

Concept Plan

Peachtree Road Streetscape & Rail Trail
Fall 2017

Chamblee, Georgia

ACKNOWLEDGEMENTS

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Lowe's Chamblee
Hello Gorgeous
MARTA
Breathe Yoga Studio
Hopstix
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IDEA Gallery
BlueTop
Eugenia's
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Southbound
Frosty Caboose

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THE PROJECT

The project was broken into overlapping tasks that navigated the City through a process to work within the constraints and build upon a feasible and successful downtown.

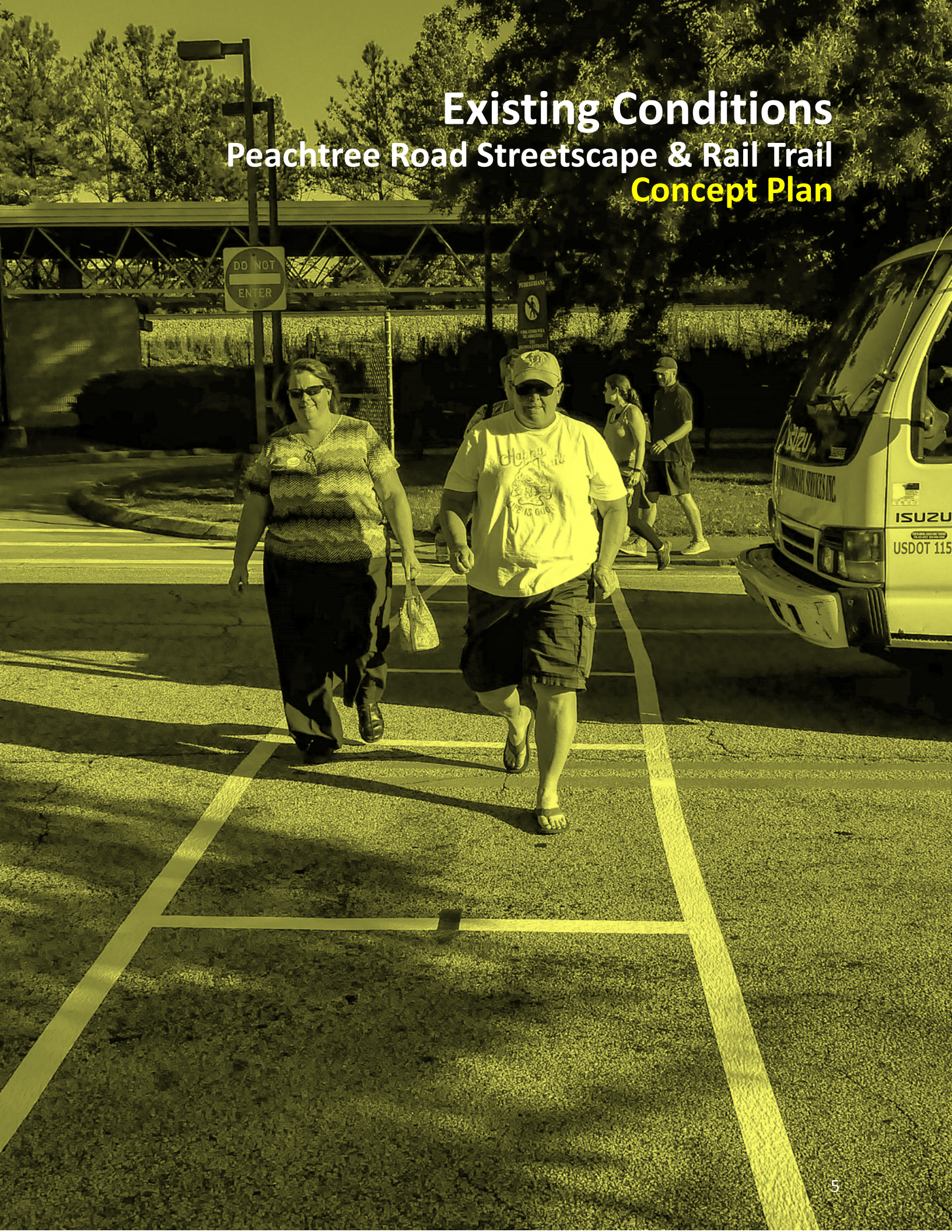
Task 5: Adoption by City Council



Existing Conditions

Peachtree Road Streetscape & Rail Trail

Concept Plan



EXISTING CONDITIONS

PRIOR PLANNING EFFORTS

The project for streetscape improvements along Peachtree Road and completion of Rail Trail segments 1, 4, 5 and 6 are guided by the City of Chamblee and input from residents, business owners, and other key stakeholders. These planning efforts for Peachtree Road and implementation of the Chamblee Rail Trail extension are supported by the vision, goals and policies of previously adopted studies and plans.

These studies and plans include:

City of Chamblee Comprehensive Plan (last updated in 2016);

Downtown Renaissance Plan (2015);

Chamblee Rail Trail Extension Study (2016)

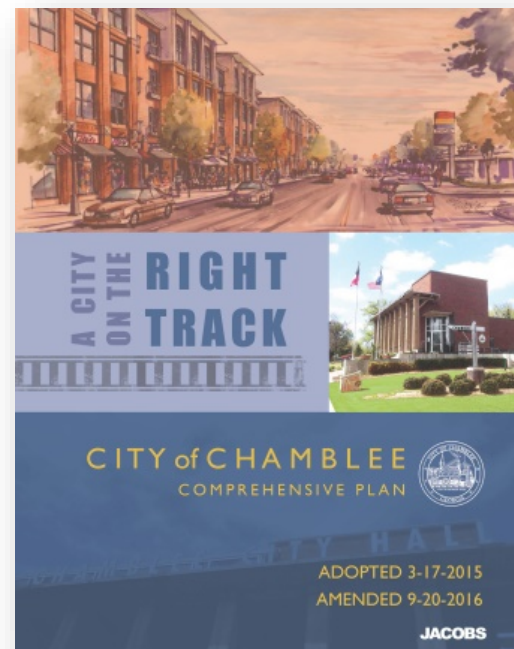
Chamblee Town Center Livable Centers Initiative (LCI) (2001) and LCI 10-Year Update (2014);

Unified Development Ordinance (UDO) (2015); and

Chamblee Community Active Living Plan (2011).

COMPREHENSIVE PLAN

The Comprehensive Plan provides the vision for the future of the City, with short and long term implementation plans for investments to achieve that vision. The vision of the City, “aspiring to be a healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community valuing families and neighbors, respecting the historic qualities of our city,” is supported by the overarching goals of creating a greater sense of community identity, supporting a thriving business environment, promoting a healthy and safe living environment, developing and maintaining strong multi-modal connections and providing quality government services.



The Comprehensive Plan divides the City into twenty distinct character areas, each with a unique vision and implementation measures. Beginning at the west boundary and heading east, Peachtree Road traverses the Peachtree Boulevard, Mid City, City Center, GM Village and Motor Mile character areas. The Peachtree Boulevard, Mid City and City Center character areas contain segments of the Rail Trail and its planned extensions. The implementation measures for the Peachtree Boulevard Corridor area specifically call for the City to “plan for and invest in a community street, trail and sidewalk network that is friendly to alternative modes of transportation.” The Mid City area, which includes the area around the north entrance to the Chamblee MARTA rail station, calls for the City to “create a blueprint for streetscape improvements,” “provide safe and convenient access to the future Chamblee Rail Trail Extension,” and “improve pedestrian connections to the MARTA station through the

EXISTING CONDITIONS

maintenance of and investment in streetscape elements such as sidewalks, fountains, and parks/green space.” Measures for the City Central area desire to “construct streetscape improvements along Broad Street and Peachtree Road,” “plan for and invest in a community trail network, building on the Chamblee Rail Trail,” and “support public artwork to commemorate the city’s history and future vision.” The GM Village and Motor Mile areas call for, respectively, “enhancing connections between disconnected areas,” such as across the MARTA rail line, and to “implement urban design standards that incorporate street furniture, lighting and landscaping that create a recognizable character for the corridor and improve walkability.”

SHORT TERM WORK PROGRAM (COMPREHENSIVE PLAN)

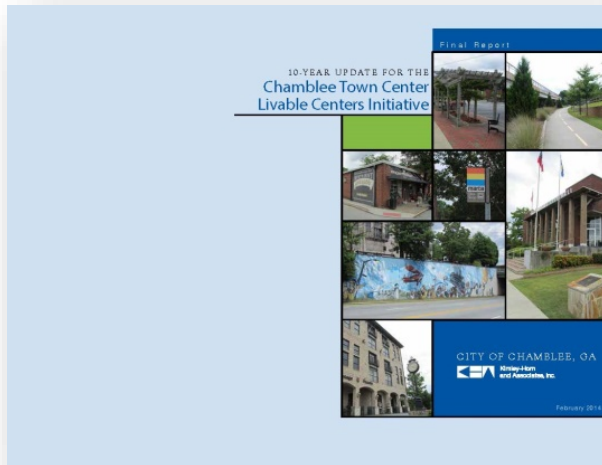
The Short Term Work Program (STWP) section of the Comprehensive Plan identifies specific implementation actions to be achieved during the five year period, 2014-2019 that are central to the development of these concept plans. Current action items include to “Build the Chamblee Rail Trail Multi-Use Greenway (PW.15); “Build Corridor Improvements along Peachtree Rd from Clairmont Road to Pierce Road” (PW.19); “Build Corridor Improvements along Peachtree Rd” (PW.20); and “Build Pedestrian Crosswalk Improvements at Peachtree Rd at Pierce Road” (PW.25). Included among the implementation plans is the need to “invest in aesthetic streetscape treatments, such as street trees, pedestrian lighting, community banners, and gateway monuments and way-finding signage, including improvement along Chamblee Dunwoody Road and Peachtree Road,” as a short term goal, and to “integrate the Chamblee Rail Trail Extension through the downtown area,” as a long-term goal.

DOWNTOWN RENAISSANCE PLAN

The Downtown Renaissance Plan refers to Peachtree Road as Chamblee’s “main street.” That plan focuses on Peachtree Road and explores solutions to the issues affecting the vibrancy of the downtown area. The main issue identified in the Plan is a lack of pedestrian-focus. Wide moving street lanes, lack of aesthetic elements, such as vegetation and public artwork, and most importantly, a lack of proper sidewalks and crosswalks for safety are identified as issues holding back the success of the downtown area.

The culmination of these prior planning efforts support and identify the development of concept and construction plans for the Peachtree Road Streetscape and Rail Trail Extension as pivotal next steps in building on the success of Chamblee’s downtown.

EXISTING CONDITIONS



TOWN CENTER LIVABLE TOWN CENTERS INITIATIVE (LCI)

A 2001 LCI study for Chamblee's downtown area focusing on transit oriented development (TOD) around the Chamblee MARTA rail station, found that progress on the corridor should prioritize walkability and bikeability. A 2014 updated expanded the Town Center LCI study boundary to encompass 300 acres between New Peachtree Road and Peachtree Boulevard and from Clairmont Road east to Ingersoll Rand Way. The study provided a survey of the sidewalk network and gaps along the route, including that of Peachtree Road and adjacent streets Pierce

Drive, Malone Drive, American Industrial Way, Chamblee Dunwoody Way and Broad Street, and made recommendations for streetscape improvements to enhance the quality of life in the area.

UNIFIED DEVELOPMENT ORDINANCE (UDO)

The City's Unified Development Ordinance (UDO) has twelve stated purposes, eight of them which are supportive of the planning and construction of the proposed Rail Trail Extensions and the Peachtree Road Streetscape Project. Most notably, the UDO, seeks to

- Encourage an aesthetically attractive environment, both built and natural, and to provide for regulations that protect and enhance these aesthetic considerations;
- Improve the City's appearance;
- Further traffic safety and a multi-modal transportation network;
- Protect property against blight and depreciation;
- Implement relevant elements of the City's adopted comprehensive plan and other adopted plans and policies.

CHAMBLEE COMMUNITY ACTIVE LIVING PLAN

The Chamblee Community Active Living Plan (ALP) was completed by the DeKalb County Board of Health in 2011 to address the City's infrastructure needs to keep residents active and improve health and wellness. The study includes assessments of walkability and bikability of the entire City using assessment tools developed by the National Highway Traffic Safety Administration, Pedestrian and Bicycle Information Center and Federal Highway Administration, and made recommendations on how to address the barriers that make walking and biking difficult in key areas. Among the suggestions the plan made include adding bicycle facilities, enhancing sidewalks, installing crosswalks, updating facilities to be ADA compliant, constructing multi-use trails, and encouraging pedestrian and bicycle activity generally. Improvements identified in the project would better connect the area around the MARTA rail station with other areas of downtown.

EXISTING CONDITIONS

PEACHTREE ROAD – EXISTING CONDITIONS

Traveling north from Atlanta and through Brookhaven, Peachtree Road, which varies from four to six lanes, reduces to a two-lane road with a center turn lane just past the point where it diverges from Peachtree Boulevard in the City of Chamblee. Peachtree Road and the railroad are as historically significant to Chamblee, just as they are important to the success of downtown Chamblee in modern times. Peachtree Road is often referred to as the City’s “mainstreet,” as it transports vehicles and pedestrians to and from downtown Chamblee. Wide, fast moving travel lanes and the lack of adequate facilities needed to create a safe and inviting pedestrian environment. The City made recent investments along the corridor to install sidewalks along the south side of Peachtree Road, between Pierce Drive and City Hall, where there had previously been none..

When the City incorporated in 1908, its first boundaries were roughly one half mile in all directions from a rail depot that existed near the location of the present day Norfolk Southern rail office at the intersection of Peachtree Road and American Industrial Way. No paved roads existed at the time, but a well-developed network of railroad tracks and spurs was in place. Today, trains and railroad tracks are still a defining image of the City. With much of the development in the City centered around the Chamblee MARTA Rail Station and the area on Peachtree Road from Peachtree Boulevard to Broad Street, and the planning and implementation of the nearby Rail Trail, a multi-use pedestrian and bicycle path with tie-ins to Peachtree Road, Peachtree Road’s importance as a corridor for commerce and connectivity is ever the more prevalent.

RAIL TRAIL– EXISTING CONDITIONS

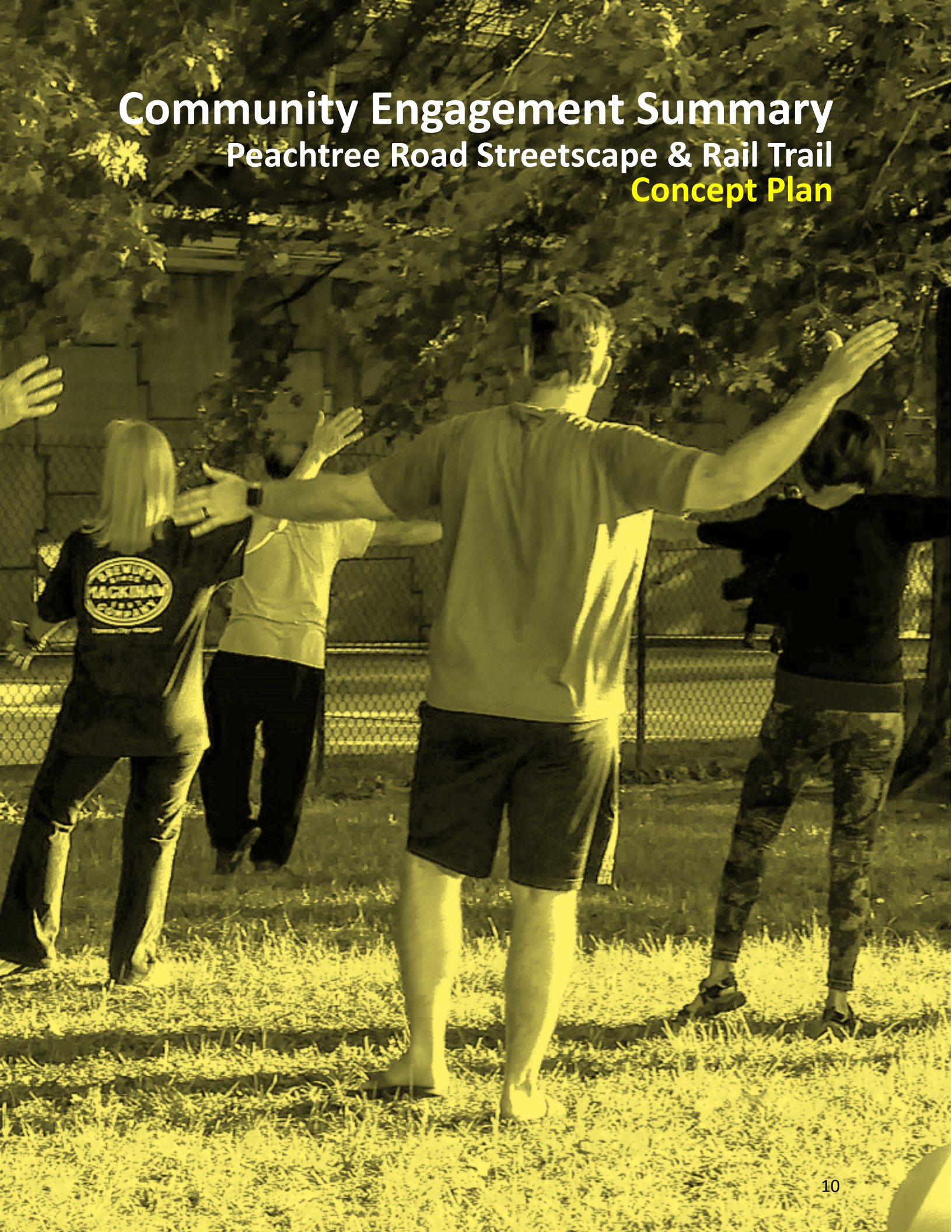
An idea to re-inhabit the City’s abandoned railroad right-of-way for a multi-use path was borne out of the City’s 2000 LCI study. The existing Rail Trail is a tremendous amenity for the Chamblee community that is somewhat underutilized as a result of its infancy and lack of current connectivity to other amenities. The community survey conducted during this concept process identified 24 percent of respondents who were not aware that the Rail Trail existed. Of those surveyed, 54 percent of respondents indicated one of the following three features would be the best enhancement to the current Rail Trail: park destinations, wayfinding and mile markers or a longer route. The current length of the Trail is approximately 0.6 miles long, and the concepts proposed herein Would add an additional 0.9 miles.



Community Engagement Summary

Peachtree Road Streetscape & Rail Trail

Concept Plan



COMMUNITY ENGAGEMENT

KEY FINDINGS AND THEMES

Several hundred residents, property and business owners provided input during the development of the concept plans for the Peachtree Road Streetscape and Rail Trail Extension projects. Opportunities included a community survey, property owner's open house and a community event titled the Mid-City Stroll. A summary of these opportunities is included in this report with more detailed information may be found in the Appendix. Several themes emerged during these events. Most notably, there is a strong desire to preserve the character of downtown Chamblee, improve mobility and energize the City with new businesses and pedestrian activity.

Participants expressed a strong desire to maintain and enhance the existing character of downtown Chamblee. Most indicated that the improvements would benefit the area with nearly all participants in the Mid-City Stroll event rating the concepts as good or excellent. Many also expressed that the extension of the Rail Trail would add to the character of the area.

Increased mobility for pedestrians and bicyclists emerged as a central desire. Several participants voiced concerns about a current lack of adequate sidewalks to connect points of interest in the area. Special attention was giving to the lack of bicycle facilities with images of bike lanes, multi-use trails and shared bicycle stations getting high marks from participants. In addition, 63% of survey respondents stated that they prefer to walk to get around in downtown Chamblee indicating a demand for the proposed improvements.

Most participants hope that the proposed improvements allow people to more easily use downtown streets and sidewalks to visit existing business. At the same time, they hope that the improvements will allow for new attractions in the area to energize downtown. This energy was especially directed toward creating opportunities for evening dining and entertainment. In fact, 97% of survey respondents said that they would prefer to visit the downtown area in the evening.



COMMUNITY ENGAGEMENT

PUBLIC NOTIFICATION EFFORTS

A combination of public notification methods were used to inform the public about opportunities to get involved in the planning process. These included social media posts, press releases, City newsletter articles and City webpage postings. In addition, City staff members visited several businesses in the study area to discuss the draft plans and inform them of upcoming public input opportunities.

There were also direct mailings to property owners (see Figure 1) for the property owner's open house and postcards (see Figure 2) were mailed to each resident of the City for the Mid-City Stroll event. This postcard included information about the project, a link to the community survey and an invitation to the Mid-City Stroll. Posters (see Figure 3) were also distributed to local businesses to notify their customers about the event. The Mid-City stroll was the largest effort to gather feedback from the community and is described in detail in later sections of this report.

In all, several hundred people participated in these public input opportunities. The vast majority of these participants were highly supportive of the City's plans to expand the Rail Trail and complete the Peachtree Road Streetscape project.



Figure 1



Figure 2

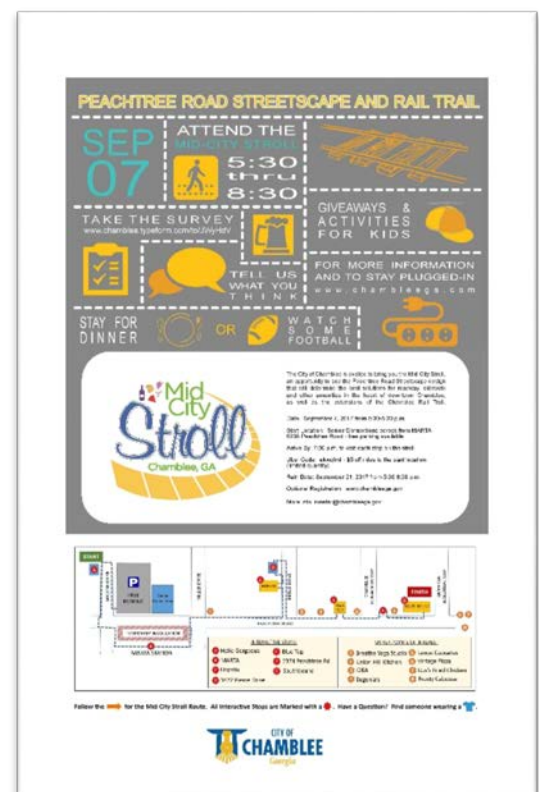


Figure 3

COMMUNITY ENGAGEMENT

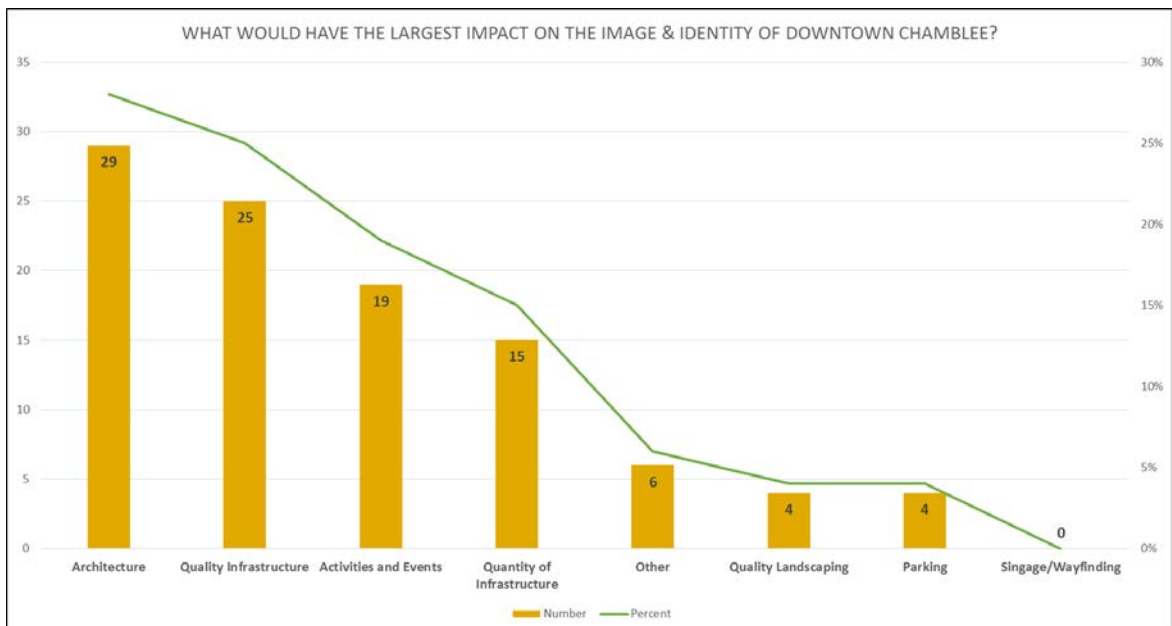
COMMUNITY SURVEY

A community survey was created and posted online to receive input on the project. The survey was posted on the Development Department's webpage and was open to the public from August 3rd to September 12th. During that time, 102 surveys were completed. The survey included questions about both the Peachtree Road Streetscape and the Rail Trail Concept Plan.

PEACHTREE ROAD STREETScape

The following represents a summary of responses from questions related to the Peachtree Road Streetscape project:

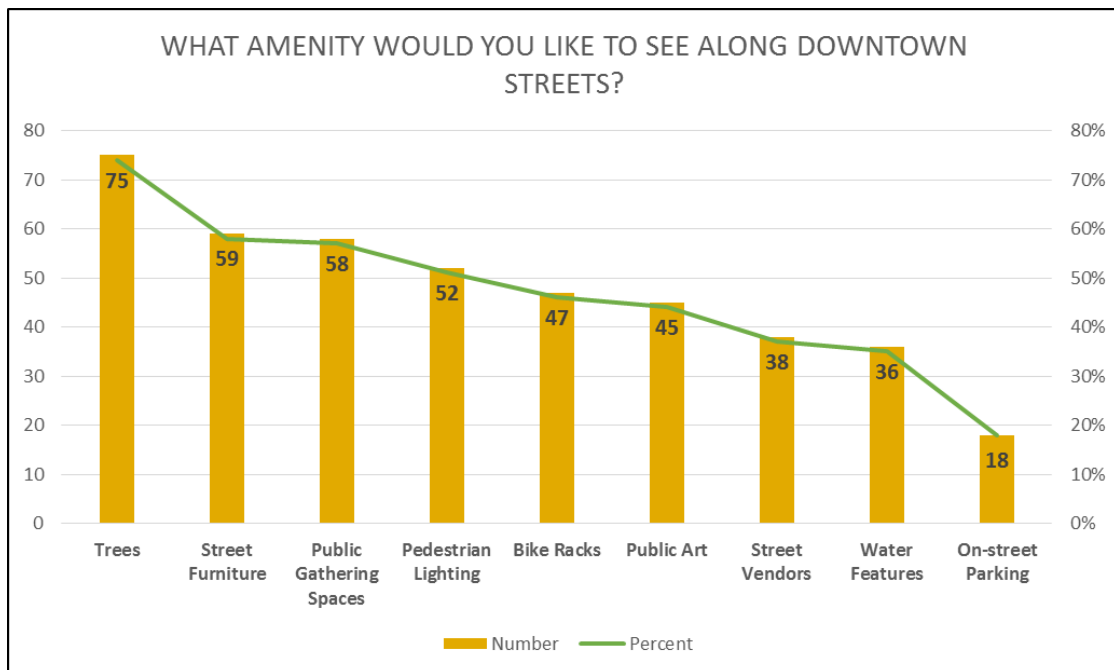
- **78%** of respondents *live nearby* and 6% were business owners;
- **28%** responded that the *character of building architecture* will have the largest impact on the image and identity of downtown, 25% said quality of infrastructure and 19% said activities and events;



- **24%** responded that *public open space* would most enhance the feel of downtown, 22% said sidewalks and 19% said bicycle facilities;
- **50%** responded that *supporting local businesses with enhanced sidewalks and outdoor seating and display areas* should be the primary function of downtown, 20% said providing easy access for pedestrians and bicycles and 17% said providing public space and opportunities for gathering;

COMMUNITY ENGAGEMENT

- **63%** of respondents *prefer to walk* around downtown, 57% prefer to drive in an automobile and 27% prefer to ride a bicycle;
- **85%** of respondents ranked *sidewalk cafes* as the most likely amenity to attract more people downtown, 61% said street festivals and 42% said bike lanes and public art;
- When asked what amenities would be preferred along downtown streets, **74%** said *trees*, 58% said street furniture and 57% said public gathering spaces.



- In terms of landscaping, most people (**80%**) prefer *shade trees*, while 61% prefer drought-tolerant and native plants;
- **90%** of respondents would utilize downtown for *dining*, 77% for socializing and 54% for nightlife;
- **97%** of respondents would prefer to visit in the *evening*, 53% in the afternoon and 37% at lunchtime; and
- If additional activities and amenities are added in the area, **71%** would *visit weekly* and 25% would visit daily.

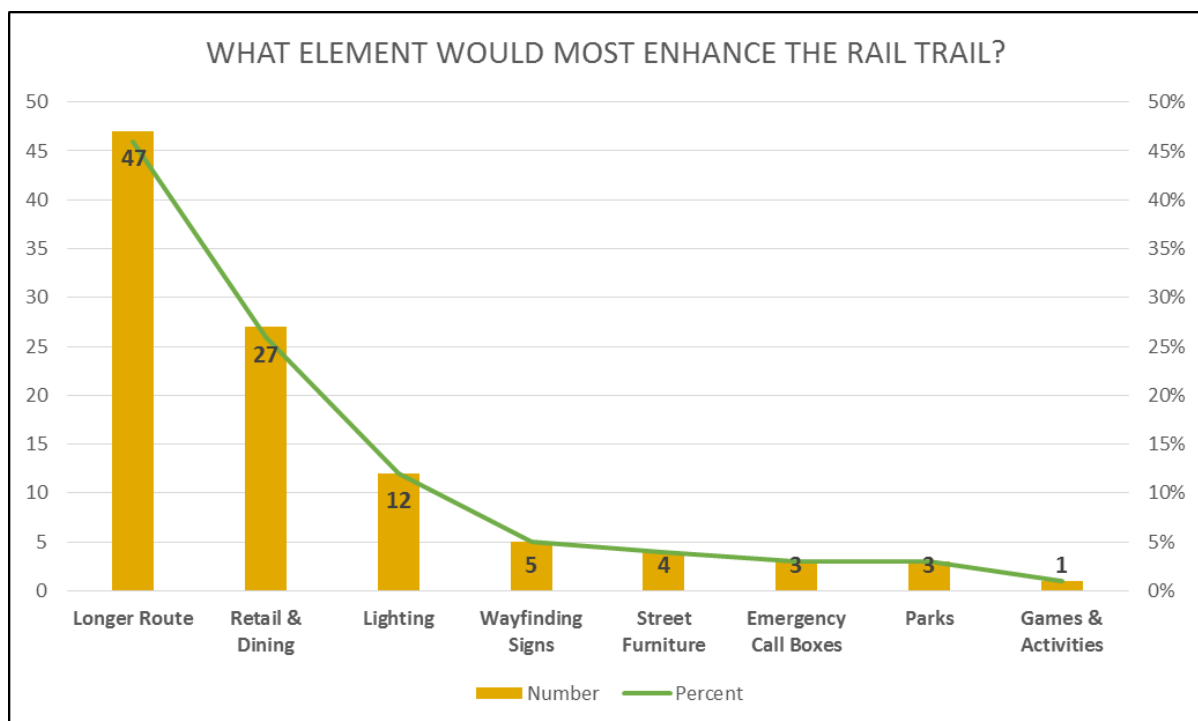
RAIL TRAIL

The following represent the most common responses from questions related to the Rail Trail Concept Plan project:

- **76%** of respondents were *familiar* with the Rail Trail and 24 % were not;
- **53%** currently *use* the Rail Trail and 27% do not;

COMMUNITY ENGAGEMENT

- **64%** responded that the **availability of multi-use paths** was one of the biggest barriers to walking, running and biking in the City; 57% said availability of sidewalks; and 47% said safety;
- **46%** of respondents said that **a longer route** would most enhance the Rail Trail, 26% said retail and dining along the route and 12% said lighting for early morning or nighttime use;



- **84%** responded that **walking** would be the most common use of the Rail Trail, 65% said leisure/exercise and 50% said biking; and
- When asked how frequently do you or would you visit the Rail Trail, **61%** responded **weekly**, 22% monthly and 15% daily;

In addition, there was one open-ended question titled, “Anything else you’d like us to know?” Over 35 individuals included additional comments here (see appendix for all responses). Some were general comments, while others were more project specific recommendations. Comments included requests to provide additional connections, preserve the character of downtown Chamblee, public safety concerns, implementation timeframe, traffic, bicycle safety and land use.

COMMUNITY ENGAGEMENT

PROPERTY OWNER'S OPEN HOUSE

An invitation-only open house was held at the Development Department on Wednesday, September 6th from 4 p.m. to 7 p.m. This open house served as an opportunity for property owner's along the limits of the Peachtree Road & Rail Trail projects to see the draft concept plans up-close and personal. Staff was available to guide attendees through each concept board and answer any specific questions or concerns. 105 property owners were identified along the two corridors and were invited to attend the meeting. Each property owner received a letter summarizing the project and a printed copy of the concept plan section that is adjacent to their property.

Fifteen individuals signed-in at the open house. Each attendee was given post-it notes to provide comments on the concepts (see appendix). Most comments were project-specific in terms of potential property owner impacts. Other comments were related to the overall excitement of the improvements to the corridor. Each attendee was also given a comment card to complete. Three individuals submitted a completed card with additional comments.



COMMUNITY ENGAGEMENT

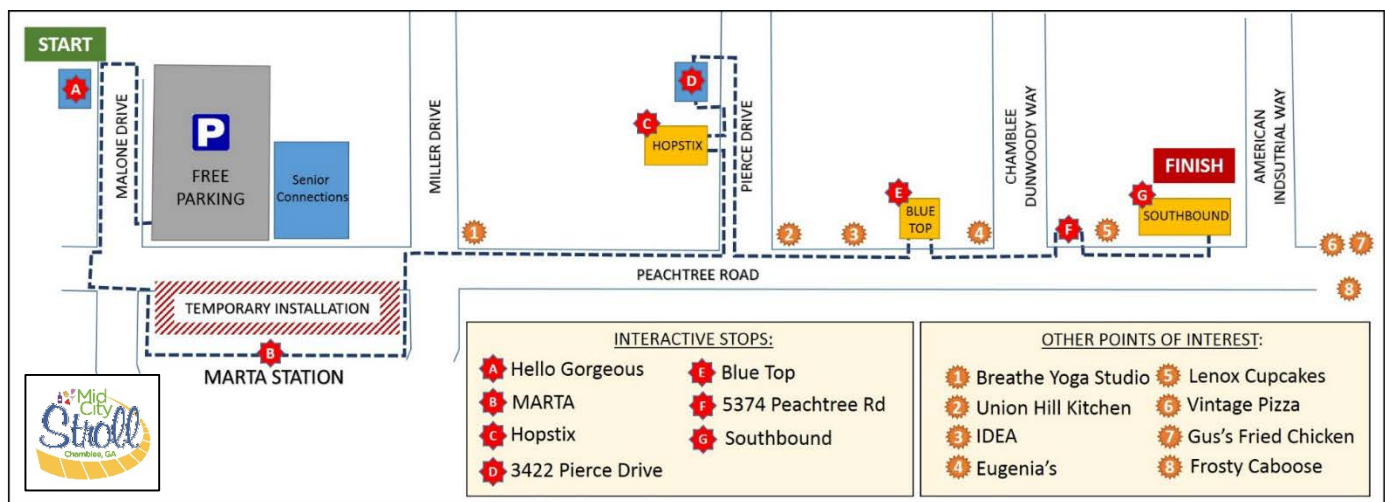
MID-CITY STROLL

The most substantial opportunity for public involvement was the Mid-City Stroll. This event was held on Thursday, September 7th from 5:30 p.m. to 8:30 p.m. The Mid-City Stroll was an event-style public involvement opportunity that allowed people to experience the corridor as it exists today and provide input on the proposed changes. The City partnered with local businesses along the corridor to create a street festival event that highlighted several of the proposed changes through tactical urbanism demonstration projects.

Tactical Urbanism: An approach to neighborhood building that uses short-term, low-cost, and scalable interventions and policies to catalyze long term change.

The event began at Hello Gorgeous (a local boutique and café) and ended at Southbound, a local restaurant. Over 20 staff members and volunteers managed the event. The stroll included seven interactive stops where different methods were employed to receive feedback on the draft plan and to identify future needs for Peachtree Road and the Rail Trail. Printed concept boards were located at each interactive stop where participants were also given post-it notes to provide general comments on the concepts. These comments were compiled into one document and were reviewed by the Project Team for potential revisions to the draft plan (see appendix).

Other points of interest were highlighted on the map (see below) to promote local businesses. Attendees were encouraged to purchase food and drinks while visiting any stops located inside of one of several local restaurants along the route. They were also encouraged to visit other spots such as local antique stores and the I.D.E.A. art gallery. A summary description of each interactive stop, the public involvement activities available at each stop, and the public input received follows.



Follow the  for the Mid-City Stroll Route. All Interactive Stops are Marked with a . Have a Question? Find someone wearing a .

COMMUNITY ENGAGEMENT

CROSSWALKS

Currently, there are several intersections without adequate crosswalks. As part of the event, all major intersections along Peachtree Road between Chamblee Tucker Road and American Industrial Way were converted to temporary 3-way stop intersections. Police Officers were located at each intersection to assist with traffic management and safe pedestrian crossing. Staff created temporary crosswalks at Peachtree Road and Miller Drive, Peachtree Road and Chamblee Dunwoody Way and at the future Rail Trail Crossing across Malone Drive. In addition, temporary sidewalks portions were created along Pierce Drive to connect to areas that currently do not include adequate pedestrian accessibility. Cornstarch paint, white tape and temporary stop signs were used to create these crosswalks.



INTERACTIVE STOP A: HELLO GORGEOUS

Stop A served as the welcome center and starting point for the Mid-City Stroll. Here, participants were given an activity guide that included the stroll map and other information about the project. In addition, scavenger hunt guides were available for children attending the event. 128 people signed-in at Stop A (It is estimated that up to 25 additional participants started at other stops and did not sign-in). Each attendee was also given a Mid-City Stroll sticker so that staff located throughout the stroll would know that they had signed-in at the welcome table. A project overview was giving to each attendee at this event along with more detailed information about the concept plans for nearby Rail Trail Segments 1 and 4.



COMMUNITY ENGAGEMENT

INTERACTIVE STOP B: MARTA

Stop B was setup on a large greenspace located in front of the Chamblee MARTA station. This is currently an underutilized property that is surrounded by a fence that restricts access to the station entrance where the plan envisions a future park. This stop included one of several tactical urbanism demonstration projects. In this case, the outside lane of northbound Peachtree Road was closed for the event. Landscape material and parking cones were utilized as barriers to create a temporary multiuse trail and temporary benches were constructed along the sidewalk. A food truck, bicycle rental display, yoga in the park, and other events were stationed in this area. Concept boards for Peachtree Road from McGaw Drive to Miller Drive were on display. In addition, a dot-exercise board was included where people could indicate what proposed amenities they liked and disliked visually (see below).



PUBLIC INPUT: DOT EXERCISE BOARD

A diagram illustrating the public input process for the DOT Exercise Board. The board is divided into two main sections: "I Like It" on the left and "I Don't Like It" on the right, connected by a double-headed arrow. The "I Like It" section includes images of a bike rack (#1), a red outdoor seating area (#2), and a green-painted bike lane (#3). The "I Don't Like It" section includes images of exercise equipment (#15), a playground area (#14), and a yellow Amazon mailbox (#13). A central board titled "WHAT DO YOU THINK?" shows a grid of images with red and green dots indicating public feedback. A person is shown interacting with the board, pointing at a specific image.

I Like It

I Don't Like It

COMMUNITY ENGAGEMENT

INTERACTIVE STOP C: HOPSTIX

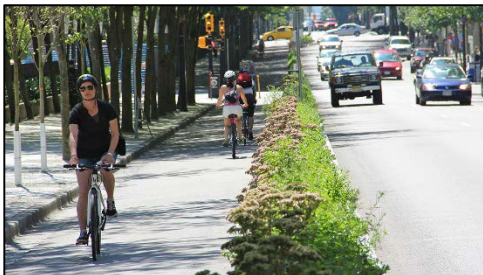
Stop C was hosted by Hopstix, a local restaurant, located on Pierce Drive. Attendees could view and provide comments on the Peachtree Road Streetscape Concept Plan from Miller Drive to Pierce Drive at this location. In addition, participants had the opportunity to complete a visual preference survey. This survey was set on a loop and attendees could start the survey at any point during the presentation. Fifty images were shown and each image was ranked from 1 to 5 with a 1 indicating that the image does not appeal to the viewer and a 5 meaning that the image was a “must have” for the viewer. 95 people completed the survey during the Mid-City Stroll. The full results of the survey are located in the appendix (attached), while highlights of the survey are shown below.



PUBLIC INPUT: VISUAL PREFERENCE SURVEY



HIGHEST RATED OVERALL:



LOWEST RATED OVERALL:



COMMUNITY ENGAGEMENT

INTERACTIVE STOP D: BUYMD.NET

Stop C took place at BuyMD.net, an office, located on Pierce Drive. This stop highlighted a potential large park opportunity along the Rail Trail. In addition, the Concept Plans for Segments 5 and 6 of the Rail Trail were also on display for questions and comments. There were activities for kids available at this stop, including a bounce house and video game truck, to simulate the future active uses a park would provide. This stop included an opportunity to provide input on what park features should be included in future greenspaces along the Rail Trail and Peachtree Road. Each attendee was given 10 coins to spend on

park amenities that they felt were most needed in the area. 11 “piggy bank” boxes were available representing different park amenities with representative photos. This exercise challenged participants to think about how they would budget and prioritize limited funds to create a high-quality and usable park.



#2 OPEN GREENSPACE

#4 NATURE AREAS/SOFT SURFACE SPURS

#3 DOG PARK

#8 PLAYGROUND

#7 SPLASH PAD

#6 DECORATIVE FOUNTAIN

#1 PERFORMANCE STAGE

#9 WI-FI ACCESS

#5 PUBLIC ART

#9 PICNIC AREAS/PAVILLION

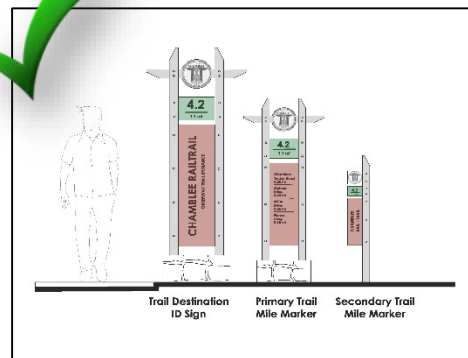
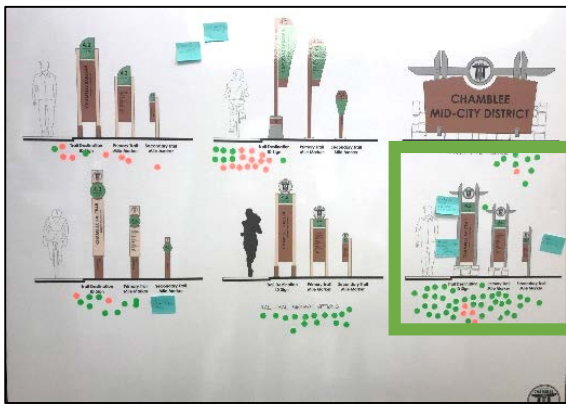
#11 EXERCISE EQUIPMENT



COMMUNITY ENGAGEMENT

INTERACTIVE STOP E: BLUE TOP

Stop E was hosted by Blue Top, a local restaurant, located on Peachtree Road. The Concept Plan for the Peachtree Road Streetscape project between Pierce Drive and Chamblee Dunwoody Way was on display at this location. In addition, representatives from Stantec were on-hand to discuss the role of autonomous vehicle infrastructure on the corridor. At this location, attendees could complete electronic or hard copies of the community survey. In addition, a dot exercise was available that allowed the public to weigh-in on the design of wayfinding signage along the Rail Trail.



INTERACTIVE STOP F: PARKING LOT

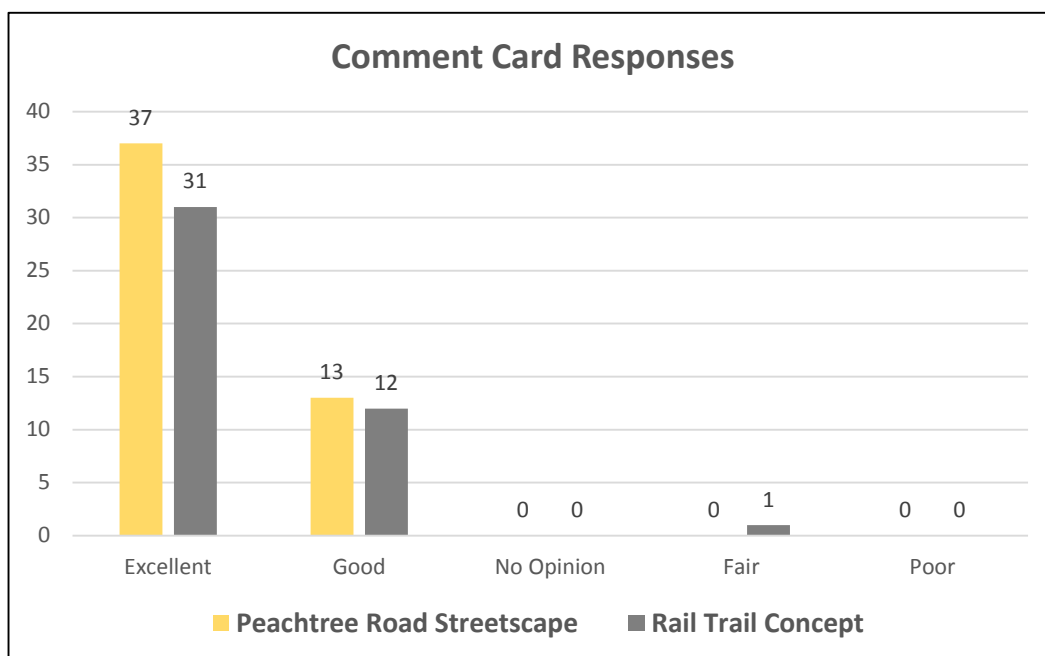
Stop F was another tactical urbanism demonstration project. This stop was located at a City-owned parking lot located at the intersection of Chamblee Dunwoody Way and Peachtree Road. This parking lot was converted into a temporary park for the evening with indoor/outdoor carpet to substitute for grass, picnic tables, temporary tables made out of cable spools and temporary landscape materials. Board games and yard games were provided to simulate a potential future plaza with outdoor activities. An interactive public input opportunity was provided through two “graffiti wall” banners that asked what people wanted to see on Peachtree Road and the Rail Trail. Full size images are included in the appendix (attached).



COMMUNITY ENGAGEMENT

INTERACTIVE STOP F: SOUTHBOUND

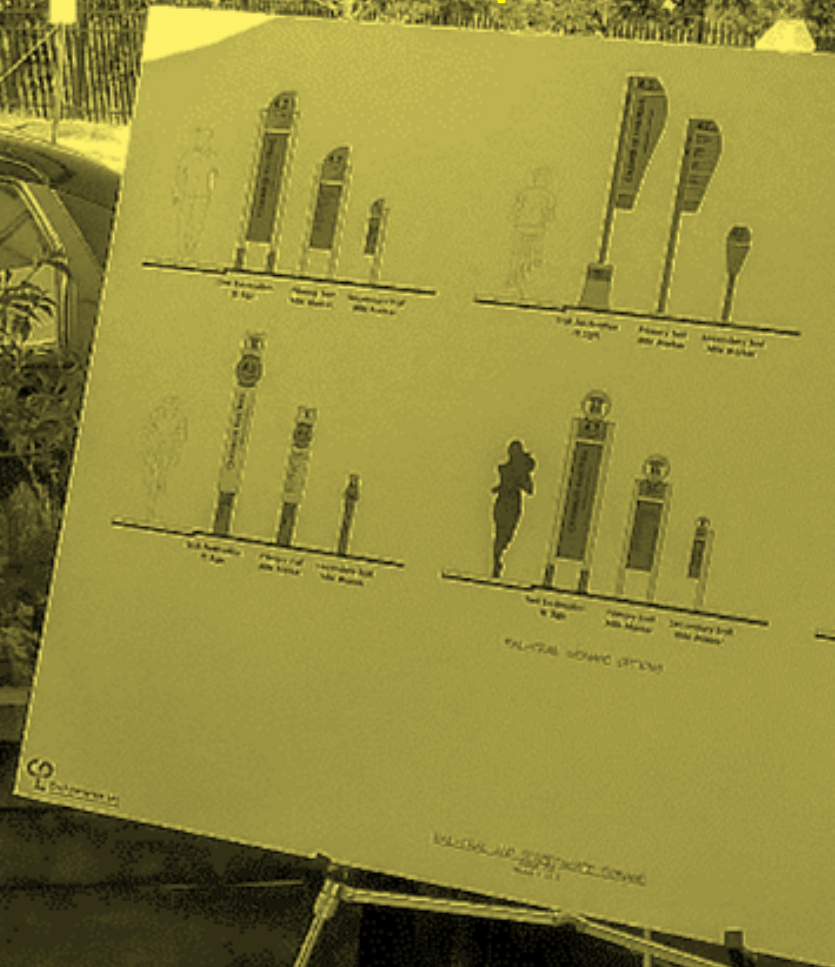
Stop E was the final stop on the Mid-City Stroll route and was hosted by the restaurant, Southbound. At this location, attendees were able to select a prize for completing the stroll, ranging from a Mid-City Stroll Frisbee to toys for kids. Participants were also asked to complete a comment card asking about their overall impression of both sets of concept plans and the Mid-City Stroll event. 50 responses were received. 43 people rated the event as excellent, while the remaining 7 rated the event as good. 37 rated the overall concept for Peachtree Road as excellent and 13 rated it as good. For the Rail Trail, 31 rated the overall concept as excellent; 12 rated it as good and 1 person rated it as fair. All comments are included in the appendix (attached).



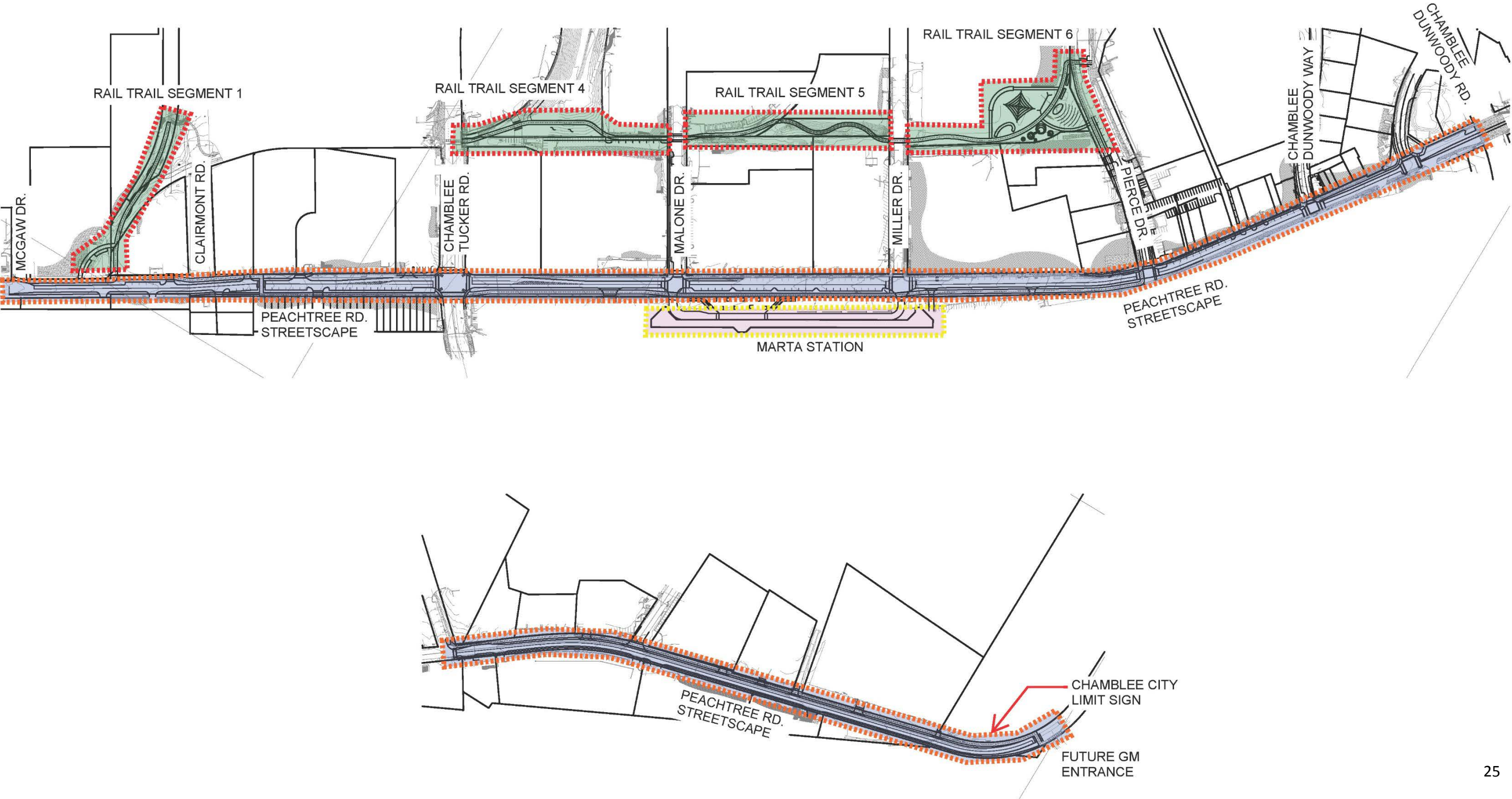
Concept Designs

Peachtree Road Streetscape & Rail Trail

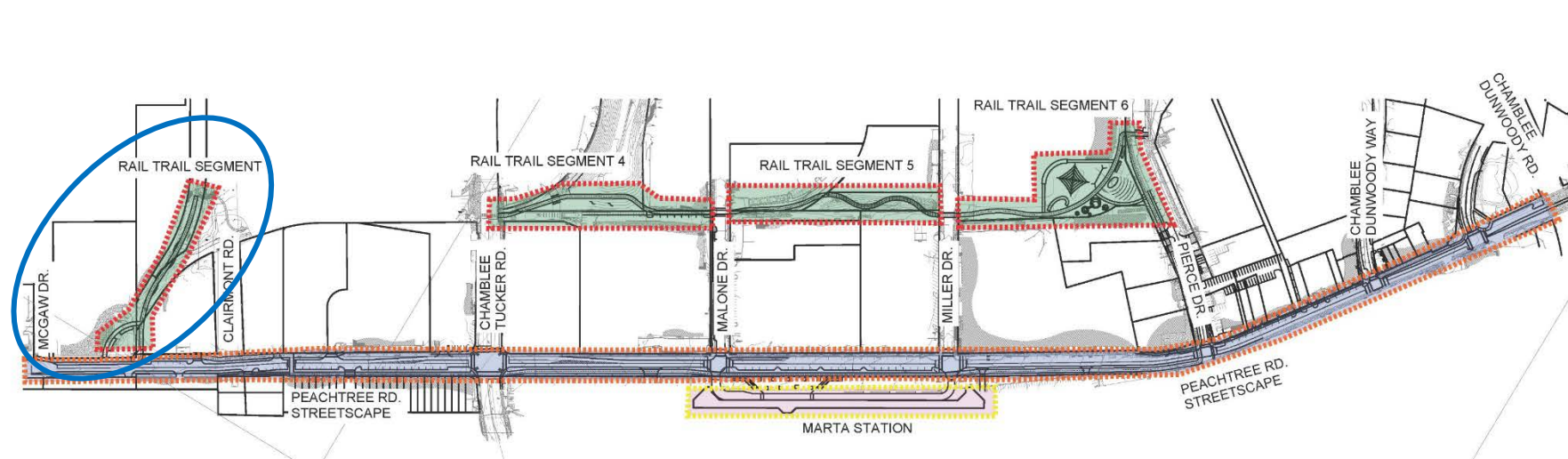
Concept Plan



CONCEPT DESIGNS – SEGMENT LOCATION PLANS

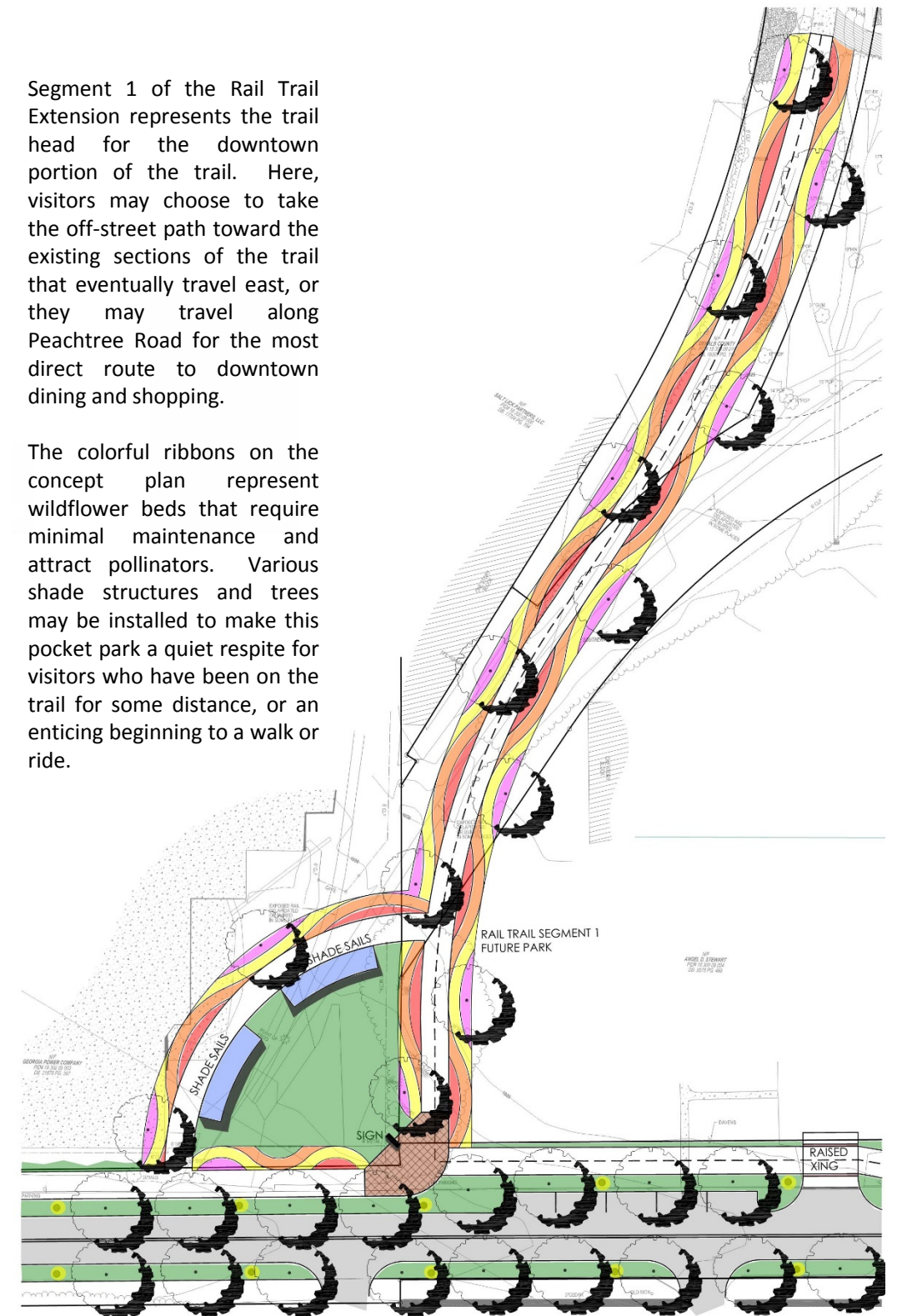
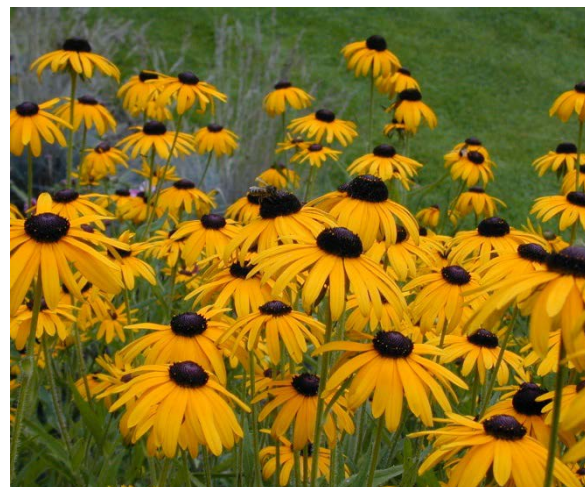


RAIL TRAIL – SEGMENT 1



Segment 1 of the Rail Trail Extension represents the trail head for the downtown portion of the trail. Here, visitors may choose to take the off-street path toward the existing sections of the trail that eventually travel east, or they may travel along Peachtree Road for the most direct route to downtown dining and shopping.

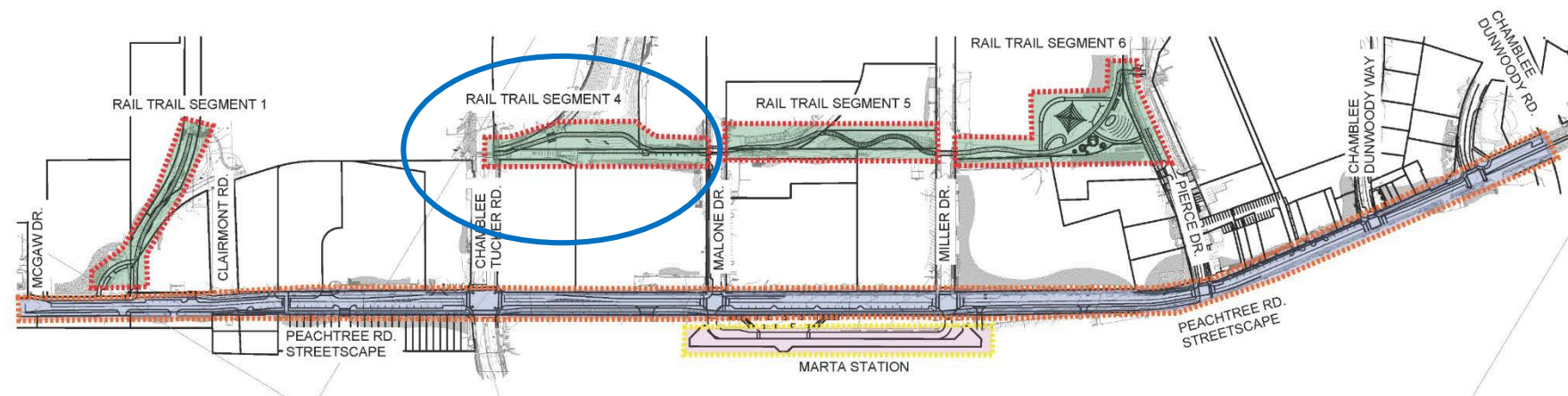
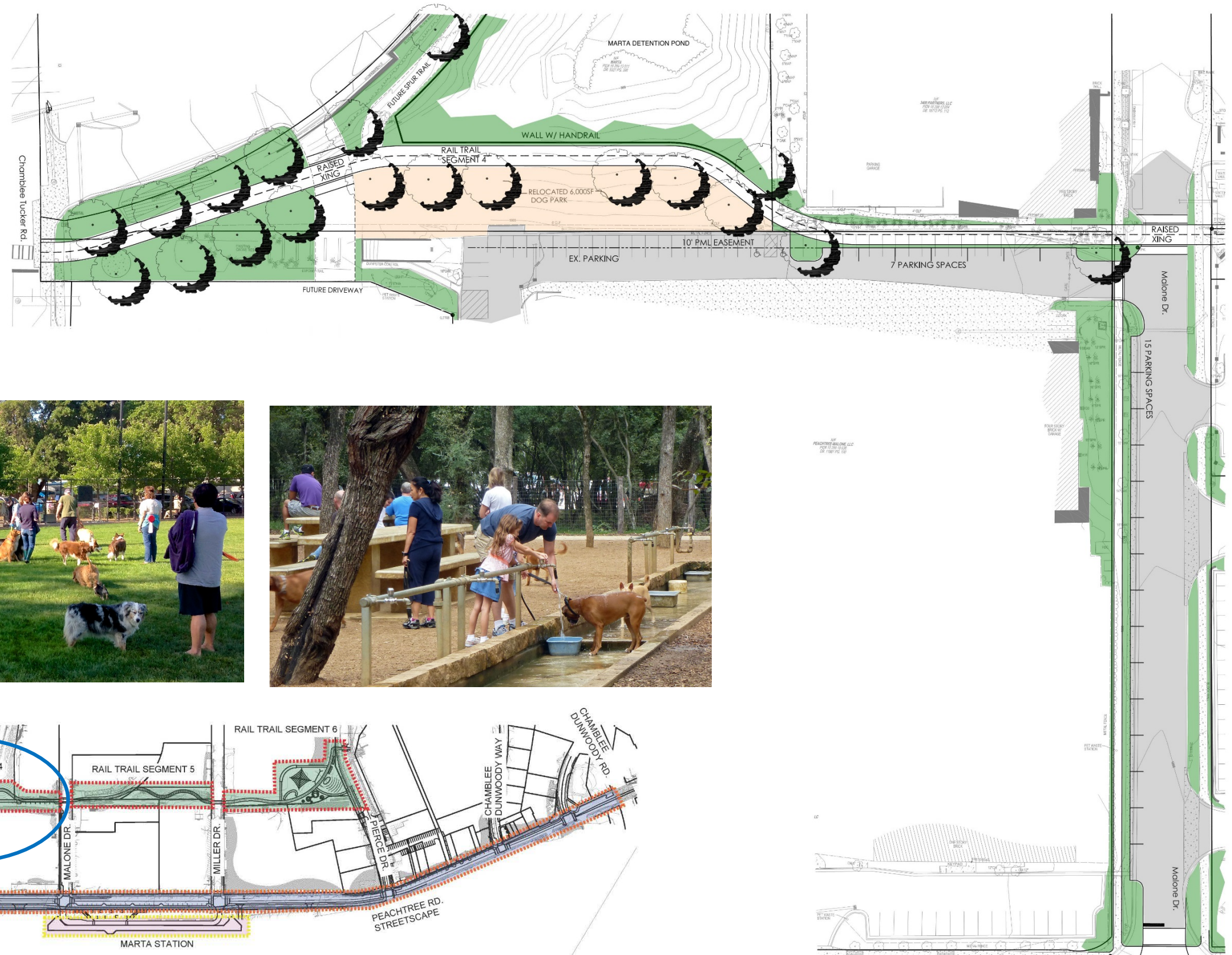
The colorful ribbons on the concept plan represent wildflower beds that require minimal maintenance and attract pollinators. Various shade structures and trees may be installed to make this pocket park a quiet respite for visitors who have been on the trail for some distance, or an enticing beginning to a walk or ride.



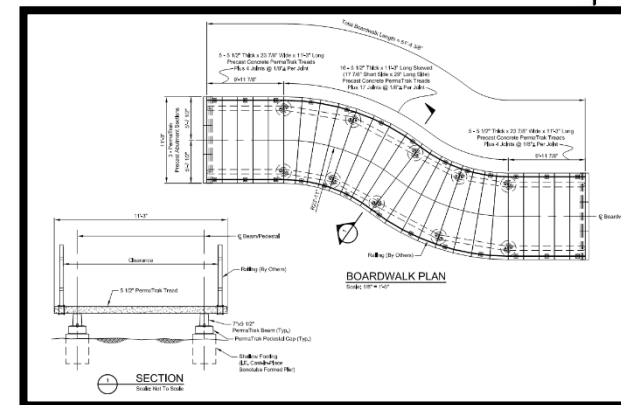
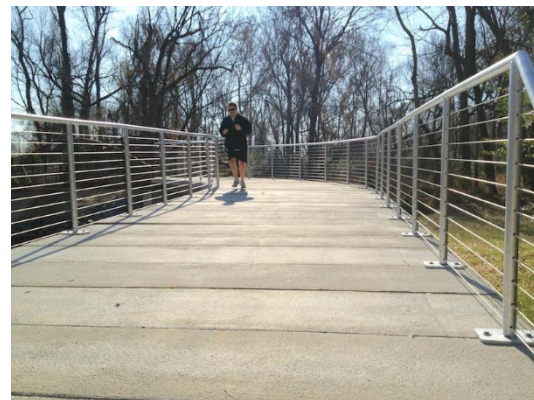
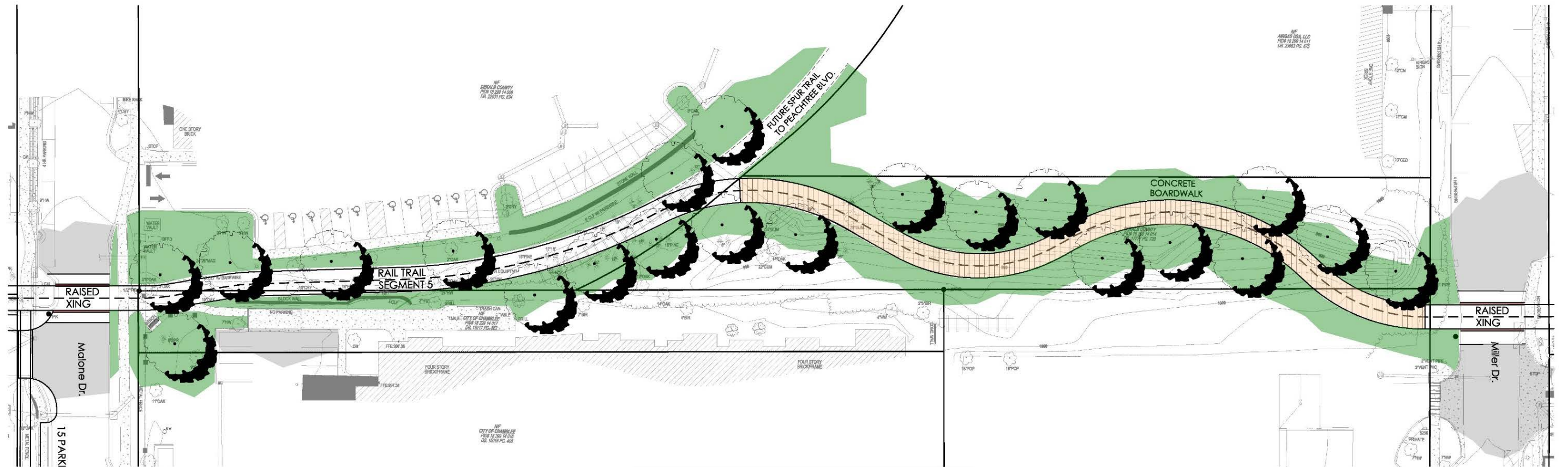
RAIL TRAIL – SEGMENT 4

Segment 4 runs behind the Peachtree Malone Lofts and crosses Malone Drive at the southern property line of the North DeKalb Senior Center. As all trail and sidewalk crossings have been designed in this concept, the crosswalk will be raised across Malone Drive to keep the elevation continuous for the pedestrian so that the movement of the pedestrian traffic is prioritized, and the automobile traffic along the street is encouraged to slow down.

There are a number of existing constraints along this segment, including topography and the need to relocate existing private amenities. While the dog park relocation is proposed as a private amenity, there was significant public response that warrants exploration of a public dog park in the City's park system.

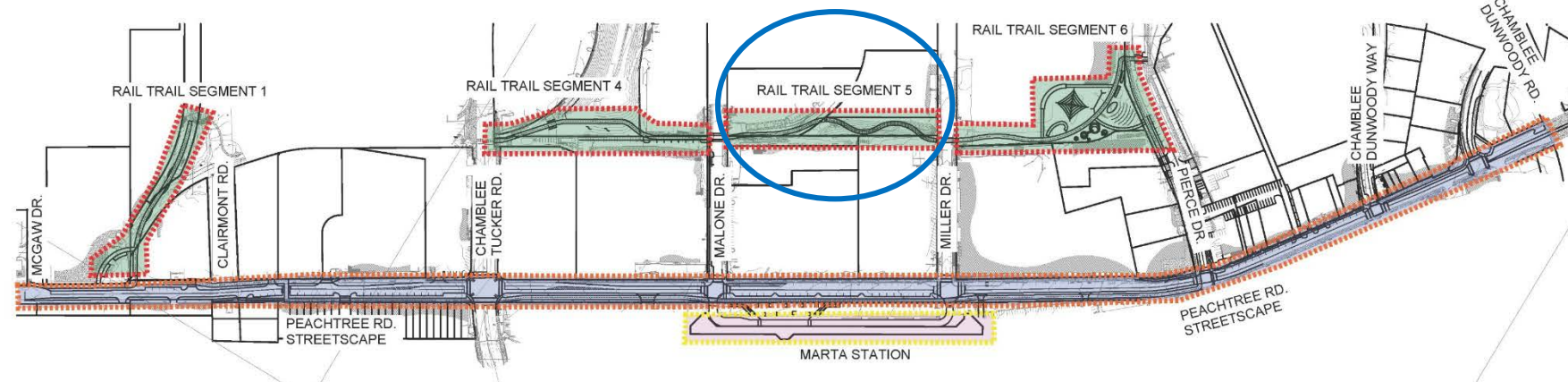


RAIL TRAIL – SEGMENT 5

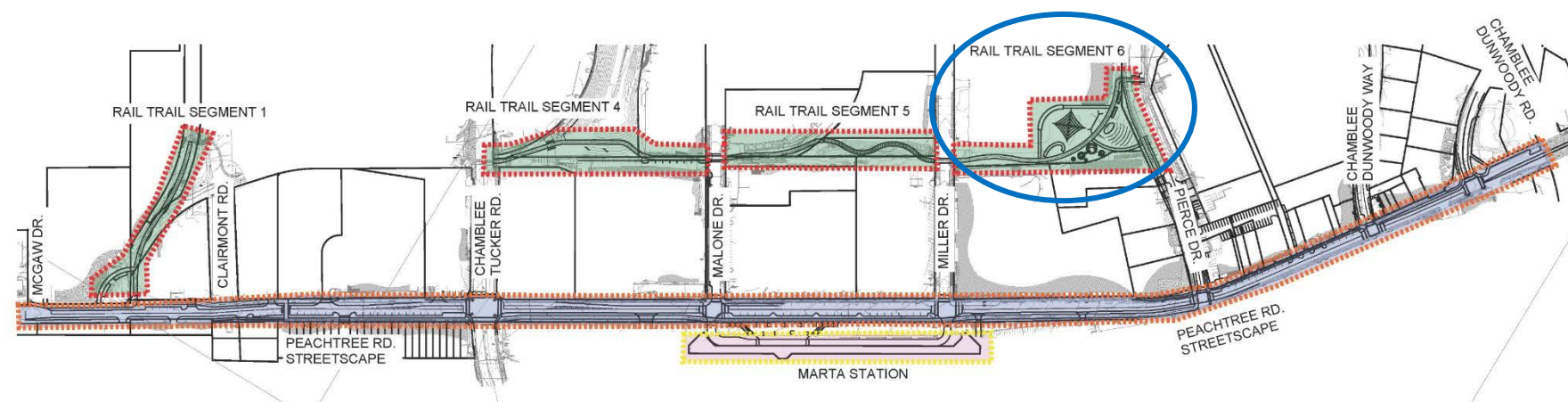


Segment 5 of the Rail Trail Extension changes character significantly from other portions of the trail. Here, the materials of the trail are proposed to transition into a durable concrete boardwalk-style material and become elevated from ground-level. Industrial-style metal cables enclose the boardwalk where grade necessitates a barrier, and the path leads into a slightly more remote destination with a little more natural context than the other segments.

The design of this segment anticipates and plans for a future connection leading to the north, connecting to Peachtree Boulevard behind the proposed Attiva Malone development. The City should continue to identify spurs off the main route to expand the mileage and connectivity of the trail system to amenities and services.



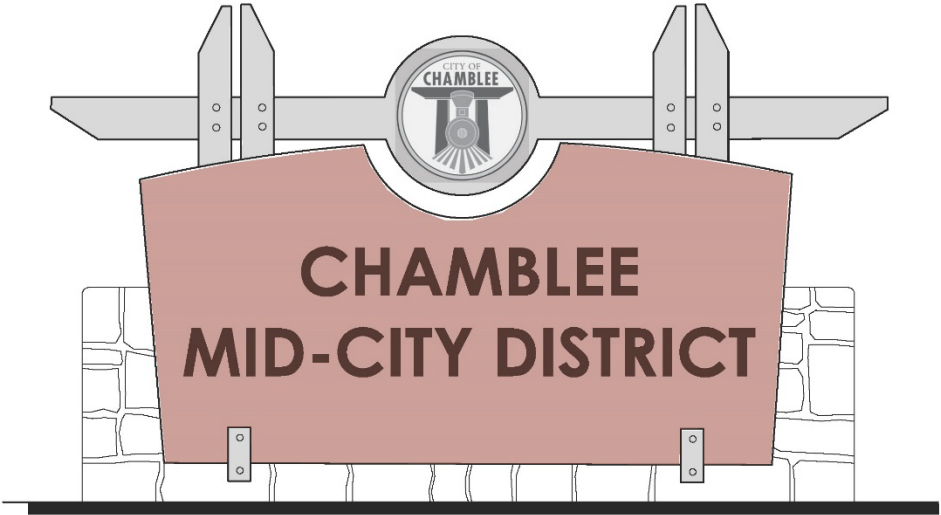
RAIL TRAIL – SEGMENT 6



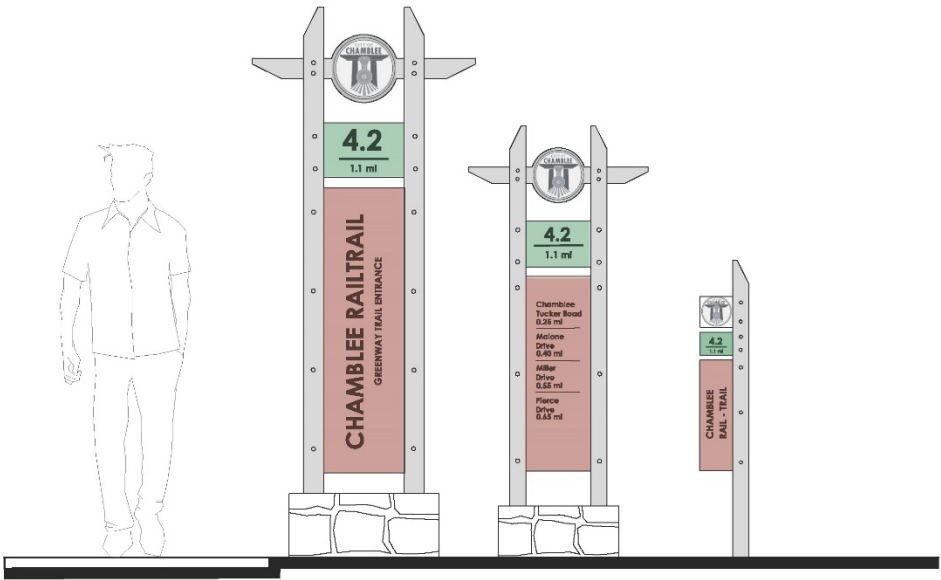
Segment 6 provides an opportunity for a large park. Several amenities were proposed to the public, including a ropes course, zipline, interactive fountain, and bocce courts to appeal to an array of age cohorts and complement the uses that are beginning to redevelop in close proximity to the proposed park. A potential for a future expansion of this park is also identified.



RAIL TRAIL – SIGNAGE



STREETSCAPE SIGNAGE

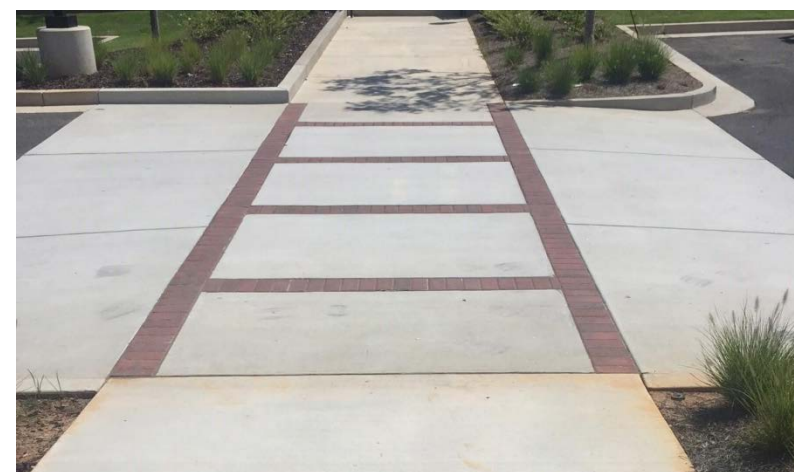
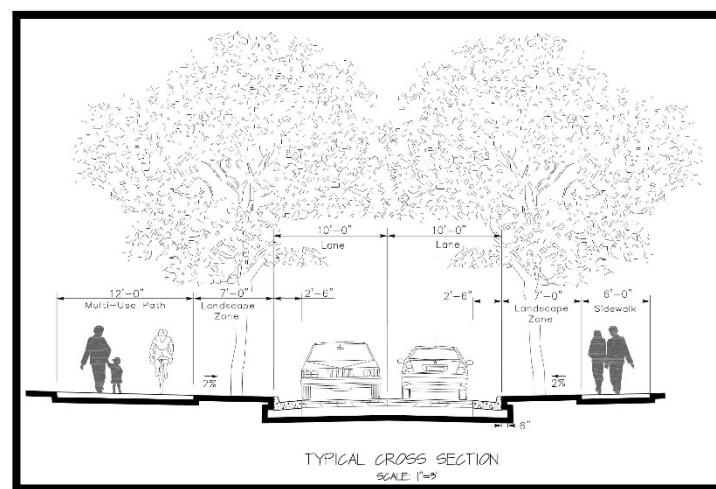
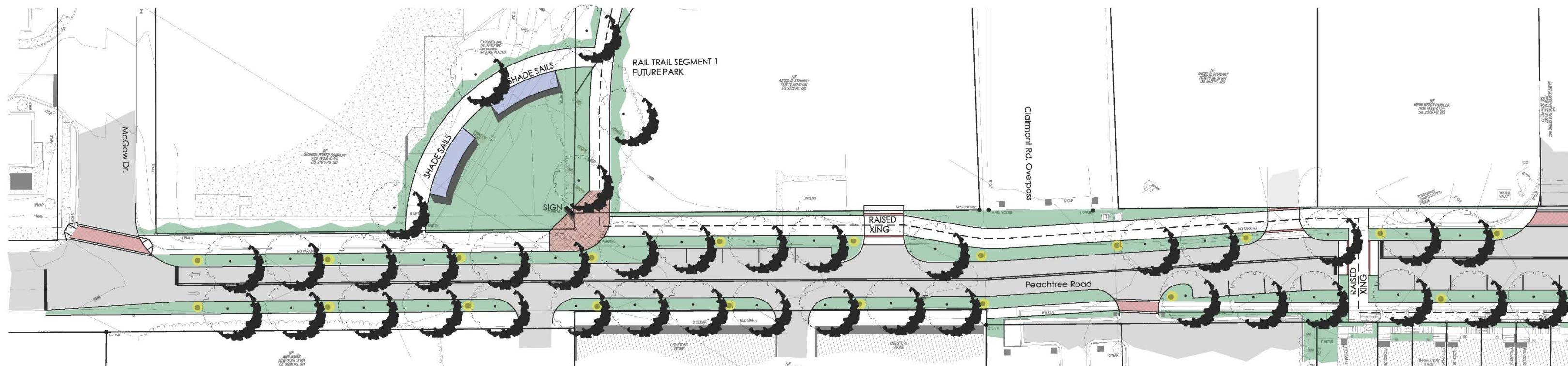


Trail Destination
ID Sign

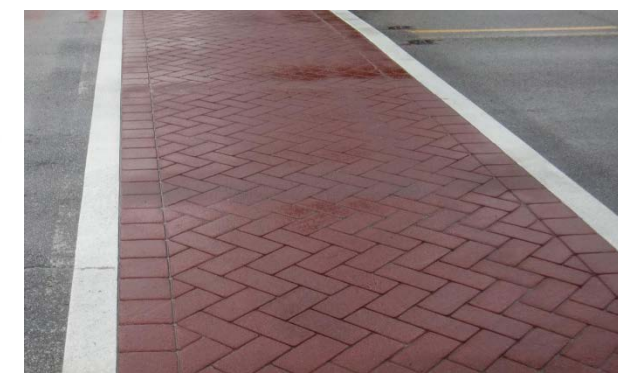
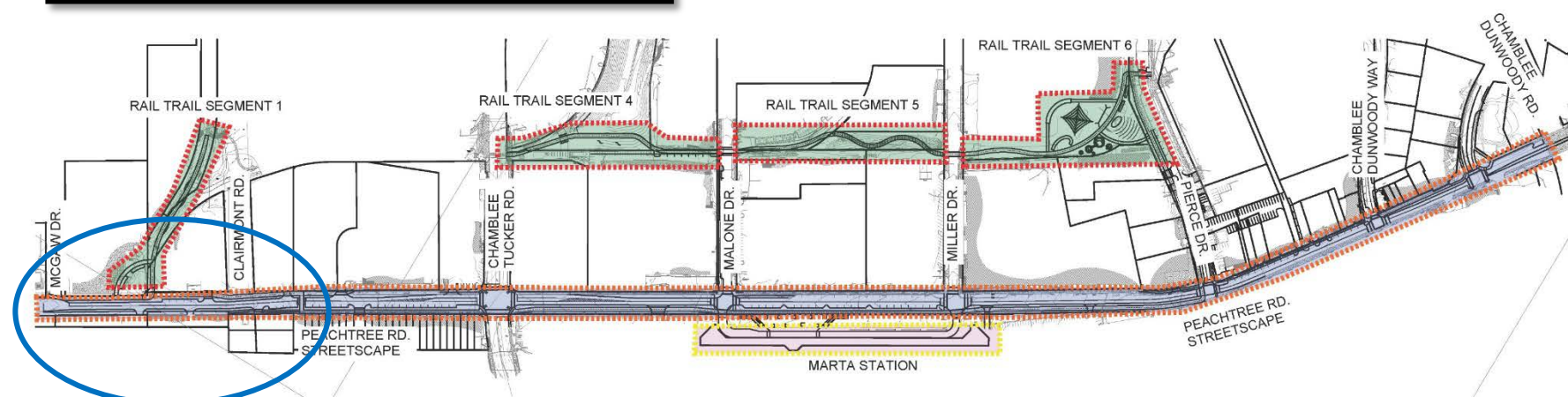
Primary Trail
Mile Marker

Secondary Trail
Mile Marker

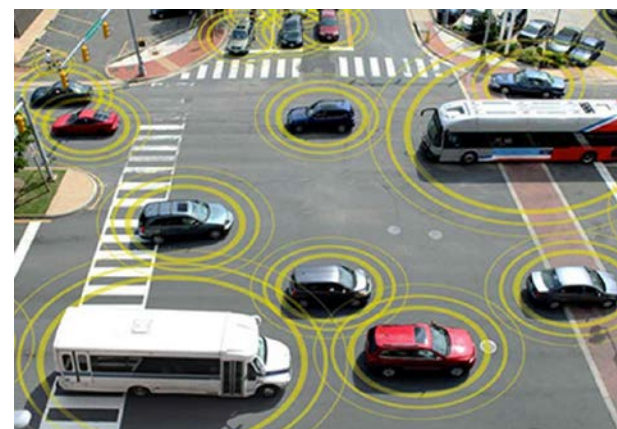
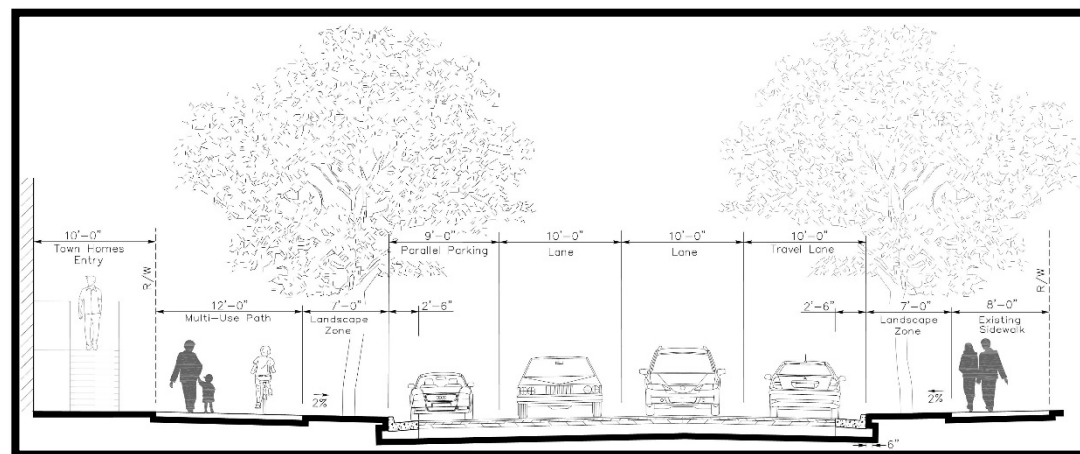
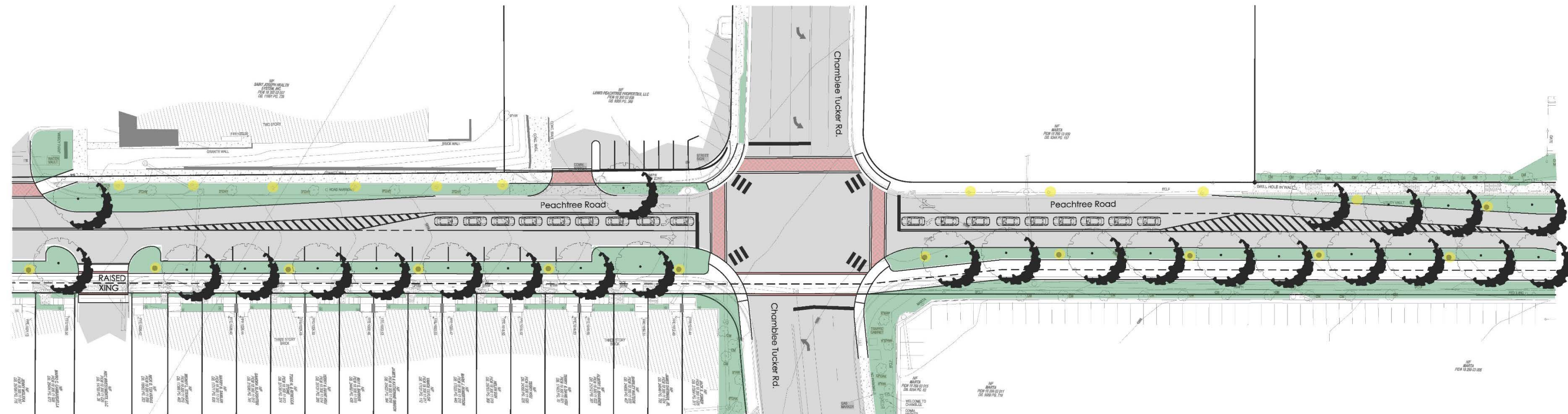
STREETSCAPE— SEGMENT 1



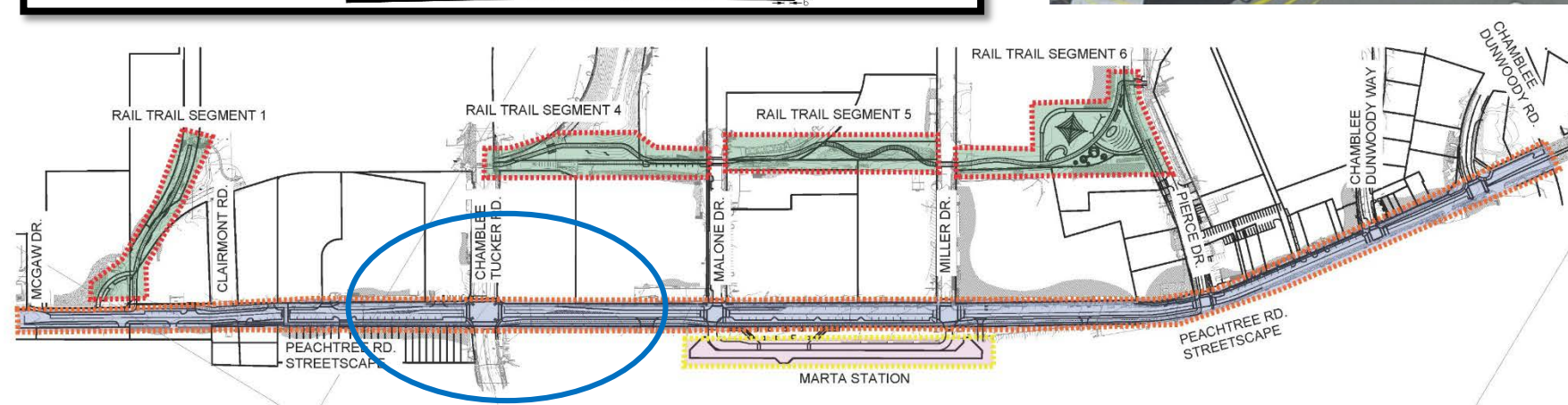
The Segment 1 streetscape along Peachtree Road originates in the same area as Segment 1 of the Rail Trail Extension. The 12 foot multi-use path begins on the northern side of Peachtree Road, just east of its intersection with McGaw Drive. Sidewalks are proposed along the southern portion of the road as well to implement the City's Complete Streets Policy. The path affords bicyclists and pedestrians have an off-street route of travel into downtown and is designed with amenities like bike racks, benches, and trash and recycling receptacles along the extent of the route.



STREETSCAPE— SEGMENT 2

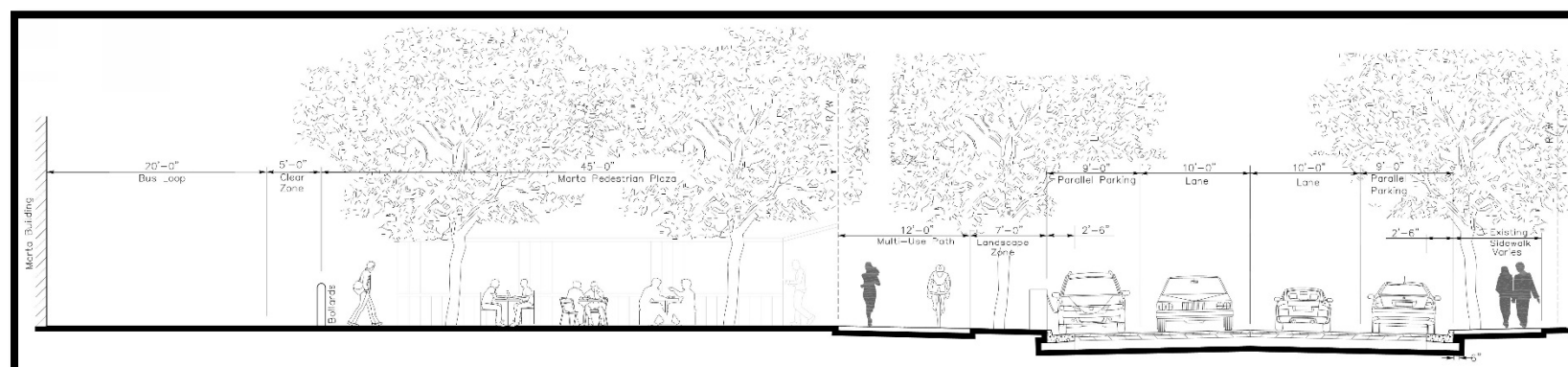
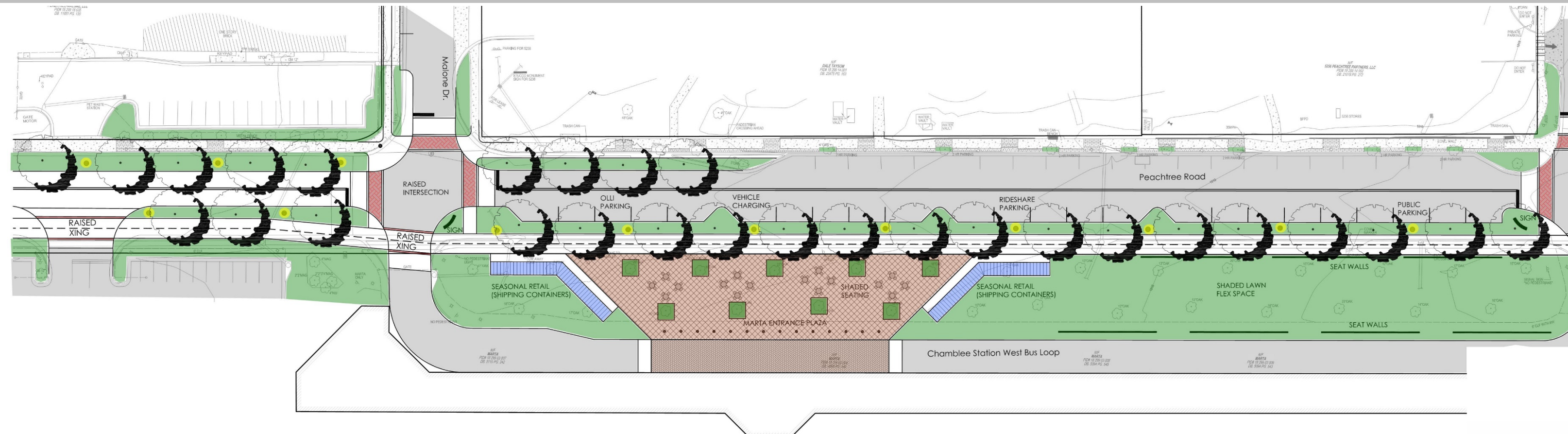


Smart Intersections address areas near urban intersections. Often, these intersections have high to saturated demand and are controlled by traffic lights. The traffic situation is characterized by high total traffic demand from a variety of road users with differing requirements: motor vehicles, public transportation, cyclists, pedestrians, and emergency vehicles. The focus of smart intersections is on innovative vehicle and traffic technologies that enable efficient, environmentally, climate-friendly traffic at urban intersections. The solutions will also help road users that have different requirements and priorities to coexist within the confined space for traffic movements that is typical of urban intersections. A road diet is proposed along Peachtree Road that will accommodate these improvements, encourage slower speeds, and develop a more attractive downtown street for downtown commerce and pedestrian activities.

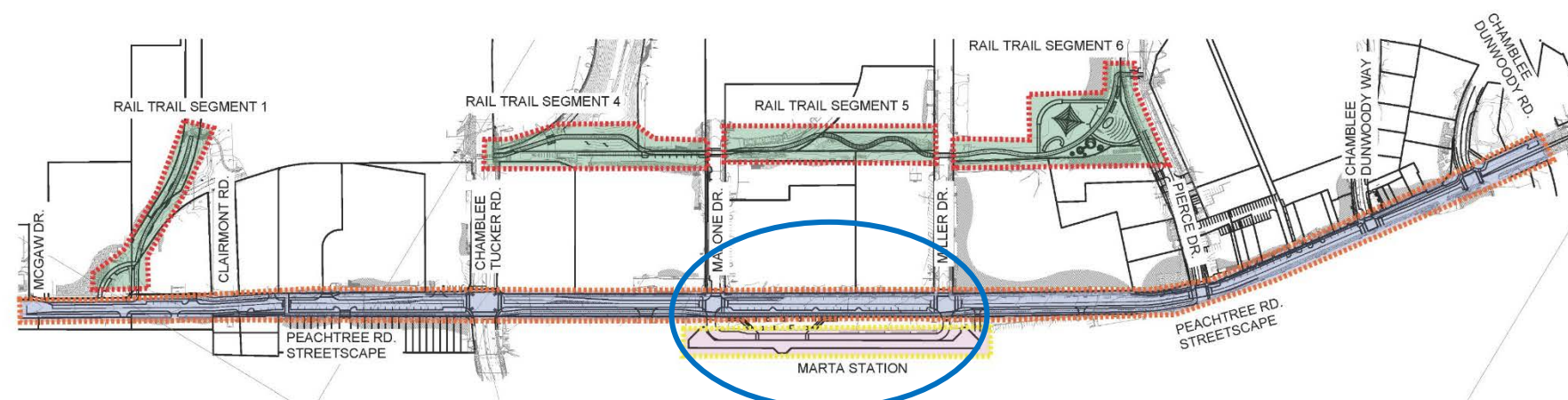


A pedestrian scramble, also known as scramble intersection, is a type of traffic signal movement that temporarily stops all vehicular traffic, thereby allowing pedestrians to cross an intersection in every direction, including diagonally, at the same time. It prioritizes pedestrians over vehicles only during a portion of the traffic control cycle, but it prioritizes vehicles over pedestrians for the remainder of the cycle. Its benefits for pedestrian amenity and safety have led to new examples being installed in many countries in recent years.

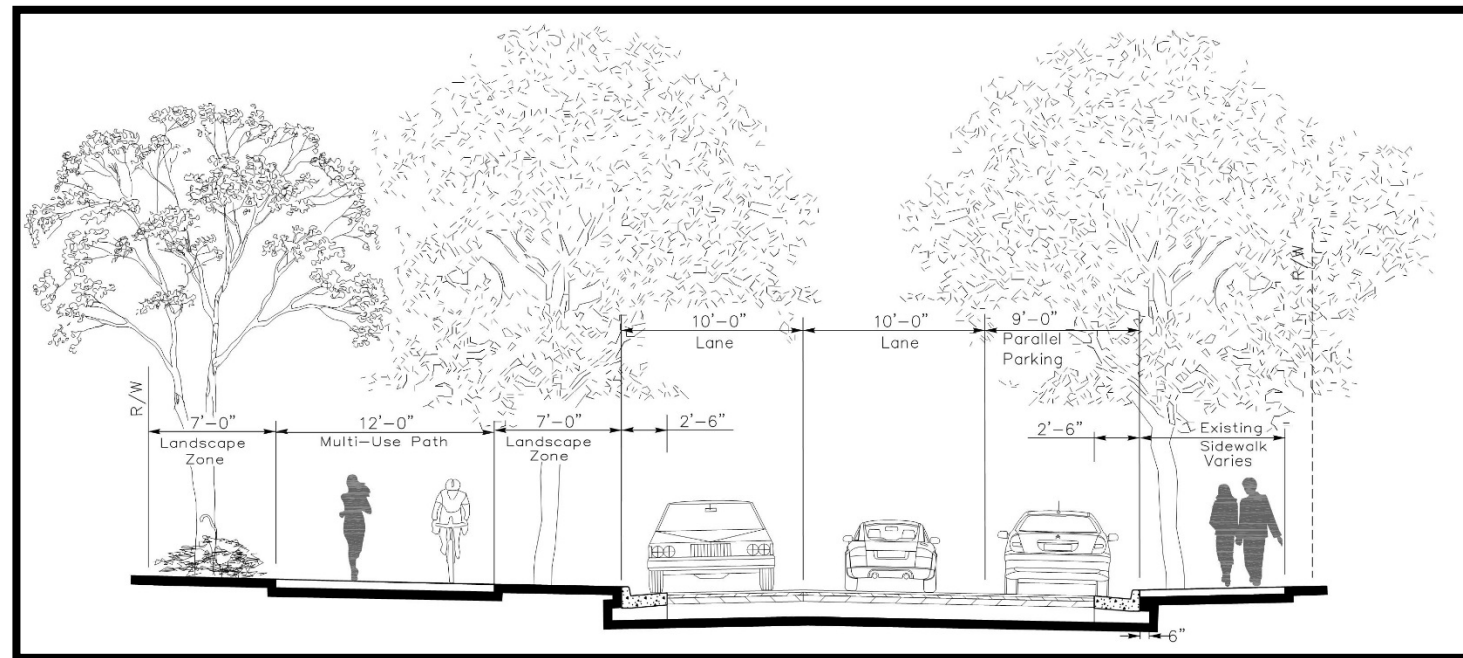
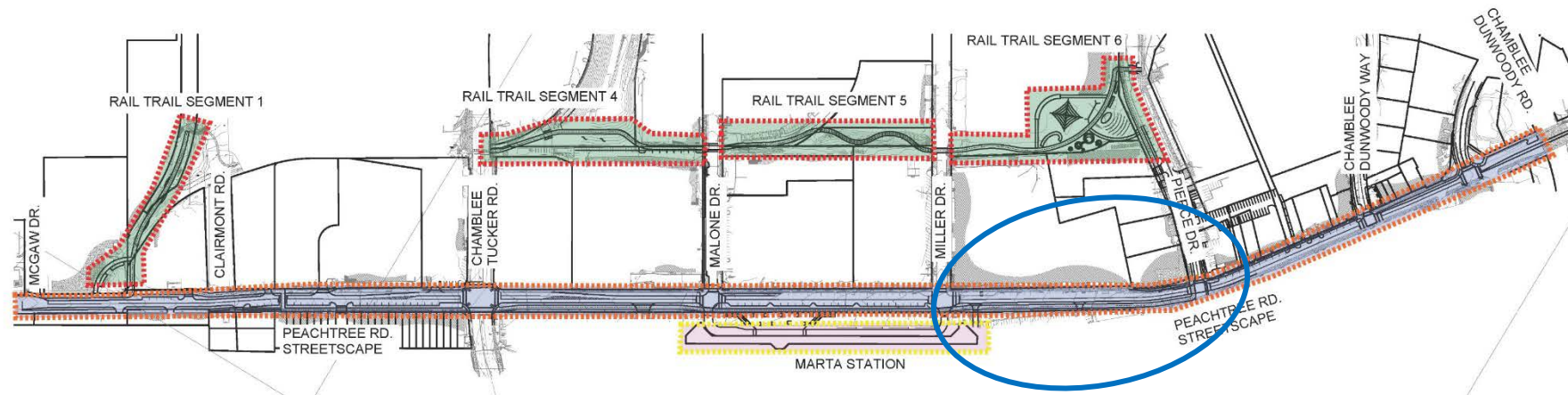
STREETSCAPE— SEGMENT 3



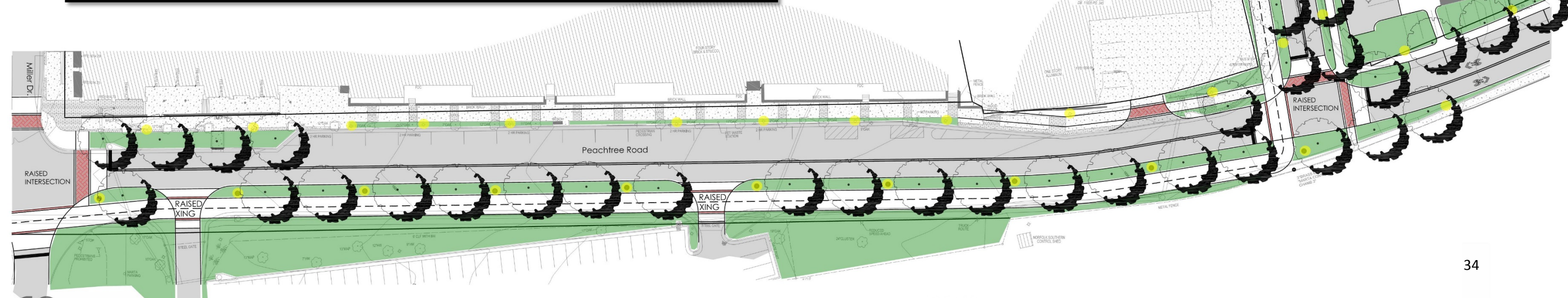
Segment 3 presents a unique opportunity to program the underutilized space in front of the MARTA Station. Currently, the landscaped section is segregated from the station entrance by a fence and a lack of cohesive circulation. The concept proposes to connect the station to this space as a plaza area and mobility hub. Building on the environment that already exists with mature trees conducive to lingering, the concept links the function of the station to complementary uses along the street—bikeshare program, circulator shuttle, and small-scale retail and service spaces.



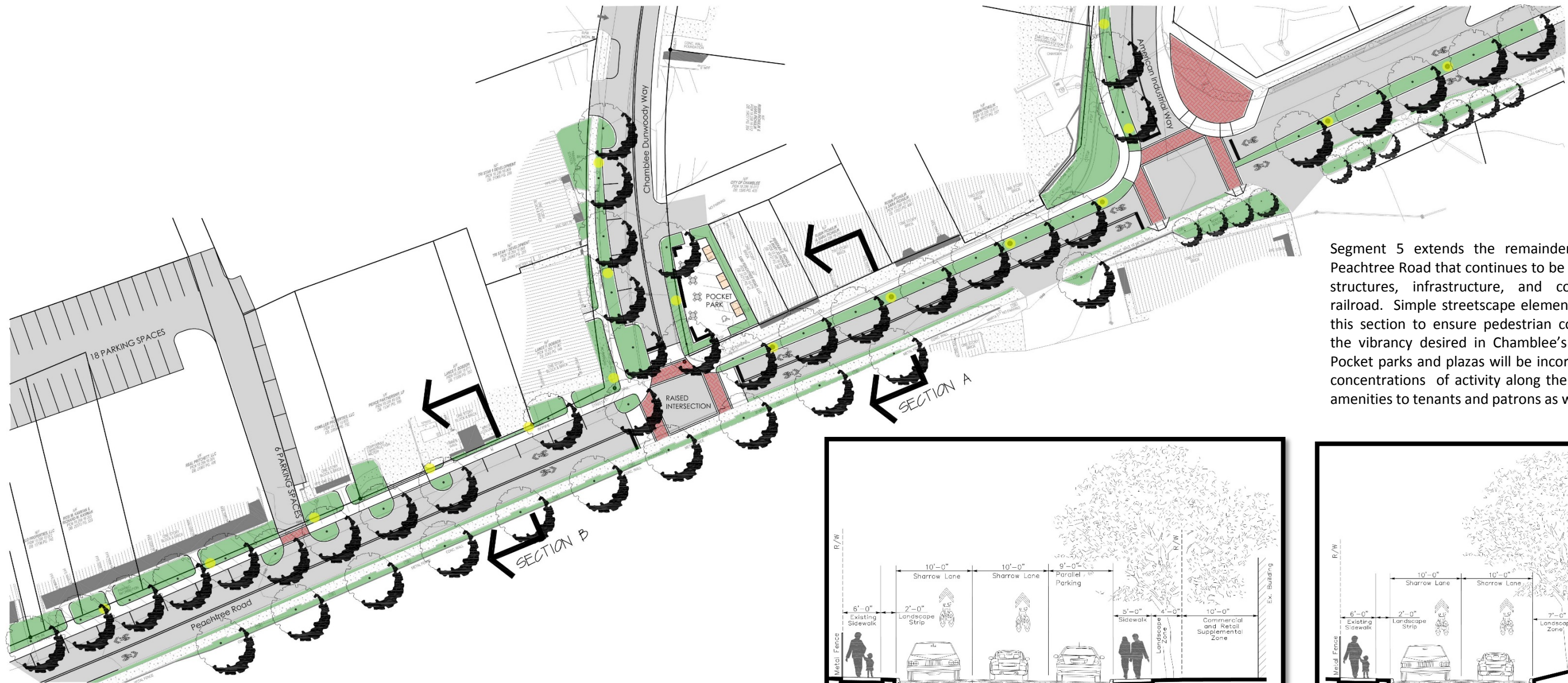
STREETSCAPE— SEGMENT 4



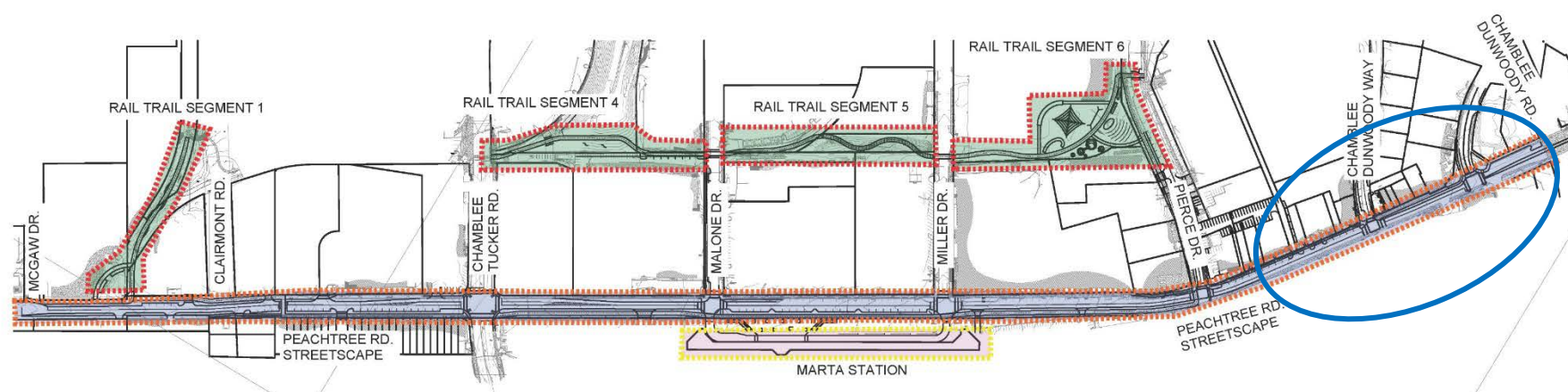
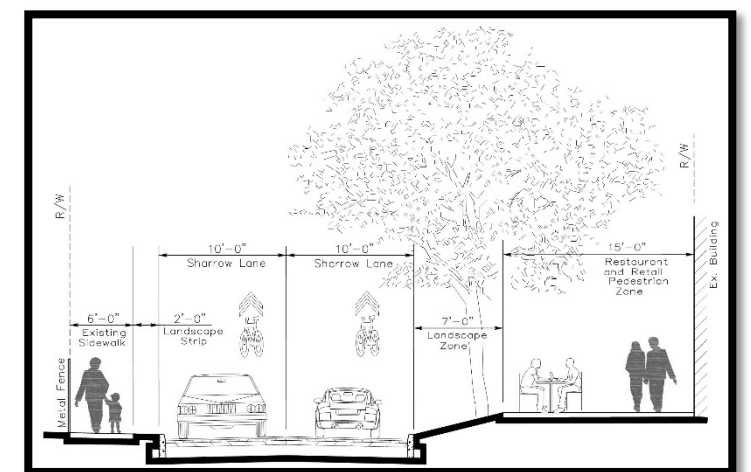
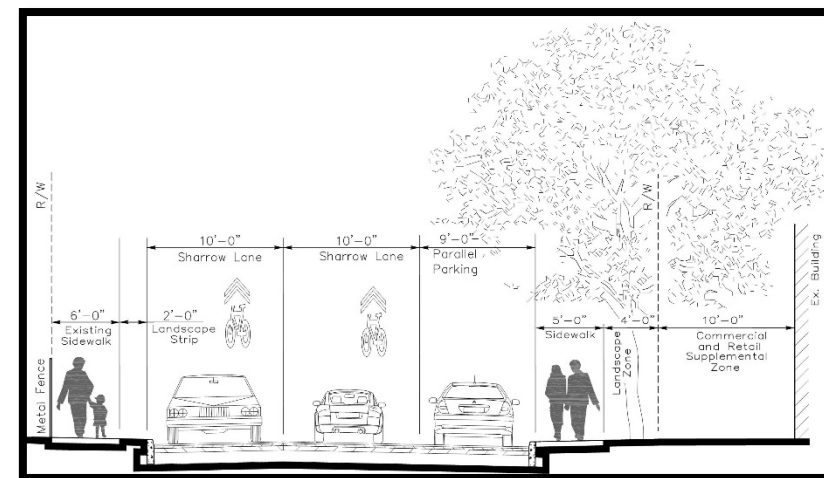
Segment 4 of the streetscape along Peachtree Road picks up to the east of the MARTA station, where the constraints of the built environment begin to limit the flexibility of the roadway. Bounded by the railroad along the south and existing buildings to the north, the multi-use path has been designed to route up Pierce Drive to eventually connect back into an off-street path and portions of the Rail Trail Extension. The sidewalk continues along Peachtree Road, and space has been designed into the streetscape to allow for on-street parallel parking and the future development of supplemental zones, to be activated by tenants along the streetscape.



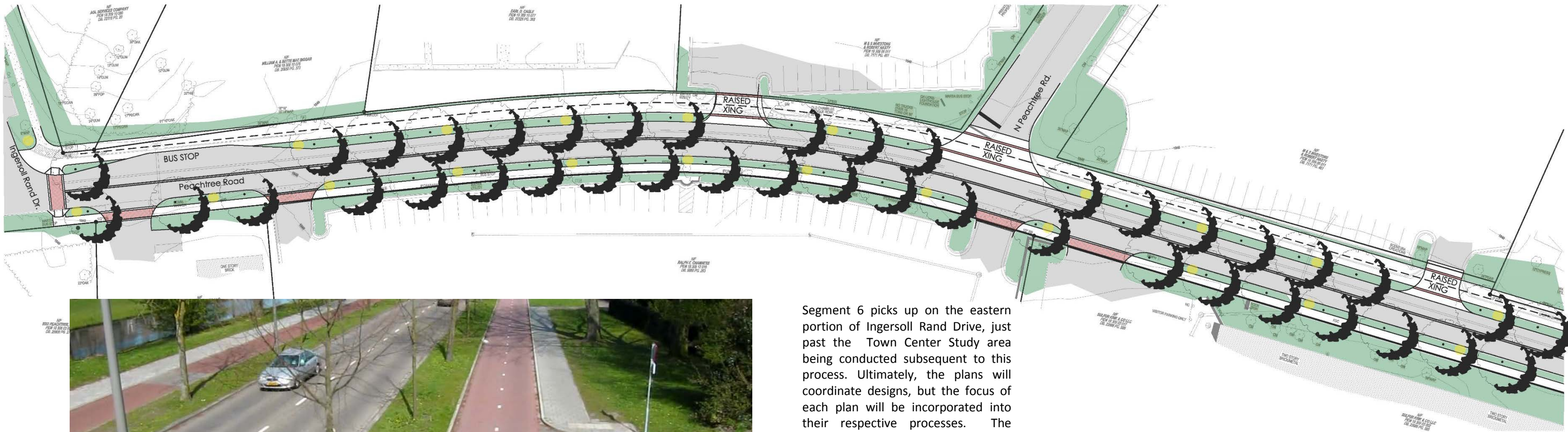
STREETSCAPE— SEGMENT 5



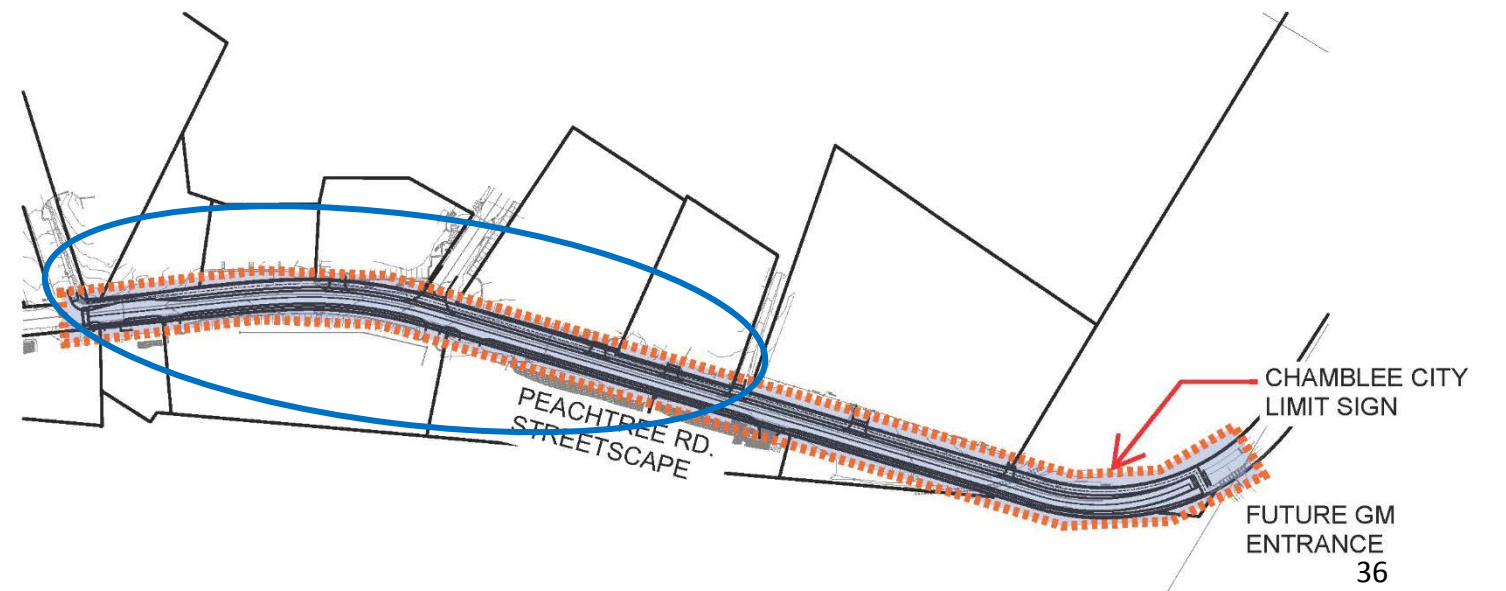
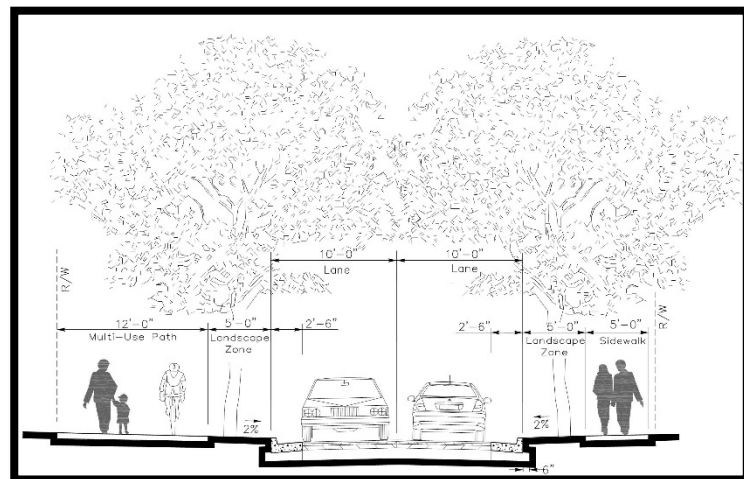
Segment 5 extends the remainder of the length of Peachtree Road that continues to be bounded by existing structures, infrastructure, and components of the railroad. Simple streetscape elements are applied along this section to ensure pedestrian connections promote the vibrancy desired in Chamblee's downtown district. Pocket parks and plazas will be incorporated to promote concentrations of activity along the route that serve as amenities to tenants and patrons as well.



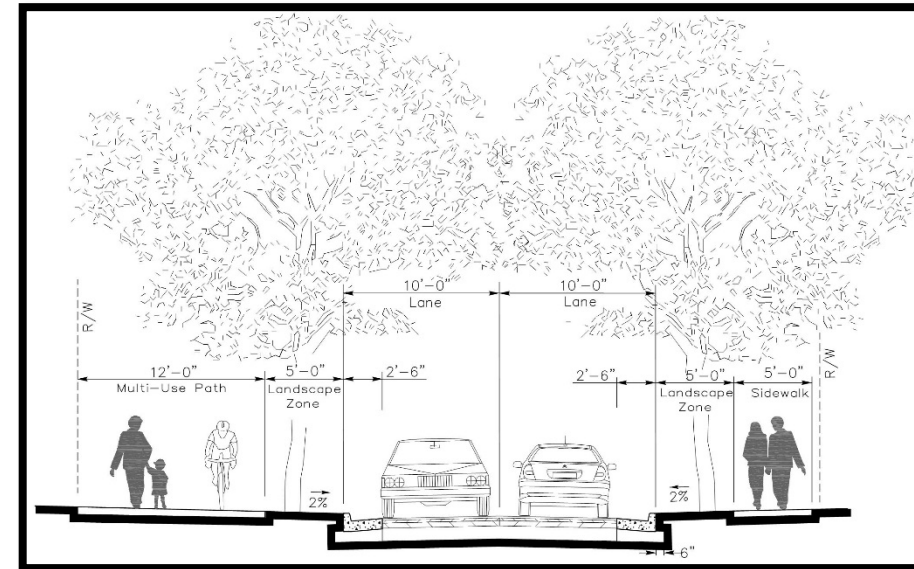
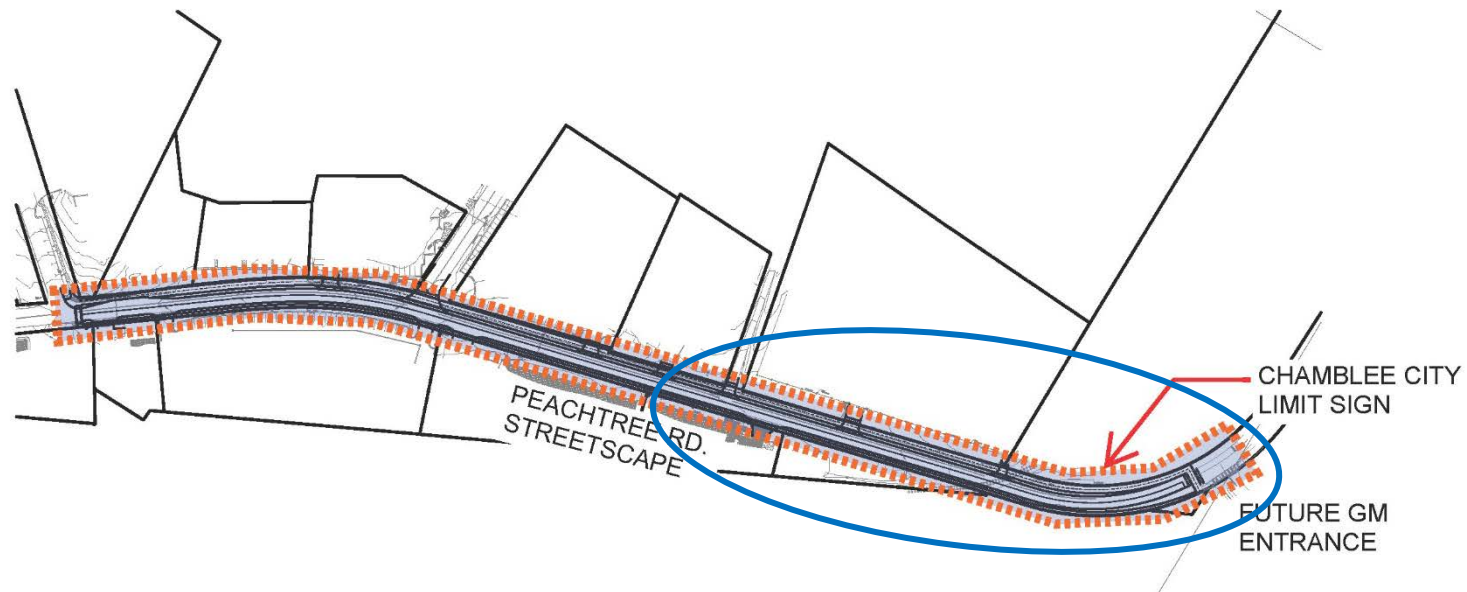
STREETSCAPE— SEGMENT 6



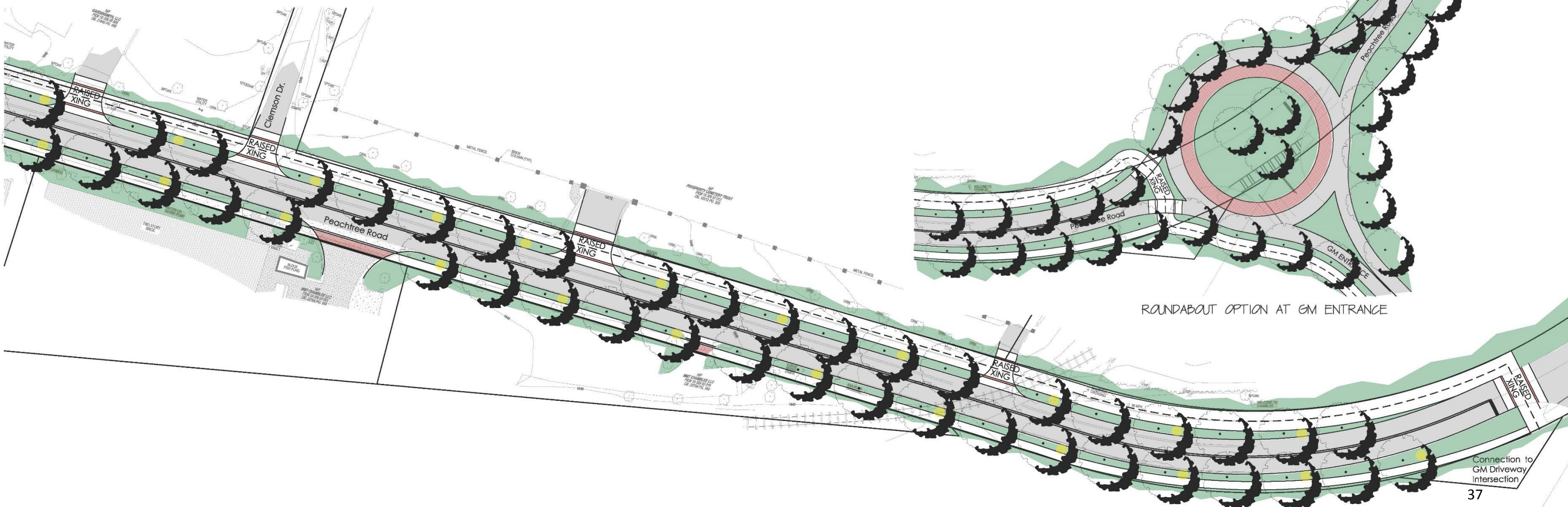
Segment 6 picks up on the eastern portion of Ingersoll Rand Drive, just past the Town Center Study area being conducted subsequent to this process. Ultimately, the plans will coordinate designs, but the focus of each plan will be incorporated into their respective processes. The northern side of Peachtree Road is more conducive to the 12 foot-wide trail given existing topography and available right-of way.



STREETSCAPE– SEGMENT 7



The final segment of the concept design, Segment 7, extends toward the City's eastern corporate limits. This segment will connect downtown Chamblee to the ongoing and future developments at the GM site, where a trail network and other amenities are currently planned. A roundabout has been proposed as an optional traffic solution for both the difficult curve of the road and the intersection of a new roadway proposed to be connected to the GM site.



IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

Project	Duration	Year	Cost	Responsible Party	Details
Guide Legislative Decisions.					
Adopt Peachtree Road and Rail Trail Concept as addendum to Comprehensive Plan.	1 month	2017	n/a	Mayor and City Council	Future applicant-initiated projects will be required to follow plan to meet criteria for amendments and DCIs.
Require implementation of concept plan for private development through legislative decision-making process.	On-going		n/a	Mayor and City Council	Condition applications to the plan.
Secure Funding.					
Apply for grant funding.	On-going	2017	Matching funds	City Manager	Work with grant writer to identify funding opportunities that do not delay implementation.
Encourage development of "Friends of the Rail Trail" or similar 501(c)3.	6 months	2019	General Fund	Parks and Recreation	Identify locations along the trail to sell bricks to help fund portions of the trail.
Develop local matching program to assist existing businesses with façade improvements	2-5 years	2018-2022	\$25,000 annually	Economic Development	
Generate Construction Documents.					
Finalize Segments 1-7 of the Peachtree Road Streetscape construction documents.	2 months	2018	underway	Development Department	Continue current contract for design services.
Finalize Segment 1 of the Rail Trail construction documents.	2 months	2018	underway	Development Department	Continue current contract for design services.
Finalize Segment 4 of the Rail Trail construction documents.	4 months	2018	underway	Development Department	Continue current contract for design services.
Finalize Segments 5-6 of the Rail Trail construction documents.	2 months	2018	underway	Development Department	Continue current contract for design services.
Identify Partners.					

Coordinate with MARTA to implement transportation hub and plaza in front of station.	6 months	2019	n/a	Development Department	
Coordinate with MARTA to secure detention pond.	4 months	2018	n/a	City Manager	
Coordinate with other agencies and property owners as identified.	On-going		n/a	Development Department	
Right of Way Acquisition.					
Acquire right-of-way.	6 months	2018	TBD	Development Department	
Initiate Construction Process.					
Release Invitation to Bid (ITB) for construction services by phase.	2 months	2018-2022	n/a	Development Department	Draft ITB, and develop selection committee.
Select contractor and secure contract by phase.	1 month	2018-2022	n/a	Development Department	Select low bidder of the qualified firms.
Initiate construction by phase.	Ongoing	2018-2022	See below by phase	Development Department	
Phase 1 - Streetscape Segments 1-3 and; Rail Trail Segments 1 and 4.	6-8 months	2018	\$1,800,000	Development Department	Cost does not include: ROW, parks, project management, or burying utilities
Phase 2 - Streetscape Segments 4-5; Rail Trail Segments 5 and 6.	6-8 months	2019	\$1,500,000	Development Department	Cost does not include: ROW, parks, project management, or burying utilities
Phase 3 - park along Rail Trail Segments 5 and 5 and MARTA detention pond park.	Ongoing	2020-2022	\$1,200,000	Development Department	Cost does not include: ROW, project management, or burying utilities
Ongoing trail and streetscape publicity.					
Host annual Mid-City Stroll in the fall.	On-going		\$10,000 annually	PR and Marketing	In coordination with Parks and Recreation Department
Develop marketing campaign for the Rail Trail.	On-going		\$2,000 annually	PR and Marketing	
Market projects to potential businesses locating in the City.	On-going		General Fund	Economic Development	

Develop an annual Rail Trail tour program.	On-going		General Fund	Parks and Recreation	Pedestrian or bicycle tour of the City along the trail.
Connect to other bicycle and pedestrian networks.					
Coordinate routes with other jurisdictions and Atlanta Regional Commission to ensure a complete network is being planned.	On-going		n/a	City Manager	
Develop a Comprehensive Transportation Plan.	9 months	2018	\$200,000	Development Department	Plan shall assess full transportation network and make recommendations for additional connections.
Develop amenities to promote transportation improvements.					
Establish convenient parking	On-going		n/a	City Manager	Coordinate with Town Center Project.
Develop public art installation process along the streetscape and Trail.	6 months	2020	n/a	City Manager	
Proactively support the growth and expansion of destination and dining and retail establishments.	On-going		n/a	Economic Development	Recruit more destinations to increase utilization of the streetscape and Rail Trail.

APPENDICES

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A3. Signage Tally	Page 59
A4. Mid-City Stroll/Property Owner's Open House Comments	Page 60
A5. Money Exercise	Page 66
A6. Visual Preference Survey	Page 68
A7. "I want..." Banners	Page 84

Appendix B: Cost Estimates

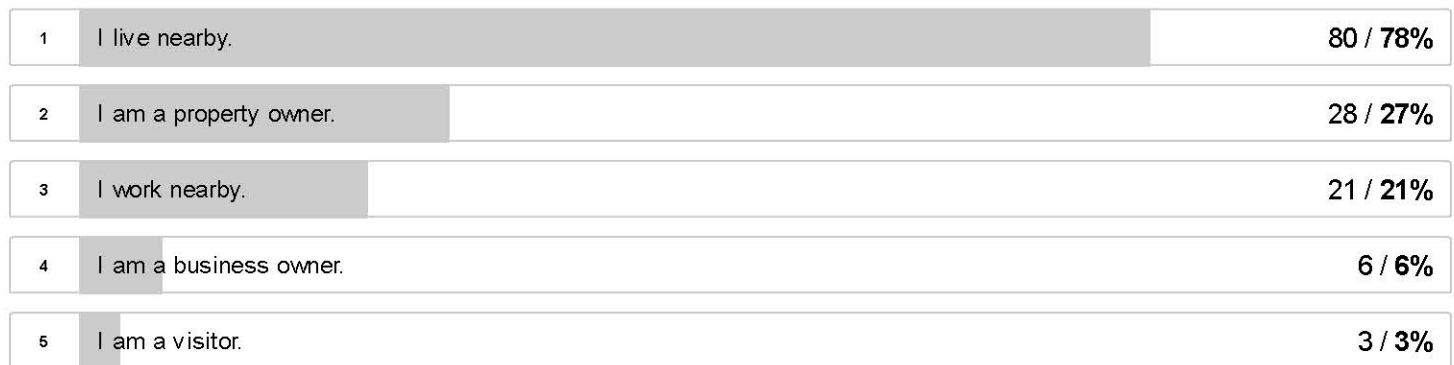
B1. Rail Trail Cost Estimates	Page 85
B2. Peachtree Road Cost Estimates	Page 90

Appendix C: Technical Specifications

APPENDIX A1: COMMUNITY SURVEY

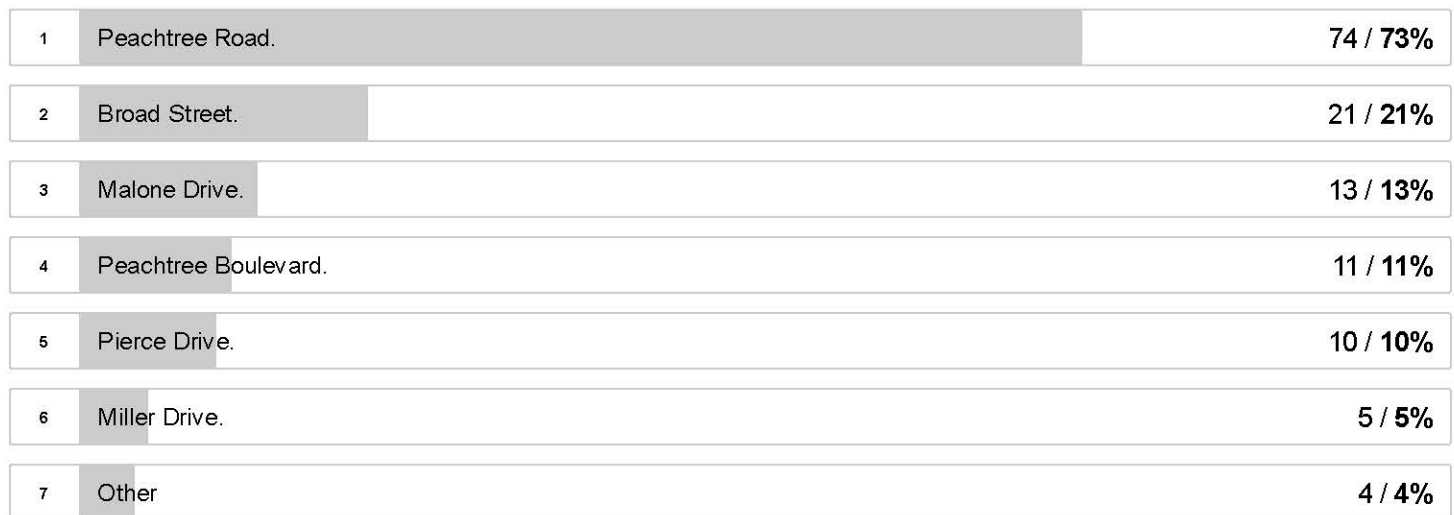
What is your connection to the Peachtree Road Corridor?

102 out of 102 people answered this question



What is your favorite downtown Chamblee street?

102 out of 102 people answered this question



Select the following item that you feel will have the largest impact on the image and identity of downtown.

102 out of 102 people answered this question



7	Availability of parking.	4 / 4%
8	Signage and wayfinding.	0 / 0%

Select the following item that you feel will have the second largest impact on the image and identity of downtown.

102 out of 102 people answered this question

1	Activities and events.	24 / 24%
2	Quality of infrastructure (roads, sidewalks, streetlights).	23 / 23%
3	Quantity of infrastructure (sidewalk and bicycle facilities).	22 / 22%
4	Amount and quality of landscaping.	16 / 16%
5	Character of architecture.	12 / 12%
6	Other	3 / 3%
7	Availability of parking.	1 / 1%
8	Signage and wayfinding.	1 / 1%

Select the element you think would most enhance the feel of downtown.

102 out of 102 people answered this question

1	Public open space.	28 / 27%
2	Sidewalks.	22 / 22%
3	Bicycle facilities (bike lanes, sharrows, multi-use paths).	19 / 19%
4	Underground utilities.	8 / 8%
5	Curbside ground-level landscaping.	6 / 6%
6	Street trees.	6 / 6%
7	Gateway features and entry markers.	5 / 5%
8	Decorative street lighting.	3 / 3%
9	Wayfinding signage.	2 / 2%
10	Decorative banners.	1 / 1%

11	Decorative sidewalk materials.	1 / 1%
12	Other	1 / 1%

Select the element you think would have the second most influence on enhancing the feel of downtown.

102 out of 102 people answered this question

1	Sidewalks.	24 / 24%
2	Public open space.	22 / 22%
3	Bicycle facilities (bike lanes, sharrows, multi-use paths).	11 / 11%
4	Gateway features and entry markers.	9 / 9%
5	Curbside ground-level landscaping.	8 / 8%
6	Street trees.	8 / 8%
7	Decorative street lighting.	5 / 5%
8	Wayfinding signage.	5 / 5%
9	Decorative sidewalk materials.	4 / 4%
10	Underground utilities.	3 / 3%
11	Other	2 / 2%
12	Decorative banners.	1 / 1%

Select the element you think would have the third most influence on enhancing the feel of downtown.

102 out of 102 people answered this question

1	Public open space.	19 / 19%
2	Sidewalks.	16 / 16%
3	Curbside ground-level landscaping.	13 / 13%
4	Bicycle facilities (bike lanes, sharrows, multi-use paths).	12 / 12%
5	Gateway features and entry markers.	11 / 11%
6	Street trees.	10 / 10%

7	Underground utilities.	8 / 8%
8	Decorative street lighting.	7 / 7%
9	Wayfinding signage.	3 / 3%
10	Decorative banners.	2 / 2%
11	Decorative sidewalk materials.	1 / 1%

Select which of the following you feel should be the primary function of a downtown district.

102 out of 102 people answered this question

1	Support local businesses with enhanced sidewalks for outdoor seating and display area.	51 / 50%
2	Provide easy access for pedestrians and bicycles.	20 / 20%
3	Provide public space and opportunities for gathering.	17 / 17%
4	Accommodate street festivals and events.	10 / 10%
5	Facilitate efficient traffic flow.	3 / 3%
6	Other	1 / 1%

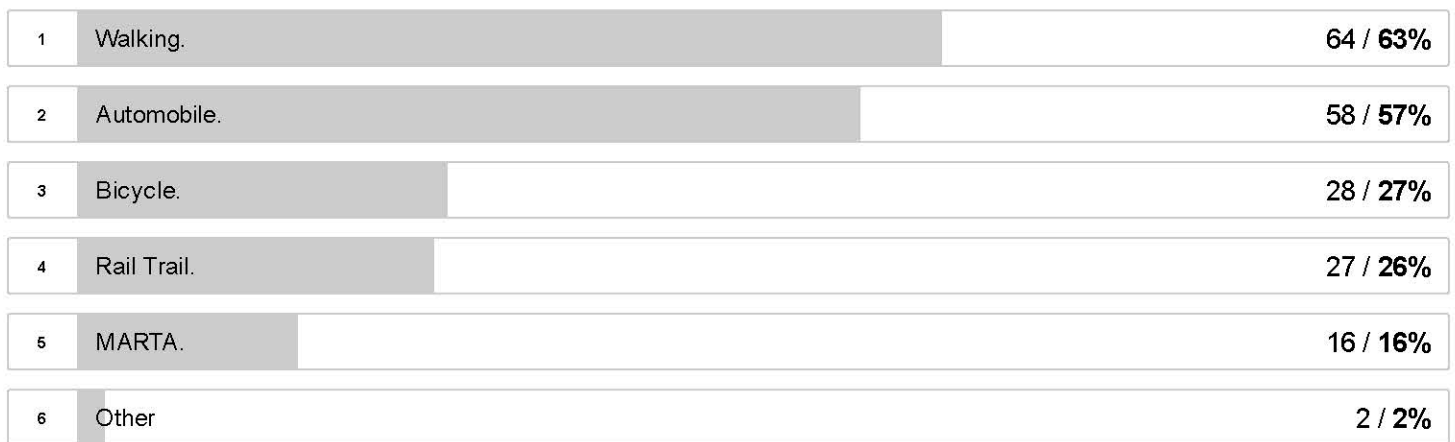
Select which of the following you feel should be a secondary function of a downtown district.

102 out of 102 people answered this question

1	Provide public space and opportunities for gathering.	41 / 40%
2	Support local businesses with enhanced sidewalks for outdoor seating and display area.	23 / 23%
3	Accommodate street festivals and events.	17 / 17%
4	Provide easy access for pedestrians and bicycles.	15 / 15%
5	Facilitate efficient traffic flow.	3 / 3%
6	Other	3 / 3%

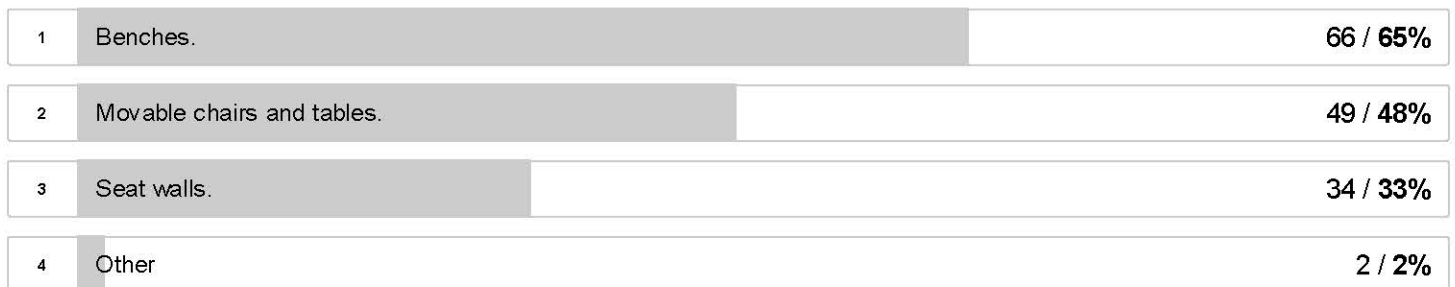
What is your preferred method of transportation into and around downtown?

102 out of 102 people answered this question



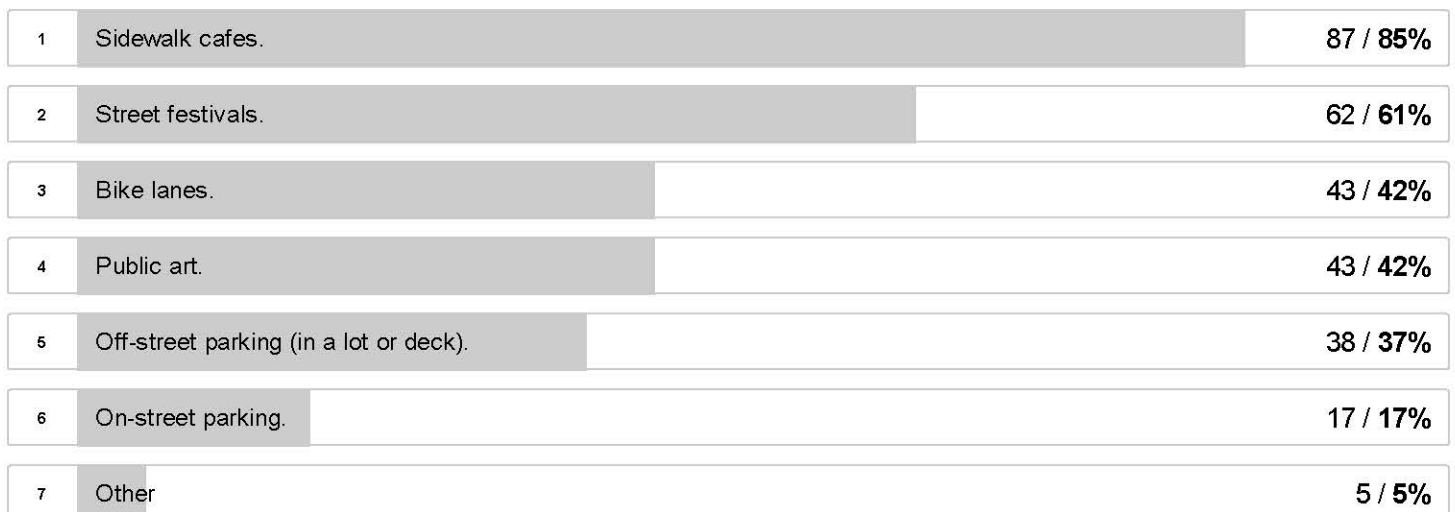
Which type of outdoor seating do you prefer?

102 out of 102 people answered this question



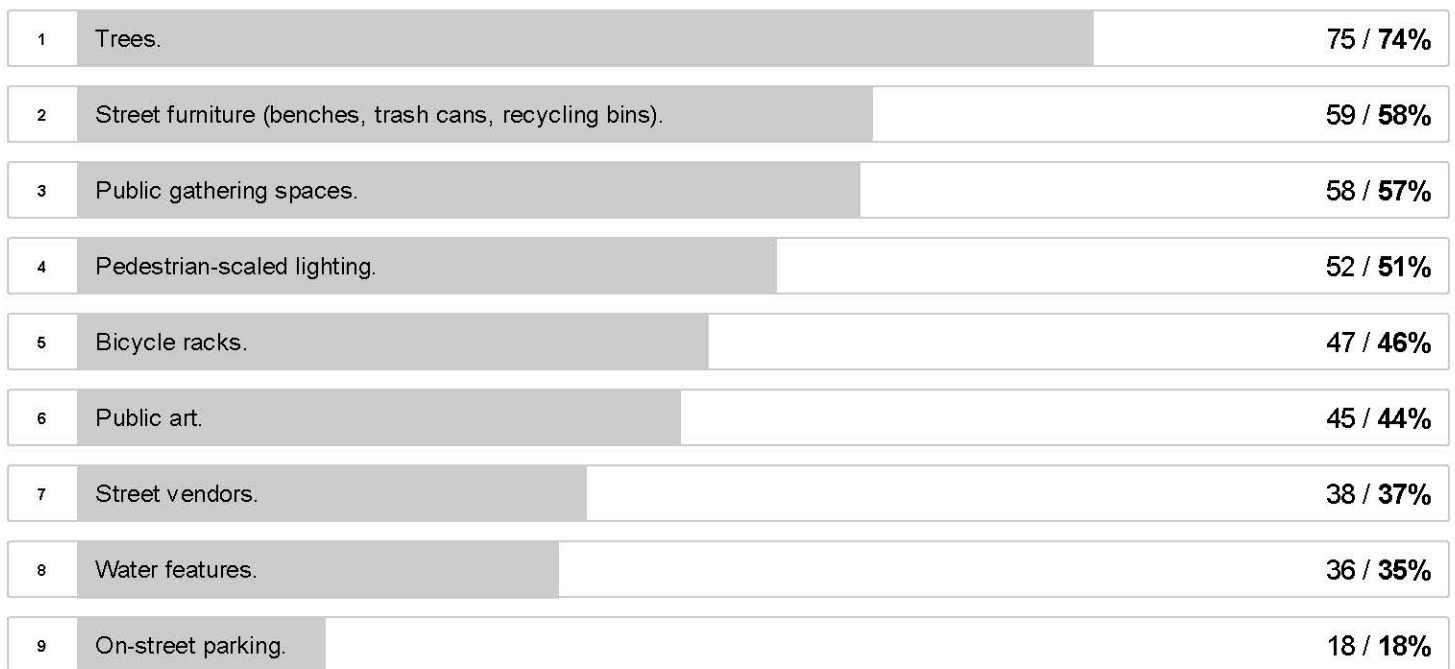
What types of activities or features would attract more people downtown?

102 out of 102 people answered this question



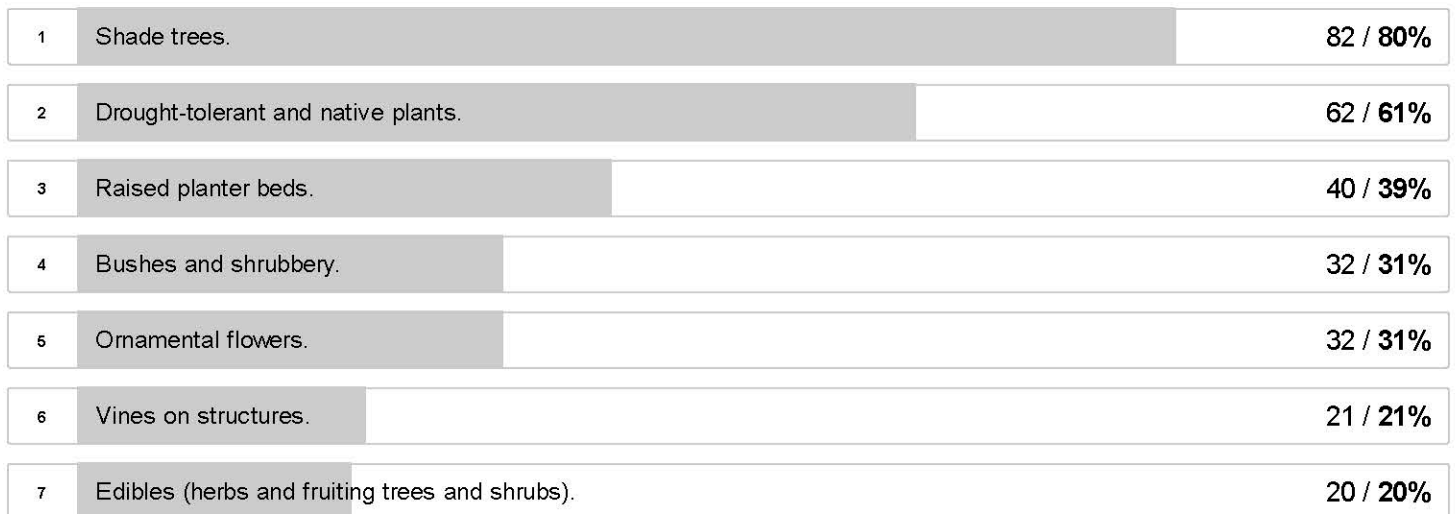
Which amenities would you like to see along downtown streets?

102 out of 102 people answered this question



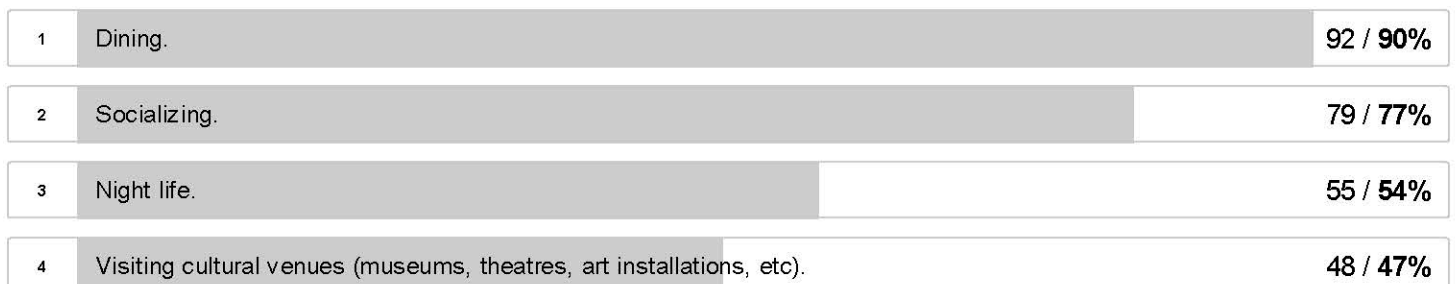
Which types of landscaping elements do you prefer?

102 out of 102 people answered this question



How would you most like to use the downtown district?

102 out of 102 people answered this question



5	Exercise.	41 / 40%
6	Working from a public space.	23 / 23%
7	Other	4 / 4%

If downtown Chamblee adds the activities and amenities you prefer, when would you most likely visit?

102 out of 102 people answered this question

1	Evening.	99 / 97%
2	Afternoon.	54 / 53%
3	Lunchtime.	38 / 37%
4	Late night.	35 / 34%
5	Morning.	25 / 25%
6	Other	3 / 3%
7	Never.	0 / 0%

If downtown Chamblee adds the activities and amenities you prefer, how frequently would you visit?

102 out of 102 people answered this question

1	Weekly.	72 / 71%
2	Daily.	25 / 25%
3	Monthly.	5 / 5%

Are you familiar with Chamblee's Rail Trail?

102 out of 102 people answered this question

1	Yes	78 / 76%
2	No	24 / 24%

Do you currently use the Rail Trail?

102 out of 102 people answered this question

1	No	54 / 53%
2	Yes	48 / 47%

What are the biggest barriers you face in walking, running, and biking around the City?

102 out of 102 people answered this question

1	Availability of multi-use paths (like the Rail Trail).	65 / 64%
2	Availability of sidewalks.	58 / 57%
3	Safety.	48 / 47%
4	Availability of bike lanes.	39 / 38%
5	Distance is an inconvenience (from my house, job, .etc).	25 / 25%
6	Other	5 / 5%
7	I'm not interested in walking, running, or biking around the City.	2 / 2%

Select the element you think would most enhance the Rail Trail.

102 out of 102 people answered this question

1	Longer route.	47 / 46%
2	Retail and dining along the route.	27 / 26%
3	Lighting for early morning or nighttime use.	12 / 12%
4	Wayfinding signage and mile markers.	5 / 5%
5	Furniture (seating and trash and recycling bins).	4 / 4%
6	Emergency markers and call boxes.	3 / 3%
7	Park destinations.	3 / 3%
8	Games and other activities.	1 / 1%

Select the element you think would have the second most influence on enhancing the Rail Trail.

102 out of 102 people answered this question

1	Retail and dining along the route.	32 / 31%
2	Lighting for early morning or nighttime use.	20 / 20%
3	Park destinations.	13 / 13%
4	Longer route.	12 / 12%
5	Wayfinding signage and mile markers.	12 / 12%
6	Emergency markers and call boxes.	8 / 8%
7	Furniture (seating and trash and recycling bins).	3 / 3%
8	Games and other activities.	1 / 1%
9	Other	1 / 1%

Select the element you think would have the third most influence on enhancing the Rail Trail.

102 out of 102 people answered this question

1	Park destinations.	21 / 21%
2	Wayfinding signage and mile markers.	17 / 17%
3	Longer route.	16 / 16%
4	Emergency markers and call boxes.	13 / 13%
5	Lighting for early morning or nighttime use.	13 / 13%
6	Furniture (seating and trash and recycling bins).	10 / 10%
7	Retail and dining along the route.	8 / 8%
8	Games and other activities.	3 / 3%
9	Other	1 / 1%

How would you or do you use the Rail Trail?

102 out of 102 people answered this question

1	Walking.	86 / 84%
2	Leisure/exercise.	66 / 65%

3	Bicycling.	51 / 50%
4	Walking a dog.	40 / 39%
5	Running.	37 / 36%
6	As a mode of transportation.	30 / 29%

How frequently do you or would you visit the Rail Trail?

102 out of 102 people answered this question

1	Weekly.	62 / 61%
2	Monthly.	22 / 22%
3	Daily.	15 / 15%
4	Other	3 / 3%

Community Survey Results from the open-ended question, "Anything else you'd like us to know?"

- no
- We need to make the streets, mostly Peachtree Road, safer for bikes and pedestrians. Right now, it is mostly used by folks commuting through Chamblee. It needs to focus on the folks that live in Chamblee, with safer speed limits, wider trails and pedestrian friendly streets.
- Please ensure there is a path/steps into ParkView from the rail trail, current design does not appear to consider that.
- need Bhvn trail connection at Keswick, money for traffic needs to protect neighborhoods next to "downtown" first, not spent on facilities for investors. The families of Chamblee pay the taxes and VOTE. You better listen to them or it will be "kick the bums out". START CONCENTRATING ON CUT THRU TRAFFIC FIRST, or, be an idiot...
- na
- I like the trail. I think it should be longer and should have more restaurants along it. Also trees are really helpful because otherwise it gets really hot.
- Parking at the Walmart end seems to require using the parking lot (above) or underground parking. Is the management of that shopping center okay with that? It's a great parking location, but I'm unsure if merchants or property company would complain.
- Reside @ PMLofts
- Nope
- This is probably not within your area of responsibility, but I would like to have easier to see/use pedestrian traffic lights. Also, with more multi-family housing and shopping centers opening and more traffic coming, we need 4-way stops or even traffic lights at Peachtree Rd and side streets like Malone, Miller, McGaw, etc.
- to me, Decatur is a good model. Has built a great community feeling with various businesses, restaurants with outside seating and frequent activities. Has built the tradition of Terrific Thursdays during the holidays and the lighting of the Christmas Tree. Keeps the feel of a small town with its activities. I'd like to see Chamblee be similar, and not over commercialized in appearance.
- I will not use bike lanes on major roads such as P'tree blvd. Prefer biking on rail trails and more protected trails. Wish we had longer trails to access from Sexton Woods.
- Not that I can think of.
- We are so excited to see what is in store for Chamblee! Keep it up!
- Looking forward to seeing it.
- WIDE THE SIDEWALK AND ADD BICYCLE ROAD WILL ATTRACT MORE AND MORE PEOPLE.
- It really needs better signage to find it. I don't think most people know how to access it.
- The improvements I've seen in 2 years have been impressive! Let's see more!!
- Continuing improvements to our city are valued and appreciated!
- Wish it connected Clairmont by stairs to Peachtree Road to have access to Whole Foods and whole shopping center without having to go to Peachtree Industrial
- As a single female, safety is the biggest reason why I often opt to drive instead of using the rail trail to access retail. I never use it in winter when it gets darker earlier.
- It would be nice to have some more condos / townhouses added to the area instead of apartments. The townhouses - such as those like M West would be a great addition. I love living in Chamblee.

- It is great you are soliciting opinions - hopefully, the responses will allow for a great improvement that will net the best uses at the least cost for maintenance - while attracting people to downtown and, by extension, raising awareness such that people purchase and taxes are paid, we do not believe it is a good use of tax dollars to make things attractive to businesses are improved - that is the responsibility of those businesses while NOT being impeded by poor infrastructure in our community.
- Nothing comes to mind
- We need more sidewalk for resident to walk to/from Marta station. For example, from Marta to whole foods, Marta to Chase on JD/Peachtree, etc.
- The rail trail extension would significantly improve connectivity and access throughout downtown Chamblee
- We need parking and sidewalks on the historic peachtree road corridor.
- no
- Nope
- not at this time
- Chamblee has an opportunity to provide its citizens with an ultra cool area; please don't make us wait 10 MORE years for it to come to fruition.
- no
- It would be great if you could add a bike lane and or fix sidewalks to ride from Buford highway to Peachtree Blvd by way of chamblee tucker Rd
- would like more trees along trail near Malone Drive
- I'm excited for this project and hope that there are further enhancements that can be made. I moved from Chicago 18 months ago and have visited many suburbs in the Chicagoland area. One of the most notable things about the popular suburbs were their walkable downtown districts often centered around the commuter rail stations. If further development in the area between Chamblee Tucker and Ingersoll Rand Dr, perhaps even with new cross streets running parallel to Peachtree Rd, were to occur, I think downtown Chamblee would become a hugely popular destination within the perimeter. The challenge would be to make it more of a grid that increases the overall area for visitors but compresses the distances needed to walk. Such districts in Chicago include a good mix of local and national merchants, parking decks/on street parking, and encourage more pedestrian traffic. I MUCH prefer the more organic approach being taken by the city than what's been done elsewhere in Atlanta by private developers such as The Shops Buckhead Atlanta on Peachtree Rd and Buckhead Ave or Avalon in Alpharetta, though I appreciate the attempts to create more pedestrian friendly spaces. I think that given the current projects such as Olmstead and Trackside, working towards a full fledged downtown district would only further serve to attract residents.
- happy the you are doing the stroll so that our neighbors in huntley hills can see the vision for a great little downtown.
- PLEASE!!! Do not ruin old downtown Chamblee like has been done to Peachtree Boulevard. The Whole Foods shopping center, the destruction of Buddy's for another bank (instead of a cute restaurant), multiple high-density low end residential developments with NO additional roads. It's awful. You have gridlocked us in our neighborhoods for some quick tax dollars and removed the chance for quality and appealing redevelopment. It looks like soul robbing suburbs of Alpharetta, John's Creek and all points north.
- Need a sidewalk to go to Whole Foods on Peachtree Rd

- Nothing except more power to you
- Sometimes less is more. I'd like to see Chamblee focus on the basics like sidewalks, bike lanes, and trees.
- Keep increasing density and walkability of the Chamblee downtown area!
- Trail should connect to Huntley hills and surrounding neighborhoods.
- I really like living here and I'm excited about building up Chamblee with local businesses we can patronize!
- Developing a park along the rail trail expansion would be a huge benefit to the Mid-city district.
- Please extend the Rail Trail into B-Head along the existing rail line.
- Excited for potential (if done right)!
- An explanation of what some of the answers would be helpful. What is Pedestrian-scaled lighting? I may have chosen that option but do not know what it is. And with almost 30 questions, I am not going to take the time to look it up. So whoever is writing these surveys, they need to make them shorter and define the answers. Industry language should not be used.
- I love the idea of making our downtown more walkable and accessible. Trails for walking and exercise that are safe and well lit are essential and I would love being able to walk from Chamblee downtown to Whole Foods and the new shopping area there. The lack of sidewalks makes that difficult for many reasons. I think adding sidewalks, lighting and more great restaurants will make Chamblee an even better place to live than it already is!
- The stroll, I believe, is an excellent way of engaging the community.
- no
- Extension of the rail trail further into Keswick Village and Sexton Woods as well as into the mid-city district of Chamblee and reaching as far as City Hall would make this a viable form of transportation. I appreciate the work that has been done already and feel a stronger push for a longer more defined route is imperative to larger adoption and use.
- -
- Don't turn into Brookhaven! Those people who mow your lawn need a place to live.
- Thanks for working to try to make Chamblee a better place!!! I like the improvements we are already seeing, my only concern is the increasing traffic as we build more and more condos/apartments.
- how I can get involved
- THANK YOU for the work you are doing! I'm so excited about the opportunities for this area to be a great example of downtown renewal. I'd want it to be a great example of forward-thinking, sustainable development in line with the vision of the Beltline and other initiatives that create real liveable spaces (where people can walk to shop, eat, and easily catch the train for the rest of ATL, where small independent businesses flourish with clientele from Chamblee and thanks to MARTA the whole city). I live in Sexton Woods and want to be able to walk/bike safely (by which I mean without being hit by a car) to downtown with my kids to eat, play, and relax. When we want to take MARTA, I'd love to bike there safely. I notice the survey does not ask anything about housing, even though a large part of these developments seems to be housing. I really hope that affordability is emphasized and there is a vision of mixed income housing. Metro Atlanta is in a crisis for affordable housing, and Chamblee has an opportunity to be a shinningly awesome part of the solution (or, alternately, contribute to the problem). Hopefully we can do better than the Beltline seems to be in assuring that real people (not just middle class but also the working poor) can afford to shop, dine, and love living here. We pride ourselves on being a diverse,

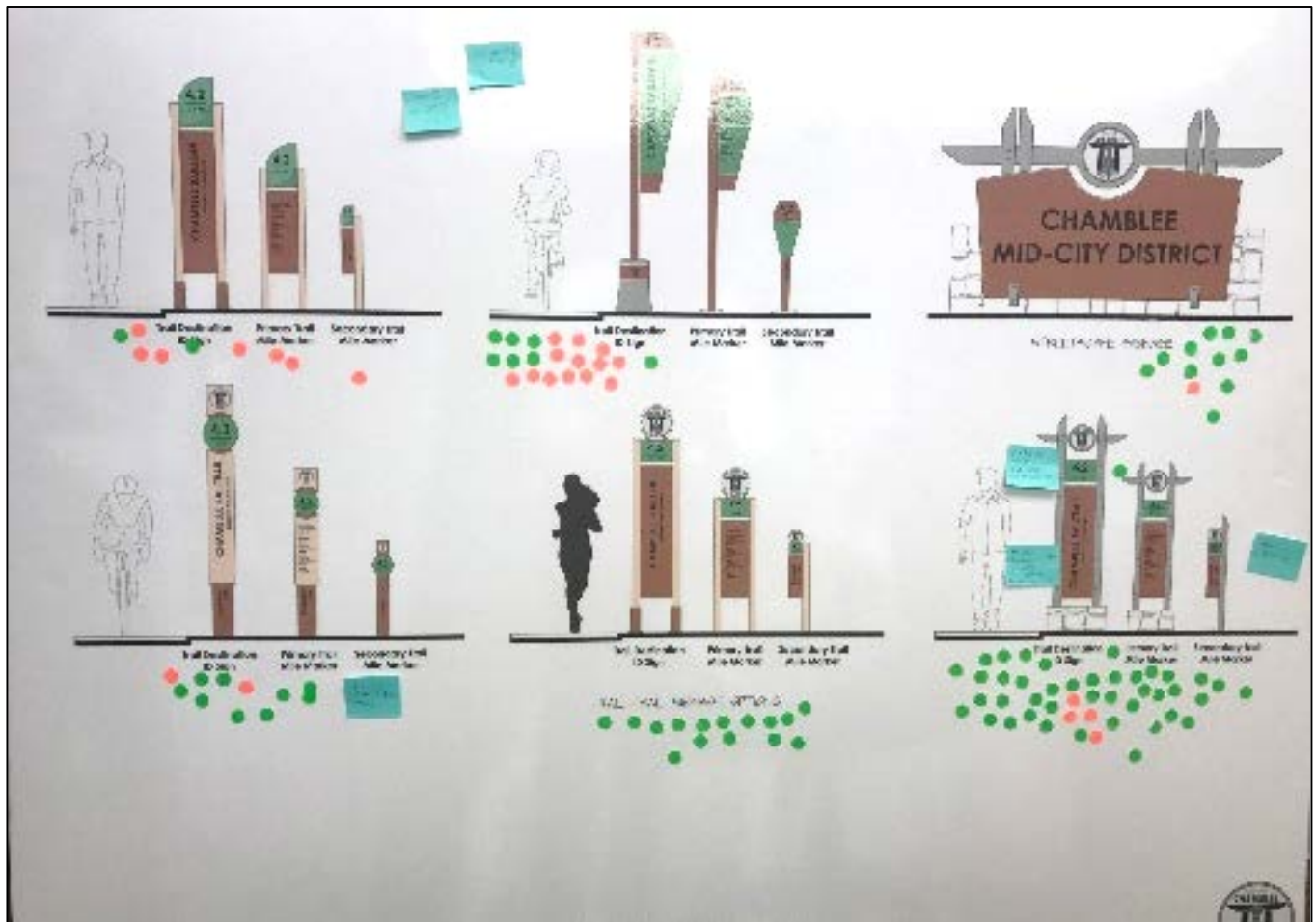
international-minded city: let's ensure our downtown is welcoming and accessible to the diverse community we claim to be.

- Chamblee really needs more restaurants and places open later in the evening. It also massively needs an emphasis on safe crossing of the large streets like Peachtree industrial if you desire the community outside of the Peachtree corridor to really make use of it especially as a walking community
- The ideas for the city are all irrelevant if your city residents from across Peachtree Industrial can't walk to be a part of it. This includes sidewalks going down to homes/apartments on N. Shallowford and N. Peachtree. Furthermore, if you want to become a commuter (MARTA) city of young professionals, then it is essential to have places that are open later into the night. People always prefer a nightcap close to home, all the better if they can walk home. Likewise, make sure there are family friendly places. It's all about balance.
- Most importantly make downtown easily accessible to get to (with expansion of Rail Trail) and around with pedestrian focused amenities like sidewalks, aesthetic appeal that evokes safety and everyday businesses for people to use. Those that live in Chamblee will offer the most support for downtown development/businesses and will use it the most. I live in a nearby neighborhood across Peachtree Industrial. We chose it for its proximity to the downtown area and surrounding parks. My family most desires to easily be able to walk to and around Chamblee so we can use it more often. Make it easy for people to do so and I promise they will do so. Thank you so much for everything you're doing!

APPENDIX A2: WHAT DO YOU THINK TALLY



APPENDIX A3: SIGNAGE TALLY



APPENDIX A4: MID-CITY STROLL/PROPERTY OWNER'S OPEN HOUSE COMMENTS

Post-It Notes Exercise Results from the Property Owner's Open House & Mid-City Stroll

Italicized = notes from open house

Streetscape Segment 1

- Peachtree Rd Bike Rack – Yes!
- Planter – Plant perennials to save money
- Planter – Grow mint
- Love 2 lanes! Prioritize the pedestrian

Streetscape Segment 2

- Pedestrian safety greatly needed here (at crosswalk)
- Trashcans along pedestrian thoroughfares at intersections
- Request: no trashcans or benches on Peachtree.
- Outdoor co-working space.
- No scramble - not enough people.
- No parallel parking
- Reuse bricks
- Bike lanes

Streetscape Segment 3

- Self-Driving Bus – No! Too expensive
- Marta Plaza Retail Space – Make it possible to get retail from Marta without walking all the way to the one end
- Marta Plaza Retail Space – Yes!
- Marta Plaza Retail Space – Awesome!
- Marta Plaza Retail Space – Love it!
- Marta Plaza Retail Space – Yes sticker
- Shared Mobility Service – Join Atlanta's relay bike!
- Shared Mobility Services – Might attract visitors ☺
- Shared Mobility Services – Bikes good!
- Granite Seat Wall – Yes sticker
- Smart Parking – Yes sticker
- Electric Vehicle Charging – Yes sticker
- Mobility Hub Cross Section – if the trail ends, where do cyclists go? Road? Where's the transition?
- Shared Lawn Flex Space – This strip would be great for dogs
- Near Ollie Parking area – Sewer grate in front has gaps and is difficult for wheelchair. Can we make it slated? Gap is hard in chair.
- Near Marta Entrance Plaza – separate bike and pedestrians with hash lines (on path) – safer
- Green infrastructure – stormwater collection opportunity

- Take out chain link

Streetscape Segment 4

- None of the crosswalk choices were good
- Margaret's Building – reconfigure to diagonal parking and add meter, parcel connectivity to eliminate dead-end parking.
- Dumpster/active driveway
- Proposed Park lot - Parking lot floods in rain

Streetscape Segment 5

- Need sidewalks on Malone Dr.
- Connectivity paths and road for bikes
- Single road = road rage for cyclists
- SAVs are a waste of \$. Build sidewalks first
- Do not gentrify
- Sidewalks with separation from street
- Keep pull-in parking
- Green bike lanes like Portland, OR
- Would love to see artist residence with retail storefront – living space and storage in back – visible rooftop, work/studio/gallery to the front. Asheville is a great example
- Dog friendly
- Typical Road Cross Section B - "I like it"
- Sculpture or water features
- Rename American Industrial Way
- American Industrial Way tough for pedestrians and cyclists
- Round about near American Industrial Way
- Definitely need a crosswalk near American Industrial Way
- Pedestrian signal near American Industrial Way
- Street walls look great
- Street walls are a must
- Europe agrees (with street walls)
- Love the seat walls
- Love the seat walls
- Love the seat walls
- Chess – waste of money
- Chess – "Just like London"
- Chess – "Wonderful"
- No parallel parking!
- Angled rather than parallel parking – concerned about parking.
- Don't plant trees in July
- Buy a brick, adopt a bench.
- Water feature/fountain
- Pollinators – bats, bees, butterflies

- Back in parking – this is a bad idea
- Learn from the beltline – no multiuse path, doesn't work

Streetscape Segment 6

- Dangerous corner and intersection
- Blind spots, need 3 way stop

Streetscape Segment 7

- Grade considerations?
- Active Rail Crossing – rail spur

Rail-Trail Segment 1

- Elderberry – Yes! Berries are good for medicine
- Grow more food. Gardens – watermelon, corn, pecan, peach, soybean. – seedsavers.org
- Pecan trees!!!
- Drinking fountain
- Rail Trail Bike Rack – less decorative more storing bikes
- Yes! – referring to less decorative more storing bikes

Rail-Trail Segment 4

- Parallel parking only on side streets, not on main roads like Peachtree Rd.
- Need public spaces by MD.net

Rail Trail and Streetscape Signage

- 4 –
 - Good one, easy to read
- 5 –
- 6 –
 - Don't like symbol but like the structure
 - Darker background with white lettering – better contrast
 - Too busy
- General comments
 - Save money on signs
 - Use boards and save taxpayer money

Overall Peachtree Rd/Rail Trail Concept Plan

- Cannery Lofts

Mid-City Stroll Comment Cards

SUGGESTIONS ABOUT THE MID-CITY STROLL EVENT:

- ADA accessible on Chamblee Dunwoody Way, edible plants, spend less money, affordable housing – we need MARTA, not rich people
- Need a video from “A” to “G” on City website
- More of the local businesses existing should have participated to promote their business
- Good balance of interactive and information. Needed the info at Hopstix to be organized differently
- Free food from restaurants/maybe pair with taste of Chamblee
- Virtual tour at some display
- More citizen participation needed
- Let more people know. Makes some things special for people to talk about
- It’s nice to feel like your opinion matters!
- Thanks for doing this!
- Earlier start. More organized tour guide with small groups.
- Very well organized!
- Loved it. Great way to see the community and meet people.
- Good idea
- Would like to know more about funding of projects for public parks and trail.
- Beautiful. Great way to get public involved with input
- As many green spaces as possible
- We need a dog park soon
- Very well organized far exceeded expectations
- Very well organized and informative. As a resident, very happy to have a voice and be included.
- Very well organized. Thank you for involving community members in a welcoming way!
- Well organized! Cute shirts – employees were easy to find.
- Very interesting – not too long
- More local vendors – enjoyed the interaction and meeting folks.
- Great! Thank you!
- Good turn out
- Love the fountain - more benches and sidewalks
- Loved it! Very informative
- Asking the people’s opinion about all parts to the new development, getting surveys done – Great idea!
- Have more of these – maybe themed with a cocktail per location
- Need to see the details clearly!
- Done very well
- Foodtrucks
- Have more – great way to get walking-oriented activities
- Very cool ideas to beautify our growing little city
- I’m glad I live here!

- Would it have been a better turn out on the weekend?
- Have more of them – one per quarter
- Suggest more advertising but it was good to see all the exciting possibilities coming to Chamblee
- Great concepts
- As a 45 year resident of the area, Go Chamblee, it was great
- Thanks!

SUGGESTIONS ABOUT THE PEACHTREE ROAD STREETScape & RAIL TRAIL PROJECTS:

- Not the beltline – less fancy stuff, more useful. Stop pricing me out! I don't want to be homeless again. Do something about Road rage for cyclists and pedestrians. We want to live too!
- Just concerned Chamblee downtown will be in trouble if we don't do things to pull people in. I've lived here several years and it has been sad to see antique stores and businesses close. Keep small-town feel but bring in people.
- Keep getting feedback!
- Excited about these enhancements.
- Good idea. Easy access to the street. Connect the park.
- Favorites: connecting sidewalks, public art, autonomous shared car routes
- A safer town for pedestrians and bikes will help attract people to our great new businesses.
- Keep it going.
- More restaurants
- Restaurants and green space = Great hood
- Keep this going periodically! Love the engagement
- Let's get it done.
- Anywhere to walk or run
- We need to raise money and get it started!
- Please look into more sidewalks/crosswalks before spending city money on dreams. Otherwise, good work.
- Glad to live in Chamblee. Looking forward to the next few years.
- Please for the love, open containers!
- When you do children's play area – include a swing or bench (preferably swings) for parents to sit
- Love the energy and ideas! Spend the \$ wisely, please.
- More greenspace
- More trees needed. Road improvements needed.
- Needs good lighting
- Love all the green energy and focus on walkability
- Yes! Hurry!
- Don't let it die on the vine. Keep the enthusiasm going!
- Good to see Chamblee growing!
- More parks and bike lanes and dog parks
- More parking.
- Hurry up and build it
- Great way to get people to understand why to vote yes in November!

- Excited and ready for any improvements
- Want open containers on Peachtree road.
- Don't need so much parking with Uber, Lyft, MARTA, ect. Don't want downtown congested due to an excess of free parking. Big mistake!
- Need sidewalks and more outside sitting and enjoyable space
- Great improvements
- Keep up the good work

APPENDIX A5: MONEY EXERCISE



SHOW ME THE MONEY (PARK PLANNING EXERCISE)

Peachtree Road Streetscape &
Rail Trail Extension

Did you know?

The average city park in the U.S. is 3.8 acres and that nearly \$7 billion was spent on parks in the nations 100 largest cities in 2017.

How many parks are in Chamblee?

There are currently seven City parks in the City of Chamblee.
Keswick Park is the City's largest which covers over
45 acres of land.

ACTIVITY DIRECTIONS:

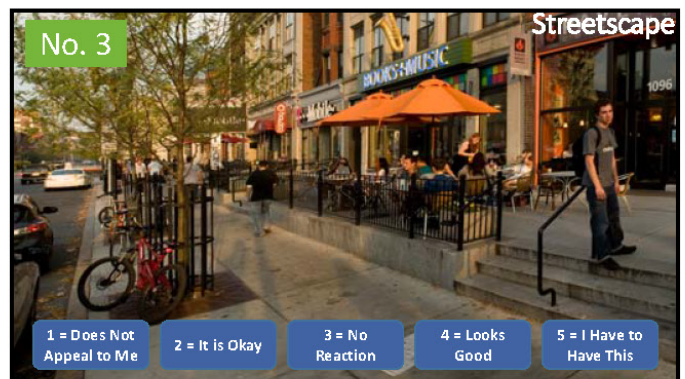
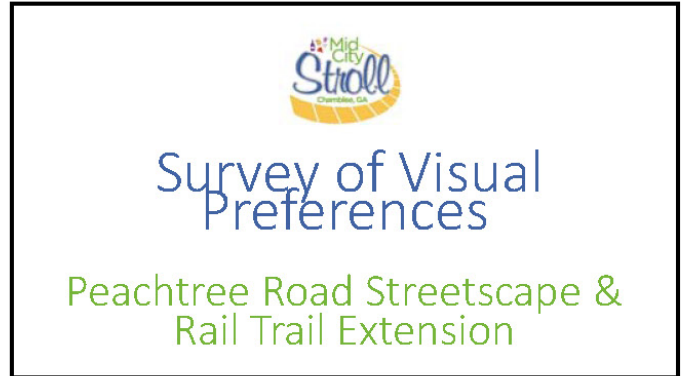
Congratulations! You've just been assigned the task of programming the next great park in the City of Chamblee.

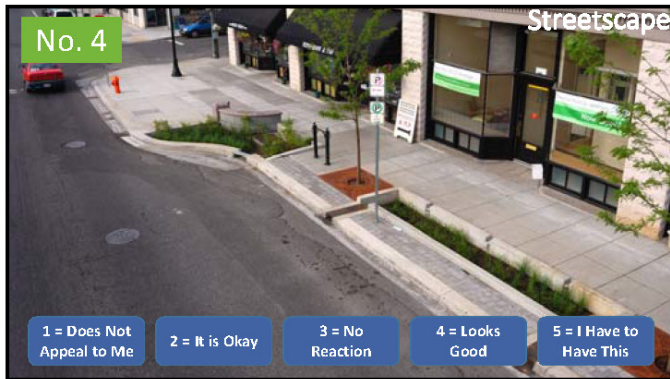
With a limited budget, and the requirement to meet the needs of various age groups, deciding the purpose of a new park can be challenging.


In this exercise, you will be given 10 gold coins. You can spend them however you'd like. You can spend them all on one item or spread them out over several park amenities.

The name of each park amenity is on the front of a white box with a few example photos located on the table in front of the box. Your input will help inform the City about what park amenities are most desired along the Rail Trail and Peachtree Road.

APPENDIX A6: VISUAL PREFERENCE SURVEY

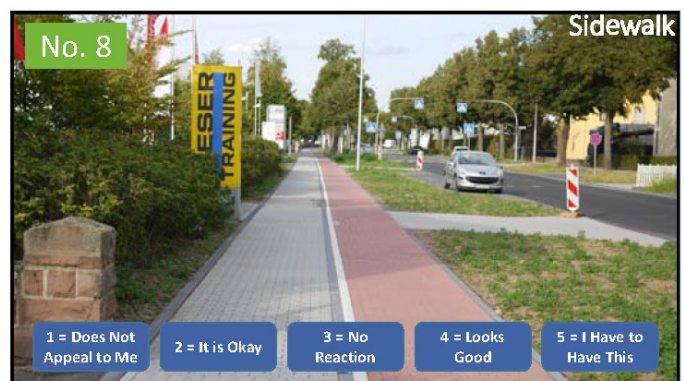
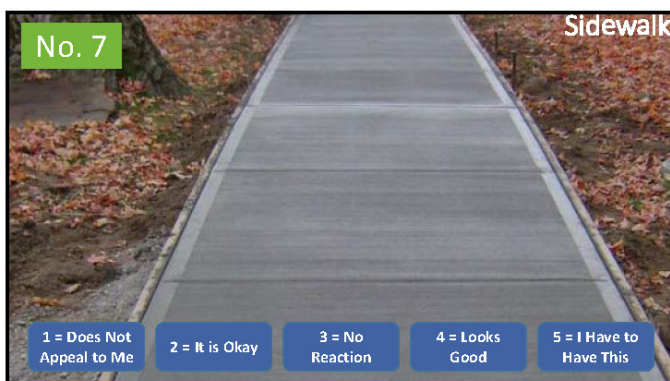


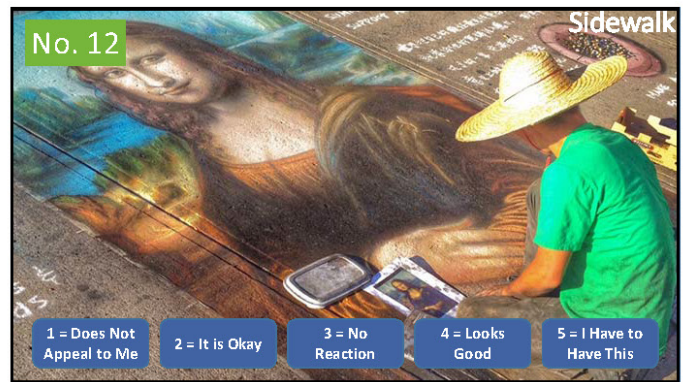
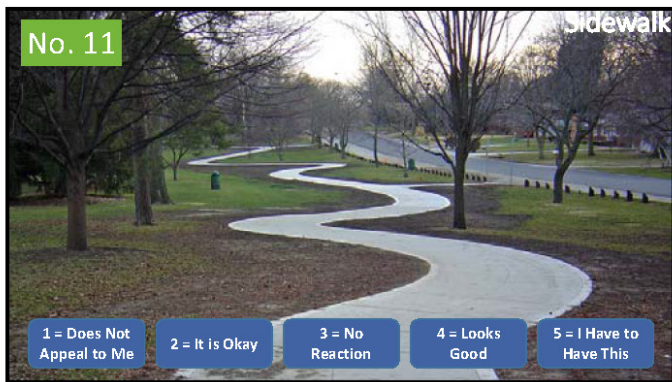
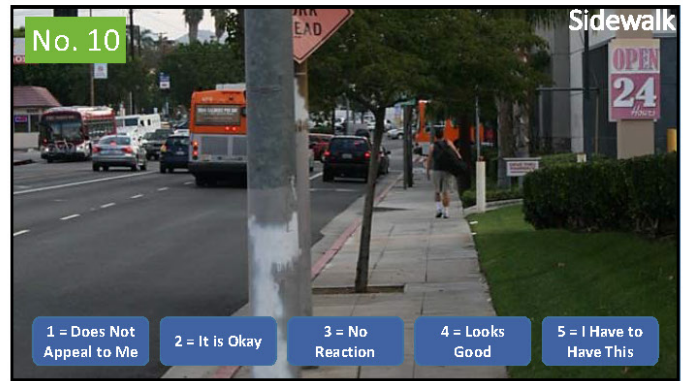




Sidewalk:

An improved pedestrian surface that is typically located adjacent to a roadway.

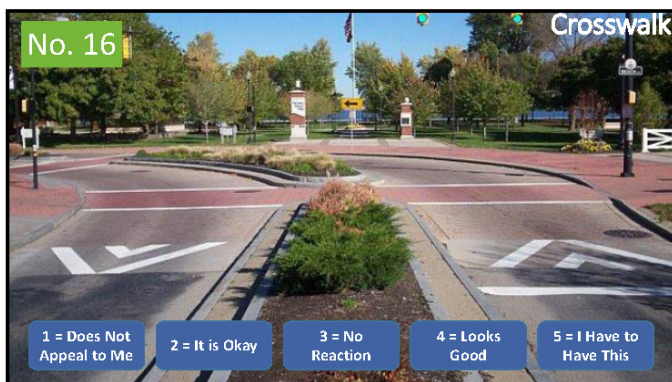





Crosswalk:

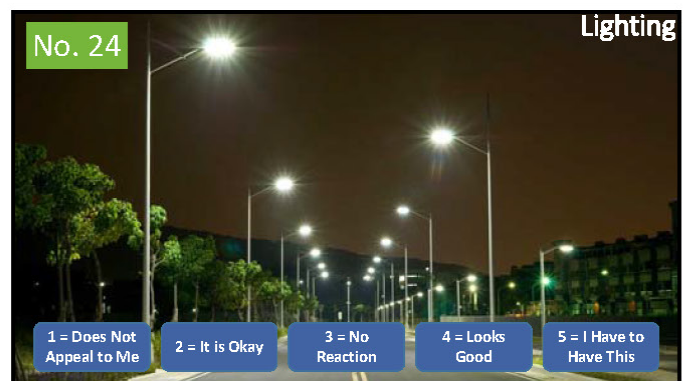
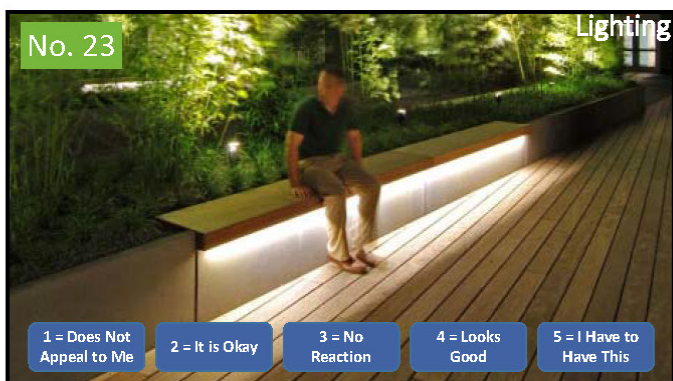
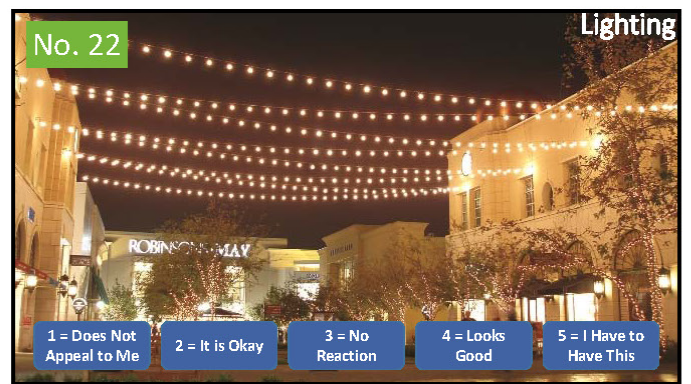
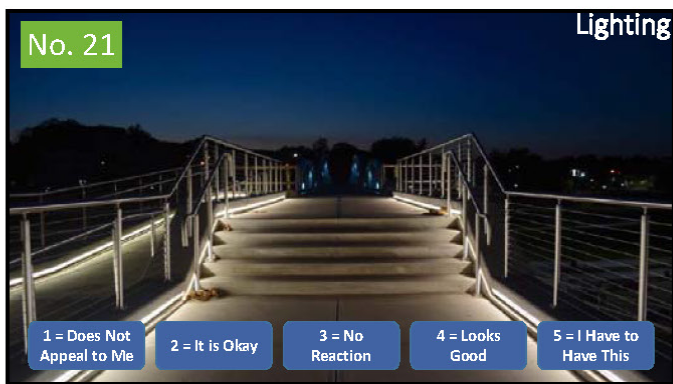
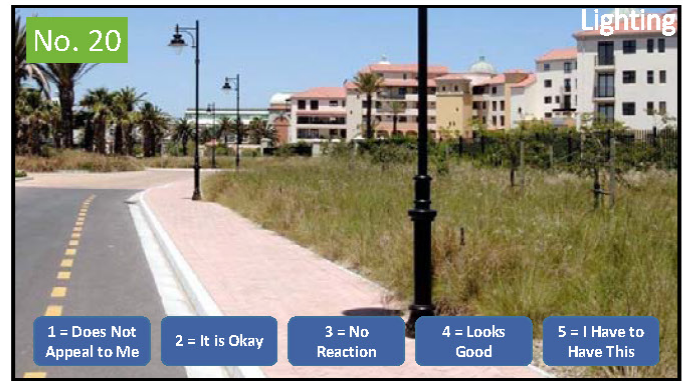
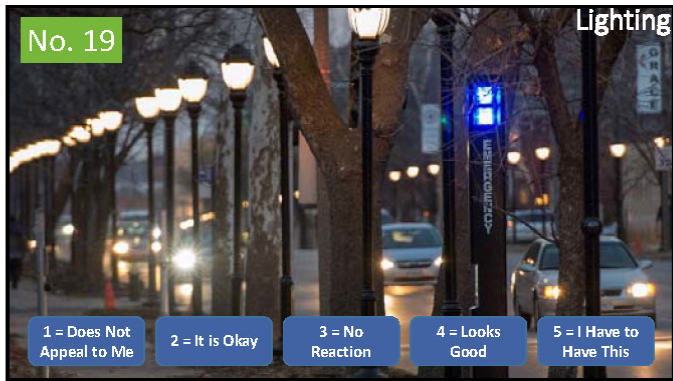
A public right-of-way used primarily for pedestrian's travel through or across any portion of a block.







Pedestrian-Scale Lighting:
Light standards or placements no greater than 14 feet in height located along walkways



Signage:

Any words, lettering, figures, numerals, emblems, devices, trademarks, or trade names, or any combination thereof, by which anything is made known and which is designed to attract attention or convey a message.



No. 25

Signage



1 = Does Not Appeal to Me

2 = It is Okay

3 = No Reaction

4 = Looks Good

5 = I Have to Have This

No. 26

Signage



1 = Does Not Appeal to Me

2 = It is Okay

3 = No Reaction

4 = Looks Good

5 = I Have to Have This

No. 27

Signage



1 = Does Not Appeal to Me

2 = It is Okay

3 = No Reaction

4 = Looks Good

5 = I Have to Have This

No. 28

Signage

City of Phoenix
Mountain Preserves

1 = Does Not Appeal to Me

2 = It is Okay

3 = No Reaction

4 = Looks Good

5 = I Have to Have This

No. 29

Signage



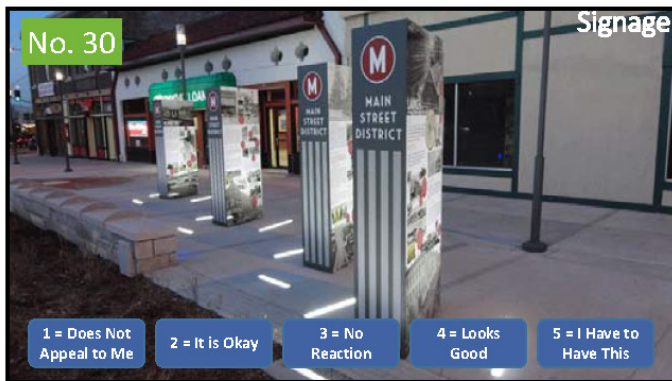
1 = Does Not Appeal to Me

2 = It is Okay

3 = No Reaction

4 = Looks Good

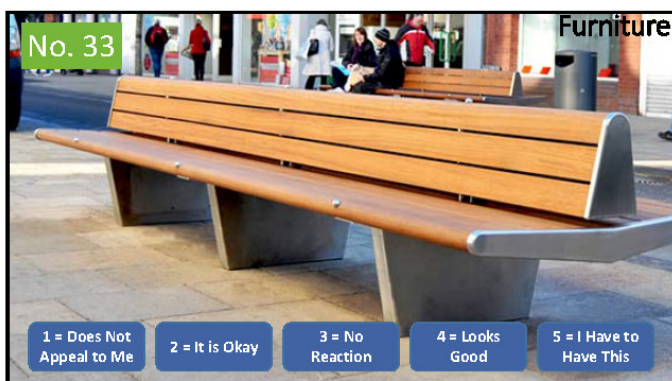
5 = I Have to Have This

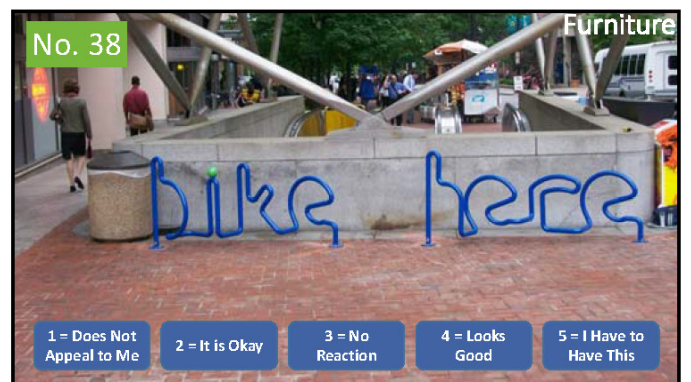
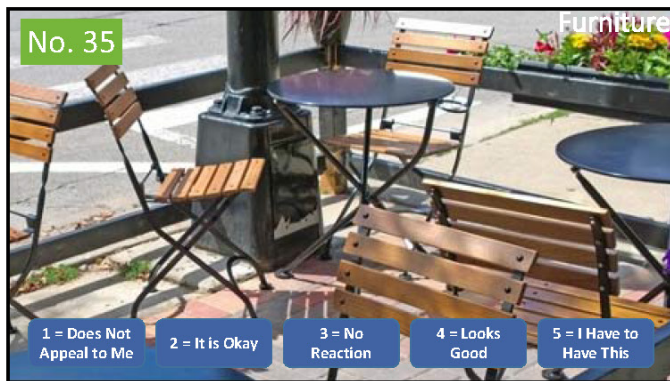


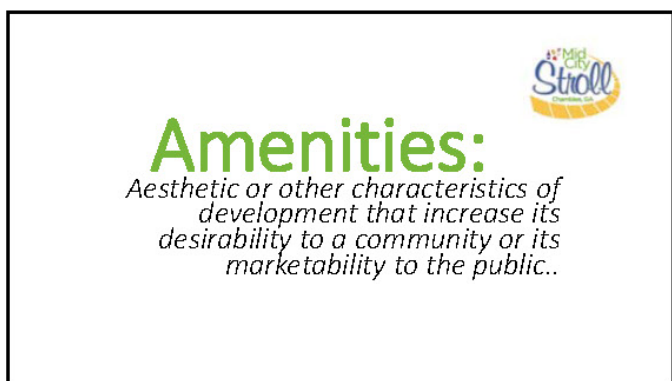
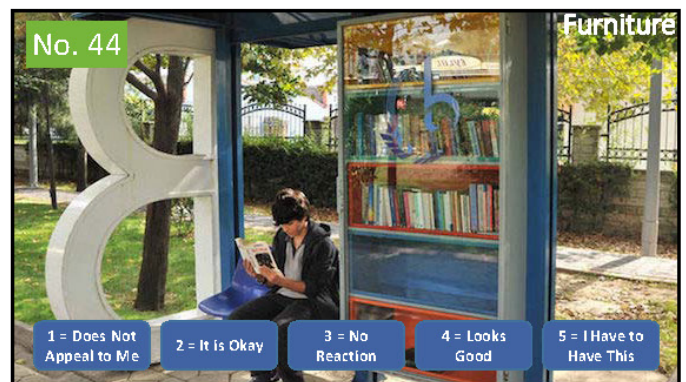


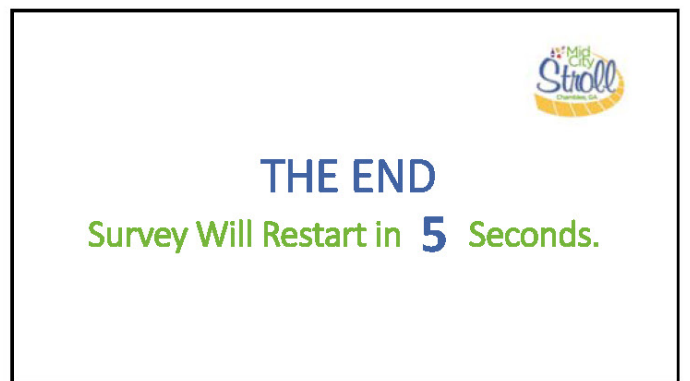
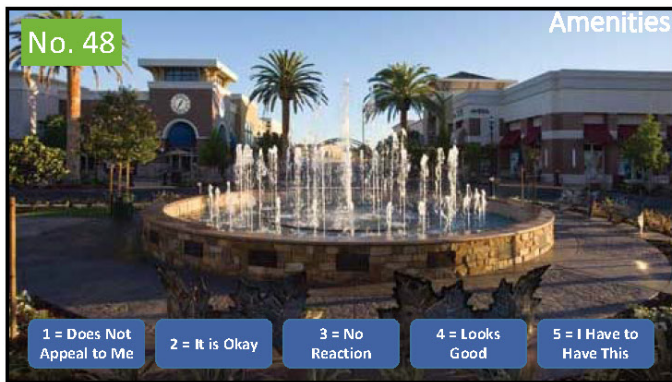
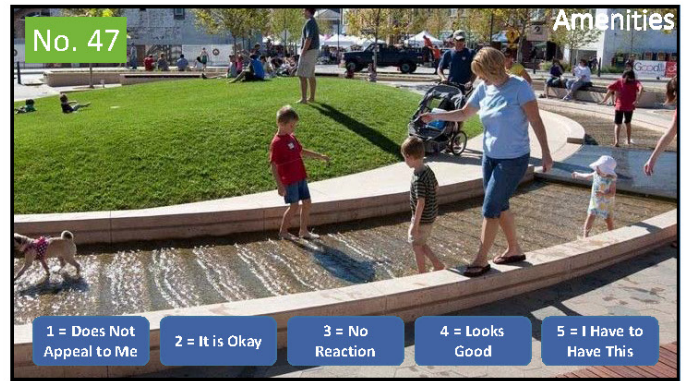
Street Furniture:

Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians.











Survey of Visual Preferences

Peachtree Road Streetscape & Rail Trail Extension

Rank each image 1-5

A score of 1 means you do not want it; and
a score of 5 means you must have it.

**1 = Does Not
Appeal to Me**

2 = It is Okay

**3 = No
Reaction**

**4 = Looks
Good**

**5 = I Have to
Have This**

Streetscape:

	1	2	3	4	5
No. 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Crosswalk:

	1	2	3	4	5
No. 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sidewalk:

	1	2	3	4	5
No. 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Lighting:

	1	2	3	4	5
No. 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Rank each image 1-5

A score of 1 means you do not want it; and
a score of 5 means you must have it.

1 = Does Not
Appeal to Me

2 = It is Okay

3 = No
Reaction

4 = Looks
Good

5 = I Have to
Have This

Signage

	1	2	3	4	5
No. 25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 29	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Amenities:

	1	2	3	4	5
No. 45	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 46	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 47	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 48	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 49	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Street Furniture:

	1	2	3	4	5
No. 31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 32	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 37	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 39	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 41	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 43	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. 44	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

THANK YOU!

RESULTS

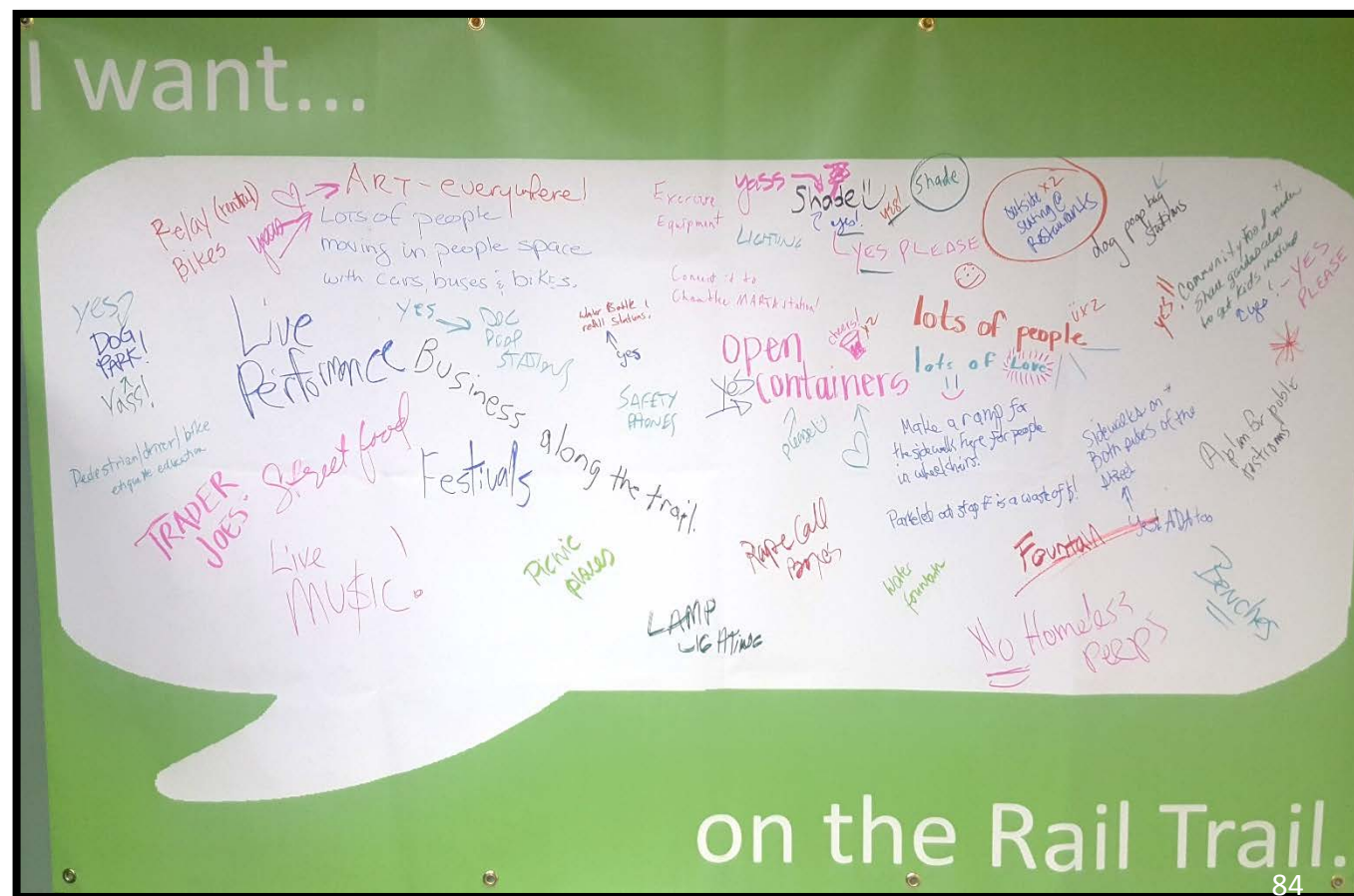
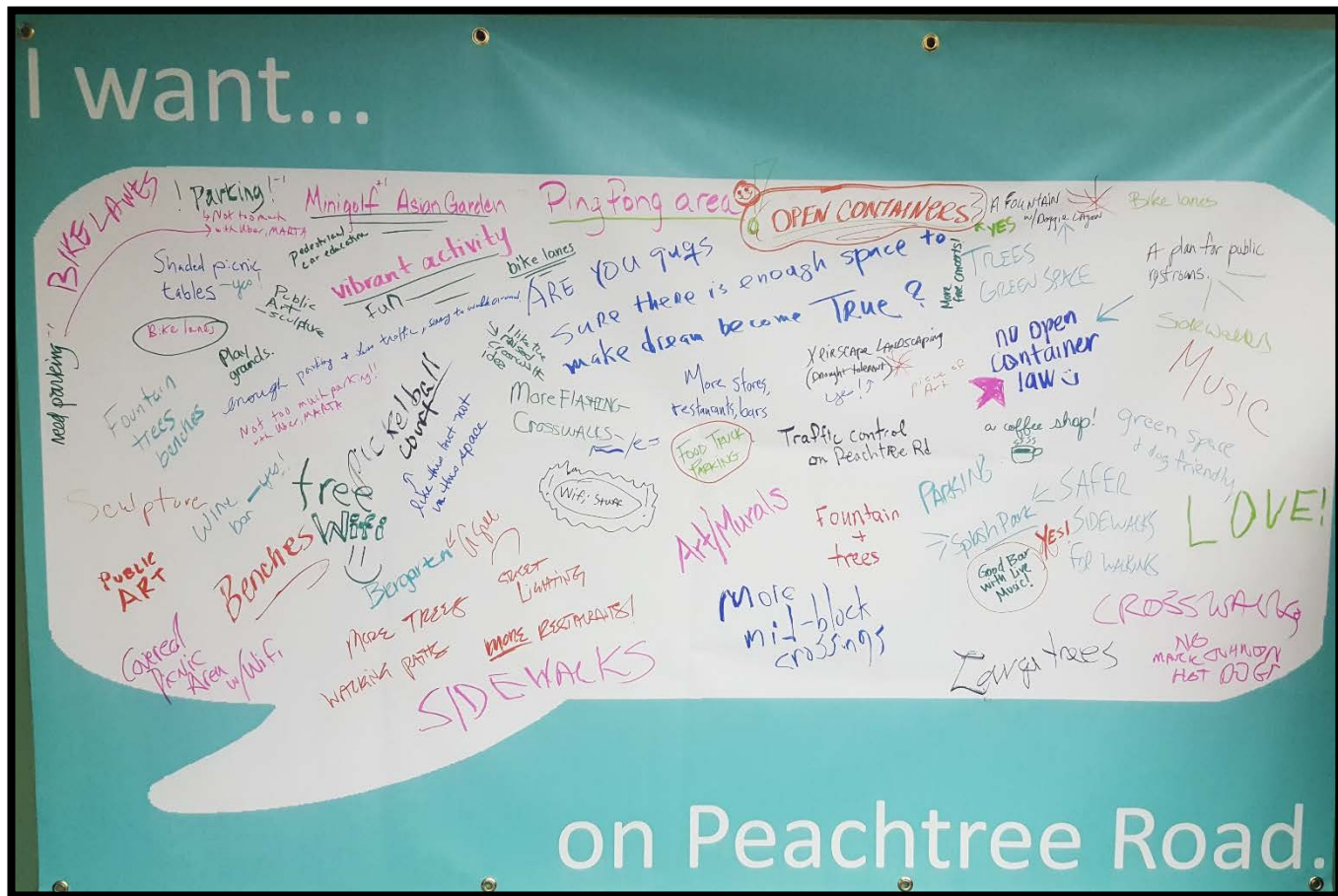
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SS6	4.14	5	5	5	5	4	5	4	5	4	4	2	3	4	4	5	5	4	4	4	5	5	5	4	5	5	3
L22	4.08	2	2	5	2	5	4	4	5	5	1	5	2	4	2	4	5	5	4	5	4	5	2	5	5	5	2
SF42	4.08	5	4	5	5	4	5	4	5	4	5	4	4	3	5	5	1	4	2	5	5	3	5	4	5	4	4
SW9	4.00	2	4	5	4	4	4	4	5	4	4	5	4	1	4	5	5	4	4	4	4	5	5	5	4	5	4
A48	3.88	3	4	4	5	4	5	4	4	5	3	4	4	3	3	5	5	4	2	5	5	4	4	5	5	3	3
SS3	3.85	4	5	5	3	1	4	4	4	4	4	4	4	4	3	5	5	3	3	4	3	2	5	5	4	4	3
A47	3.82	5	5	4	5	5	5	3	3	2	4	4	4	3	4	5	5	5	5	5	5	5	3	4	1	4	2
L23	3.78	5	4	5	1	5	4	4	4	4	4	4	4	3	3	5	4	3	2	5	4	4	5	4	2	4	1
C13	3.76	4	4	4	4	4	5	3	4	3	4	4	4	4	4	4	3	4	4	3	1	5	4	3	5	4	4
L21	3.74	5	3	4	2	1	4	3	4	4	4	4	4	3	2	5	4	2	1	3	4	5	5	4	3	4	1
SS5	3.67	5	4	4	4	2	5	4	3	4	5	2	3	3	4	4	2	4	2	4	4	5	5	4	2	3	2
SN29	3.65	3	4	4	4	4	4	4	4	4	4	4	4	5	2	4	2	4	4	1	4	2	4	4		4	5
SW8	3.60	4	4	3	3	5	4	4	5	4	2	4	4	1	4	4	4		4	4	4	4	4	5	1	4	3
L19	3.55	4	4	3	4	2	2	4	4	4	4	4	4	3	3	4	5	4	2	2	4	4	4	4	5	4	4
SS2	3.54	4	4	4	5	2	4	4	3	4	3	2	4	4	4	4	5	4	4	1	5	4	3	5	5	2	3
SF44	3.46	5	4	4	3	1	4	4	3	4	4	4	4	5	3	5	5	4	2	2	1	4	5	1	5	1	1
C16	3.43	3	4	5	4	4	2	5	4	5	4	3	4	4	4	4	4	4	2	5	4	4	4	4	3	3	2
A49	3.41	4	3	5	5	2	2	4	4	2	2	4	3	4	3	3	2	4	1	5	1	2	3	2	5	4	2
SW11	3.37	4	3	4	3	4	4	3	3	2	4	5	3	4	3	2	4	2	4	3	3	5	4	2	4	2	5
SF39	3.34	6	3	3	4	4	4	5	3	5	4	4	3	2	4	3	4	4	4	1	3	4	4	4	4	4	3
SW12	3.26	4	4	4	4	5	1	3	4	2	4	4	3	4	3	5	2		4	3	1	2	5	1	2	4	1
A45	3.22	4	3	4	4	3	4	1	1	4	5	4	3	3	2	5	5	4	2	1	1	4	4	4	5	4	1
SF41	3.19	5	4	4	4	1	4	3	2	4	5	4	3	3	3	3	4	4	1	4	2	4	4	3	2	2	4
A46	3.18	3	4	4	4	4	4	3	1	5	3	4	3	3	2	5	5	4	4	5	4	2	3	2	1	1	1
SF33	3.18	5	4	4		1	4	4	4	4	1	4	1	3	4	1	4	4	4	2	2	2	4	4	5	2	2
L20	3.16	1	3	4	4	4	2	4	5	3	2	4	4	3	3	1	5	4	2	4	2	4	5	4	2	3	4
A50	3.09	2	4	4	4	4	4	2	1	1		4	3	3	4	5	5	5	2	1	4	2	4	2	2	4	1
SF36	3.08	3	1	3	2	2	2	4	2	2	4	2	3	2	4	3	2	3	1	4	4	4	3	2	5	4	4
SN26	3.07	3	4	3	1	2	2	4	4	1	4	2	3	1	4	3	3	3	1	2	1	4	4	3		3	3
SF31	3.05	2	4	4	4	4	2	3	2	1	3	2	4	3	1	4	4	4	2	3	2	4	2	4	4	4	4
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C18	2.91	1	2	2	2	5	4	1	2	4	2	3	4	4	3	5	1	1	1	1	2	2	5	1	1	4	1
SF40	2.88	5	3	2	3	1	2	2	4	2	4	4	4	4	3	5	1	2	4	4	5	4	5	3	3	1	1
SS1	2.87	2	2	4	4		3	3	3	3	3	2	3		2		5	4	2	1	1	4	4	5	2	2	4
SF38	2.85	6	4	4	4	1	2	4	5	4	1	2	1	1	2	5	4	3	4	1	1	1	2	2	4	2	2
SF37	2.78	5	4	2	1		4	3	4	4	3	2	3	2	3	4	4	4	2	2	1	1	3	2	3	2	4
L24	2.70	3	2	2	4	1	4	2	4	4	2	4	2	3	1	1	1	2	2	1	1	4	2	1	3	3	5
SW7	2.67	2	3	3	2	2	2	3	4		2	2	3	3	2	1	1		2	1	2	2	3	2	1	5	4
SS4	2.65	4	3	3	4	1	2	3	3	4	2	4	3	4	2	4	1	4	4	1	2	2	3	2	3	1	2
SF35	2.65	4	2	3	2	1	4	2	2	4	3	2	2	1	2	4	2	4	1	3	5	4	2	2	2	3	1
SF43	2.64	2	3	2	1	3	5	3	2	2	3	4	4	5	3	5	5	2	1	1	2	1	4	1	1	1	1
C14	2.62	2	3	4	2	4	5	2	2	3	2	3	3	4	3	1	5	3	2	3	1	2	3	2	2	2	5
SF34	2.52	2	3	2	1	3	4	3	3	2	3	2	2	2	3	1	1		1	1	2	2	3	3	3	4	1
C17	2.43	4	3	3	4	4	2	4	4	5	1	4	3	1	3	1	1	1	2	1	1	3	2	2	1	4	4
SN27	2.41	3	2	2	1	1	1	2	1	2	3	2	3	3	3	4	4	2	2	1	3	2	2	2		1	1
SN28	2.37	2	4	2	1	4	2	2	1	2	2	2	3	4	1	1	2	4	4	1	1	1	1	1		4	2
SN25	2.07	1	3	2	3	1	1	2	2	2	2	2	2	3	2	3	1	2	1	1	1	3	3	1		4	1
C15	1.99	1	2	2	2	1	4	5	4	1	2	2	2	3	2	1	1	2	1	4	1	2	3	1	1	1	1
SW10	1.44	1	2	1	2	1	2	2	1	3	1	4	3	3	1	1	1	2	1	1	1	1	2	1	1	2	2

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1	3	1	1	1

APPENDIX A7: “I want...” Banners



APPENDIX B1: RAIL TRAIL COST ESTIMATES



**CITY OF CHAMBLEE
RAIL TRAIL SEGMENT 1
PRELIMINARY OPINION OF CONCEPT CONSTRUCTION COSTS**

Item	Description	QTY.	UNIT	UNIT COST	SUB-TOTAL
1	DEMOLITION				
	CLEAR & CURB - ROOT SYSTEM REMOVAL	0.7	AC	12,000	\$ 8,400.00
					\$ 8,400.00
2	EROSION CONTROL				
	INITIAL/INTERMEDIATE/ FINAL/STREAM MONITORING	1	LS		\$ 2,500.00
					\$ 2,500.00
3	INFRASTRUCTURE / UTILITIES				
	GRADING COMPLETE	1	LS		\$ 10,000.00
	SIGNING/MARKING	1	LS		\$ 5,000.00
					\$ 15,000.00
4	HARDSCAPE				
	12' WIDE CONCRETE TRAIL	700	LF	100	\$ 70,000.00
	SPECIALTY PAVING	950	SF	15	\$ 14,250.00
	SITE FURNITURE	1	LS		\$ 5,000.00
	SHADE STRUCTURES	1	LS		\$ 50,000.00
					\$ 139,250.00
5	LANDSCAPE				
	CANOPY TREES, 3" - 4" CAL.	13	EA	650	\$ 8,450.00
	FLOWERING UNDERSTORY TREES, 2" CAL.	13	EA	400	\$ 5,200.00
	SHRUBS	1	LS		\$ 15,000.00
	PERENNIALS	1	LS		\$ 20,000.00
	TURF GRASS	7,500	SF	3.5	\$ 26,250.00
					\$ 74,900.00

SUB TOTAL = \$ 240,050.00
CONTINGENCY (10%) = \$ 24,005.00
TOTAL = \$ 264,055.00

* Utility relocation costs not included in this estimate



**CITY OF CHAMBLEE
RAIL TRAIL SEGMENT 4
PRELIMINARY OPINION OF CONCEPT CONSTRUCTION COSTS**

Item	Description	QTY.	UNIT	UNIT COST	SUB-TOTAL
1	DEMOLITION				
	CLEAR & CURB - ROOT SYSTEM REMOVAL	0.8	AC	12,000	\$ 9,600.00
					\$ 9,600.00
2	EROSION CONTROL				
	INITIAL/INTERMEDIATE/ FINAL/STREAM MONITORING	1	LS		\$ 2,500.00
					\$ 2,500.00
3	INFRASTRUCTURE / UTILITIES				
	GRADING COMPLETE	1	LS		\$ 20,000.00
	SIGNING/MARKING	1	LS		\$ 5,000.00
					\$ 25,000.00
4	HARDSCAPE				
	12' WIDE CONCRETE TRAIL	750	LF	100	\$ 75,000.00
	CLASS A CONCRETE, RETAINING WALL	478	CY	112	\$ 53,536.00
	DOG PARK	1	LS		\$ 10,000.00
	SITE FURNITURE	1	LS		\$ 5,000.00
					\$ 143,536.00
5	LANDSCAPE				
	CANOPY TREES, 3" - 4" CAL.	10	EA	650	\$ 6,500.00
	FLOWERING UNDERSTORY TREES, 2" CAL.	5	EA	400	\$ 2,000.00
	SHRUBS	1	LS		\$ 2,500.00
	DECOMPOSED GRANITE (DOG PARK SURFACE)	13000	SF	1.5	\$ 19,500.00
	PERENNIALS	1	LS		\$ 2,500.00
	TURF GRASS	2,000	SF	3.5	\$ 7,000.00
					\$ 40,000.00

SUB TOTAL = \$ 220,636.00
CONTINGENCY (10%) = \$ 22,063.60
TOTAL = \$ 242,699.60

* Utility relocation costs not included in this estimate



**CITY OF CHAMBLEE
RAIL TRAIL SEGMENT 5
PRELIMINARY OPINION OF CONCEPT CONSTRUCTION COSTS**

Item	Description	QTY.	UNIT	UNIT COST	SUB-TOTAL
1	EROSION CONTROL				
	INITIAL/INTERMEDIATE/ FINAL/STREAM MONITORING	1	LS	\$	2,500.00
				\$	2,500.00
2	INFRASTRUCTURE / UTILITIES				
	GRADING COMPLETE	1	LS	\$	5,000.00
	SIGNING/MARKING	1	LS	\$	5,000.00
				\$	10,000.00
3	HARDSCAPE				
	12' WIDE CONCRETE BAORDWALK	4400	SF	75	\$ 330,000.00
	SITE FURNITURE	1	LS	\$	5,000.00
				\$	335,000.00
4	LANDSCAPE				
	SHRUBS	1	LS	\$	2,500.00
	PERENNIALS	1	LS	\$	2,500.00
	TURF GRASS	2,000	SF	3.5	\$ 7,000.00
				\$	12,000.00

SUB TOTAL = \$ 359,500.00
CONTINGENCY (10%) = \$ 35,950.00
TOTAL = \$ 395,450.00

* Utility relocation costs not included in this estimate



CITY OF CHAMBLEE
RAIL TRAIL SEGMENT 6 (WITHOUT PARK)
PRELIMINARY OPINION OF CONCEPT CONSTRUCTION COSTS

Item	Description	QTY.	UNIT	UNIT COST	COST
1	DEMOLITION				
	CLEAR & GURB - ROOT SYSTEM REMOVAL	0.7	AC	12,000	\$ 8,400.00
					\$ 8,400.00
2	EROSION CONTROL				
	INITIAL/INTERMEDIATE/ FINAL/STREAM MONITORING	1	LS		\$ 2,500.00
					\$ 2,500.00
3	INFRASTRUCTURE / UTILITIES				
	GRADING COMPLETE	1	LS		\$ 10,000.00
	SIGNING/MARKING	1	LS		\$ 5,000.00
					\$ 15,000.00
4	HARDSCAPE				
	12' WIDE CONCRETE TRAIL	750	LF	100	\$ 75,000.00
	SITE FURNITURE	1	LS		\$ 5,000.00
					\$ 80,000.00
5	LANDSCAPE				
	CANOPY TREES, 3" - 4" CAL.	13	EA	650	\$ 8,450.00
	FLOWERING UNDERSTORY TREES, 2" CAL.	13	EA	400	\$ 5,200.00
	SHRUBS	1	LS		\$ 15,000.00
	PERENNIALS	1	LS		\$ 15,000.00
	SOD GRASS	7,500	SF	3.5	\$ 26,250.00
					\$ 69,900.00

SUB TOTAL = \$ 175,800.00
CONTINGENCY (20%) = \$ 35,160.00
TOTAL = \$ 210,960.00

* Utility relocation costs not included in this estimate

APPENDIX B2: PEACHTREE ROAD COST ESTIMATES



CITY OF CHAMBLEE
PEACHTREE ROAD STREETScape
PRELIMINARY OPINION OF ROADWAY CONSTRUCTION COSTS (WITH ROUND-A-BOUT)

Item Number	Unit	Unit Cost	Item Description	Qty.	Cost
150-1000	LS	\$ 50,000.00	TRAFFIC CONTROL	1	\$ 50,000.00
161-1000	LS	\$ 25,000.00	EROSION CONTROL	1	\$ 25,000.00
207-0203	CY	\$ 58.72	FOUND BK FILL MATL, TP II	40	\$ 2,348.80
210-0100	LS	\$ 250,000.00	GRADING COMPLETE -	1	\$ 250,000.00
210-0250	CY	\$ 5.23	UNDERCUT EXCAVATION	750	\$ 3,922.50
310-1101	TN	\$ 31.89	GR AGGR BASE CRS, INCL MATL	3,102	\$ 98,922.78
402-3130	TN	\$ 74.54	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	2,618	\$ 195,145.72
402-3190	TN	\$ 90.25	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	121	\$ 10,920.25
402-3121	TN	\$ 87.44	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	242	\$ 21,160.48
413-0750	GL	\$ 2.91	TACK COAT	1,395	\$ 4,059.45
432-0206	SY	\$ 1.21	MILL ASPH CONC PVM, 1 1/2 IN DEPTH	24,600	\$ 29,766.00
441-0018	SY	\$ 34.54	DRIVEWAY CONCRETE, 8 IN TK	790	\$ 27,286.60
441-0104	SY	\$ 50.93	CONC SIDEWALK, 4 IN	8,895	\$ 453,022.35
441-0754	SY	\$ 41.07	CONCRETE MEDIAN, 7 1/2 IN	650	\$ 26,695.50
441-6222	LF	\$ 18.72	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	11,700	\$ 219,024.00
500-9999	CY	\$ 241.28	CLASS B CONC, BASE OR PVM WIDENING	415	\$ 100,131.20
550-1180	LF	\$ 52.73	STORM DRAIN PIPE, 18 IN, H 1-10	1,020	\$ 53,784.60
668-4300	EA	\$ 2,412.15	STORM SEWER MANHOLE, TP 1	10	\$ 24,121.50
668-4311	LF	\$ 303.22	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	10	\$ 3,032.20
603-7000	SY	\$ 5.65	PLASTIC FILTER FABRIC	750	\$ 4,237.50
611-3000	EA	\$ 2,558.47	RECONSTR CATCH BASIN, GROUP 1	3	\$ 7,675.41
647-1000	LS	\$ 150,000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	1	\$ 150,000.00
653-0110	EA	\$ 90.31	THERMOPLASTIC PVM MARKING, ARROW, TP 1	4	\$ 361.24
653-0120	EA	\$ 94.04	THERMOPLASTIC PVM MARKING, ARROW, TP 2	6	\$ 564.24
653-0130	EA	\$ 166.62	THERMOPLASTIC PVM MARKING, ARROW, TP 3	2	\$ 333.24
653-1501	LF	\$ 1.07	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1,255	\$ 1,342.85
653-1502	LF	\$ 0.97	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	11,808	\$ 11,453.76
653-1704	LF	\$ 7.88	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	456	\$ 3,593.28
653-1804	LF	\$ 2.74	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	4,085	\$ 11,192.90
653-3502	GLF	\$ 0.55	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	5,230	\$ 2,876.50
653-6006	SY	\$ 4.93	THERMOPLASTIC TRAF STRIPING, YELLOW	250	\$ 1,232.50
653-6004	SY	\$ 5.00	THERMOPLASTIC TRAF STRIPING, WHITE	100	\$ 500.00
654-1001	EA	\$ 5.20	RAISED PVM MARKERS TP 1	340	\$ 1,768.00
654-1003	EA	\$ 3.95	RAISED PVM MARKERS TP 3	10	\$ 39.50
668-1100	EA	\$ 3,158.05	CATCH BASIN, GP 1	24	\$ 75,793.20
668-1110	LF	\$ 344.33	CATCH BASIN, GP 1, ADDL DEPTH	15	\$ 5,164.95
	EA	650	CANOPY TREES, 3" - 4" CAL.	215	\$ 139,750.00
	EA	400	FLOWERING UNDERSTORY TREES, 2" CAL.	100	\$ 40,000.00
	LS	\$ 50,000.00	SHRUBS	1	\$ 50,000.00
	LS	\$ 25,000.00	PERENNIALS	1	\$ 25,000.00
700-0200	LS	\$ 45,000.00	GRASSING COMPLETE	1	\$ 45,000.00
900-0039	SF	\$ 15.00	CONCRETE PAVERS	13,240	\$ 198,600.00

CONTINGENCY (20%) = \$ 474,964.60
TOTAL \$ 2,849,787.60

BREAK DOWN OF TOTAL

SEGMENT 1 \$ 406,992.50
SEGMENT 2 \$ 432,429.53
SEGMENT 3 \$ 381,555.46
SEGMENT 4 \$ 356,118.43
SEGMENT 5 \$ 305,244.37
SEGMENT 6 \$ 343,399.92
(WITH ROUND-A-BOUT) SEGMENT 7 \$ 624,047.39

* Pocket Parks, Concept Amenities and Utility relocation costs not included in this estimate



CITY OF CHAMBLEE
PEACHTREE ROAD STREETScape
PRELIMINARY OPINION OF ROADWAY CONSTRUCTION COSTS (WITHOUT ROUND-A-BOUT)

Item Number	Unit	Unit Cost	Description	QTY.	Cost
150-1000	LS	\$ 30,000.00	TRAFFIC CONTROL	1	\$ 30,000.00
161-1000	LS	\$ 25,000.00	EROSION CONTROL	1	\$ 25,000.00
207-0203	CY	\$ 58.72	FOUND BK FILL MATL, TP II	40	\$ 2,348.80
210-0100	LS	\$ 150,000.00	GRADING COMPLETE -	1	\$ 150,000.00
210-0250	CY	\$ 5.23	UNDERCUT EXCAVATION	750	\$ 3,922.50
310-1101	TN	\$ 31.89	GR AGGR BASE CRS, INCL MATL	2145	\$ 68,404.05
402-3130	TN	\$ 74.54	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	2527	\$ 188,362.58
402-3190	TN	\$ 90.25	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	200	\$ 18,050.00
413-0750	GL	\$ 2.91	TACK COAT	1230	\$ 3,579.30
432-0206	SY	\$ 1.21	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	24600	\$ 29,766.00
441-0018	SY	\$ 34.54	DRIVEWAY CONCRETE, 8 IN TK	790	\$ 27,286.60
441-0104	SY	\$ 50.93	CONC SIDEWALK, 4 IN	8895	\$ 453,022.35
441-6222	LF	\$ 18.72	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	11700	\$ 219,024.00
500-9999	CY	\$ 241.28	CLASS B CONC, BASE OR PVMT WIDENING	386	\$ 93,134.08
550-1180	LF	\$ 52.73	STORM DRAIN PIPE, 18 IN, H 1-10	720	\$ 37,965.60
668-4300	EA	\$ 2,412.15	STORM SEWER MANHOLE, TP 1	10	\$ 24,121.50
668-4311	LF	\$ 303.22	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	10	\$ 3,032.20
603-7000	SY	\$ 5.65	PLASTIC FILTER FABRIC	750	\$ 4,237.50
611-3000	EA	\$ 2,558.47	RECONSTR CATCH BASIN, GROUP 1	3	\$ 7,675.41
647-1000	LS	\$ 150,000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	1	\$ 150,000.00
653-0110	EA	\$ 90.31	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	4	\$ 361.24
653-0120	EA	\$ 94.04	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	6	\$ 564.24
653-0130	EA	\$ 166.62	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	2	\$ 333.24
653-1501	LF	\$ 1.07	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	755	\$ 807.85
653-1502	LF	\$ 0.97	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	11308	\$ 10,968.76
653-1704	LF	\$ 7.88	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	456	\$ 3,593.28
653-1804	LF	\$ 2.74	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	3085	\$ 8,452.90
653-3502	GLF	\$ 0.55	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	5230	\$ 2,876.50
653-6006	SY	\$ 4.93	THERMOPLASTIC TRAF STRIPING, YELLOW	250	\$ 1,232.50
653-6004	SY	\$ 5.00	THERMOPLASTIC TRAF STRIPING, WHITE	100	\$ 500.00
654-1001	EA	\$ 5.20	RAISED PVMT MARKERS TP 1	340	\$ 1,768.00
654-1003	EA	\$ 3.95	RAISED PVMT MARKERS TP 3	10	\$ 39.50
668-1100	EA	\$ 3,158.05	CATCH BASIN, GP 1	16	\$ 50,528.80
668-1110	LF	\$ 344.33	CATCH BASIN, GP 1, ADDL DEPTH	10	\$ 3,443.30
	EA	650	CANOPY TREES, 3" - 4" CAL.	215	\$ 139,750.00
	EA	400	FLOWERING UNDERSTORY TREES, 2" CAL.	100	\$ 40,000.00
	LS	\$ 50,000.00	SHRUBS	1	\$ 50,000.00
	LS	\$ 25,000.00	PERENNIALS	1	\$ 25,000.00
700-0200	LS	\$ 42,000.00	GRASSING COMPLETE	1	\$ 42,000.00
900-0039	SF	\$ 15.00	CONCRETE PAVERS	13240	\$ 198,600.00

CONTINGENCY (20%) = \$ 423,950.52
TOTAL \$ 2,543,703.10

BREAK DOWN OF TOTAL

SEGMENT 1 \$ 406,992.50
SEGMENT 2 \$ 432,429.53
SEGMENT 3 \$ 381,555.46
SEGMENT 4 \$ 356,118.43
SEGMENT 5 \$ 305,244.37
SEGMENT 6 \$ 343,399.92
SEGMENT 7 \$ 317,962.89

* Pocket Parks, Concept Amenities and Utility relocation costs not included in this estimate

APPENDIX C: TECHNICAL SPECIFICATIONS

TECHNICAL SPECS

See applicable cut sheets to follow.

A. CROSSWALK STANDARDS:

Pedestrian crosswalks shall have a paver field with concrete borders and rail-trail crosswalks shall have a concrete field with paver borders. See detail.

1. Pavers: Pavestone, Holland Series, Holland Stone concrete paver (80mm thickness min.) or approved equal.
2. Paver Color: Pavestone Standard Charlotte Oaks Blend or approved equal.
3. Paver Finish: Pavestone Parkway
3. Paver Pattern: running bond or 90 degree herring bone so that the pattern is square with the concrete borders.
4. Concrete Borders and base: 18" wide border, 3500 PSI concrete with 5% air-entrained fiber mesh in the concrete mixture.
5. Concrete Color: Grey
6. Concrete Finish: trowel smooth
7. Concrete Reinforcement: #4 rebar, 16" O.C. both ways.
8. Mortar: 1 part Portland cement, 2 parts masonry cement, 6 parts sand.
9. Paver Joints: hand tight joints with sand broom sweep into joints.

TECHNICAL SPECS

C. TREE GRATE AND FRAME:

1. Manufacturer: Tree grates and frames shall be as supplied by Urban Accessories, available through Plaza Inc. 770-232-1470, or approved equal.
2. Type: KIVA model, to be complete with matching steel angle frame.
3. Size: 4'x 4'. Grates shall be Americans with Disabilities Act compliant.
4. Finish: Tree grates and frames shall be supplied with factory applied finish and shall meet or exceed ADA's recommended static coefficient of friction for slip resistance of .6.
5. Material: Tree grate material shall be cast iron per ASTM A48, Class 35B. All tree grate castings shall be manufactured true to pattern and component parts, and shall fit together in a satisfactory manner. The castings shall be of uniform pattern and quality, free from blowholes, hard spots, shrinkage, distortion or other defects. Castings shall be cleaned by sand blasting.

D. DRINKING FOUNTAIN:

1. Manufacture: Most Dependable Fountains, Inc. 5705 Commander Drive, Arlington, TN 38002, Phone: 800-552-6331, or approved equal.
2. Type: 400 Series, Model 440 SMSS
3. Color: Powder-coated Chrome

E. TRASH RECEPTACLE

1. Manufacturer: Victor Stanley, Inc. P.O. Drawer 330 Dunkirk, MD 20754, Phone: 800-368-2573, or approved equal.
1. Type: Model S-424, 36 Gallon.
2. Color: Powder-coated black.

F. BENCH

1. Manufacturer: DuMor, Inc. P.O. Box 142 Mifflintown, PA 17059. Phone: 800-598-4018, or approved equal.
2. Type: Bench Series 57 with center arm rest or series 91.
3. Color: Powder-coated black with wood plastic seat with back..

G. PEDESTRIAN LIGHT

1. Manufacturer: Holophane or approved equal.
2. Type: Granville fixture with Grand post. Fixture shall be full cut-off. Poles to be round, non-decorative, tapered aluminum.
3. Light: LED.
4. Color: Powder-coated black.

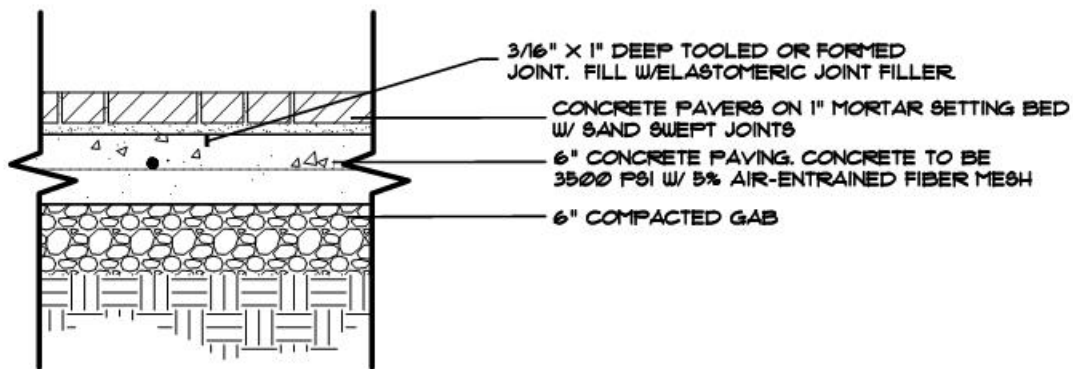
TECHNICAL SPECS

F. STREET LIGHT

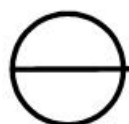
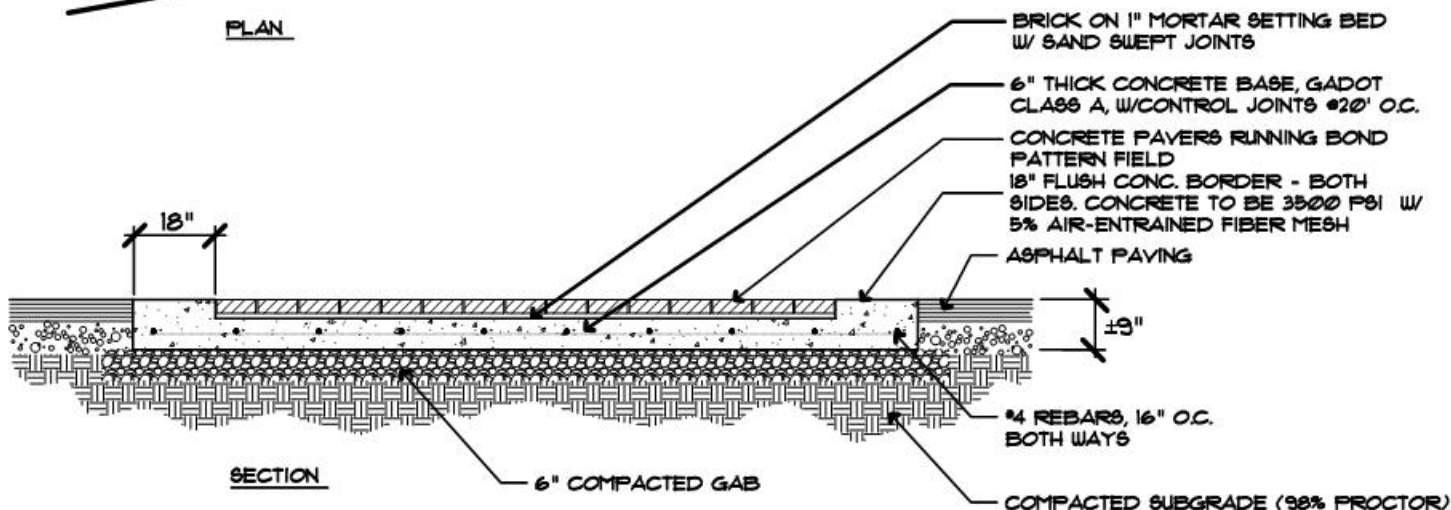
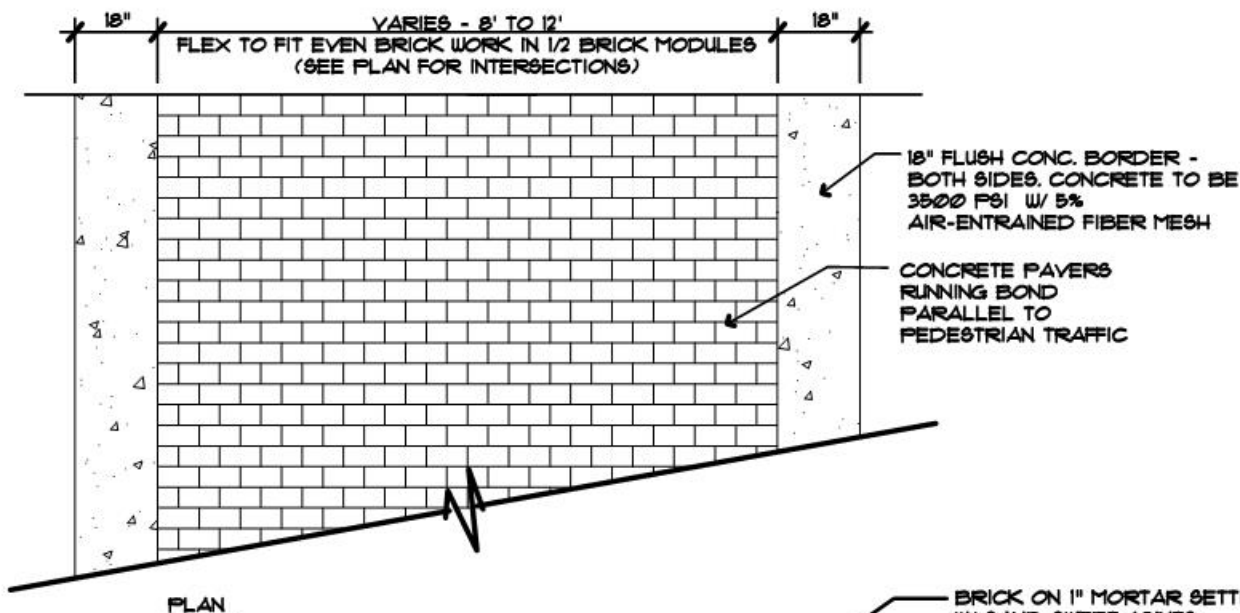
1. Manufacturer: Holophane or approved equal.
2. Type: Memphis Series standard teardrop with Boston Harbour crossarm. Fixture shall be full cut-off. Poles to be round, non-decorative, tapered aluminum.
3. Light: LED.
4. Color: Powder-coated black.

G. BOLLARD

1. Manufacturer: Holophane or approved equal.
2. Type: Site Link Series, TracBollard
3. Light: LED
4. Color: Powder-coated black.



CONTROL JOINT DETAIL



CONCRETE PAYER CROSSWALK DETAILS

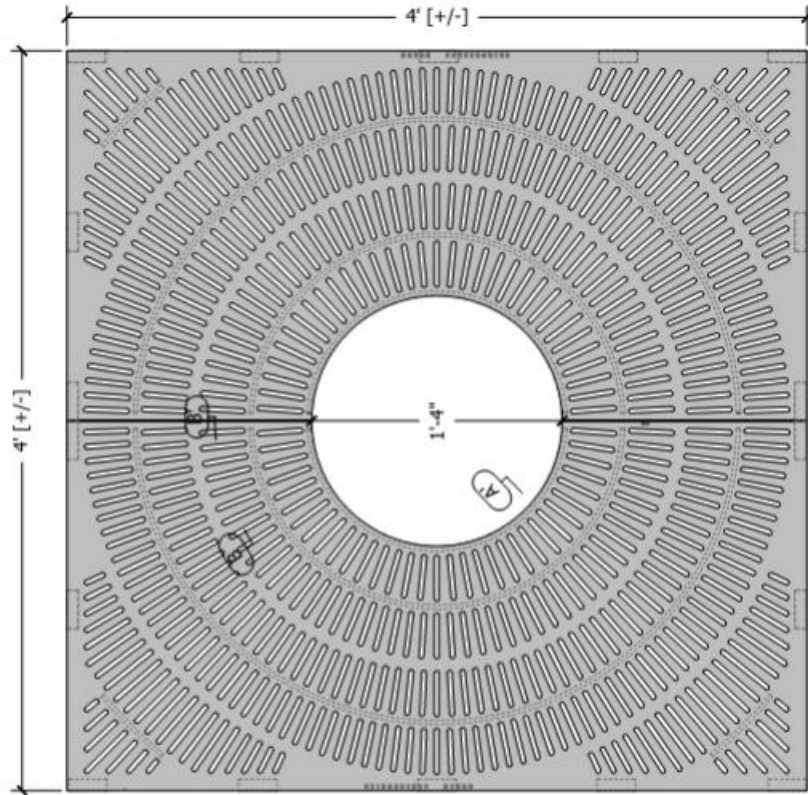
N.T.S.

NOTE:

1. MORTAR SETTING BED MIX TO BE 1 PART PORTLAND CEMENT, 2 PARTS MASONRY CEMENT, AND 6 PARTS SAND.

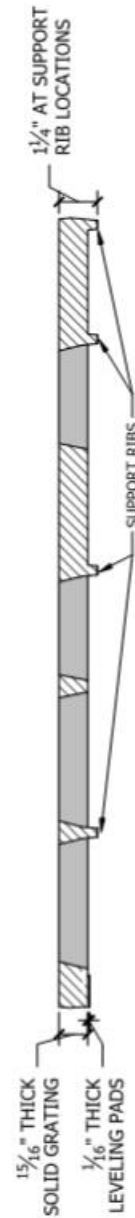
2. CONCRETE PAVERS TO HAVE SAND SWEPT JOINTS.

3. PAYER PATTERN TO BE RUNNING BOND OR MODIFIED HERRING BONE SO THE PATTERN IS SQUARE WITH CONCRETE BORDER.

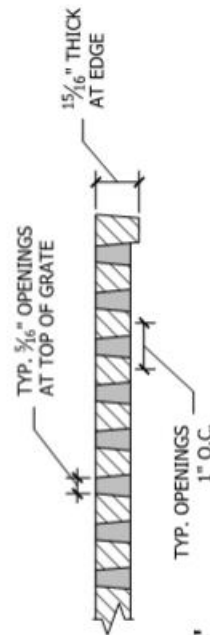


1/4"

Plan



Section A-A'



Section B-B'

SPECIFICATIONS

- Material will be high quality 100% recycled grey iron; ASTM A48 class 35b or better; hardness 170-223 brinnell (unless specified otherwise; see below).

Material:

- ☐ Grey iron ASTM A48 (standard)
- ☐ Aluminum, ASTM B26
- ☐ Ductile iron, (required for all load ratings higher than pedestrian)
- ☐ ASTM A536 class 65-45-12.
- ☐ Nickel bronze (ASTM B30)
- ☐ Bronze (ASTM B26)
- Finish will be natural patina of raw iron (unless specified otherwise; see below).

Finish:

- ☐ Raw (standard)
- ☐ Rust conditioner
- ☐ Polyester Powder Coat*
- ☐ Liquid Coat (wet paint)*
- Color:**
- *Please specify standard UA color or mfr. name and color code.
- ☐ Brush (bronze/nickel/aluminum only)
- ☐ Polish (bronze/nickel/aluminum only)
- ☐ Galvanized (grey iron and ductile iron only)
- ☐ Other:

- Dimensions are nominal.

Notes

- 1) Cast in two pieces.
- 2) Grate is 1" thick at edge.
- 3) Center opening expansions at 2'-0" and 2'-7".
- 4) No openings greater than 3/16", in conformance with ADA Accessibility Guidelines.
- 5) Grate weighs 226 lbs.

Comments:

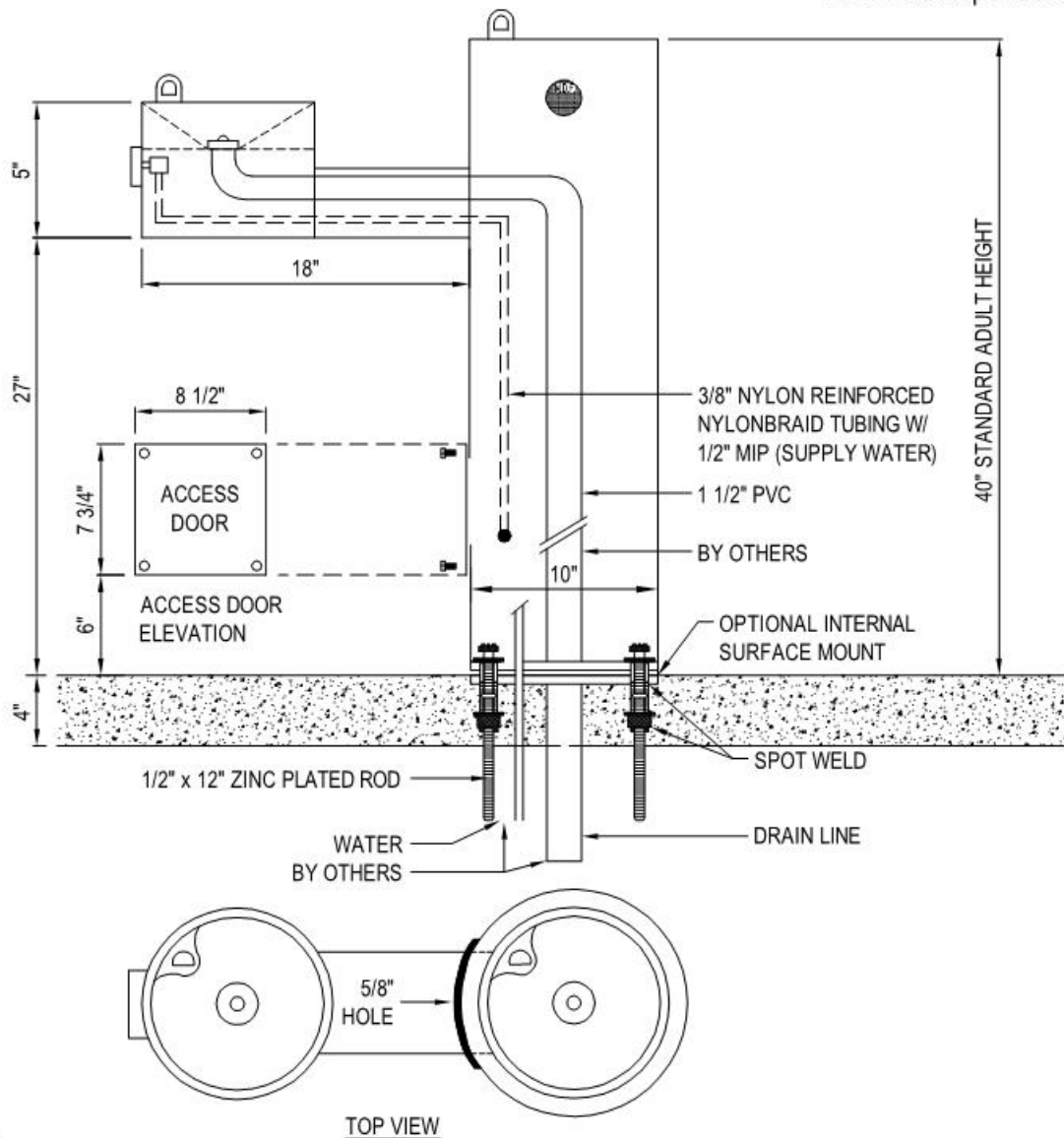
Tree Grate

4' Sq. Kiva

Page 1 of 1 Date: 5/22/12

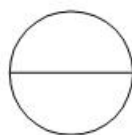


465 E. FIFTEENTH ST. sales@urbanaccessories.com
TACOMA, WA 98421 www.urbanaccessories.com
(877) 487-0488



NOTES:

1. MEETS ADA REGULATIONS.
2. OPTIONAL STAINLESS STEEL SURFACE CARRIER RECOMMENDED.
3. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
4. DO NOT SCALE DRAWING.
5. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
6. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
7. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 3354-1.5.

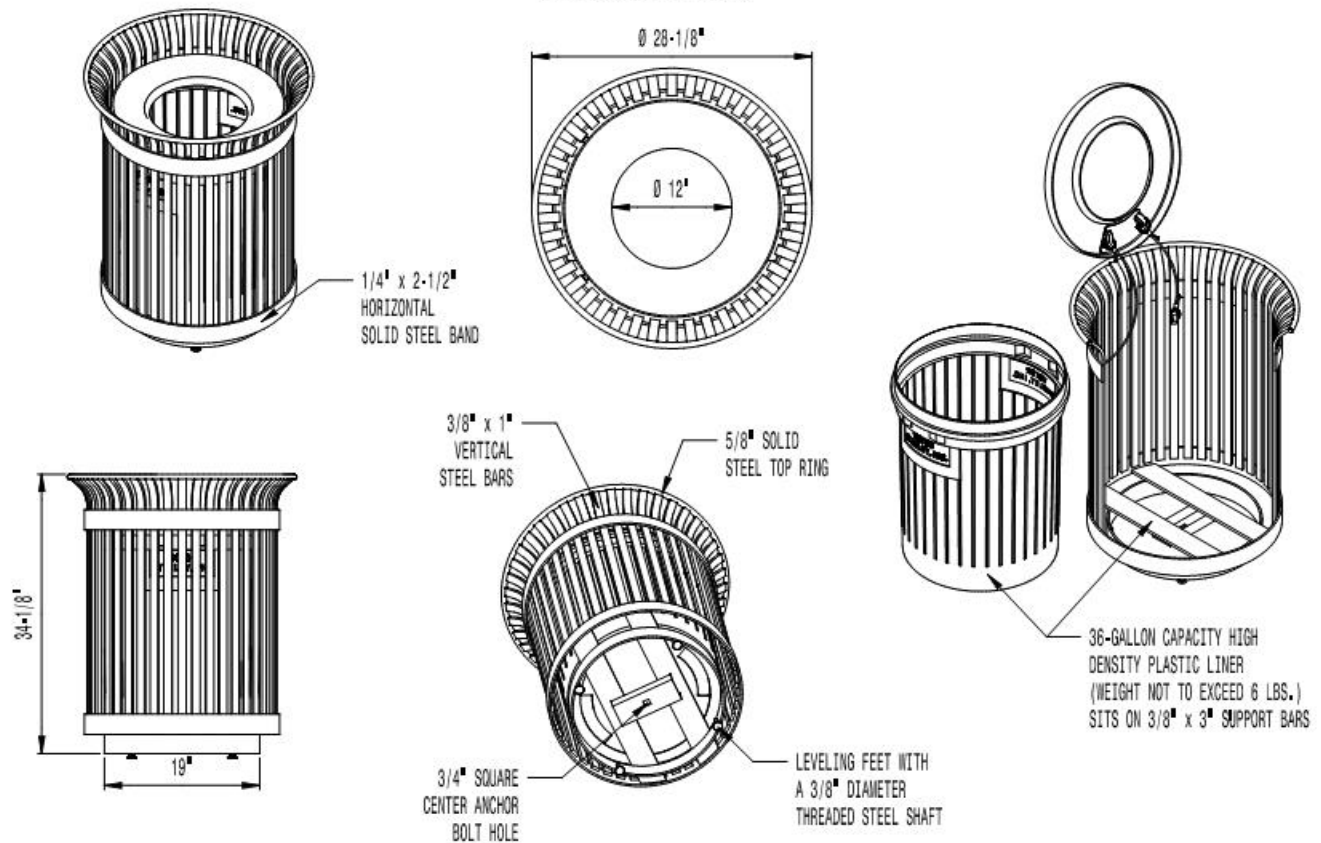


MODEL 440 SM

SHOWN W/ OPTIONAL SS SURFACE CARRIER



* ALL DIMENSIONS ARE IN INCHES *



AVAILABLE OPTIONS:

POWDER COATING

10 STANDARD COLORS, 2 OPTIONAL METALLIC COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE)

CUSTOM PLAQUES & DECALS.

AVAILABLE WITH STEEL PLAQUES IN VARIOUS SIZES AND PRESSURE SENSITIVE VINYL OUTDOOR DECALS.

LIDS

STANDARD TAPERED FORMED LID (AS SHOWN). AVAILABLE WITH OPTIONAL DOME LID, DOME LID WITH STAINLESS STEEL ASHTRAY, CONVEX LID, CONVEX LID WITH SELF-CLOSING DOOR, RAIN BONNET LID, RAIN BONNET LID WITH STAINLESS STEEL ASHTRAY, AND RECYCLE LIDS. ASHTRAYS AVAILABLE WITH OPTIONAL ASHTRAY COVER.

SECURITY

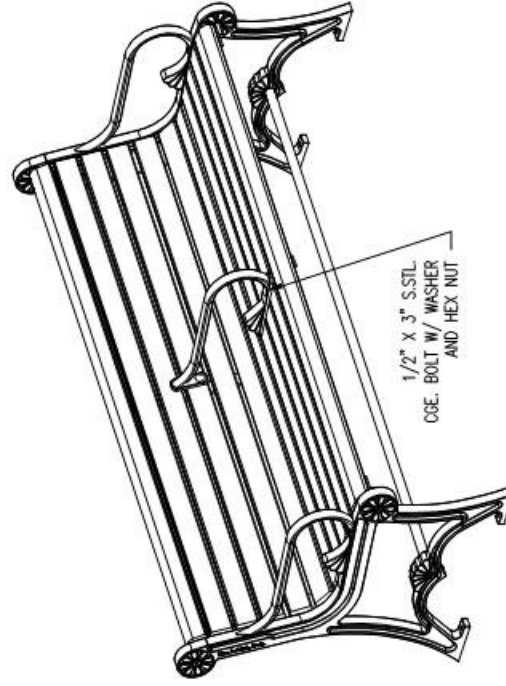
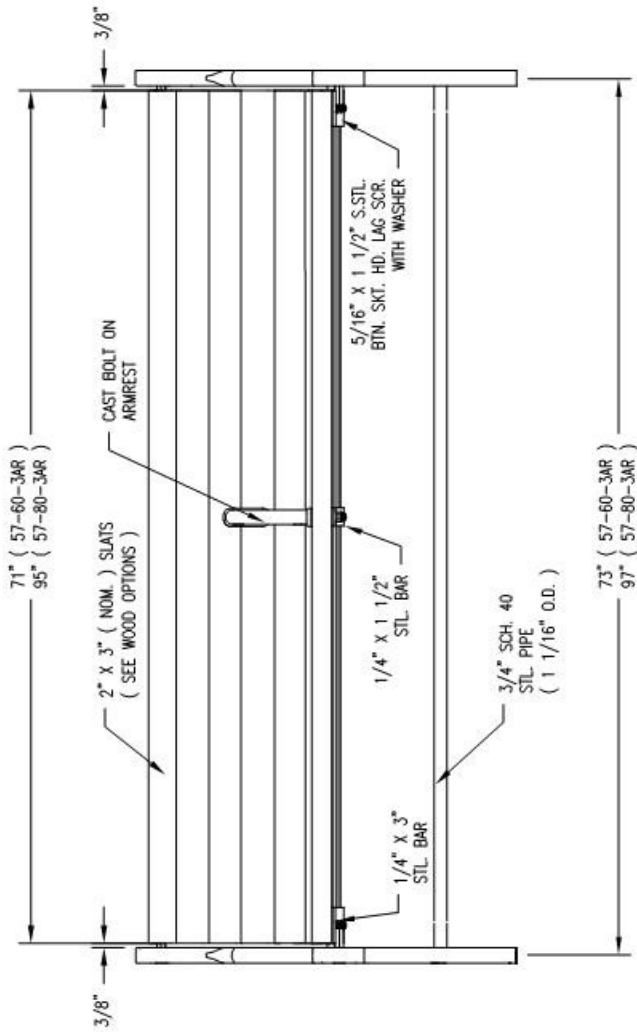
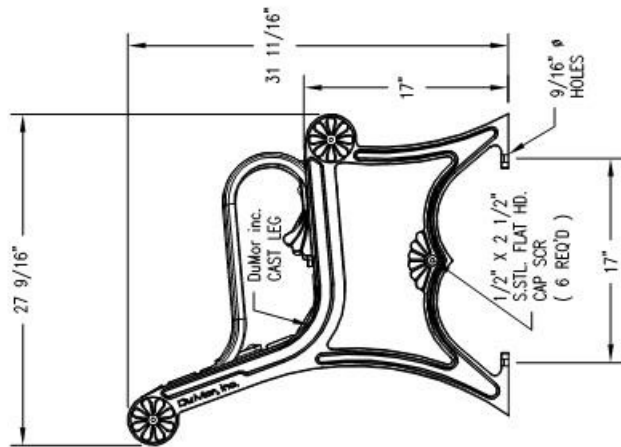
LID IS SECURED WITH VINYL COATED GALVANIZED STEEL AIRCRAFT CABLE. CABLE IS LOOPED AROUND WELDED IN PLACE ATTACHMENT BRACKETS AND CRIMPED IN PLACE. AVAILABLE WITH OPTIONAL MOUNT WITH 3 IN-LINE ANCHOR HOLES AND OPTIONAL BOTTOM PLATE COVER.

NOTES:

1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD FILM COATING. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
4. VICTOR STANLEY, INC., PLASTIC INNER LINERS ARE MOLDED ON TOOLING DESIGNED FOR AND OWNED BY VICTOR STANLEY, INC. THEY OFFER MAXIMUM CAPACITY AND STRENGTH WITH LIGHTWEIGHT CONSTRUCTION USING CRITICAL MOLDED RIBS, INTEGRAL HANDHOLES, AND HIGH-STRENGTH MATERIALS. THIS MINIMIZES HANDLING DIFFICULTY AND FACILITATES EASY EMPTYING AND STORAGE WHILE AFFORDING LONG SERVICE LIFE.
5. ANCHOR BOLT(S) NOT PROVIDED BY VICTOR STANLEY, INC.
6. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
7. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
8. THIS PRODUCT IS SHIPPED FULLY ASSEMBLED.



36-GALLON LITTER RECEPTACLE
SHOWN: STANDARD TAPERED FORMED LID



LENGTH OPTIONS

- ☐ 6' BENCH
☐ 8' BENCH

WOOD OPTIONS

- ☐ 'C' & BTR. DOUGLAS FIR KD S4S EE
☐ IPE S4S EE
☐ OTHER _____

NOTES

- 1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
- 2.) ALL WOOD MEMBERS TREATED W/ CLEAR PRESERVATIVE.
- 3.) 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
- 4.) CUSTOM LETTERING AVAILABLE FOR RECESSED SIDE PANELS (TOTAL OF 37 SPACES).

- ☐ CUSTOM LETTERING (37 SPACES) _____



BENCH

REV. A

DATE DRAWN : 06/06/01
DRAWN BY : CDC
DATE REV. : 00/00/00
REV. BY : XXX

57 SERIES 3AR

SHEET
1 OF 2

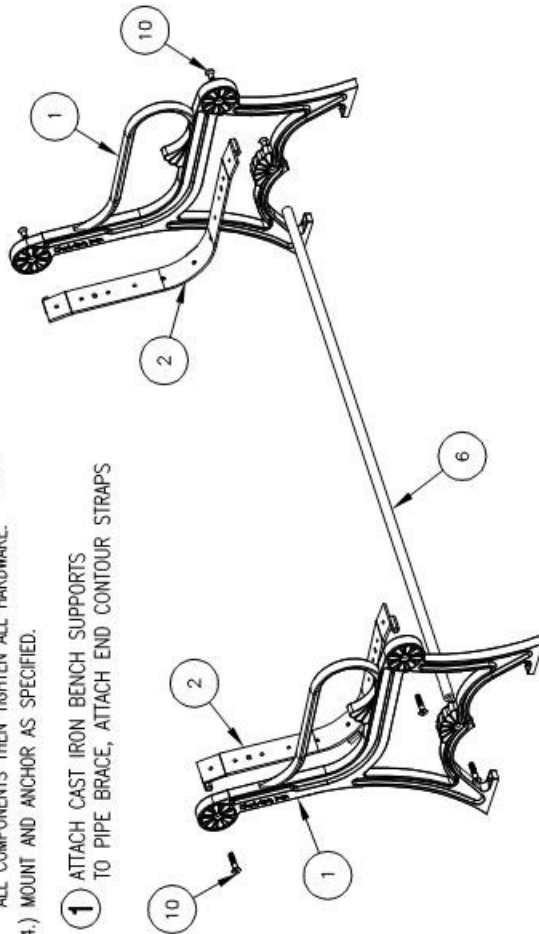
NOTES:

- 1.) DURING ASSEMBLY PROCEDURE:
DO NOT COMPLETELY TIGHTEN HARDWARE.
- 2.) THE ACTUAL PARTS WILL NOT BE NUMBERED.
NUMBERS ONLY APPLY TO DRAWING.
- 3.) UPON COMPLETION OF ASSEMBLY SQUARE
ALL COMPONENTS THEN TIGHTEN ALL HARDWARE.
- 4.) MOUNT AND ANCHOR AS SPECIFIED.

TOOLS REQ'D

- 3/4" WRENCH
- 5/16" ALLEN WRENCH
- 1/4" ALLEN WRENCH
- 1/2" MASONRY DRILL BIT
- DRILL

- 1 ATTACH CAST IRON BENCH SUPPORTS
TO PIPE BRACE, ATTACH END CONTOUR STRAPS



- 3 ATTACH ARMREST TO STEP 2.



KITS PROVIDED

ITEM	QTY	PART NO	DESCRIPTION
16	1	K-F00840-6	1/2" CAP HARDWARE KIT (6PC)
17	1	K-ANC0860-4	1/2" X 3 3/4" SS ANCHOR KIT (4PC)
18	1	K-CG0848-2L	1/2" CGE BOLT HARDWARE KIT
19	1	K-BL0524-33	5/16" LAG HARDWARE KIT (33PC)



ASSEMBLY INSTRUCTIONS

DATE DRAWN : 09/29/08
DRAWN BY : ESS
DATE REV. : 00/00/00
REV. BY : XXX

REV.

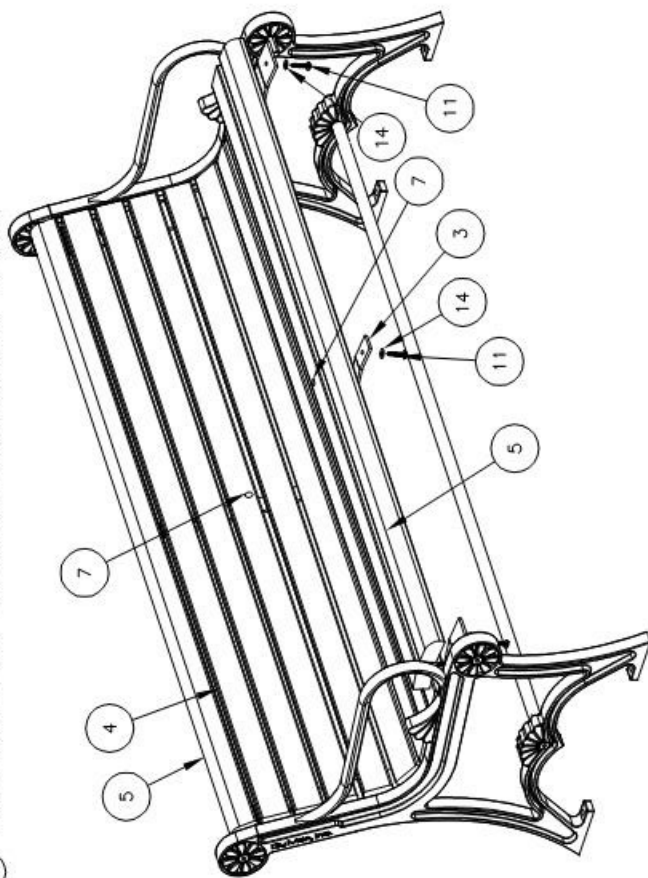
A

DRAWING
NUMBER

57 SERIES 3AR

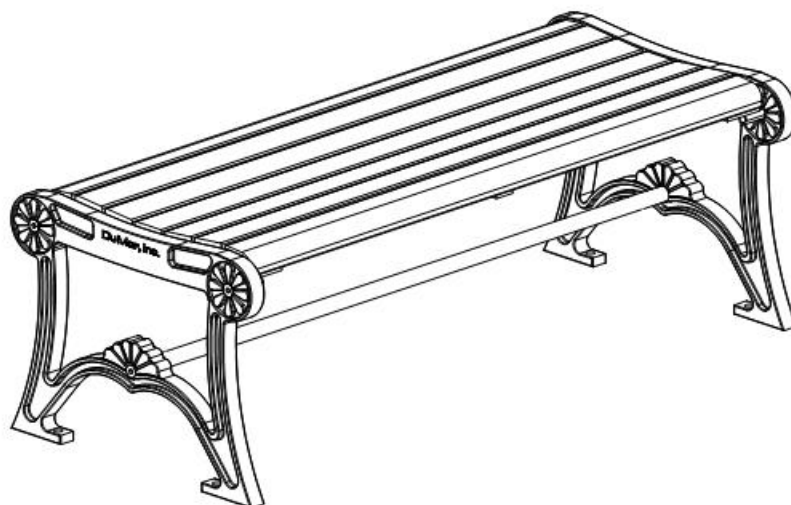
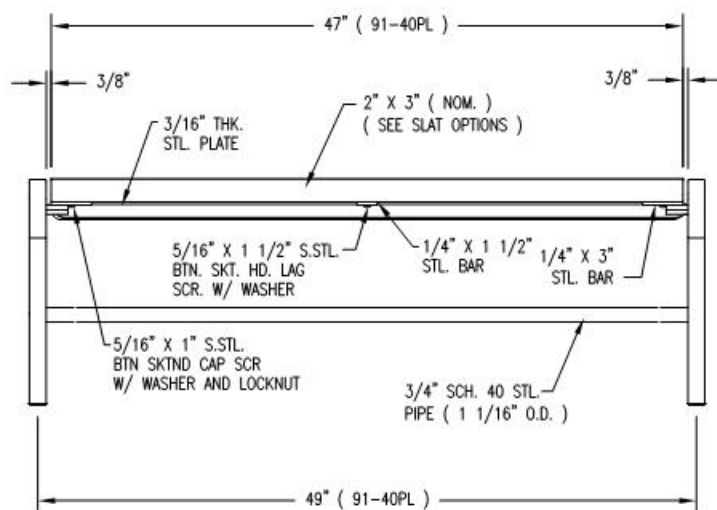
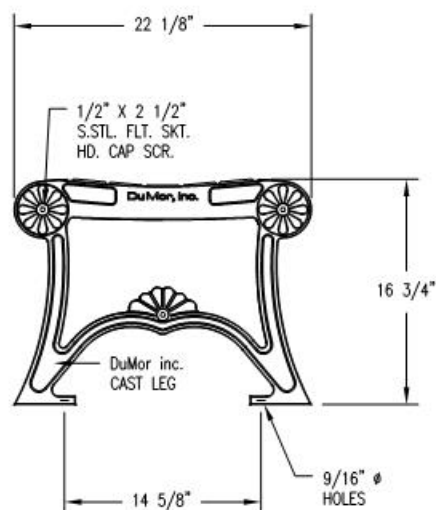
SHEET
2 OF 2

- 2 ATTACH SLATS TO STEP 1, ATTACH CENTER CONTOUR STRAP TO SLATS.



PARTS LIST

ITEM	QTY	PART NO	DESCRIPTION
1	2	0-57-00-02	CAST IRON BENCH SUPPORT
2	2	0-57-00-05	END CONTOUR STRAP
3	1	0-57-00AR-03	CENTER STRAP FOR ARMREST
4	7	0-57-60-01	2" X 3" X 71" WOOD INT'R SLAT
5	2	0-57-60-02	2" X 3" X 71" WOOD EDGE SLAT
6	1	0-57-60-04	71 3/4" PIPE BRACE
7	2	0-57-60-31	2" X 3" X 71" INT SLAT, WOOD, FOR CENTER ARMREST
8	1	0-58-00AR-03	CAST IRON BOLT ON ARMREST
9	2	1-11-044	1/2" X 3" SS CGE BOLT
10	6	1-12-065	1/2" X 2 1/2" FLT SKT HD CAP SCR
11	31	1-13-023	5/16" X 1 1/2" SS BIN SKT HD LAG
12	2	1-20-015	1/2" SS NYLON LOCKNUT
13	2	1-22-015	1/2" SS FLAT WASHER
14	31	1-22-017	5/16" SS FLAT WASHER



NOTES:

- 1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
- 2.) 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.

SLAT OPTIONS

- ☐ "CEDAR" RECYCLED PLASTIC
- ☐ "GREY" RECYCLED PLASTIC
- ☐ "REDWOOD" RECYCLED PLASTIC
- ☐ "WALNUT" RECYCLED PLASTIC
- ☐ OTHER _____


DuMor, inc.
P.O. Box 142 Mifflintown, PA 17059-0142

SCALE : NONE
DATE DRAWN : 1/10/02
DRAWN BY : AWH
DATE REV. : 10/26/11
REV. BY : JSB

TITLE :

BENCH

REV.
E

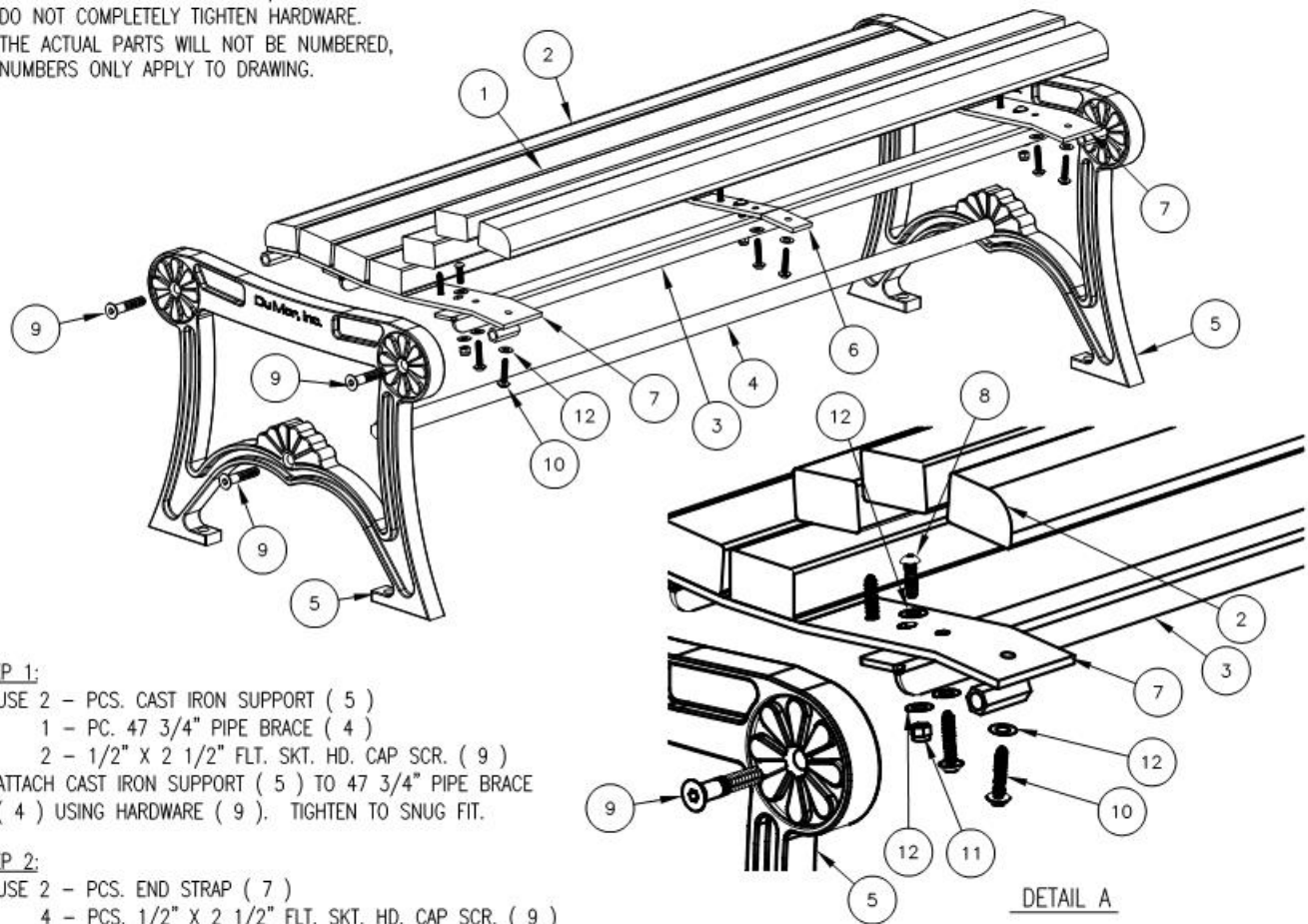
DRAWING
NUMBER

91-40PL

SHEET
1 OF 2

NOTE:

- 1.) DURING ASSEMBLY PROCEDURE;
DO NOT COMPLETELY TIGHTEN HARDWARE.
- 2.) THE ACTUAL PARTS WILL NOT BE NUMBERED,
NUMBERS ONLY APPLY TO DRAWING.

**STEP 1:**

- USE 2 - PCS. CAST IRON SUPPORT (5)
1 - PC. 47 3/4" PIPE BRACE (4)
2 - 1/2" X 2 1/2" FLT. SKT. HD. CAP SCR. (9)
ATTACH CAST IRON SUPPORT (5) TO 47 3/4" PIPE BRACE
(4) USING HARDWARE (9). TIGHTEN TO SNUG FIT.

STEP 2:

- USE 2 - PCS. END STRAP (7)
4 - PCS. 1/2" X 2 1/2" FLT. SKT. HD. CAP SCR. (9)
ATTACH END STRAP (7) TO STEP 1 ASSEMBLY USING HARDWARE (9).
TIGHTEN TO SNUG FIT.

STEP 3:

- USE 2 - PCS. 47" SEAT TUBE BRACE (3)
4 - PCS. 5/16" X 1" SS. BTN. SKT. HD. CAP (8)
4 - PCS. 5/16" SS. NYLON LOCK NUT (11)
4 - PCS. 5/16" SS. FLAT WASHER (12)
ATTACH 47" SEAT TUBE BRACE (3) TO STEP 2 ASSEMBLY
USING HARDWARE (8, 11, & 12). TIGHTEN TO SNUG FIT.

STEP 4:

- USE 1 - PCS. CENTER STRAP (6)
2 - PCS. 5/16" X 1" SS. BTN. SKT. HD. CAP (8)
2 - PCS. 5/16" SS. NYLON LOCK NUT (11)
2 - PCS. 5/16" SS. FLAT WASHER (12)
ATTACH CENTER STRAP (6) TO STEP 3 ASSEMBLY
USING HARDWARE (8, 11, & 12). TIGHTEN TO SNUG FIT.

STEP 5:

- USE 5 - PCS. 2" X 3" X 47" INT'R PLASTIC SLAT (1)
2 - PCS. 2" X 3" X 47" EDGE PLASTIC SLAT (2)
21 - PCS. 5/16" X 1 1/2" SS. BTN. SKT. HD. LAG (10)
21 - PCS. 5/16" SS. FLAT WASHER (12)
ATTACH 2" X 3" X 47" PLASTIC SLATS (1 & 2) TO STEP 4 ASSEMBLY
USING HARDWARE (10 & 12). TIGHTEN TO SNUG FIT. REPEAT
UNTIL ALL SLATS ARE ATTACHED.

STEP 6:

UPON COMPLETION OF BENCH ASSEMBLY SQUARE
ALL COMPONENTS THEN TIGHTEN ALL HARDWARE.

STEP 7:

MOUNT AND ANCHOR AS SPECIFIED.

ITEM	QTY	PART NO	DESCRIPTION
1	5	0-143-40PL-01	2" X 3" X 47" INTERIOR PLASTIC SLAT
2	2	0-143-40PL-02	2" X 3" X 47" PLASTIC EDGE SLAT
3	2	0-16-40-06	47" SEAT BRACE
4	1	0-57-40-04	47 3/4" PIPE BRACE
5	2	0-91-00-02	BKLESS CAST IRON BNCH SUPT
6	1	0-91-00-03	CENTER STRAP
7	2	0-91-00-04	END CONTOUR STRAP
8	6	1-12-116	5/16" X 1" SS BTN SKT HD CAP SCR
9	6	1-12-065	1/2" X 2 1/2" FLT SKT HD CAP SCR
10	21	1-13-023	5/16" X 1 1/2" SS BTN SKT HD LAG
11	6	1-20-016	5/16" SS NYLON LOCKNUT
12	33	1-22-017	5/16" SS FLAT WASHER


DuMor, inc.
P.O. Box 142 Mifflintown, PA 17059-0142

SCALE : NONE
DATE DRAWN : 1/10/02
DRAWN BY : AWH
DATE REV. : 12/03/09
REV. BY : ESS

TITLE : BENCH ASSEMBLY

REV. D
DRAWING NUMBER 91-40PL

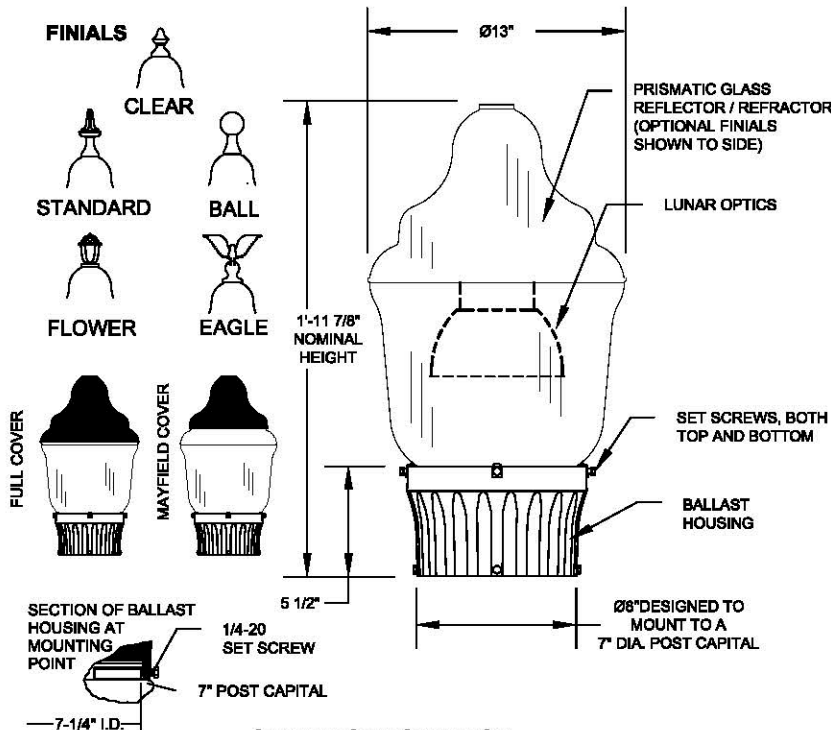
SHEET
2 OF 2

GRANVILLE® SERIES LUMINAIRE

FLUTED STYLE CASTING with LUNAR OPTICS®

MAXIMUM WEIGHT - 45 lbs.

MAXIMUM EFFECTIVE PROJECTED AREA - 1.26 sq. ft.



ORDERING INFORMATION

EXAMPLE: **GV 050HP 12 F B 3 N N * ***

BALLAST TYPE (MOGUL BASE)
 050HP = 50W HPS
 070HP = 70W HPS
 100HP = 100W HPS
 15AHP = 150W 55V HPS
 175PM = 175 PULSE MH (120-277V)

(MEDIUM BASE)
 35DHP = 35W HPS (120V ONLY)
 50DHP = 50W HPS
 70DHP = 70W HPS
 100DHP = 100W HPS
 15DHP = 150W 55V HPS
 100MH = 100W MH (MT ONLY)
 20DIN = 200W INCANDESCENT

VOLTAGE
 12 = 120 VOLT
 20 = 208 VOLT
 24 = 240 VOLT
 27 = 277 VOLT
 48 = 480 VOLT
 MT = 120/208/240/277 VOLT MULTITAP

FLUTED STYLE CASTING FOR USE WITH 7" POST CAPITAL

HOUSING FINISH COLOR
 B = BLACK
 Z = BRONZE
 N = DARK GREEN
 A = AS SPECIFIED

OPTICAL TYPE
 6 = IES TYPE II DIST. WITH LUNAR OPTICS (IES) CUTOFF
 7 = IES TYPE III DIST. WITH LUNAR OPTICS (IES) CUTOFF
 8 = IES TYPE V DIST. WITH LUNAR OPTICS (IES) CUTOFF

TRIM (SEE ACCESSORY SHEET)
 N = NONE
 R = RIBS AND BANDS

FINIAL (SEE ACCESSORY SHEET)
 N = NONE
 C = CLEAR
 S = STANDARD
 F = FLOWER
 B = BALL
 E = EAGLE
 P = PAWN

TRIM AND FINIAL FINISH COLOR (SEE ACCESSORY SHEET)
 B = BLACK
 Z = BRONZE
 N = DARK GREEN
 G = GOLD
 U = NO TRIM, AND CLEAR OR NO FINIAL
 A = AS SPECIFIED

OPTIONS

P - PROTECTIVE STARTER, FOR HPS UNITS ONLY
 FCVRX - FULL DECORATIVE ALUMINUM TOP COVER (FOR X INSERT B, Z, N, G, OR A COLOR)
 MCVRX - MAYFIELD ALUMINUM TOP COVER (COVERS 2/3) (FOR X INSERT B, Z, N, G, OR A COLOR)

ACCESSORIES

F1 - SINGLE FUSING FOR 120, 240, 277 VOLT, FIELD INSTALLED (NOT UL LISTED)
 F2 - DOUBLE FUSING FOR 208, 240 VOLT, FIELD INSTALLED (NOT UL LISTED)
 GVA1A73X - 3" TO 7" POST CAPITAL. CONVERTS 3" POST TOP TENON TO 7" POST CAPITAL. USE ONLY WITH A, F, OR C HOUSING STYLES (FOR X INSERT B, Z, N, OR A COLOR)

Specifications

GENERAL DESCRIPTION

The luminaire consists of three main components, a ballast housing, a reflector with socket, and a prismatic glass optical assembly.

OPTICAL ASSEMBLY

The optical assembly is a precisely molded thermal resistant borosilicate glass reflector and refractor with or without a decorative finial. The upper portion of this system incorporates a series of reflecting prisms that redirect over 50% of the upward light in to the controlling refractor while allowing a soft uplight component to define the traditional acorn shape of the luminaire. Two decorative aluminum top covers are available. The lower portion uses precisely molded refracting prisms to control the distribution of light to maximize utilization, uniformity, and luminaire spacing. Three unique optical assemblies are available, designed for IES type II, III, and V lighting distributions. The Lunar Optics assembly (IES Cutoff) is standard. It consists of an aluminum plate and anodized, hydroformed reflector designed to restrict intensity at the critical angle.

BALLAST HOUSING

The ballast housing contains the ballast and other electrical components. The housing is cast of aluminum alloy with a fluted concave contour designed to flow gracefully from a 7" diameter decorative post capital and replicate the fluted pattern of a decorative post shaft. The ballast housing is secured by four hex head 1/4-20 set screws. Four uniquely designed stainless steel spring clips enclosed in a clear polyvinyl chloride sleeve and adjusted by hex head 1/4-20 bolts securely cradle the optical assembly.

BALLAST

(Refer to Ballast Data Sheet for specific operating characteristics)

35 - 100 watt 120 volt High Pressure Sodium (HPS) ballasts are High Power Factor Reactor type. All other HPS ballasts are High Power Factor Autotransformer type.
 175 watt Metal Halide (MH) ballasts are CWA ballast. MH units are available only with (120V, 208V, 240V, 277V) multitap High Power Factor High reactance type ballast. MH is compliant with DOE/EISA regulations starting February 10, 2017.

REFLECTOR / SOCKET ASSEMBLY

The reflector/socket assembly is designed to position the specified light source at the light center of the refractor.

INSTALLATION

Refer to the instruction manual provided with each luminaire as to the specific method of wiring and mounting the luminaire.

FINISH

The housing is finished with polyester powder paint to insure maximum durability.

UL LISTING

The luminaire is UL listed as suitable for wet locations at a maximum 40 degree C ambient temperature.

ARCHITECTURAL OUTDOOR ORDER #:

TYPE:

DRAWING NO: US-3454

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HOLOPHANE®
 LEADER IN LIGHTING SOLUTIONS
 An Acuity Brands Company

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SCALE: N/A

DRAWN: RAF

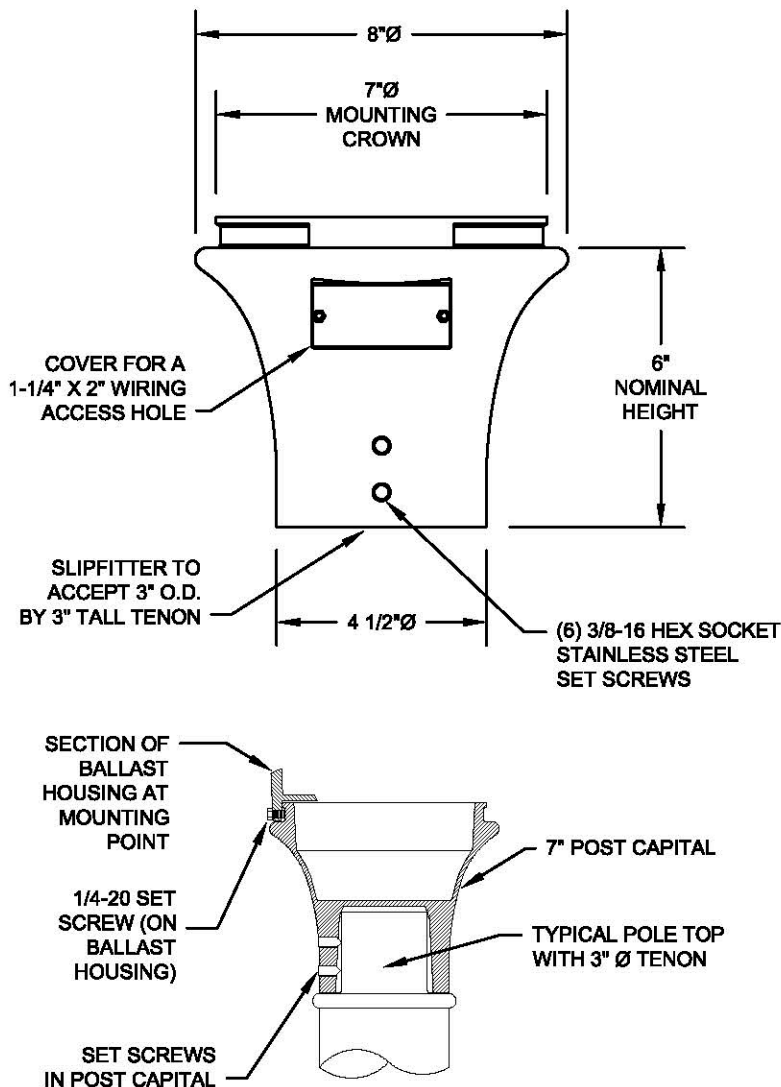
APP'D:

DATE: 02/10/2017

105

7 Inch Post Capital

To Convert A 3 Inch Ø Tenon To A 7 Inch Ø Capital



ORDERING INFORMATION

EXAMPLE: GV1A 73 B
 GV1A 73
 7" DIAMETER POST CAPITAL
 FINISH
 B = BLACK
 Z = BRONZE
 N = GREEN
 A = AS SPECIFIED

Specifications

DESCRIPTION

The Post Capital replicates a crown found on the top of many decorative posts at the turn of the century, and converts posts with 3" O.D. tenons to the 7" O.D. crown used for mounting luminaires with this arrangement for attachment. The plain design of this capital provides a smooth transition between a large variety of decorative posts and luminaire casting styles.

MATERIALS / DIMENSIONS

Cast of copper free aluminum, the Post Capital is designed to slip fit a 3" O.D. by 3" high tenon. It's 4-1/2" bottom diameter is designed to closely match the post top diameter, which is separated from the pole tenon by a slightly larger diameter decorative ring onto which the capital rests. The capital rises 6" while gracefully flaring to an 8" diameter ring with a 7" mounting crown providing a similar resting ring for the luminaire. Two rows of three stainless steel 3/8-16 allen socket head set screws with nyloc patch at 120 degrees attach the capital to the tenon. The screws visually disappear within the casting when fully tightened.

WIRING ACCESS

A 1-1/4" by 2" wiring access hole is provided with a gasket and cover to provide access to wiring. The access hole takes the lines of the casting in keeping with the plain design. There are two 1/2" diameter holes in the floor of the casting for tying off incoming leads from the pole. Note: an optional button style photocontrol kit can be ordered with the luminaire for field installation in the wiring access hole.

INSTALLATION

Refer to the instruction manual provided with each capital for specific mounting instructions.

FINISH

The housing and wiring access cover is finished with a polyester powder paint applied to insure maximum durability.

ARCHITECTURAL OUTDOOR ORDER #:

TYPE:

DRAWING NO: US-1123

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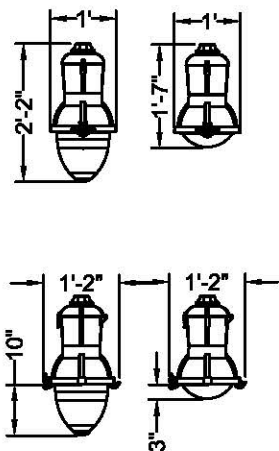
HOLOPHANE®
 LEADER IN LIGHTING SOLUTIONS
 An Acuity Brands Company
 214 OAKWOOD AVENUE - NEWARK, OHIO 43055

SCALE: N/A

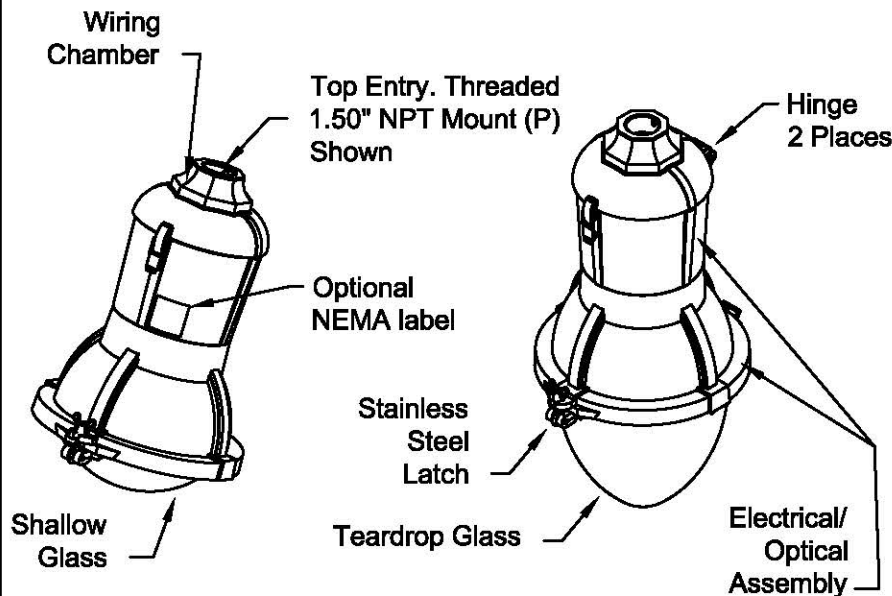
DRAWN: RAF

APP'D:

DATE: 12/15/09



Maximum Effective Projected Area - 1.36 ft²
Maximum Weight - 39 lbs.



Memphis®
Pedestrian LED

**DECORATIVE
 OUTDOOR**

HOLOPHANE®
 An Acuity Brands Company
 LEADER IN LIGHTING SOLUTIONS

ORDERING INFORMATION:

MSPL2 COVER TYPE MSPL2 = Memphis Pedestrian LED	COLOR TEMPERATURE 30K = 3000 SERIES CCT 40K = 4000 SERIES CCT 50K = 5000 SERIES CCT	VOLTAGE AS = AUTO-SENSING VOLTAGE (120 THRU 277V) AH = AUTO-SENSING VOLTAGE (347 THRU 480V)	HOUSING COLOR A = AS SPECIFIED B = BLACK N = GREEN W = WHITE Z = BRONZE	OPTICS 4 = TEARDROP ASYMMETRIC 5 = TEARDROP SYMMETRIC 6 = SHALLOW SYMMETRIC 7 = SHALLOW ASYMMETRIC
LED PERFORMANCE PACKAGE (SEE PERFORMANCE TABLE FOR DETAILS) P10 = 27 W (2 COB) P20 = 38 W (2 COB) P30 = 51 W (2 COB) P40 = 77 W (3 COB) P50 = 120 W (3 COB)				
MOUNTING P = 1.5 NPT PENDANT MOUNT S = QUICK LOCK STEM MOUNT				

OPTIONS

SKIRT OPTIONS

DS = DEEP SKIRT
 SS = SHORT SKIRT

CONTROL OPTIONS

DE = ROAM HARDWARE
 PND = 0-10V PART-NIGHT DIMMING
 R = NEMA TWISTLOCK PHOTOCONTROL (PC) RECEPTACLE - 3 PIN
 PCS² = SOLID-STATE LIGHTING PHOTOCONTROL 120-277 VOLT
 PSC² = SHORTING CAP (MUST BE USED WITH R OPTION)
 P5 = DIMMING PHOTOCONTROL RECEPTACLE - 5 PIN
 P7 = DIMMING PHOTOCONTROL RECEPTACLE - 7 PIN
 P3E = PREPARED FOR EXTERNAL 3PIN PHOTOCONTROL RECEPTACLE
 P5E = PREPARED FOR EXTERNAL 5PIN PHOTOCONTROL RECEPTACLE
 P7E = PREPARED FOR EXTERNAL 7PIN PHOTOCONTROL RECEPTACLE
 P34² = TWISTLOCK PHOTOCONTROL 347 VOLT
 P48² = TWISTLOCK PHOTOCONTROL 480 VOLT

PREWIRE LEAD OPTIONS

L1H = 1.5 FT. PREWIRED LEADS
 L03 = 3 FT. PREWIRED LEADS
 L10 = 10 FT. PREWIRED LEADS
 L20 = 20 FT. PREWIRED LEADS
 L25 = 25 FT. PREWIRED LEADS
 L30 = 30 FT. PREWIRED LEADS

OPTIONS (Cont.)

NEMA WATTAGE LABEL OPTIONS

NL1X1 = 1 X 1 NEMA LABEL
 NL2X2 = 2 X 2 NEMA LABEL
 NL3X3 = 3 X 3 NEMA LABEL

ACCESSORIES

SPDPLUGIN = REPLACEMENT SURGE PROTECTOR 120-277V
 SPDPLUGIN-48 = REPLACEMENT SURGE PROTECTOR 347-480V

NOTE

- For twistlock photocontrol options, refer to Mounting Style section on page 4
- Must be used with "R" option

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ORDER #:
 TYPE:
 DRAWN: RAF
 DATE: 8/10/2017
 DWG NO: LUM_MSPL2

Performance Data

Lumens - standard unit

LED Package	Distribution	System Watts	40K (4000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P10	4	27	3,451	128	1	3	2	3,621	134	1	3	2	3,621	134	1	3	2
	6	27	3,681	136	2	3	2	3,862	143	2	3	2	3,862	143	2	3	2
	6	27	3,431	127	2	3	2	3,601	133	2	3	2	3,601	133	2	3	2
	7	77	3,126	116	1	3	2	3,280	121	1	3	2	3,280	121	1	3	2
P20	4	38	4,517	115	1	3	2	4,739	125	1	3	2	4,739	125	1	3	2
	6	38	4,817	127	3	3	2	5,055	133	3	3	2	5,055	133	3	3	2
	6	38	4,491	118	2	3	2	4,712	124	2	3	2	4,712	124	2	3	2
	7	38	4,091	108	1	3	2	4,293	113	1	3	2	4,293	113	1	3	2
P30	4	51	5,751	113	1	3	2	6,035	118	2	3	3	6,035	118	2	3	3
	6	51	6,134	120	3	3	2	6,436	126	3	3	2	6,436	126	3	3	2
	6	51	5,718	112	3	3	2	6,000	118	3	3	2	6,000	118	3	3	2
	7	51	5,209	102	1	3	2	5,466	107	2	3	3	5,466	107	2	3	3
P40	4	77	8,690	113	2	3	3	9,118	118	2	3	3	9,118	118	2	3	3
	6	77	9,268	120	3	3	3	9,725	126	3	3	3	9,725	126	3	3	3
	6	77	8,641	112	3	3	3	9,067	118	3	3	3	9,067	118	3	3	3
	7	77	7,871	102	2	3	3	8,259	107	2	3	3	8,259	107	2	3	3
P50	4	120	11,857	99	2	3	3	12,442	104	2	3	3	12,442	104	2	3	3
	6	120	12,646	105	4	3	3	13,269	111	4	3	3	13,269	111	4	3	3
	6	120	11,791	98	3	3	3	12,372	103	3	3	3	12,372	103	3	3	3
	7	120	10,740	90	2	3	3	11,270	94	2	3	3	11,270	94	2	3	3

Lumens - with Deep Skirt (DS) option

LED Package	Distribution	System Watts	30K (3000K, 70 CRI)					30K (3000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P10	4	27	2,797	104	1	1	1	2,935	109	1	1	1	2,935	109	1	1	1
	5	27	2,927	108	2	1	1	3,071	114	2	1	1	3,071	114	2	1	1
	6	27	2,522	91	1	0	0	2,646	98	1	0	0	2,646	98	1	0	0
	7	27	2,399	89	1	0	1	2,517	93	1	0	1	2,517	93	1	0	1
P20	4	38	4,661	96	1	1	1	3,841	100	1	1	1	3,841	100	1	1	1
	5	38	3,831	100	2	2	1	4,020	106	2	2	1	4,020	106	2	2	1
	6	38	3,301	87	1	0	0	3,464	91	2	0	0	3,464	91	2	0	0
	7	38	3,140	83	1	0	1	3,295	87	1	0	1	3,295	87	1	0	1
P30	4	51	4,661	91	1	1	1	4,891	96	1	1	1	4,891	96	1	1	1
	5	51	4,878	96	2	2	1	5,118	100	3	2	1	5,118	100	3	2	1
	6	51	4,203	82	2	0	0	4,410	86	2	0	0	4,410	86	2	0	0
	7	51	3,998	78	1	0	1	4,195	82	1	0	1	4,195	82	1	0	1
P40	4	77	7,043	91	1	2	1	7,390	96	1	2	1	7,390	96	1	2	1
	5	77	7,365	96	3	2	1	7,728	100	3	2	1	7,728	100	3	2	1
	6	77	6,352	82	2	0	1	6,665	87	2	0	1	6,665	87	2	0	1
	7	77	6,050	79	1	0	1	6,349	82	1	0	1	6,349	82	1	0	1
P50	4	120	9,610	80	2	2	2	10,084	84	2	2	2	10,084	84	2	2	2
	5	120	10,049	84	3	2	2	10,545	88	3	2	2	10,545	88	3	2	2
	6	120	8,667	72	3	0	1	9,095	76	3	0	1	9,095	76	3	0	1
	7	120	8,256	69	2	0	1	8,663	72	2	0	1	8,663	72	2	0	1

Lumens - with Shallow Skirt (SS) option

LED Package	Distribution	System Watts	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P10	4	77	3,137	119	1	2	1	3,291	122	1	2	1	3,291	122	1	2	1
	6	77	3,474	129	2	2	1	3,646	135	2	2	1	3,646	135	2	2	1
	6	77	3,100	119	2	0	1	3,253	120	2	0	1	3,253	120	2	0	1
	7	77	2,769	103	1	0	1	2,905	108	1	0	1	2,905	108	1	0	1
P20	4	38	4,105	108	1	2	1	4,308	113	1	2	1	4,308	113	1	2	1
	6	38	4,547	120	3	2	1	4,771	126	3	2	1	4,771	126	3	2	1
	6	38	4,058	108	2	0	1	4,258	112	2	0	1	4,258	112	2	0	1
	7	38	3,623	95	1	0	1	3,802	100	1	0	1	3,802	100	1	0	1
P30	4	51	5,227	102	1	2	1	5,485	108	1	2	1	5,485	108	1	2	1
	6	51	5,790	114	3	3	1	6,075	119	3	3	1	6,075	119	3	3	1
	6	51	5,167	101	3	0	1	5,421	106	3	0	1	5,421	106	3	0	1
	7	51	4,614	90	1	0	1	4,841	95	1	0	1	4,841	95	1	0	1
P40	4	77	7,898	103	2	3	2	8,288	108	2	3	2	8,288	108	2	3	2
	6	77	8,748	114	3	3	2	9,179	119	3	3	2	9,179	119	3	3	2
	6	77	7,898	101	3	0	1	8,194	106	3	0	1	8,194	106	3	0	1
	7	77	6,983	91	2	0	2	7,328	95	2	0	2	7,328	95	2	0	2
P50	4	120	10,777	90	2	3	2	11,309	94	2	3	2	11,309	94	2	3	2
	6	120	11,937	99	4	3	2	12,525	104	4	3	2	12,525	104	4	3	2
	6	120	10,655	89	3	0	2	11,180	93	3	0	2	11,180	93	3	0	2
	7	120	9,529	79	2	0	2	9,999	83	2	0	2	9,999	83	2	0	2

Memphis®
Pedestrian LED

DECORATIVE
OUTDOOR

HOLOPHANE®
An Acuity Brands Company
LEADER IN LIGHTING SOLUTIONS

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ORDER #:
TYPE:
DRAWN:
DATE:
DWG NO:

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Average Lumen Ambient Temperature (LAT) Multipliers			LED Packages
°C	°F	Lumen Multiplier	
0	32	1.07	P10, P20, P30, P40, P50
5	41	1.06	
10	50	1.07	
15	59	1.07	
20	68	1.02	
25	77	1.00	
30	86	0.97	
35	95	0.97	
40	104	0.95	

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Lumen Maintenance - (same for all LED packages)							
Hours	0	25,000	36,000	50,000	60,000	75,000	100,000
Factor	1	0.91	0.88	0.85	0.83	0.79	0.74

The italicized data is extrapolated beyond the TM-21 standard.

$$E = (LM) \times (CU) \times (LAT) \times (LLD)$$

LM and CU are obtained from published photometry.


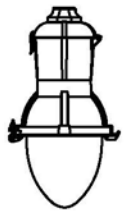
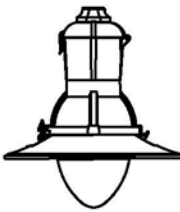
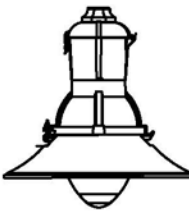










Memphis®
Pedestrian LED

DECORATIVE
OUTDOOR

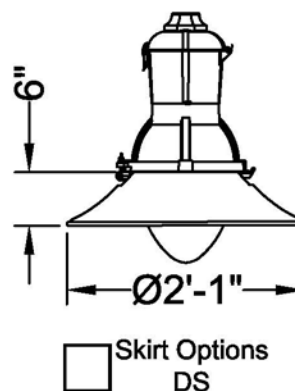
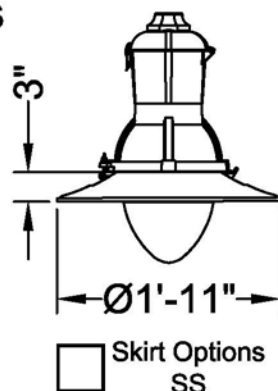
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LEADER IN LIGHTING SOLUTIONS
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		Standard	Shallow Skirt	Deep Skirt
 Teardrop Glass Optic Options 4 and 5	Teardrop Glass	 <input type="checkbox"/>	 <input type="checkbox"/>	 <input type="checkbox"/>
		 <input type="checkbox"/>	 <input type="checkbox"/>	 <input type="checkbox"/>
 Shallow Glass Optic Options 6 and 7 Mark Appropriate Box for Trim Option	Shallow Glass	 <input type="checkbox"/>	 <input type="checkbox"/>	 <input type="checkbox"/>
		 <input type="checkbox"/>	 <input type="checkbox"/>	 <input type="checkbox"/>

Skirt Dimensions



Specifications

DESCRIPTION

The Memphis Pedestrian luminaire is styled to replicate the "teardrop" luminaires that lighted boulevards in the first half of this century. Designed for light control and ease of installation and maintenance, the Memphis Pedestrian has a precision optical system for true street lighting performance.

WIRING CHAMBER

The wiring chamber has either a 1.50 inch NPT and stainless steel set screw or a welded stem. The stem aids in installation speed. A three station terminal block will accept #16 through #2 wires and is prewired to one half of the plug assembly that connects to the removable electrical module.

ELECTRICAL / REFLECTOR ASSEMBLY

The unitized electrical assembly, composed of the electronic driver, surge protection device, and other selected components is mounted on a removable tray. The assembly is easily accessible by loosening the optical wing nut and opening the optical door. The disconnect plug connect the driver to the terminal block located in the upper housing wiring chamber. On the underside of the electrical assembly facing downward is the LED module, which is sealed to the door assembly cradling the glass lens.

MOUNTING STYLE (LEVELING FITTER OPTIONS)

The Quick Lock Stem Mounting style is compatible with the following leveling fitters:

- Boston Harbor Decorative Arm Fitter (BHDF13)
- GlasWerks Decorative Arm Fitter (GWDF13)
- West Liberty Decorative Arm Fitter (WLDF13)

LED MODULE / REFRACTOR DOOR ASSEMBLY

The cast aluminum door cradles a teardrop or shallow prismatic, thermal resistant borosilicate glass refractor that controls the light to provide the desired asymmetric or symmetric distribution. The refractor (and optional decorative skirts) hinges form the main electrical housing and is latched by a corrosion resistant, captive, wing nut assembly. There are two or three COB (Chip on Board) LED's (dependent upon wattage package desired) mounted to an aluminum heatsink for optimum thermal operating characteristics. The LED's are covered and sealed by individual borosilicate glass lens', designed to provide the appropriate asymmetric or symmetric distribution in conjunction with the main teardrop or shallow refractor.

DRIVER

LED 0-10V dimmable driver is standard.

FINISH / MATERIAL

The luminaire is finished with polyester powder paint to insure maximum durability. All castings utilize low copper aluminum for maximum corrosion resistance and all exposed hardware is stainless steel.

WARRANTY

The Limited warranty located at <http://www.acuitygrands.com/resources/terms-and-conditions>.

CSA LISTING

CSA listing suitable for wet locations.

NOTE

Specification subject to change without notice.

Memphis®
Pedestrian LED

**DECORATIVE
OUTDOOR**



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ORDER #:

TYPE:

DRAWN: RAF

DATE: 8/10/2017

DWG NO: LUM_MSPL2

Ordering Information

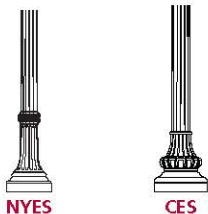
How to Construct a Catalog Number

Example:	CES	1720	CISPP	WLC	72/1	CAPPH	LAB
	1	2	3	4	5	6	7
	POST STYLE	POST HT./DIA.	FINISH	CROSSARM	ARM LENGTH	CROSSARM FINISH	OPTIONS/ACCESSORIES
	CES NYES	1720 1820 2020 2120 2220 2320	CISBK CISCM CISCS CISDB CISDG CISPP	BHC CAM WLC	48/1 72/1 96/2 144/2	CABKH CACMH CACSH CADBH CADGH CAPPH	LAB FG-SXXH FGIUS-SXXH FGIUL-SXXH RB/GFI/WPC

Catalog Number Information

STEP 1: POST STYLE

CES Columbia with bracket arms
NYES North Yorkshire with bracket arms



STEP 2: POST HEIGHT/DIAMETER

Columbia

1720 17' high with a 20" base
2020 20' high with a 20" base
2220 22' high with a 20" base

North Yorkshire

1820 18' high with a 20" base
2120 21' high with a 20" base
2320 23' high with a 20" base

STEP 3: POST MATERIAL/FINISH

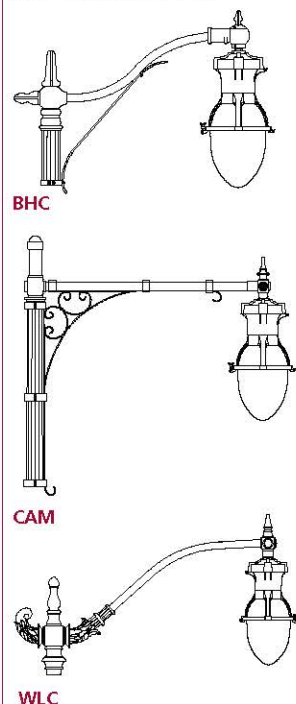
Cast Iron Base with a Steel Shaft

CISBK Black
CISCS¹ Color selection (RAL#)
CISCM¹ Custom color match
CISDB Dark bronze
CISDG Dark green
CISPP Prime painted

¹ Special order through Decorative Outdoor Group

STEP 4: CROSSARM STYLE

BHC Boston Harbour crossarm
CAM Camden crossarm
WLC West Liberty crossarm



STEP 5: CROSSARM LENGTH

48/1 48" Single arm
72/1 72" Single arm
96/2 48" Twin arm @180°
144/2 72" Twin arm @180°

STEP 6: CROSSARM FINISH

Cast Iron Base with Steel Shaft

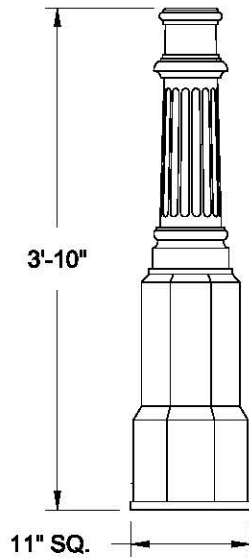
CAPPH Prime painted
CABKH Black
CADGH Dark green
CADBH Dark bronze
CACMH¹ Custom color match
CACSH¹ Color selection (RAL#)

¹ Special order through Decorative Outdoor Group

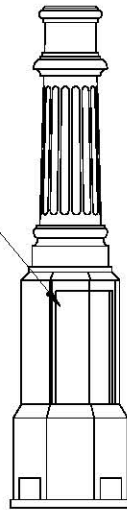


STEP 7: OPTIONS/ACCESSORIES

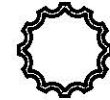
LAB Less anchor bolts (add as suffix to catalog number)
FG-SXXH Receptacle with wet location while cover closed
FGIUS-SXXH Receptacle with small, in-use wet location cover
FGIUL-SXXH Receptacle with large, in-use wet location cover
RB/GFI/WPC Receptacle with weatherproof box and cover for use in base



6.5" X 11" Hand
Hole Opening



Shaft Style

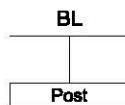


3"-4" Dia. Tapered
T4C

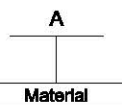
BURLINGTON™
Aluminum Pole

**Architectural
Outdoor**

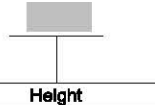
ORDERING INFORMATION:



BL = Burlington



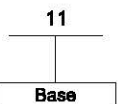
A = Aluminum



08 = 8'
10 = 10'
12 = 12'
14 = 14'
16 = 16'



F4C = 4" DIA. Fluted, .125 Wall
F4J = 4" DIA. Fluted, .25 Wall
S4C = 4" DIA. Smooth, .125 Wall
S4J = 4" DIA. Smooth, .25 Wall
T4C = 3" to 4" DIA. Tapered, .125 Wall

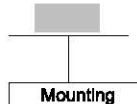


11 = 11" Octagonal
(TMP-86)

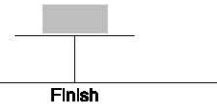


P05 = 3" O.D. X 4" L.G.
P07 = 3" O.D. X 3" L.G.
P08 = 3" O.D. X 5" L.G.
P09 = 3" O.D. X 6" L.G.
P10 = 3" O.D. X 9" L.G.
(3" O.D. = ACTUAL SIZE IS 2.88" O.D.)

P12 = 3" O.D. X 12" L.G.
P13 = 3" O.D. X 6" L.G.
P14 = 3" O.D. X 14" L.G.



ABG = Anchor Bolts
Galvanized Steel
LAB = Less Anchor
Bolts
DBB = Direct Burial Base
Galvanized Steel
(ADBB1S2)



BK = Black
BD = Dark Blue
BZ = Bronze
GH = Graphite
GN = Green
GR = Gray
PP = Prime Painted
SL = Silver
WH = White

Options

EXXXY² = Provision for eye bolt.
LXXX² = Large provision.
RXXX² = Receptacle provision.
SXXX² = Small provision.

SPECIFICATIONS

DESCRIPTION

The lighting post shall be all aluminum, one-piece construction, with a classic tapered and fluted base design.

MATERIALS

The base and fluted tapered cast shaft shall be heavy wall, cast aluminum produced from certified ASTM 356.1 Ingot per ASTM B-179-95a or ASTM B26-95. The straight shafts shall be extruded from aluminum, ASTM 6061 alloy, heat treated to a T6 temper. The tapered shaft shall be extruded from aluminum, ASTM 6063 alloy, spun to a tapered shape, then heat treated to a T6 temper. All hardware shall be tamper resistant stainless steel. Anchor bolts to be completely hot dip galvanized.

CONSTRUCTION

The shaft shall be double welded to the base casting and shipped as one piece for maximum structural integrity. The shaft shall be welded inside the base casting at the top of the access door, and externally where the shaft exits the base. All welding shall be per ANSI/AWS

DIMENSIONS

The post shall be X'- XX" in height with a 11" octagonal base. The shaft diameter shall be XX". At the top of the post, an integral tenon with a transitional donut shall be provided for luminaire mounting.

INSTALLATION

The post shall be provided with four, hot dip galvanized L-type anchor bolts. A door shall be provided in the base for anchorage and wiring access. A grounding screw shall be provided inside the base opposite the door.

* - "XXX" in provision height can be up to 3 digits depending on height from grade. Must use whole numbers. Leading zeros are not used. Example: S120A for 120 inches or S80A for 80 inches.

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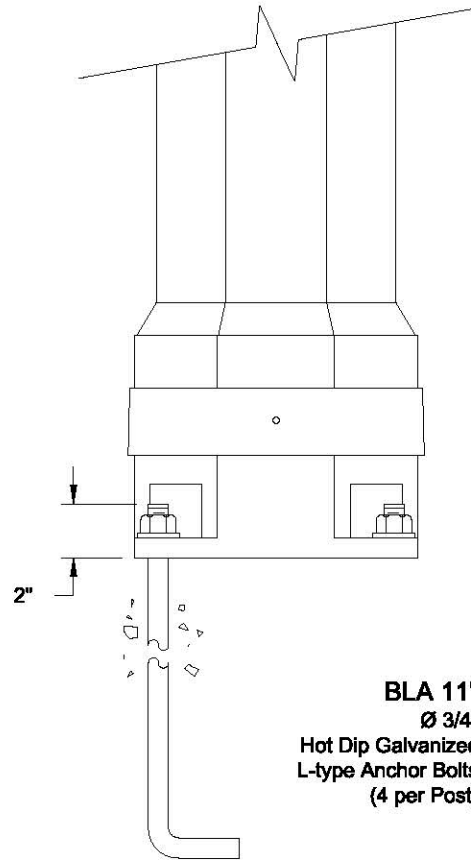
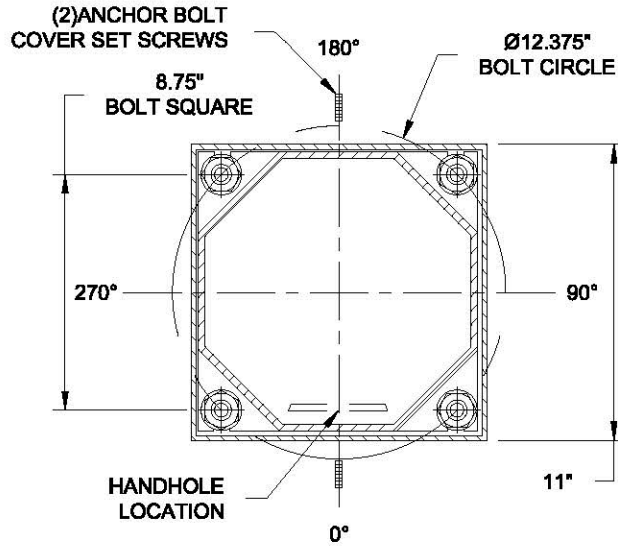
TYPE:

DRAWN: ACH

DATE: 03/22/11

DWG #: POL_BLA

ANCHORAGE GUIDE



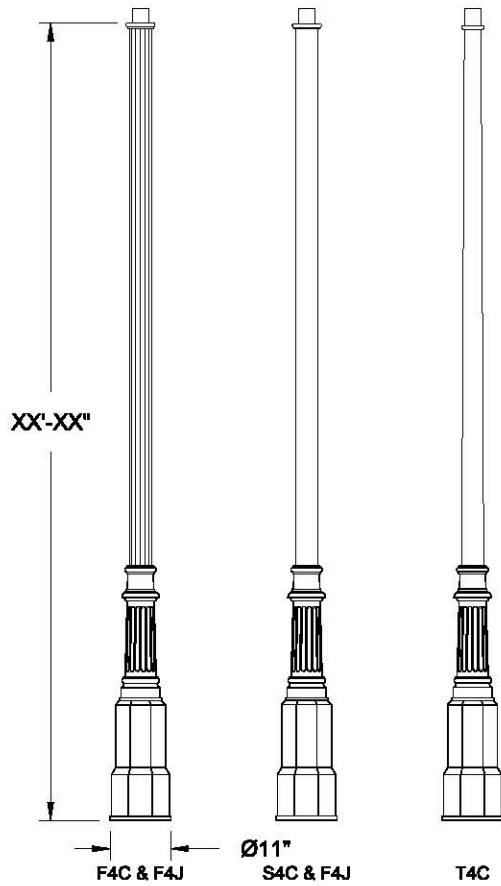
BURLINGTON™
Aluminum Pole

Architectural
Outdoor

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ORDER #:	
TYPE:	2 of 3
DRAWN:	ACH
DATE:	03/22/11
DWG #:	POL_BLA



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Aluminum Pole

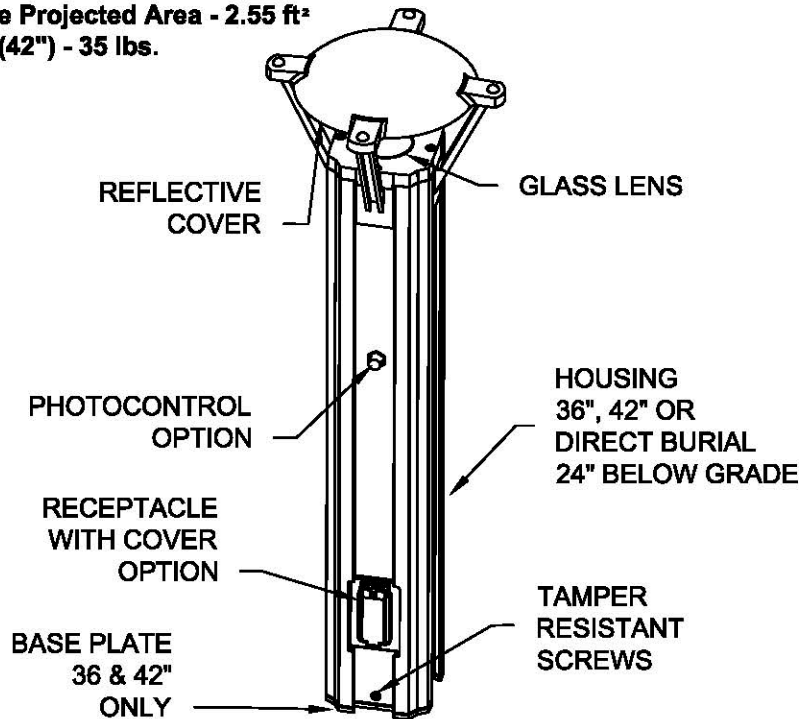
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ORDER #:	
TYPE:	
DRAWN:	ACH
DATE:	03/22/11
DWG #:	POL_BLA

Maximum Effective Projected Area - 2.55 ft²
Maximum Weight (42") - 35 lbs.

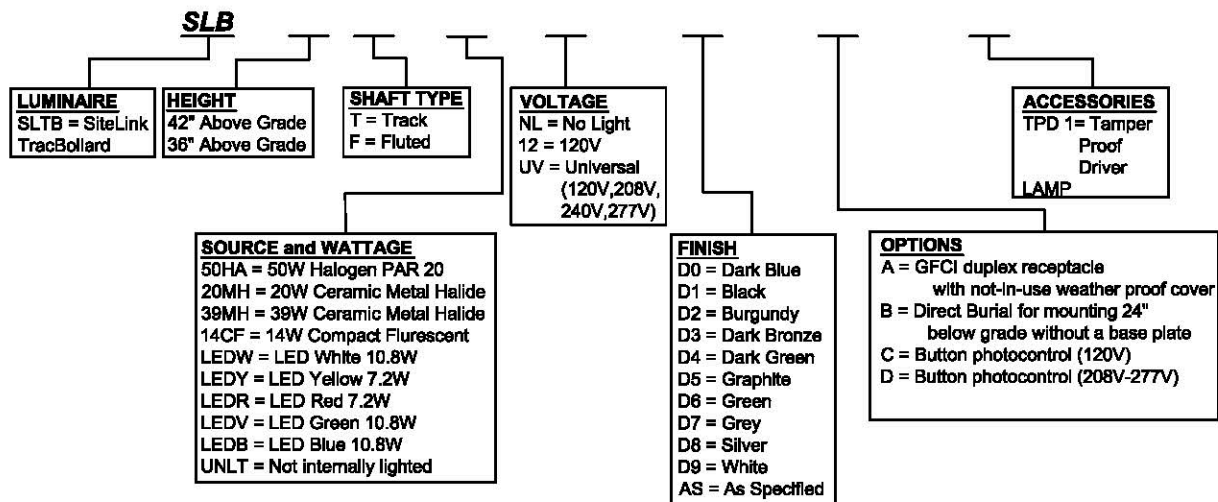


SiteLink®
TracBollard

DECORATIVE
OUTDOOR

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ORDERING INFORMATION:



SPECIFICATIONS:

Indirect Bollard
Four sided TracLoc Shaft

GENERAL DESCRIPTION

One piece extruded housing with integral TracLoc grooves. The exterior of the TracLoc profile is constructed for modular accessory attachments which shall be moved or changed after installation. The interior of the TracLoc profile allows for five independent wire raceways for initial assembly and post installation flexibility.

OPTICS

The optical assembly is a borosilicate glass lens seated in a gasket and fastened to the Lens Cover to create a water proof seal. The Reflective Cover is painted on the underside with a high reflective white and provides diffuse indirect light distribution.

MOUNTING

The housing is mounted to an anchor base plate with four tamper proof screws. All external hardware is stainless steel and tamper proof. The base plate consists of three 3/8" x 12" x 2" galvanized bolts with washer's and nut's to be embedded into a concrete foundation. (By others) A direct burial option is embedded 24" below grade without base plate assembly.

FINISH

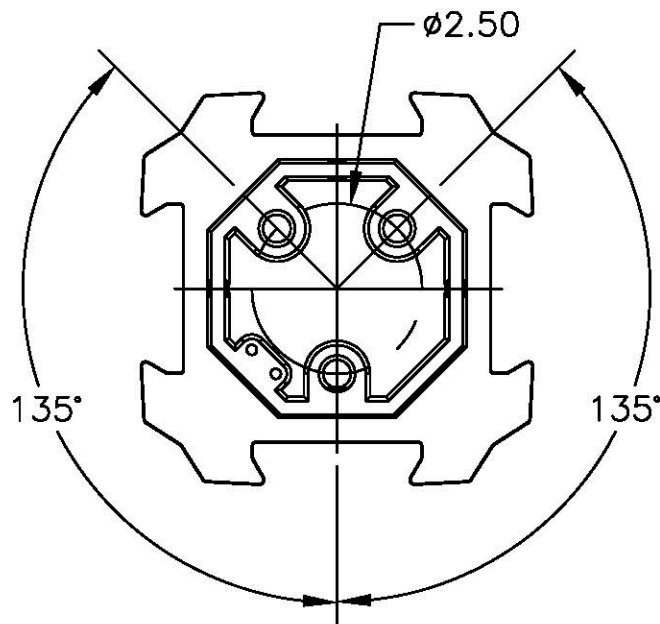
The TracBollard is finished with polyester powder paint applied after a pretreatment process to insure maximum durability

UL LISTING

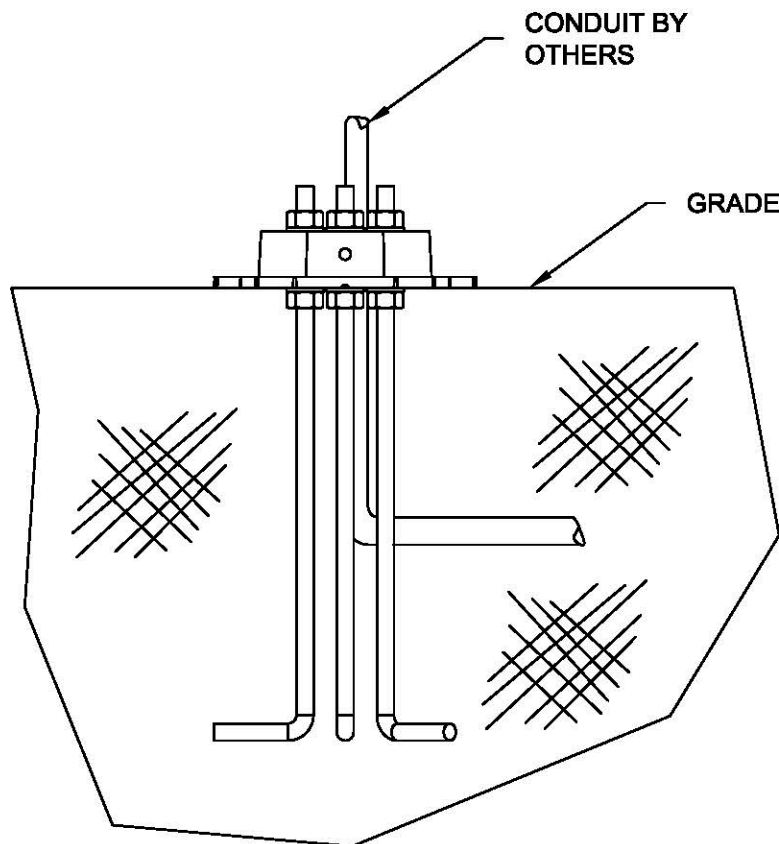
The TracBollard is UL Listed and suitable for wet locations (IP-56) at a maximum 25 degree C ambient temperature.

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ORDER #:	
TYPE:	
DRAWN:	KRW
DATE:	01-09-08
DWG NO:	925S



3/8" BASE PLATE
ANCHOR BOLT PATTERN



MOUNTING DETAIL

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TracBollard

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ORDER #:	
TYPE:	2
DRAWN:	KRW
DATE:	01-09-08
DWG NO:	925S