name & Title of Authorized Official

3/16/25

Date

Sub-subcontractor Affidavit under O.C.G.A. § 13-10-91(b)(4)

By executing this affidavit, the undersigned sub-subcontractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services under a contract for Foresite Group and Moffatt & Nichol on behalf of Peachtree City has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned sub-subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned sub- subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the sub-subcontractor with the information required by O.C.G.A. § 13-10-91(b). The undersigned sub-subcontractor shall submit, at the time of such contract, this affidavit to Foresite Group. Additionally, the undersigned sub-subcontractor will forward notice of the receipt of any affidavit from a sub-subcontractor to Foresite Group. Sub- subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

1250269
Federal Work Authorization User Identification Number

December 7, 2022
Date of Authorization

Foresite Group, LLC
Name of Sub-subcontractor

Highway 54 Bridge
Name of Project

City of Peachtree City
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct. Executed on 16, March, 2026 in Peachtree Corners (city), GA (state).

Signature of Authorized Officer or Manager

Erik Johnston, President
Printed Name and Title of Authorized Officer or Manager

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE 16 DAY OF March, 2026.

NOTARY PUBLIC
My Commission Expires: December 29, 2029

WILL A HARPER NOTARY PUBLIC GWINNETT COUNTY, GEORGIA MY COMMISSION EXPIRES DECEMBER 29, 2029

Sub-subcontractor Affidavit under O.C.G.A. § 13-10-91(b)(4)

By executing this affidavit, the undersigned sub-subcontractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services under a contract for TerraMark Land Surveying and Moffatt & Nichol on behalf of Peachtree City has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned sub-subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned sub- subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the sub-subcontractor with the information required by O.C.G.A. § 13-10-91(b). The undersigned sub-subcontractor shall submit, at the time of such contract, this affidavit to TerraMark Land Surveying. Additionally, the undersigned sub-subcontractor will forward notice of the receipt of any affidavit from a sub-subcontractor to TerraMark Land Surveying. Sub- subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

331909
Federal Work Authorization User Identification Number

June 2010
Date of Authorization

TerraMark Land Surveying, Inc.
Name of Sub-subcontractor

Highway 54 Bridge
Name of Project

City of Peachtree City
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct. Executed on_____,

March 16, 2026 in Marietta (city), GA (state).

Signature of Authorized Officer or Manager

William C. Wofford, Jr. - Principal
Printed Name and Title of Authorized Officer or Manager

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE 16 DAY OF March, 2026

NOTARY PUBLIC
My Commission Expires: 1-25-2028

JOSHUA D WILSON
NOTARY PUBLIC
My Commission Expires
01-25-2028
PAULDING COUNTY, GEORGIA

Sub-subcontractor Affidavit under O.C.G.A. § 13-10-91(b)(4)

By executing this affidavit, the undersigned sub-subcontractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services under a contract for United Consulting Group and Moffatt & Nichol on behalf of Peachtree City has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned sub-subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned sub- subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the sub-subcontractor with the information required by O.C.G.A. § 13-10-91(b). The undersigned sub-subcontractor shall submit, at the time of such contract, this affidavit to United Consulting Group. Additionally, the undersigned sub-subcontractor will forward notice of the receipt of any affidavit from a sub-subcontractor to United Consulting Group. Sub- subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

1591226
Federal Work Authorization User Identification Number

09/20/2020
Date of Authorization

United Consulting Group, Ltd. dba United Consulting
Name of Sub-subcontractor

Highway 54 Bridge
Name of Project

City of Peachtree City
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct. Executed on 18th, March, 2026 in Norcross (city), GA (state).

Signature of Authorized Officer or Manager

Reza Abree, P.E. CEO/President
Printed Name and Title of Authorized Officer or Manager

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE 18th DAY OF March, 2026.

Gordon Purkis
NOTARY PUBLIC
My Commission Expires: November 13, 2029

GORDON PURKIS NOTARY PUBLIC GWINNETT COUNTY EXPIRES GEORGIA NOV. 13, 2029

15

Sub-subcontractor Affidavit under O.C.G.A. § 13-10-91(b)(4)

By executing this affidavit, the undersigned sub-subcontractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services under a contract for New South Associates and Moffatt & Nichol on behalf of Peachtree City has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned sub-subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned sub- subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the sub-subcontractor with the information required by O.C.G.A. § 13-10-91(b). The undersigned sub-subcontractor shall submit, at the time of such contract, this affidavit to New South Associates. Additionally, the undersigned sub-subcontractor will forward notice of the receipt of any affidavit from a sub-subcontractor to New South Associates. Sub- subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

215019
Federal Work Authorization User Identification Number

5/21/2009
Date of Authorization

New South Associates, Inc.
Name of Sub-subcontractor

Highway 54 Bridge
Name of Project

City of Peachtree City
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct. Executed on 16,

March, 2026 in Stone Mountain (city), GA (state).

Signature of Authorized Officer or Manager

Jackie Tyson, President
Printed Name and Title of Authorized Officer or Manager

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE 16th DAY OF March ,2026

NOTARY PUBLIC
My Commission Expires: 8/27/2027

THERESA M HAMBY
NOTARY PUBLIC
My Commission Expires
08-27-2027
DEKALB COUNTY, GEORGIA

moffatt & nichol

1201 Peachtree Street Northeast, Suite 1106
Atlanta, GA 30361
Tel: +1 404-205-8530

moffattnichol.com



Hourly Rate Schedule

Hourly rates must be shown for all project team members. The respondent should clearly indicate the proposed billing rate within the categories (only) shown below for each team member. No other billing categories will be evaluated or utilized for this contract. The respondents' hourly rates shall remain fixed for a period of 3 years, after which time a reasonable increase will be negotiated with the City if necessary.

Principal (20+ years experience)	**$/hr** $295
Senior Engineer (10+ years experience)	**$/hr** $219
Project Manager	**$/hr** $273
Project Engineer/ (4-10 years experience)	**$/hr** $192
Staff Engineer/Designer (0-4 years experience)	**$/hr** $144
CAD Operator	**$/hr** $126
Senior Technician	**$/hr** $168
Professional Land Surveyor	**$/hr** $140
Survey Crew	**$/hr** $105
Senior Ecological Scientist	**$/hr** $245
Staff Ecologist	**$/hr** $170
Senior Inspector (construction phase services)	**$/hr** $165
Project Manager (construction phase services)	**$/hr** $220
Subconsultant/Outside Expenses	**Cost +%** 15

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO:	Mayor and City Council	
VIA:	Justin Strickland, City Manager	
FROM:	Shayla Reed, Planning Director	07/29/2026
	Jonathan Miller, Interim Assistant City Manager	07/30/2026
	Justin Strickland, City Manager	07/31/2026
DATE:	August 6, 2026	
SUBJECT:	Discuss Text Amendment to the Land Development Ordinance, specifically Article XI — Vegetation Protection and Landscape Requirements	

Recommendation:
Provide feedback and direction to staff on proposed Text Amendment to the Land Development Ordinance, specifically Article XI - Vegetation Protection and Landscape Requirements.

Discussion:
The City Council has requested a text amendment to address Native and Invasive Plants to provide regulations on the planting of native planting while also prohibiting invasive planting. The city's Planning Commission took the lead in drafting the ordinance.

Relative Ordinances

Article XI. - Vegetation Protection and Landscape Requirements
DIVISION 4. - Tree Protection on Public Property

Budget Impact:
None

Attachments:
1. Proposed Native Plants Ordinance

Proposed Ordinance

As proposed by Kenneth Hamner

CITY OF PEACHTREE CITY
ORDINANCE NO. [XXXX]

AN ORDINANCE TO AMEND ARTICLE XI OF THE LAND DEVELOPMENT ORDINANCE, VEGETATION PROTECTION AND LANDSCAPE REQUIREMENTS, TO ESTABLISH NATIVE PLANT STANDARDS, PROHIBIT INVASIVE SPECIES, AND ALIGN WITH EXISTING ORDINANCES.

Sec. 1134. Purpose.
The purpose of this ordinance is to promote ecological balance, water conservation, and fiscal responsibility by requiring the use of native plants in regulated developments, prohibiting invasive plants, and aligning planting standards with existing tree, buffer, stormwater, and irrigation ordinances.

Sec. 1135. Applicability.
This ordinance applies to all development and redevelopment projects that submit a landscape plan for City review, including:

- Commercial, office, industrial, and institutional developments.
- Public projects including parks, roadways, stormwater basins, and streetscapes.
- Subdivision common areas, including entrances and buffers.
- Parking lot landscapes and required tree islands.
- Buffer yards required by zoning ordinances (GC, GI, LI, and others).

This ordinance does not apply to individual residential yards or golf course playing surfaces, except that non-playing landscaped areas of golf courses must comply.

Sec. 1136. Standards.

A. Native plant requirements.

1. **100% native plantings required** in buffers, stormwater facilities, and City-owned projects.
2. **At least 75% native plantings required** in general commercial, office, industrial, and institutional landscapes. Approved Special Purpose Gardens (per Subsection B) shall be excluded from this percentage calculation.
3. **All required canopy trees** shall be native species.

4. **No invasive species** listed by the Georgia Exotic Pest Plant Council or the City's Prohibited Species List may be planted.

B. Flexibility provisions.

1. If a required native species is unavailable, the applicant may request substitution with documentation from at least two regional suppliers.
2. Substitutions must be functionally equivalent in canopy size, ecological role, and site tolerance.
3. Temporary non-invasive placeholders may be approved, provided replacement occurs in the next planting season.
4. Special Purpose Gardens (e.g., cultural, memorial, or specimen plantings) may be composed primarily of non-native, non-invasive species, provided: (a) The Special Purpose Garden does not exceed 10% of the total area of the site; (b) The applicant provides a Design Narrative explaining the specific theme and why non-native species are essential to that intent; and (c) Such plantings are restricted to courtyards, plazas, or building entrances and are not used in buffers or stormwater facilities.

Sec. 1137. Approved Native Species.
The City shall maintain an Approved Native Plant List, organized by canopy size, site conditions, and permitted uses. The list shall be updated periodically and made available to staff, developers, and the public.

Sec. 1138. Prohibited Invasive Species.
The following species shall not be planted within the City of Peachtree City. Where encountered during development or redevelopment, they shall be removed and replaced with approved natives.

Trees

- Bradford / Callery pear (*Pyrus calleryana*)
- Sawtooth oak (*Quercus acutissima*)
- Tree of heaven (*Ailanthus altissima*)
- Mimosa (*Albizia julibrissin*)
- Princess tree (*Paulownia tomentosa*)
- White mulberry (*Morus alba*)
- Chinaberry (*Melia azedarach*)
- Paper mulberry (*Broussonetia papyrifera*)
- Golden rain tree (*Koelreuteria paniculata*)

Shrubs and Woody Vines

- Chinese privet (*Ligustrum sinense*)
- Japanese privet (*Ligustrum japonicum*)
- Thorny olive (*Elaeagnus pungens*)

- Autumn olive (*Elaeagnus umbellata*)
- Leatherleaf mahonia (*Mahonia bealei*)
- Winged burning bush (*Euonymus alatus*)
- Wintercreeper (*Euonymus fortunei*)
- Nandina / Sacred bamboo (*Nandina domestica*)
- Multiflora rose (*Rosa multiflora*)
- Japanese spiraea (*Spiraea japonica*)
- Amur honeysuckle (*Lonicera maackii*)
- Japanese honeysuckle (*Lonicera japonica*)
- Shrubby lespedeza (*Lespedeza bicolor*)
- Sericea lespedeza (*Lespedeza cuneata*)
- Red sesbania (*Sesbania punicea*)
- Bigpod sesbania (*Sesbania herbacea*)

Grasses, Groundcovers, and Herbaceous Plants

- Chinese silvergrass (*Miscanthus sinensis*)
- Fountain grass (*Pennisetum setaceum*)
- Nepalese browntop (*Microstegium vimineum*)
- Cogongrass (*Imperata cylindrica*)
- Alligator weed (*Alternanthera philoxeroides*)
- Marsh dayflower (*Murdannia keisak*)
- Japanese climbing fern (*Lygodium japonicum*)
- Vinca major (*Vinca major*)
- Vinca minor (*Vinca minor*)

Aquatic Invasives

- Kudzu (*Pueraria montana var. lobata*)
- Hydrilla (*Hydrilla verticillata*)
- Water hyacinth (*Eichhornia crassipes*)

Other Invasive Vines

- Asian wisterias (*Wisteria sinensis* / *Wisteria floribunda*)
- Periwinkles (*Vinca minor* / *major*)

Sec. 1139. Alignment with Other Ordinances.
This ordinance shall be read in harmony with:

- **Land Development Ordinance §1101** (Ecological Balance, Drought-Tolerant Plantings): compliance with native standards shall constitute compliance with §1101.
- **Zoning District Buffers (§1006–§1007, GC, GI, LI):** all required buffer plantings shall be 100% native.

- **Floodplain and Streambank Protection:** all plantings in regulated riparian zones shall be 100% native, selected from riparian-tolerant species.
- **Tree Protection Standards:** preserved native trees count toward canopy and native requirements. Replacement trees must be selected from the Approved Native Plant List.
- **Irrigation Standards:** permanent irrigation is not required in native landscapes; temporary irrigation is permitted for establishment only.

Sec. 1140. Enforcement.
Violations of this Division shall be enforced consistent with Article XI. Where prohibited invasive species are discovered on a regulated site, the City may require removal and replacement with approved native species.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO:	Mayor and City Council	
VIA:	Justin Strickland, City Manager	
FROM:	Jonathan Miller, Interim Assistant City Manager	07/30/2026
	Justin Strickland, City Manager	07/31/2026
DATE:	August 6, 2026	
SUBJECT:	Amwaste Presentation	

Recommendation:

Discussion:
Following the presentation of the single-hauler RFP at the last Council meeting, the Council requested that Amwaste return to present to the Council.

Budget Impact:

Attachments:
None