City of Chamblee

Rail-Trail Phase 3 Concept Design Study

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1.0

Existing Conditions + Analysis

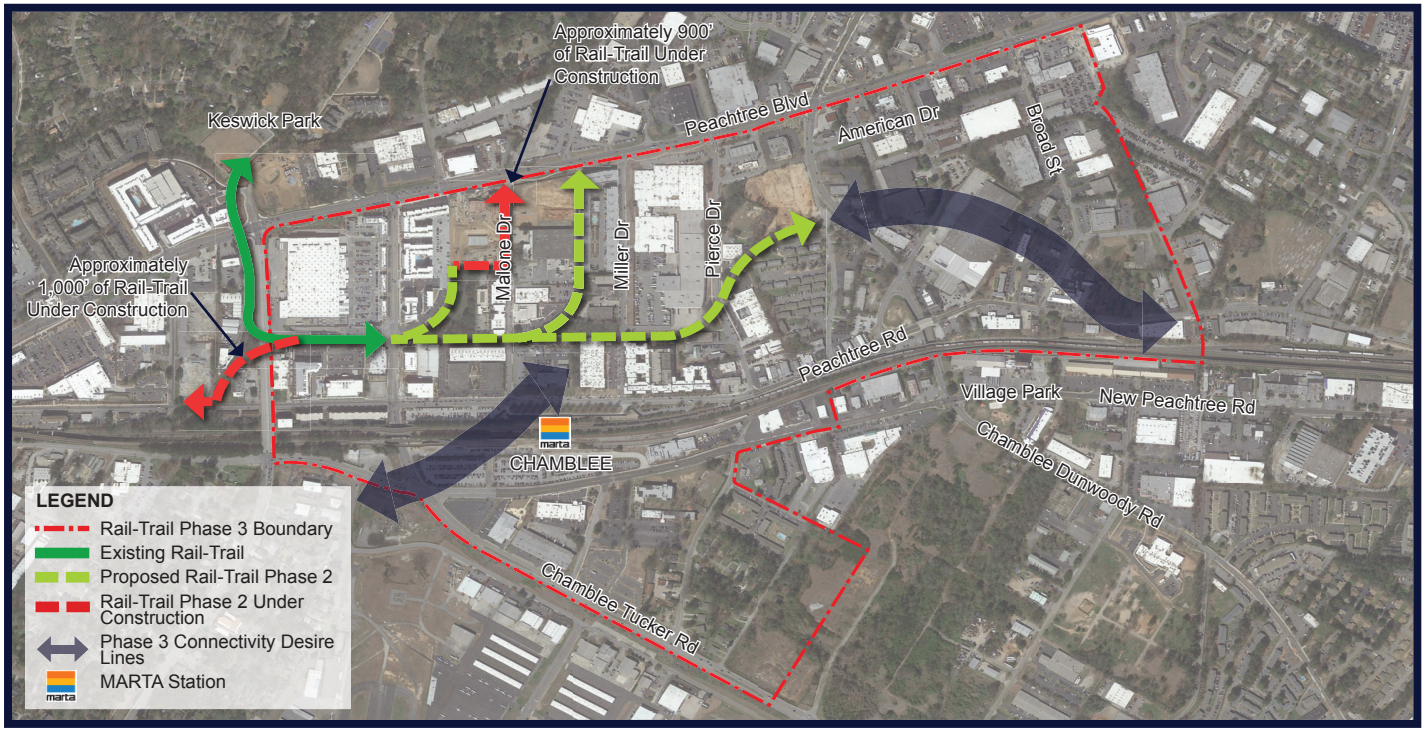
1.0 Existing Conditions + Analysis

A 2012 Livable Centers Initiative (LCI) Study identified the extension of the Keswick Trail along an abandoned rail corridor as a possible multi-use trail for City of Chamblee residents.

1.1 Introduction

Since 2000, the City of Chamblee has worked to bring the Rail-Trail along the abandoned Roswell Railroad Line to life. With the first and second of the Rail-Trail phases complete and underway and many new private developments under planning, design, permitting, or construction, it is essential to establish a proposed alignment and corridor design for the Rail-Trail Phase 3 desire lines identified in Figure 1.1a.

Figure 1.1a – Chamblee Rail-Trail Phase 2 + Phase 3 Study Areas



The following Concept Design Study is a critical implementation plan to ensure the development of the 3rd Phase of the Rail-Trail supports the future of private development and prosperity of Downtown Chamblee.

The City of Chamblee, which sits at the junction of the Norfolk Southern Railroad and the Roswell Railroad, has transformed into a vibrant community with 33,000 residents and eight square miles of retail shops, restaurants, large employers, and great parks. The City is also strategically located with access to the Chamblee MARTA Station, Buford Highway, and DeKalb-Peachtree Airport. While the Roswel Railroad ceased operation in 1921, Norfolk Southern continues to operate within the City.

While the City promotes key transit and road transportation networks, the 2000 Livable Centers Initiative (LCI) study identified that within the Study Area there was no bicycle infrastructure and an incomplete network of sidewalks. A key recommendation in the study was to build Chamblee's multimodal infrastructure to support future increases in pedestrian and bicycle mobility.

In the 2000 LCI study, the idea to create a multi-use trail along the abandoned Roswell Railroad corridor emerged. The first segment of this trail was built shortly after the study was completed to connect Walmart to Keswick Park. This was the first bicycle infrastructure within the City limits.

The success of the first phase of the trail prompted the recommendations in the 2012 LCI study update and the 2016 Rail-Trail Phase 2 Conceptual Design Study to expand the Rail-Trail. This was followed by the Peachtree Road Streetscape and Rail-Trail Concept Plan in 2017 that established design criteria and more refined conceptual alignments from the 2016 Phase 2 Rail-Trail Study.

The construction drawings are completed with a groundbreaking anticipated early 2019.

The purpose of the Rail-Trail Phase 3 Study is to formalize a concept and alignment for the Rail-Trail from the proposed Downtown Chamblee Town Center to the City's eastern limits.

The Rail-Trail Phase 3 Study has three overall objectives. These are to:

1. Prepare a concept plan for extending the existing multi-use path from Chamblee Dunwoody Way to Ingersoll Rand Drive and extending it across the MARTA and railroad tracks along New Peachtree Road.

2. Analyze the trail's interaction with the planned Peachtree Road Streetscape and the Town Center Master Plan.

3. Estimate project costs and develop an implementation plan with funding sources.

The built section of the Chamblee Rail-Trail is just the start of connecting the community's amenities and assets via trails. This plan is essential to achieving Chamblee's overarching goals of improving accessibility, expanding mixed-uses, and connecting the City's trail system to the regional trail system being built around Chamblee including the Peachtree Creek Greenway, Dunwoody Trail, PATH 400, and the Atlanta BeltLine.

1.2 Review of Plans and Studies

From June 2015 to August 2016, the City of Chamblee worked with Heath & Lineback Engineers, Inc. and Perez Planning + Design, LLC to develop the Rail-Trail Extension Conceptual Design Study. This Phase 2 Plan included an extensive review of the previous studies including:

- 10-year Update for the Chamblee Town Center Livable Centers Initiative, 2014
- A City on the Right Track, City of Chamblee Comprehensive Plan, 2015
- City of Chamblee Unified Development Ordinance, 2015
- Unified Development Ordinance (UDO) Addendum 3.0 Streetscape, 2015
- Easement at Peachtree Malone Lofts Documentation
- Metropolitan Atlanta Rapid Transit Authority (MARTA) Stormwater Management As-Built Report, 2015/2016
- Traffic Impact Study for Chamblee Gateway South, 2014

Thus, the Rail-Trail Phase 3 Study will leverage the completed review and will use those findings and recommendations as part of the study.

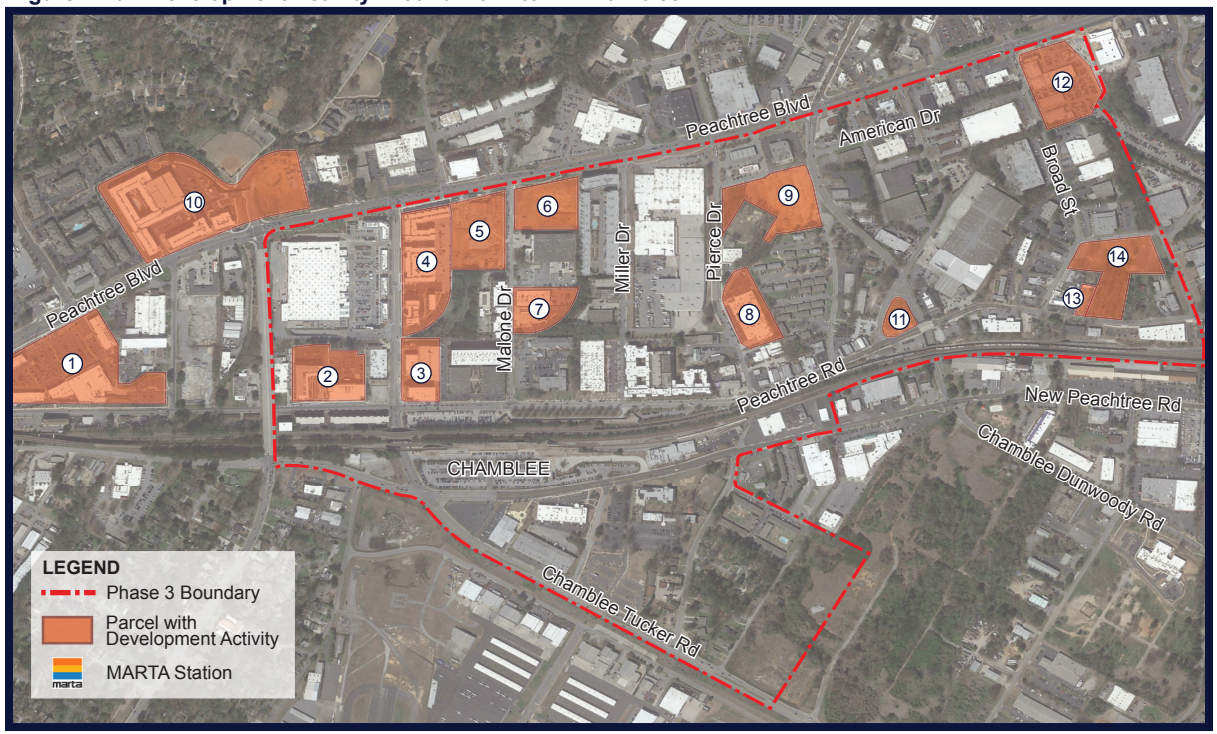
The Phase 2 Plan also reviewed a number of active property developments and redevelopments which were in various stages. Since 2016, several more proposed development plans have surfaced and the previous development plans have evolved.

The following is an inclusive list of developments and their updated statuses:

1. The Peachtree Station Shopping Center -Whole Foods (retail)- **COMPLETED**
2. Mercy Park (medical office+residential)- **COMPLETED**
3. Trackside Development (office), MARTA Lot 1- **COMPLETED**
4. The Oliver (mixed use)- **COMPLETED**
5. SLX (mixed use)- **UNDER CONSTRUCTION**
6. Attiva Malone (mixed use)- **UNDER CONSTRUCTION**
7. DeKalb County Senior Community Center (government)- **COMPLETED**
8. Parkside Chamblee (office)- **COMPLETED**
9. Townsend at Chamblee (residential)- **UNDER CONSTRUCTION**
10. Parkview on Peachtree (mixed use) - **UNDER CONSTRUCTION**
11. The Bristol (residential)- **UNDER CONSTRUCTION**
12. Curry Honda Expansion (commercial)- **COMPLETED**
13. The Michelle (commercial)- **COMPLETED**
14. Seven Oaks Chamblee Town Center Phase 1(mixed use) - **UNDER DESIGN**

Figure 1.2a illustrates the location of these developments.

Figure 1.2b – Development Activity Around Downtown Chamblee



Since 2016, the City of Chamblee has undertaken several new studies and plans to further enhance the City's future and plan for new trends. These plans included:

1. Concept Plan - Peachtree Road Streetscape & Rail-Trail, 2017
2. Chamblee Self-Driving Shuttle Feasibility Study and Concept Plan, 2018
3. North Fork Peachtree Creek WIP, 2018
4. Town Center Master Plan, 2018

The following pages contain an overview of findings that relate to the Rail-Trail Phase 3 Study Area, as determined from review of these existing plans and studies.

Additionally, the City of Chamblee is in the process of completing two additional studies:

1. Chamblee Mobility Plan - A Multimodal Transportation Plan for the City of Chamblee
2. Shared Autonomous Vehicle (SAV) Operation Plan

The Rail-Trail Phase 3 Study was completed in close coordination with these studies.

1.2.1 Concept Plan- Peachtree Road Streetscape &

Overview:

In 2017, the City of Chamblee initiated a project to develop the Peachtree Road Streetscape design and determine the best solutions for the roadway, sidewalk, and amenities along the Peachtree Road Corridor, as well as the extensions of the Chamblee Rail-Trail. The corridor presents ongoing challenges and opportunities to developing a walkable, bikeable environment because of the existing built environment.

Findings:

The Peachtree Road Streetscape & Rail-Trail Concept Plan produced detailed designs for the Peachtree Road corridor between McGaw Drive and Chamblee Dunwoody Road and Phase 2 of the Rail-Trail between McGaw Drive and Pierce Drive. The detailed designs included cross sections, proposed signage, material recommendations for pavers and street amenities like trash receptacles and bike racks, technology, and plantings. Additional elements recommended in the study were potential bike share stations, self-driving shuttles, plazas, and pocket parks.

Significance for the Phase 3 Rail-Trail Extension Plan:

The Peachtree Road Streetscape & Rail-Trail Concept Plan sets a detailed design palette for the corridor. Since Chamblee should strive for a consistent look throughout the City, the design recommendations along Peachtree Road will need to be matched with the recommendations along New Peachtree Road as part of the Rail-Trail Phase 3 Study. Also the additional elements recommended in the Peachtree Road Streetscape & Rail-Trail Concept Plan like bike share stations, plazas, and the incorporation of new technology in the right of way will need to be considered throughout the Rail-Trail Phase 3 Study.

Figure 1.2c – Gateway Signage

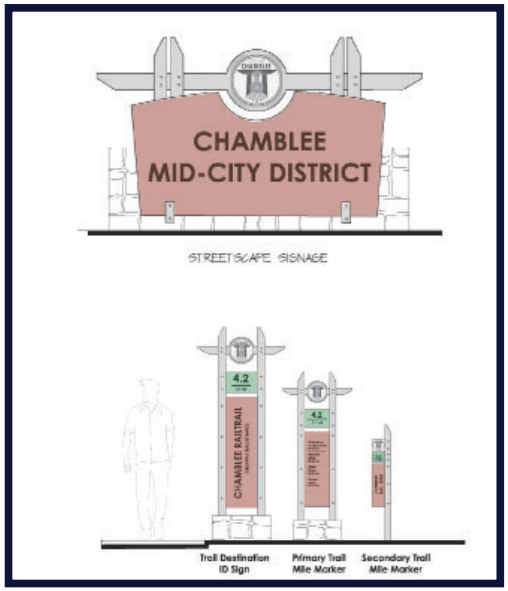
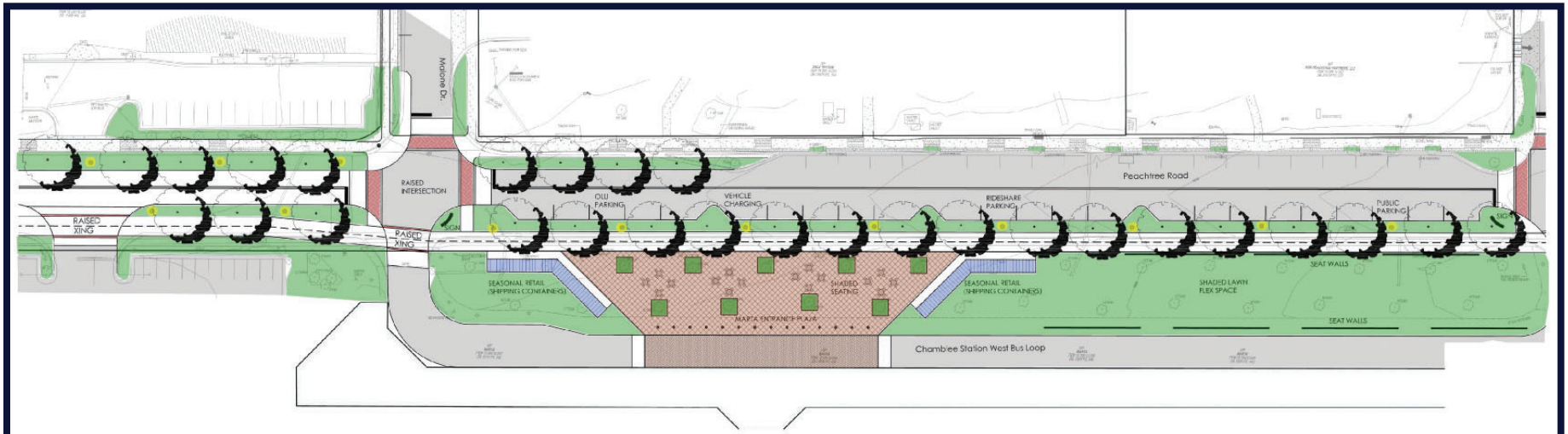
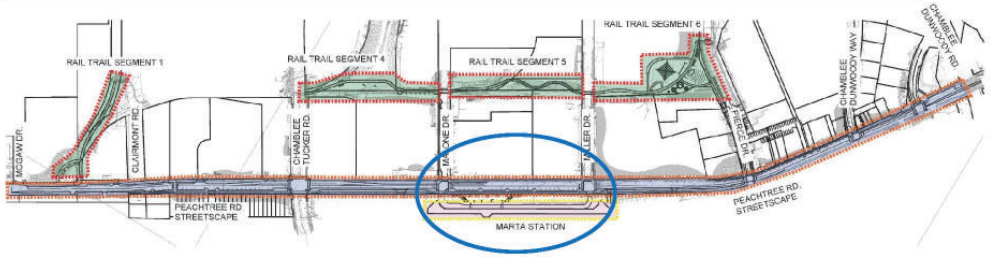


Figure 1.2d – Proposed Segment 3: Peachtree Road Streetscape + Multi-purpose Trail Improvements



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.



1.2.2 Chamblee Self-Driving Shuttle Feasibility Study and Concept Plan, 2018

Overview:

The City of Chamblee set out to study the feasibility of autonomous vehicle use within the City with a focus of providing first and last mile connections to the Chamblee MARTA train station. Specifically, this study looked at using Shared Autonomous Vehicles (SAV) which can carry up to 8-16 passengers and typically operate at a maximum speed of 25 mph in mixed traffic. The study compares seven different potential routes, including analyzing route distances, route time, potential headways, and population and employees within a ¼ mile of the routes (Figure 1.2e).

Findings:

The resulting comparative analysis found that the two highest ranked alternative routes connect Peachtree Station to Third Rail and future development at Assembly, both which would operate on Peachtree Road. While the routes are unique options, they could be easily combined into one longer route. A feasibility study was also completed, which showed that a self-driving shuttle service along Peachtree Road is feasible.

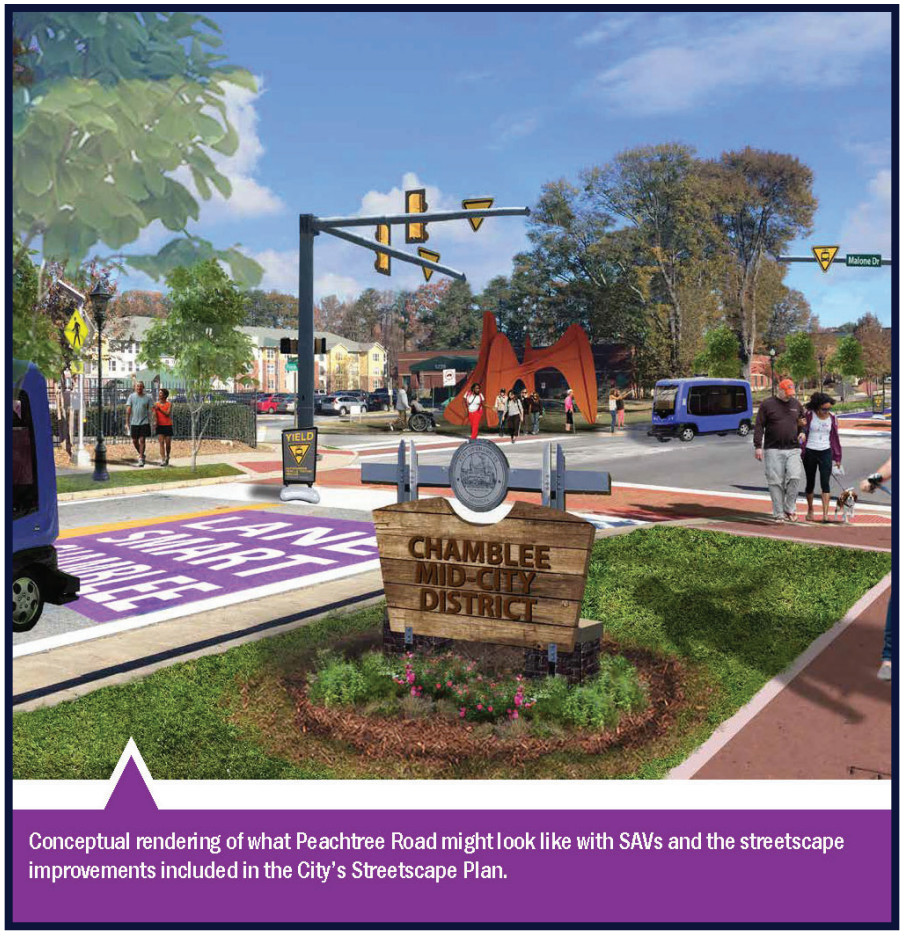
Significance for the Phase 3 Rail-Trail Extension Plan:

The highest-ranked SAV routes on Peachtree Road are not directly adjacent to the Phase 3 Rail-Trail Study corridor along New Peachtree Road, but would operate nearby with the potential of crossing the trail. Only one route, the PDK Airport Route, would be along the same corridor as the Rail-Trail Phase 3 route.

Since there is potential to have self-driving shuttles operating along or crossing the trail corridor, the design elements shown in Figure 1.2f and necessary infrastructure for SAV's will be incorporated in the Rail-Trail Phase 3 Study. Also, as noted in the SAV Study, there are gaps in transit service on New Peachtree Road and other areas south of the Chamblee MARTA Station. Thus, the Rail-Trail Phase 3 Study should aim to incorporate transit amenities to improve existing bus services and potential future SAV service.

Figure 1.2e – Potential Shared Autonomous Vehicle (SAV) Route

Figure 1.2f – Potential Peachtree Road SAV Streetscape



Conceptual rendering of what Peachtree Road might look like with SAVs and the streetscape improvements included in the City's Streetscape Plan.

1.2.3 North Fork Peachtree Creek Watershed Improvement Plan (2018)

Overview:

The City of Brookhaven, in partnership with the City of Chamblee, completed the North Fork Peachtree Creek Watershed Improvement Plan (WIP) within the North Fork Peachtree Creek watershed in order to identify projects that would improve water quality and quality of life within the watershed. The North Fork Peachtree Creek Watershed originates in Gwinnett County just southwest of the City of Norcross. The North Fork Peachtree Creek then flows through unincorporated DeKalb County and the cities of Doraville and Chamblee prior to flowing through Brookhaven. The City of Chamblee makes up about 12 percent of the total land within the watershed and has one of the main tributaries, Arrow Creek.

Findings:

Within the City of Chamblee, the study shows that almost all of the existing bodies of water are ranked as very poor stream habitats. In a developed watershed like North Fork Peachtree Creek, the study suggested that there are relatively few opportunities for larger stormwater management features but that a large number of smaller features will be needed help meet the WIP goals.

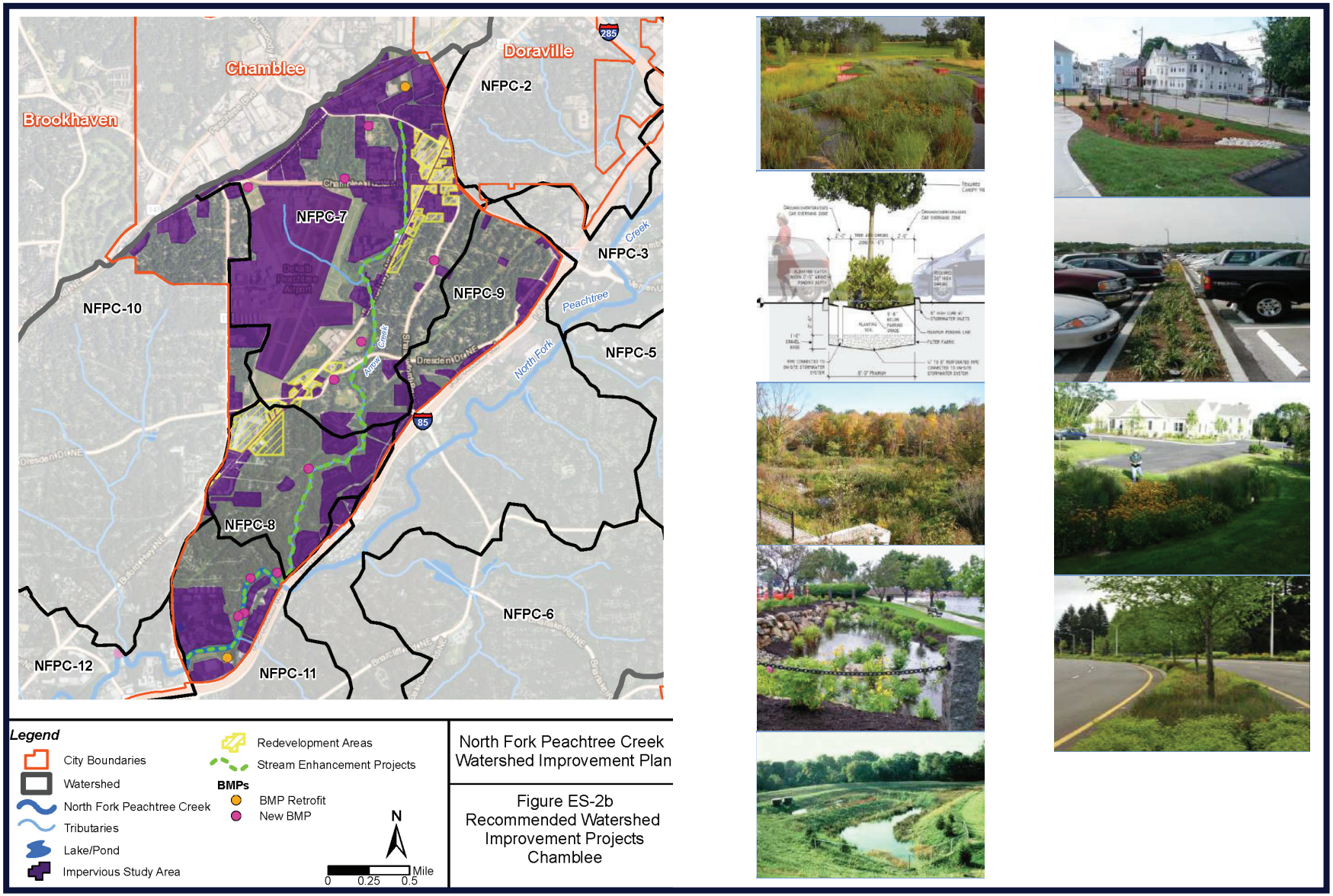
The North Fork Peachtree Creek plan recommends 78 watershed improvement projects, 22 of which are in Chamblee.

Significance for the Phase 3 Rail-Trail Extension Plan:

Most of the Rail-Trail Phase 3 Study Area is located in the North Peachtree Creek watershed, as seen in Figure 1.2g. The impervious surface within the watershed is medium-density residential (39 percent) followed by roadway (16 percent) and industrial (11 percent). Thus, two of the largest opportunities highlighted in the WIP study are the reduction of impervious surfaces and the creation of new bioswale areas. The purple highlighted areas in Figure 1.2g on page 17, show the immense amount of impervious surface along New Peachtree Road, the pink dots (including two near the trail corridor) show potential for new bioretention areas.

Given that roadways account for 11 percent of the impervious surface in the watershed, the Rail-Trail Phase 3 Study presents a unique opportunity to incorporate cutting-edge green infrastructure, along with the specific recommendations in the North Fork Peachtree Creek WIP study to ensure that the City of Chamblee aids in improving the creek's health.

Figure 1.2g – North Fork Peachtree Creek Watershed Improvement Plan Findings + Recommendations



1.2.4 Town Center Master Plan

Overview:

In 2018, the City of Chamblee partnered with a developer to develop a plan for the Chamblee Town Center. The Town Center is generally located within the Rail-Trail Phase 3 Study Area. Specifically, the Study Area is bordered by Chamblee Dunwoody Road to the west, Ingersoll Rand Drive to the east, Peachtree Boulevard to the north, and Peachtree Road to the south.

Findings:

The Town Center Master Plan identified redevelopment opportunities and locations for a new City Hall, Police Station, a new central greenspace, new streets, and commercial/residential mixed-use developments, particularly in City/Downtown Development Authority (DDA)-owned land.

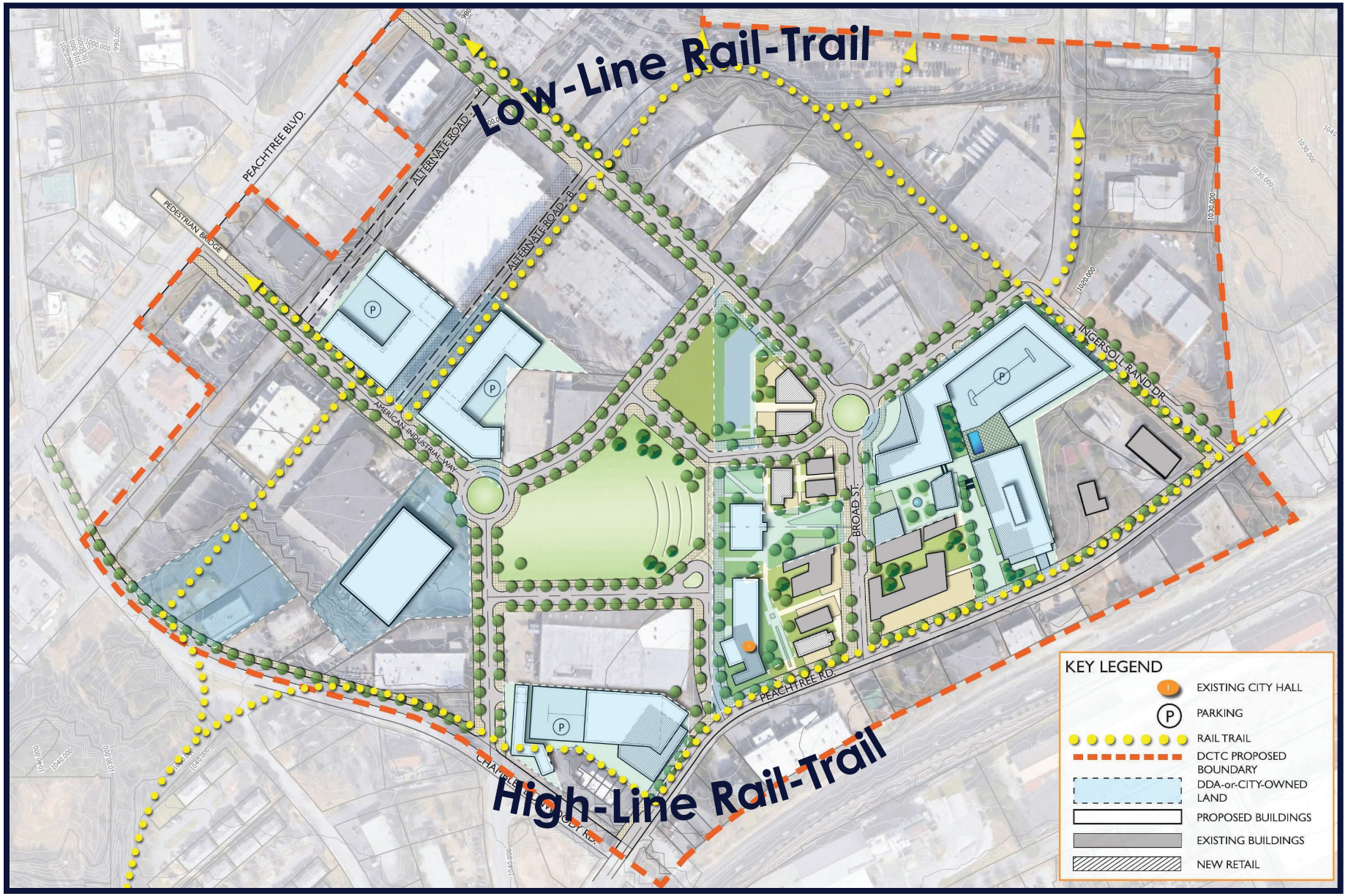
The plan also identified a preliminary alignment for Phase 3 of the Rail-Trail. Figure 1.2h shows the proposed concept plan for the Town Center, including the proposed Rail-Trail alignment.

Significance for the Phase 3 Rail-Trail Extension Plan:

The plan establishes a foundation for the Phase 3 Rail-Trail alignment based on Mayor and Council input. The proposed alignment circles the Town Center and provides a northern route and a southern route. Based on the area's topography, the southern route is referred to as the High-Line and the northern route is referred to the Low-Line. The idea behind the two alignments is to allow users to easily access the proposed Town Center area from the north and from the south. The two alignments also help to reinforce the edges of the Town Center.

The Rail-Trail Phase 3 Study should use the Town Center Master Plan's proposed Rail-Trail alignments as a starting point and work with property owners to explore the feasibility of its implementation. Based on conversations with property owners, the Rail-Trail Phase 3 Study will adjust the alignment as necessary.

Figure 1.2h – Downtown Chamblee Town Center Master Plan



1.3 Review of Existing Conditions

The Design Team began the Review of Existing Conditions by visiting the Study Area to document the quality and character of the public and private realm. Next, the Design Team completed a review of the Study Area's existing conditions which included a review of a variety of elements that will influence the alignment and design of the Rail-Trail. These elements include:

- Parcel Organization + Land Ownership
- Topography
- Topographical Slope
- Tree Canopy
- Crash Data Analysis
- Level of Traffic Stress (LTS) + Intersection Pedestrian/Bicycle Infrastructure Evaluation
- Historic Resources + Points of Interest

The following pages include images, maps, and findings from the Design Team's observations and analyses.

1.3.1 Study Area Observations

The Rail-Trail Phase 3 Study Area can be organized into three primary areas - the area north of MARTA, the area south of MARTA, and the area transitioning across MARTA.

The area north of MARTA is more urban in character and has small parking lots, buildings, and relatively narrow roadways with on-street parking. As previously discussed, the area north of MARTA already has proposed Rail-Trail alignments. The Rail-Trail Phase 3 Study will expand on these alignments and explore additional alignments. Collectively, these alignments provide great potential for connectivity through Downtown Chamblee and around the proposed Town Center area.

The area south of MARTA is more suburban in character and includes large parking lots, expansive one-story commercial buildings, and wide roadways. The area south of MARTA provides great potential for connecting the Airport, International Village, Clairmont Corridor, Clairmont Hills/Garden Acres, and New Peachtree Road Industrial Area to MARTA.

The area transitioning across MARTA provides specific opportunities to connect the north and the south areas including along Chamblee Tucker Road, through the Chamblee MARTA Station, and along Chamblee Dunwoody Road.

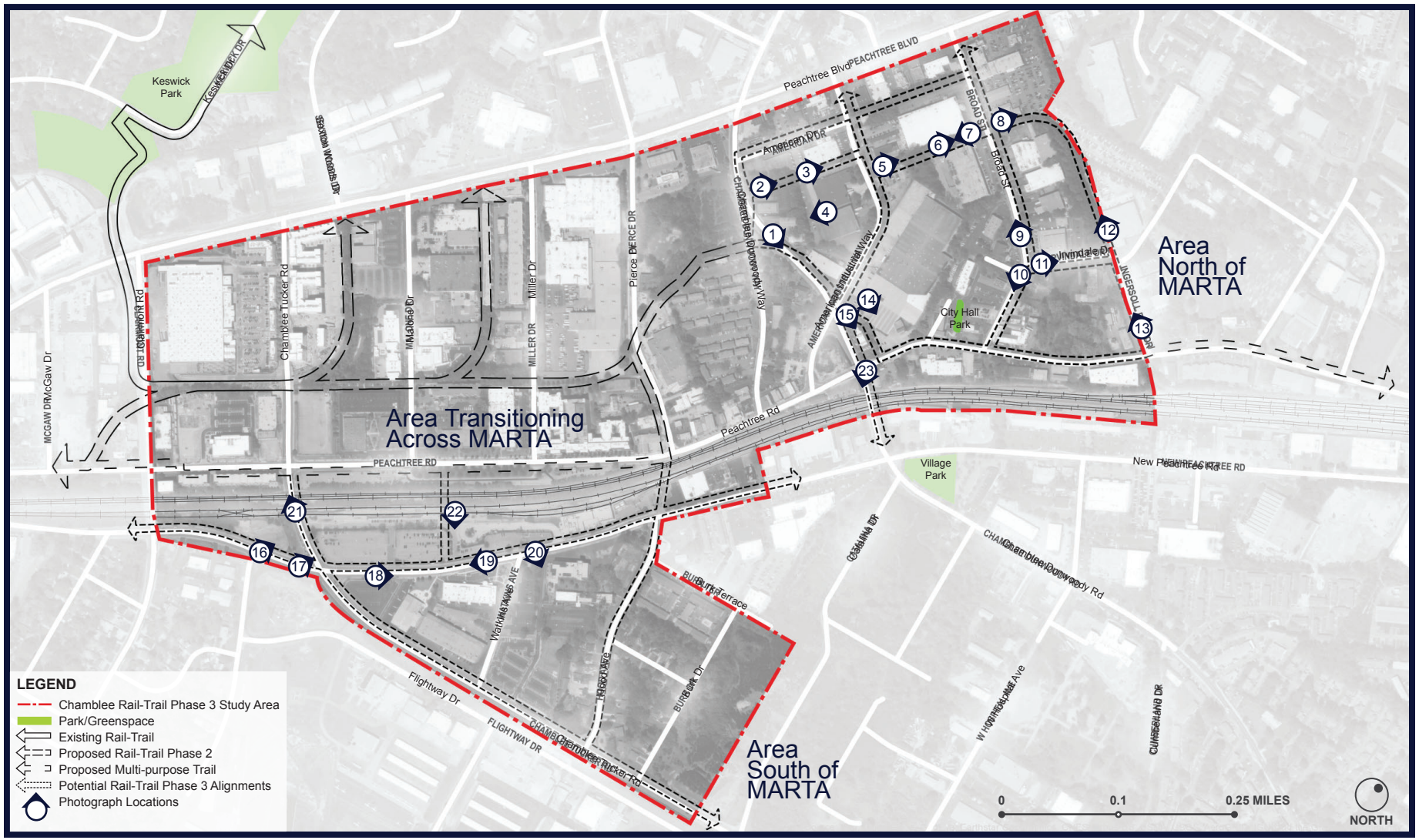
The following pages provide some photographs of the Study Area. Figure 1.3a provides the location of these photographs.

The Area North of MARTA

The Area South of MARTA

The Area Transitioning Across MARTA

Figure 1.3a – Rail-Trail Phase 3 Study Area Site Photograph Locations



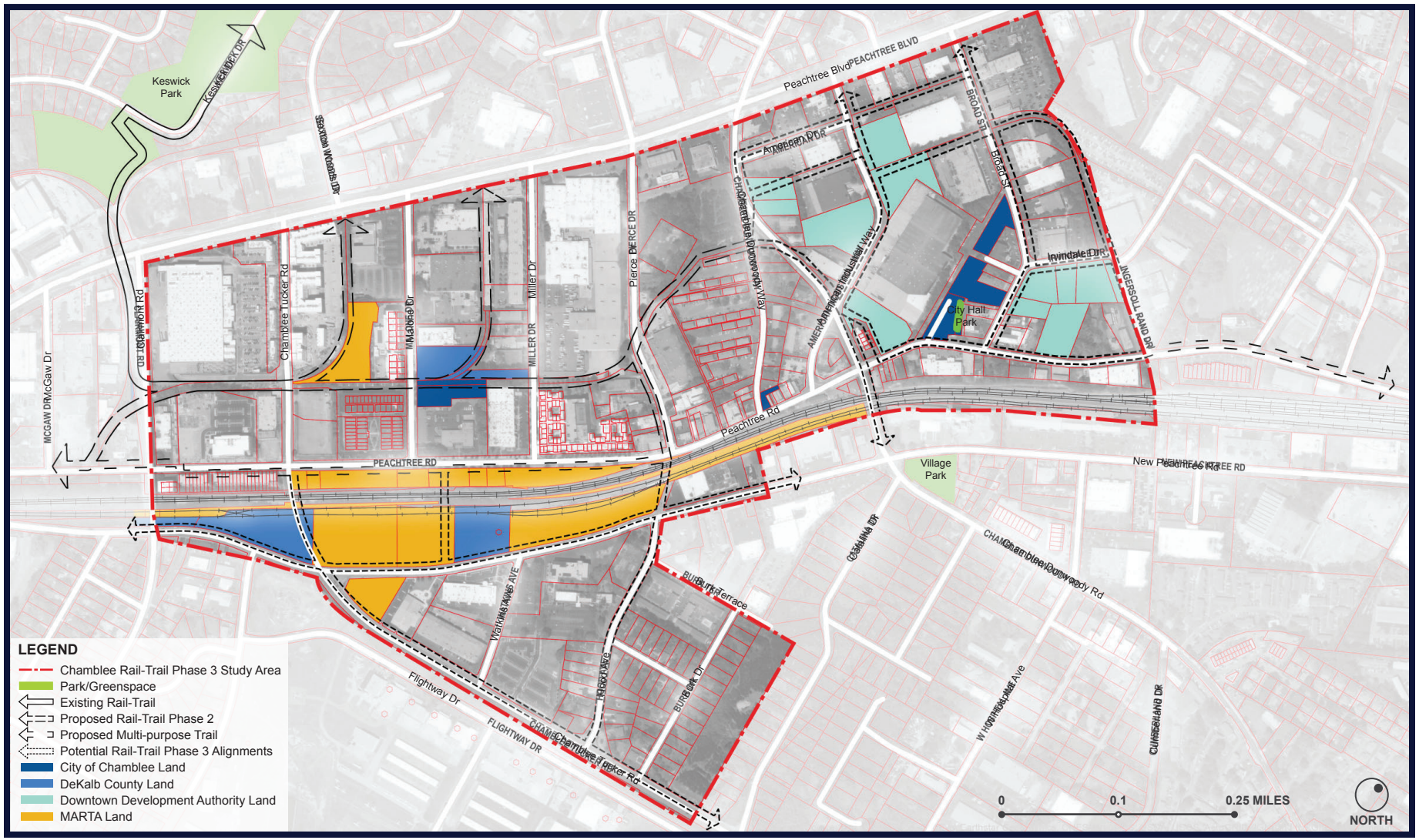
1.3.2 Parcel Organization + Public Land Ownership

Parcel organization and public land ownership are important factors to consider in trail projects because they will largely influence the alignment of the trail. There are approximately 767 parcels within the Rail-Trail Phase 3 Study Area. Of those 767 parcels, 49 are in public ownership. Figure 1.3b shows the organization and location of these parcels. The agencies that own these public lands include:

- City of Chamblee
- DeKalb County
- Downtown Development Authority (DDA)
- MARTA

Unlike Phase 2 of the Rail-Trail however, the proposed Rail-Trail Phase 3 alignments north of MARTA are located predominantly on private property. There are a few properties along the proposed Rail-Trail Phase 3 alignments north of MARTA that are owned by the City/DDA. While the Rail-Trail may fit in the undeveloped areas of some of these properties, many of these properties may be poised for redevelopment. Redevelopment of these parcels would provide more flexibility for the design of the Rail-Trail through these properties. It will be important to coordinate with these agencies to understand how they may be able to assist in the development and implementation of Phase 3 of the Rail-Trail.

Figure 1.3b – Rail-Trail Phase 3 Study Area Parcel Organization + Public Land Ownership



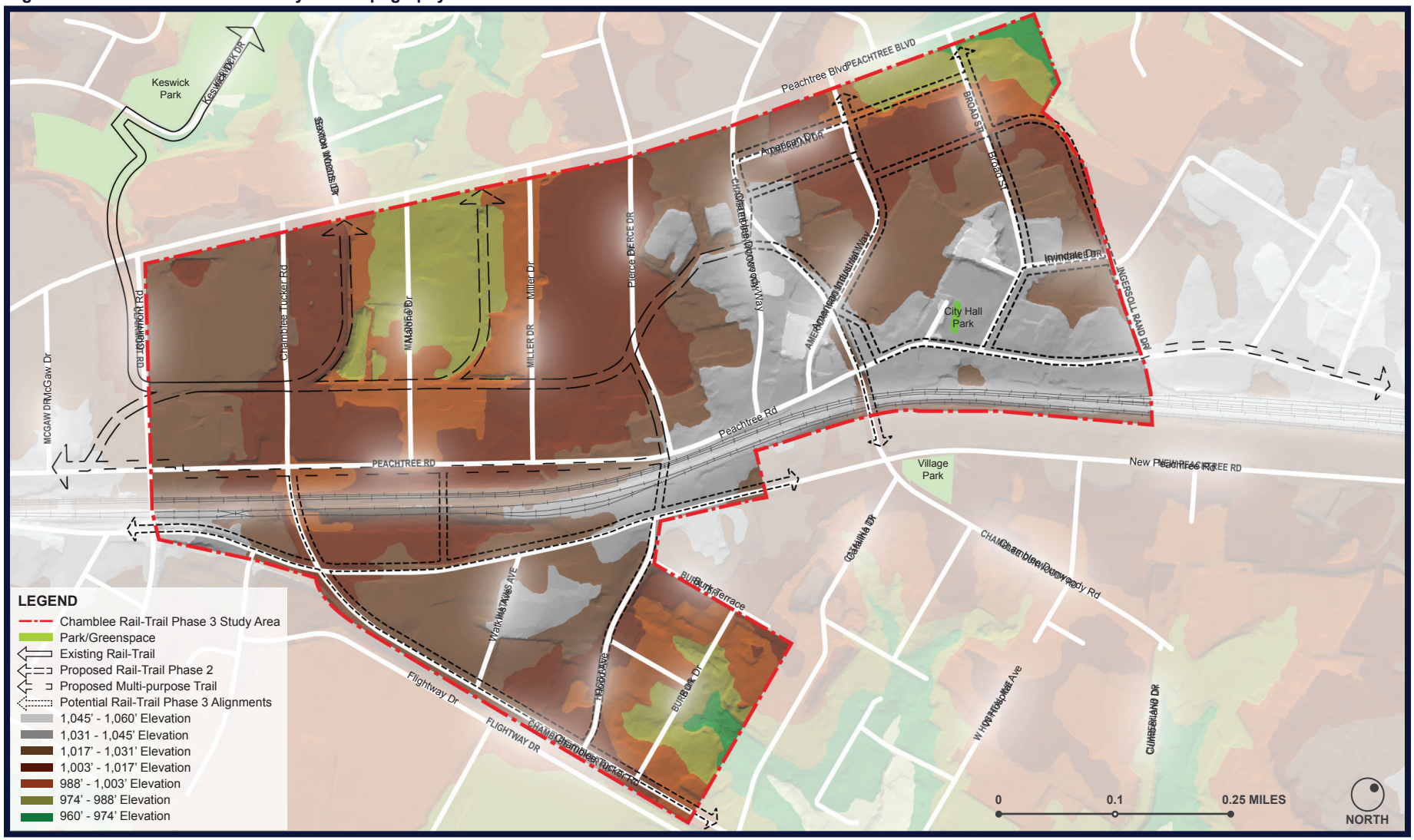
1.3.3 Topography

Topography is important to consider in trail projects because it influences the alignment and cost of implementing trails. The Rail-Trail Phase 3 Study Area has a varied topography. This variation is illustrated in Figure 1.3c, which divides the Study Area into seven elevation ranges, each with a 14' elevation change.

Overall, the topographic range of the Study Area is about 100 feet. The low point is 960 feet above sea level while the high point is 1,060 feet above sea level.

Both the area south of MARTA and the area north of MARTA have a similar topographic range. This varied elevation range may create some challenges when designing the Rail-Trail to be ADA accessible, particularly in areas where the Rail-Trail would travel perpendicular to the topography. Fortunately, some of the proposed east-west alignments run parallel to the topography and stay within one or two elevation ranges. This will facilitate ADA accessibility along the Rail-Trail and minimize trail incline nuisance. In areas where the Rail-Trail runs parallel to the topography however, it will be important to ensure that the Rail-Trail does not negatively impact regional drainage patterns. These concepts will be considered further during the concept design of the Rail-Trail.

Figure 1.3c – Rail-Trail Phase 3 Study Area Topography



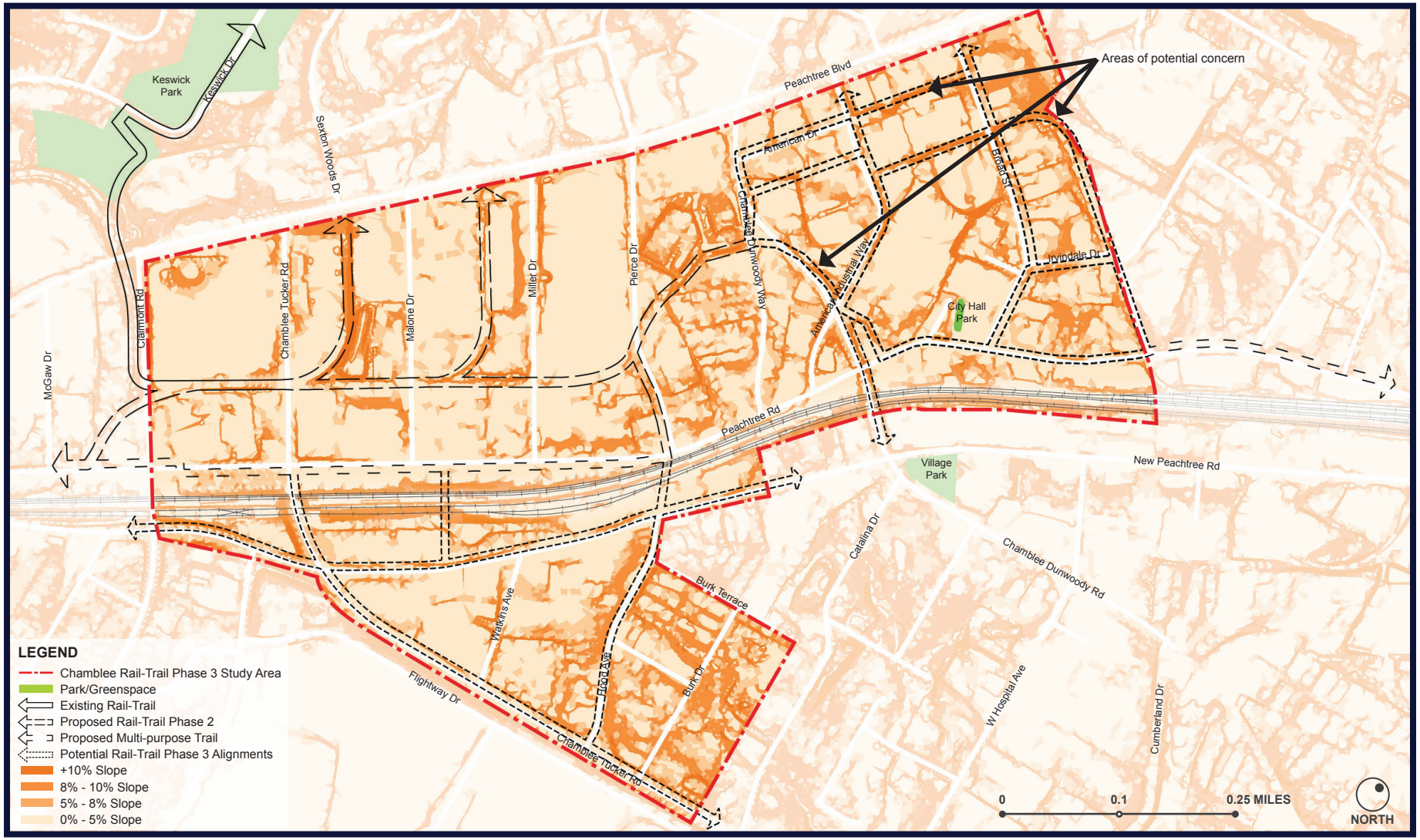
1.3.4 Topographical Slopes

Similar to topography, topographical slopes are important to consider in trail projects because they influence the alignment and cost of implementing trails. Like the topography, the topographical slopes of the Rail-Trail Phase 3 Study Area are also varied. This variation is illustrated in Figure 1.3d, which organizes the Study Area's slopes into four slope ranges - slopes under five percent, slopes between five and eight percent, slopes between eight and ten percent, and slopes above ten percent.

Ideally, the Rail-Trail would be located in areas with a slope that is below five percent. This slope range would facilitate ADA access and would minimize construction costs. However, as illustrated in Figure 1.3d, many of the proposed locations of the Rail-Trail in the area north of MARTA are in areas with slopes greater than eight percent. The figure identifies a few of these areas.

In the areas south of MARTA, the steepest slopes appear to be located along the edges of the public rights-of-way while the flattest slopes are located in the interior of properties. It will be important to explore opportunities to align the Rail-Trail in areas with shallow slopes during the concept design of the Rail-Trail.

Figure 1.3d – Rail-Trail Phase 3 Study Area Topographical Slopes

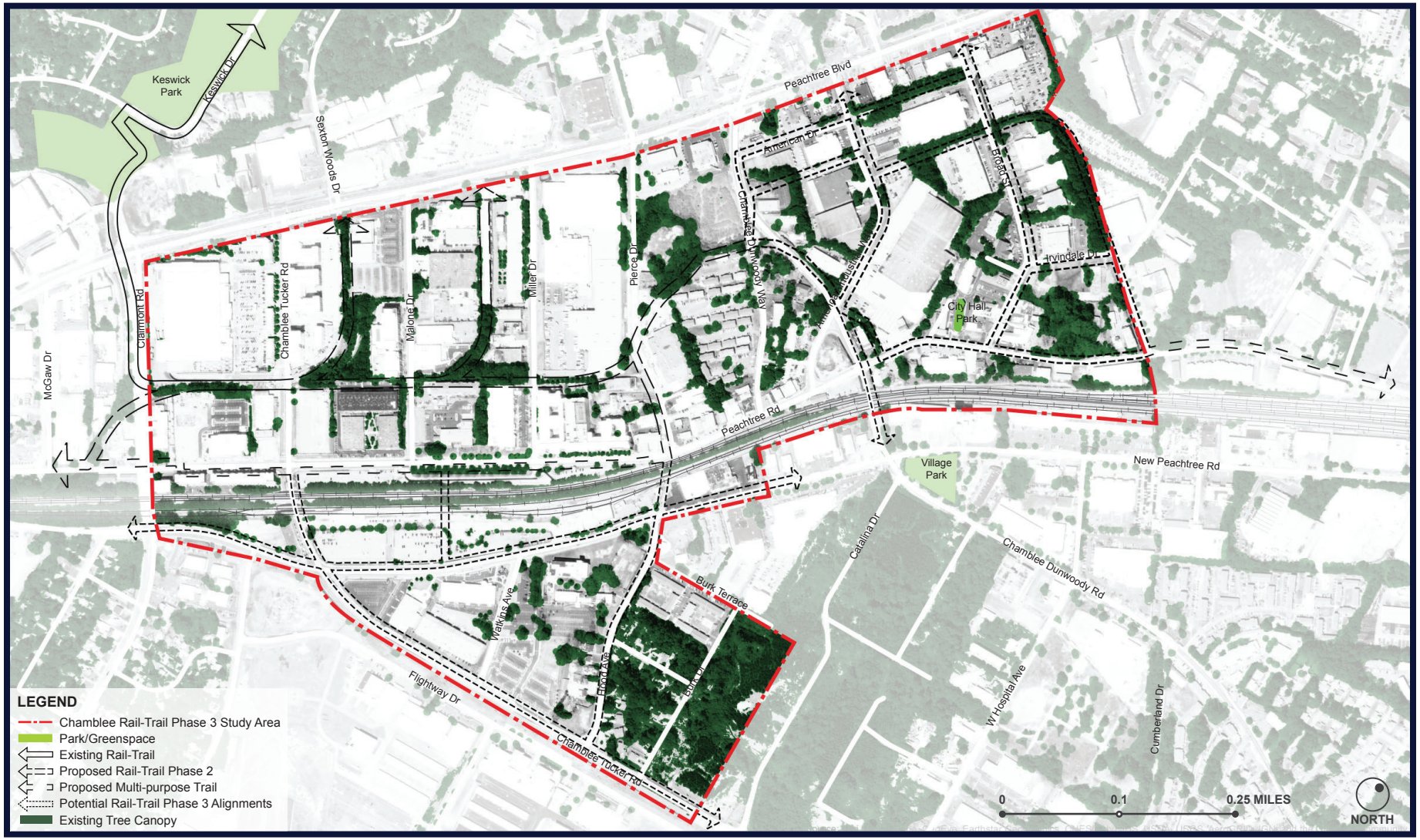


1.3.5 - Tree Canopy

Tree canopy is an important environmental element in urban areas. Trees provide a multitude of ecological services including lowering urban temperatures, increasing water evaporation, mitigating air pollution, and limiting flooding.

Figure 1.3e illustrates the location of the tree canopy in the Rail-Trail Phase 3 Study Area. The tree canopy appears to be limited and is mostly located along the edges and setbacks of existing properties. The Rail-Trail is proposed to traverse some of these vegetated areas. As the Rail-Trail is implemented, it will be important to preserve as many trees as possible. Additionally, the Rail-Trail may provide an opportunity to plant trees in areas within the Study Area in locations that currently do not have any trees.

Figure 1.3e – Rail-Trail Phase 3 Study Area Tree Canopy



1.3.6 - Crash Data Analysis

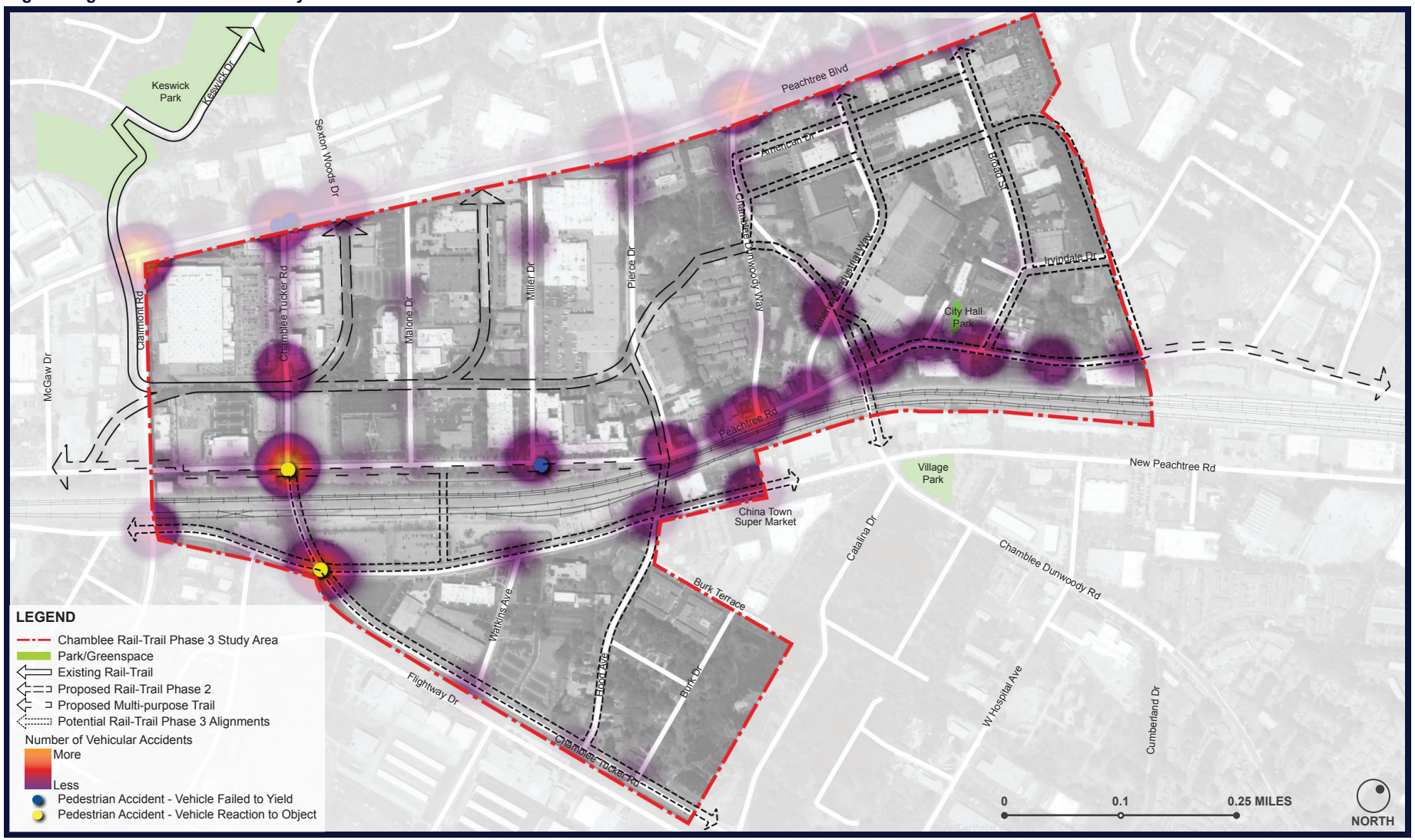
Crash data is important to consider for trail projects because they can identify problematic roadways and intersections that can have an impact on trail users. Figure 1.3g shows vehicular and pedestrian crash data for the Study Area. This data was captured between September 2015 and September 2018. Within this time frame, there were approximately 815 vehicular car crashes. While none of the crashes led to fatalities, 109 of the crashes did lead to injuries. Figure 1.3f below illustrates the cause of the crashes that occurred along key intersections and corridors of the Study Area where Phase 3 of the Rail-Trail has the potential to travel along.

Figure 1.3f – Key Intersection + Corridor Crash Data

Intersection/Corridor	Pedestrian/Bicycle Infrastructure Elements																Total Crashes
	Change Lanes Improperly	Disregard Stop/ Signal	Driver Lost Control	Exceeding Speed Limit	Failed to Yield	Following Too Close	Improper Backing	Improper Turn	Inattentive or Other Distraction	Misjudge Clearance	Other	Park Improperly	Too Fast for Conditions	Under the Influence	Weather Conditions, Reaction to Object	No Contributing Factors	
New Peachtree Rd. + Chamblee Tucker Rd.	4	1	1		9	24	1	3		1					1	3	48
New Peachtree Rd. + Watkins Ave.					1	3					1						5
New Peachtree Rd. + Hood Ave.					1	3			1	4	7	1				2	19
New Peachtree Rd. + China Town Super Market				1	1		6			4	9			1		4	26
Chamblee Dunwoody Rd. + American Industrial Way	1	1	1		1	8		1		2							15
Peachtree Road East of Chamblee Dunwoody Rd.	2	1	1		13	14	7	2	1	12	20	1	1	1		7	83
Totals	**7**	**3**	**3**	**1**	**26**	**52**	**14**	**6**	**2**	**23**	**37**	**2**	**1**	**2**	**1**	**16**	**196**

In addition to vehicular crashes, there were five pedestrian accidents within the Study Area. One pedestrian accident on the intersection of Peachtree Road and Chamblee Tucker Road and another on the intersection of New Peachtree Road and Chamblee Tucker Road were caused by "Weather Conditions and a Reaction to an Animal or Object." The other three pedestrian accidents were caused because the vehicles "Failed to Yield." This cause was also the third most common cause of vehicular accidents for the areas analyzed in Figure 1.3f after "Misjudging Clearance." These two causes may be a result of poor visibility or cues to warn drivers of potential upcoming conflicts. It will be important to consider these factors during the concept design of the Rail-Trail.

Figure 1.3g – Rail-Trail Phase 3 Study Area Crash Data



1.3.7 Level of Traffic Stress (LTS) + Intersection Pedestrian/Bicycle Infrastructure Evaluation

Level of Traffic Stress (LTS) mapping helps to identify streets that are most suitable for bicycling. Ensuring that intersections have appropriate pedestrian and bicycle infrastructure elements facilitates safe crossing.

An LTS street analysis using the Atlanta LTS method was conducted for the Rail-Trail Phase 3 Study Area. This analysis classifies streets into four categories that range from LTS 1, which identifies streets that are suitable for all ages and abilities to LTS 4, which identifies streets that are most suitable for only the most experienced and confident riders. To complete this analysis, roadways are first separated into three categories:

1. Physically Separated Bike Infrastructure and Trails
2. Roadways with Bike Lanes without Physical Separation
3. Shared Travel Roadways

Then, each roadway segment's LTS is determined by various factors depending on the category. More than 90 percent of roadways in the Study Area are Shared Travel Roadways. Figure 1.3h shows the LTS criteria developed for these types of roadways.

Figure 1.3h – Shared Travel Roadway LTS Analysis Criteria

	LTS 1	LTS 2	LTS 3	LTS 4
Through lanes per direction	1	1	≤ 2	Any
Traffic volume (AADT)	≤ 2,000	≤ 6,000	≤ 14,000	Any
Functional Class	Local	Local	Collector (or less)	Arterial (or less)
Speed Limit	≤ 25mph	≤ 30mph	≤ 53mph	Any

In addition to the LTS streets analysis, intersections in the Study Area were also evaluated for the presence of pedestrian and bicycle infrastructure elements. Figure 1.3i includes the list of intersections, the elements evaluated, and the findings. Figure 1.3j maps the results of both street and intersection analyses. These findings were taken into consideration during the concept design of the Rail-Trail.

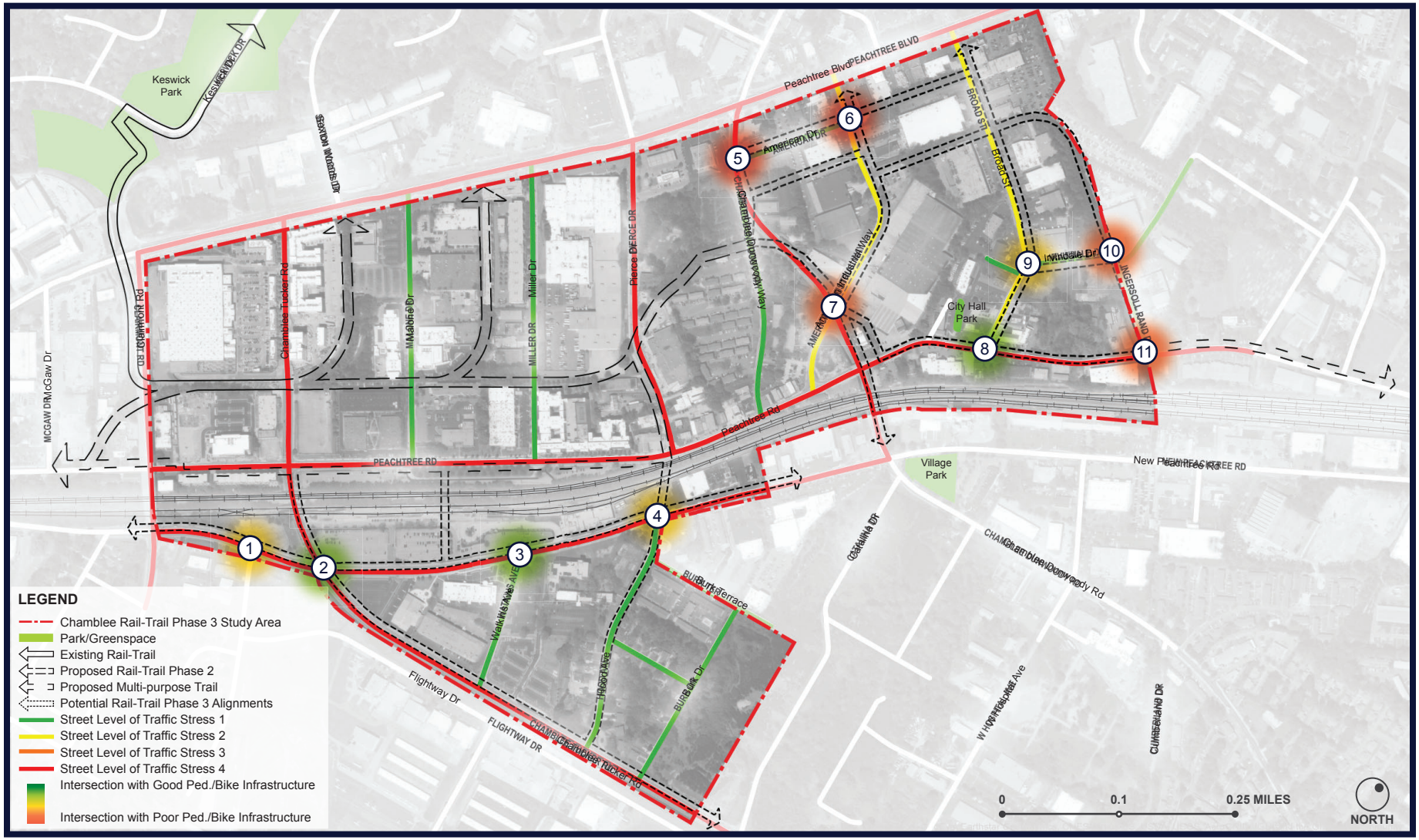
Figure 1.3i – Pedestrian/Bicycle Infrastructure Elements Analysis

No.	Intersection	Pedestrian/Bicycle Infrastructure Elements: Sidewalks Leading to Intersection	ADA Ramps	Crosswalks	Stop Sign	Traffic Light + Pedestrian Call Buttons	Shared Travel Way Bikeway Intersection Markings	Overall Intersection Condition
1	New Peachtree Rd and Hardee Ave.	◒	◒	○	◒	-	○	
2	New Peachtree Rd. + Chamblee Tucker Rd.	●	●	◒	-	●	○	
3	New Peachtree Rd. + Watkins Ave.	●	●	◒	-	◒	○	
4	New Peachtree Rd. + Hood Ave.	◒	◒	○	◒	-	○	
5	Chamblee Dunwoody Rd. + American Dr.	○	○	○	○	○	○	
6	American Industrial Way + American Dr.	○	○	○	○	○	○	
7	Chamblee Dunwoody Rd. + American Industrial Way	○	○	○	-	◒	○	
8	Peachtree Rd. + Broad St.	●	●	●	●	-	○	
9	Broad St. + Irvindale Way	●	●	◒	○	-	○	
10	Irvindale Way + Ingersoll Rand Dr.	◒	◒	○	○	○	○	
11	Peachtree Rd. + Ingersoll Rand Dr.	◒	○	○	◒	-	○	

Individual Elements Legend ● Good ◒ Fair ○ Poor

Collective Intersection Condition

Figure 1.3j – Rail-Trail Phase 3 Study Area Level of Traffic Stress + Intersection Pedestrian/Bicycle Infrastructure Evaluation



1.3.8 Historic Resources + Points of Interest

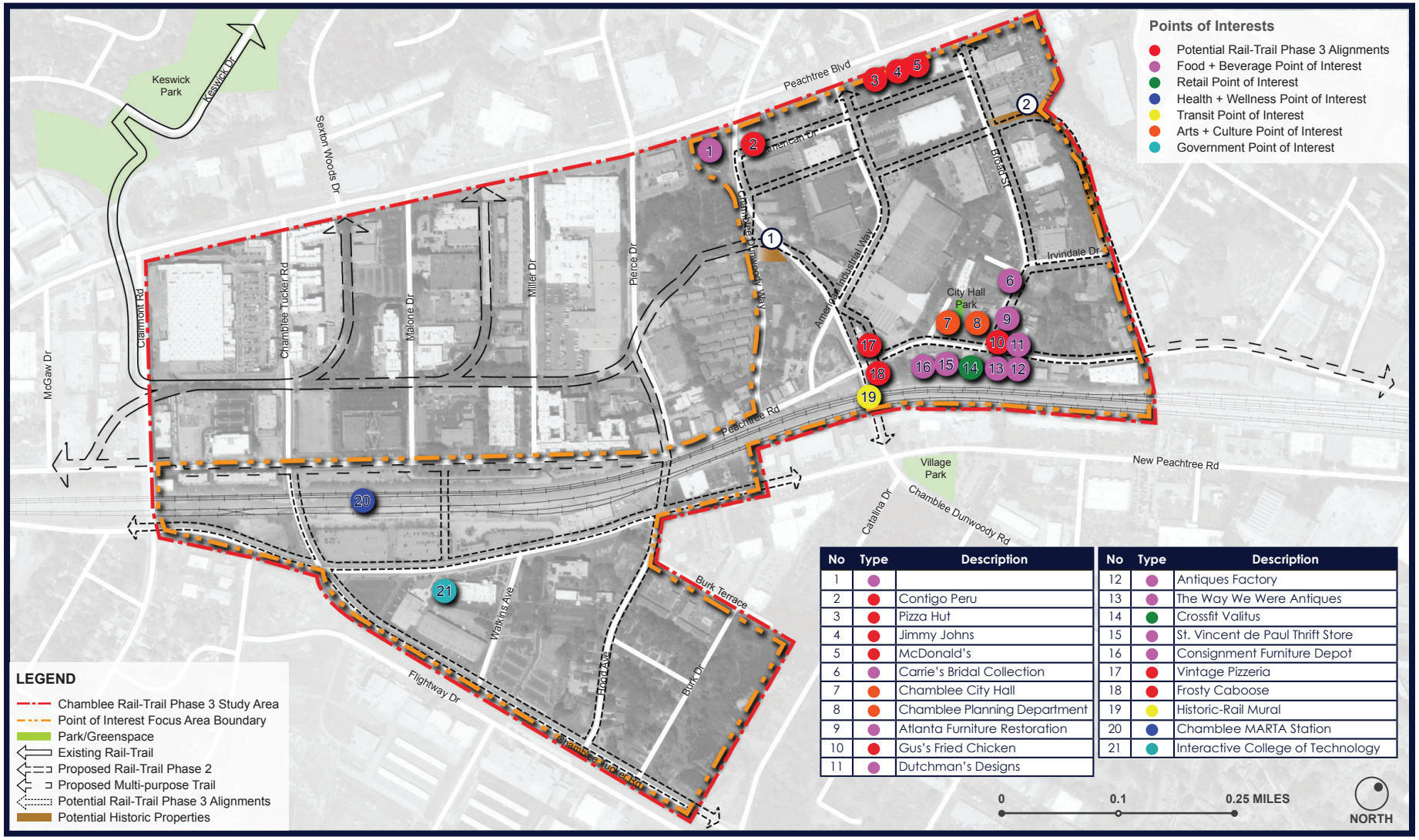
Historic resources and points of interest are important to consider in trail projects because they provide potential destination and origin locations that can influence the alignment of the trail. Additionally, building near historic resources has the potential to require special analyses and permitting depending on the funding sources that are used for a project.

Figure 1.3k identifies various historic resources and points of interest within potential routes of Phase 3 of the Rail-Trail. Two potential historic resources were identified:

1. **3514 Chamblee Dunwoody Road** - This building appears to have been constructed circa 1910.
2. **Railroad Spurs** - These spur lines appear in the 1954 USGS topographic mapping and are considered a contributing element to the overall area's potential National Registrar of Historic Properties (NRHP) eligibility. Because the proposed project would involve conversion of the rail spur corridors to trails, the impacts associated with this action would need to be analyzed and State Historic Preservation Office (SHPO) concurrence would be required in the event a 404 permit is required.

Additionally, a variety of points of interest were identified that ranged from food and beverage establishments such as Vintage Pizzeria and Frosty Caboose along Peachtree Road to cultural sites such as the art murals along Chamblee Dunwoody Road. Figure 1.3k shows that the largest concentration of points of interest appears to be along Peachtree Road between Chamblee Dunwoody Road and Broad Street. This is an important consideration during the concept design of the Rail-Trail.

Figure 1.3k – Rail-Trail Phase 3 Study Area Historic Properties + Points of Interest



No	Type	Description
1		
2		Contigo Peru
3		Pizza Hut
4		Jimmy Johns
5		McDonald's
6		Carrie's Bridal Collection
7		Chamblee City Hall
8		Chamblee Planning Department
9		Atlanta Furniture Restoration
10		Gus's Fried Chicken
11		Dutchman's Designs

No	Type	Description
12		Antiques Factory
13		The Way We Were Antiques
14		Crossfit Valitus
15		St. Vincent de Paul Thrift Store
16		Consignment Furniture Depot
17		Vintage Pizzeria
18		Frosty Caboose
19		Historic-Rail Mural
20		Chamblee MARTA Station
21		Interactive College of Technology

1.3.9 Existing Conditions + Analysis Summary

Figure 1.3m on page 39 summarizes the key ideas from the Existing Conditions + Analysis. The summary graphic considers the following key elements:

- Existing Building Footprints
- Proposed Town Center Rail-Trail Route
- Land in Public Ownership
- Potential Historic Resources
- Point of Interests
- Tree Canopy
- >5 Percent Slopes
- Pedestrian Traffic Accident Area
- High Vehicular Accident Area
- Streets with an LTS of 4
- Intersections with Poor Pedestrian/Bicycle Infrastructure

Based on this graphic, as well as the key ideas from the Existing Conditions + Analysis, Figure 1.3l suggests preliminary guiding principles that may be considered for the Rail-Trail Phase 3 Study.

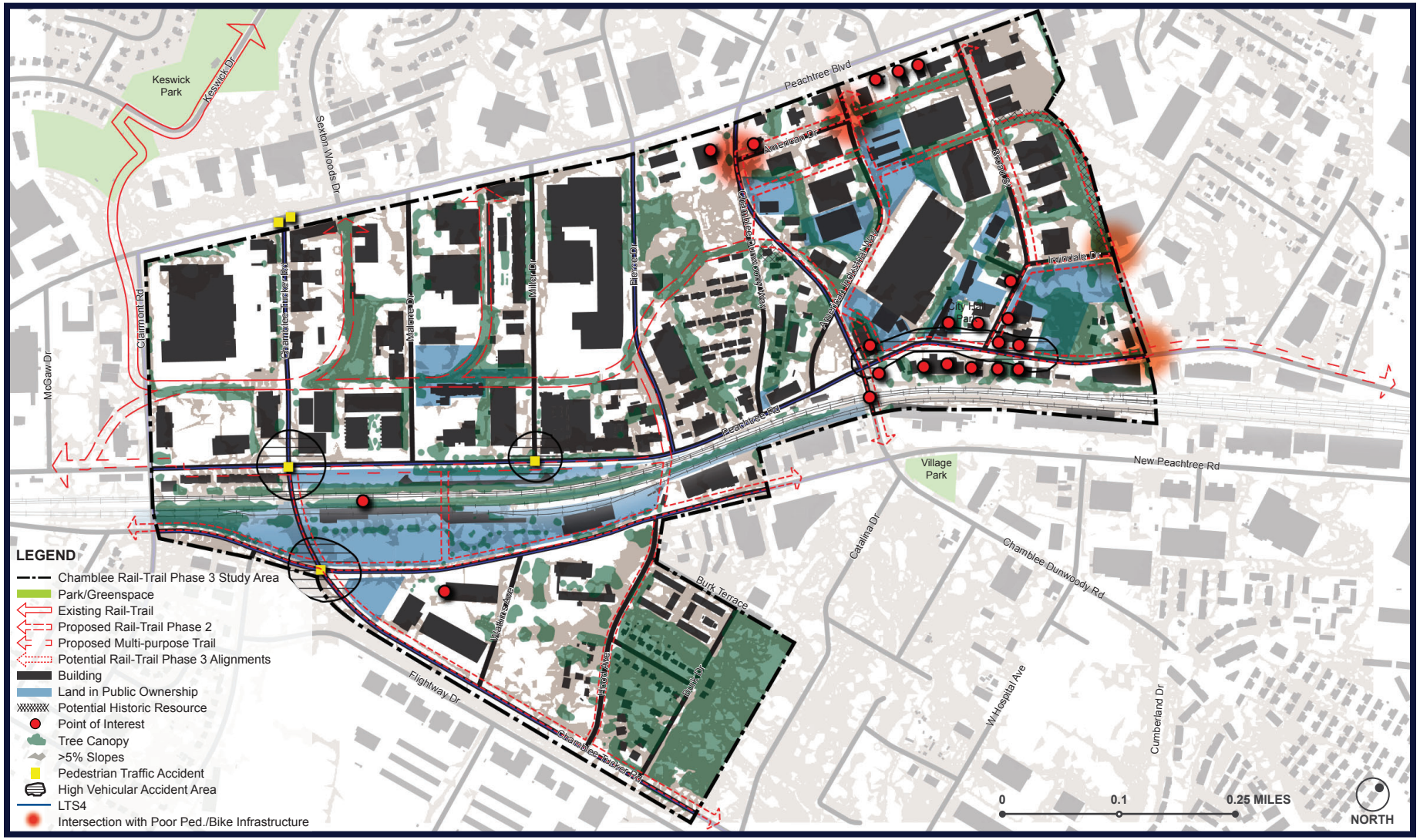
These guiding principles, in combination with the summary graphic shown in Figure 1.3m serve as a framework for the conceptual design of the Rail-Trail.

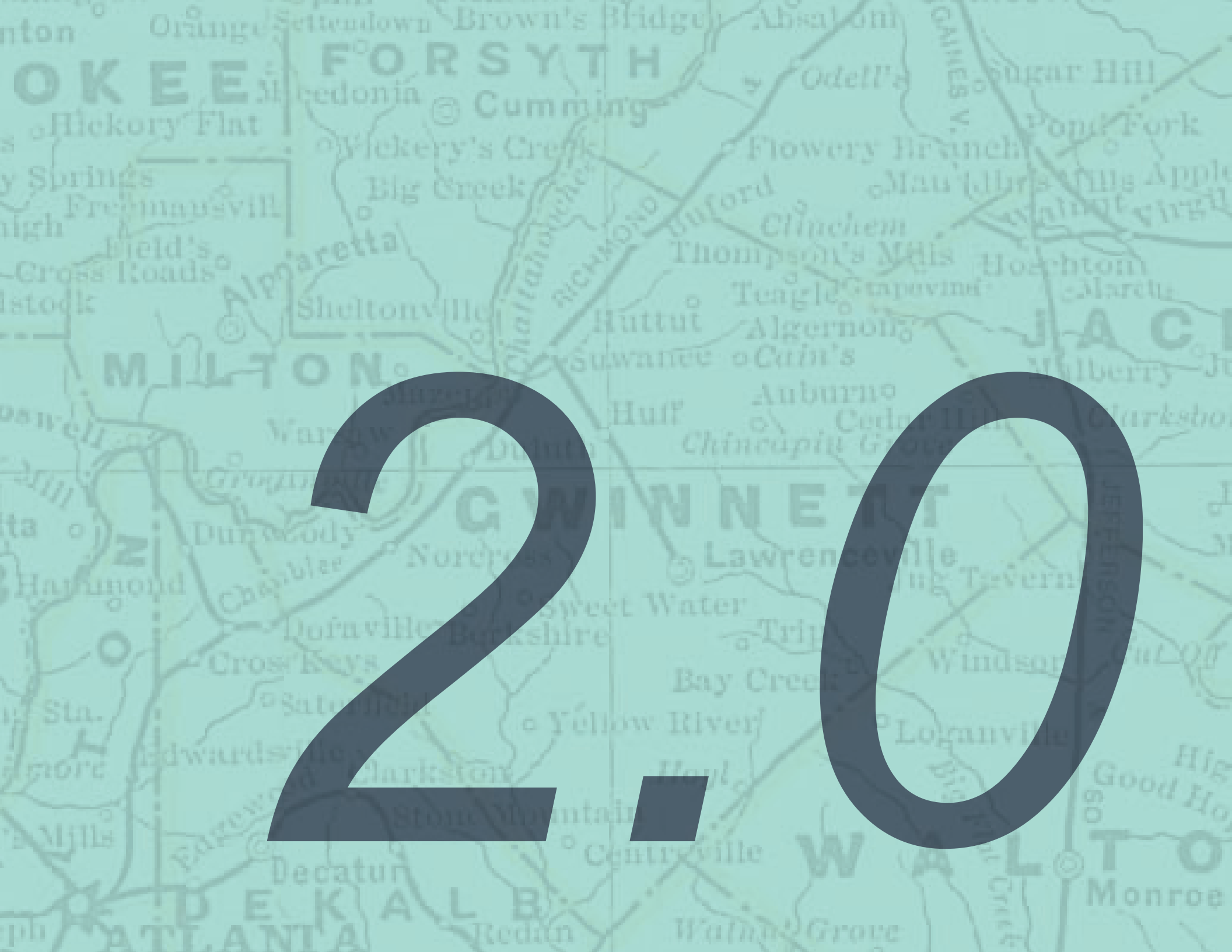
Figure 1.3l – Rail-Trail Phase 3 Preliminary Guiding Principles

Preliminary Rail-Trail Phase 3 Guiding Principles:

- The Rail-Trail Phase 3 Study should explore the feasibility of using the proposed Rail-Trail Phase 3 routes identified in the Town Center Master Plan.
- The Rail-Trail should follow the design palette, character, and appearance established by the Concept Plan - Peachtree Road Streetscape & Rail-Trail.
- The Rail-Trail should incorporate transit amenities to improve existing bus service and potential future SAV service.
- The Rail-Trail should seek to connect to existing points of interest and celebrate appropriate historic resources.
- The Rail-Trail should enhance the safety, comfort, and attractiveness of pedestrian and bicycle mobility in Downtown Chamblee.
- The Rail-Trail should seek to enhance the development of underutilized buildings, influence the potential redevelopment of relevant properties, and not negatively impact existing occupied buildings.
- The Rail-Trail should seek to use cutting-edge green infrastructure to help improve the water-quality in the North Fork Peachtree Creek Watershed.
- The Rail-Trail should seek to preserve, enhance, or re-establish existing high-quality tree canopy wherever possible in Downtown Chamblee.
- The Rail-Trail should seek to minimize negative impacts while creatively using the Study Area's existing topography to facilitate the safety, comfort, and attractiveness of the Rail-Trail.

Figure 1.3m – Rail-Trail Phase 3 Study Area Existing Conditions + Site Analysis Summary Map




2.0

Public + Stakeholder Engagement

2.0 Stakeholder + Public Engagement

Stakeholder and public engagement was a critical element in the planning and conceptual design of the Chamblee Rail-Trail Phase 3. Ideas collected during this process informed the design of the trail.

2.1 Introduction

The Design Team used a variety of techniques to collect stakeholder and public input for the Rail-Trail Phase 3 Study. These included:

- First Public Meeting - Wednesday, September 26, 2018
- Taste of Chamblee - Saturday, October 6, 2018
- Stakeholder Interviews - Wednesday + Thursday, October 17 + 18, 2018
- "Speed Dating" Event - Wednesday, February 6, 2019
- Property Owner Interviews - December 2018 - March 2019
- Public Open House - Tuesday, March 19, 2019

Most of the engagement was completed collaboratively with the Consultant Team completing the Chamblee Mobility Plan. This comprehensive multi-modal transportation plan will define and prioritize projects to maximize infrastructure investments for the community, thereby guiding actions that will contribute to some larger objectives such as higher levels of mobility, safety and mode choice, less congestion, higher quality of life, attractive business climate, or an efficient freight system.

The following pages provide an overview of the findings from the engagement as it relates to the Rail-Trail Phase 3 Study.

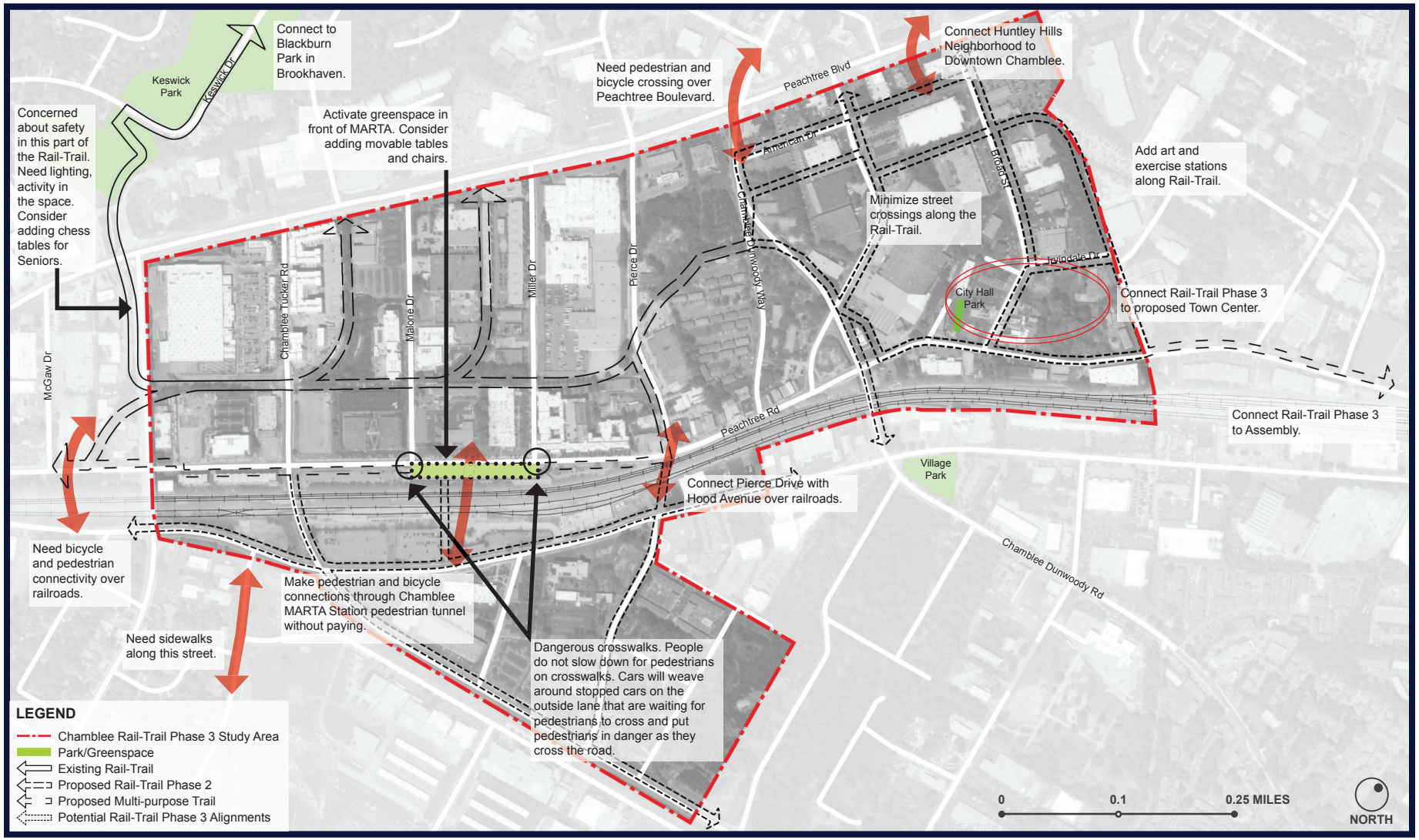
2.2 First Public Meeting

The First Public Meeting was held at the North DeKalb Senior Center on Wednesday, September 26, 2018 from 6:00 pm to 8:00 pm. The purpose of the meeting was to collect input from residents on how to improve transportation in Chamblee.

Figure 2.2a illustrates the findings from the public meeting as they relate to the Rail-Trail Phase 3. Key ideas that emerged included:

- Allowing pedestrian and bicycle connectivity through the Chamblee MARTA Station pedestrian tunnel without paying.
- Connecting the Rail-Trail from Downtown Chamblee to the Huntley Hills Neighborhood with a pedestrian and bicycle connection over Peachtree Boulevard.
- Connecting the Rail-Trail to the Clairmont Corridor and Clairmont Hills/Garden Acres Neighborhoods with a pedestrian and bicycle connection over or under the railroads.
- Connecting the Rail-Trail to the proposed Town Center.
- Connecting Hood Avenue and Pierce Drive with a pedestrian and bicycle connection over the railroads.
- Minimizing street crossings along the Rail-Trail.
- Improving the safety of pedestrian crosswalks that connect to the Chamblee MARTA Station near Malone Drive and Miller Drive along Peachtree Road.
- Activating existing and future segments of the Rail-Trail with art and exercise stations.

Figure 2.2a – Rail-Trail Phase 3 Study Area Public Meeting Comments



2.3 Taste of Chamblee

The Taste of Chamblee took place on Saturday, October 6, 2018 from 4:00 pm to 8:00 pm along Peachtree Road near the Chamblee City Hall.

During the event, the City set up a booth for attendees to learn about the Multi-Modal Transportation Plan by taking a flyer, filling out a survey, and participating in an origin and arrival mode exercise that informed the City where attendees came from and how they arrived.

While no specific information was gathered about the Rail-Trail Phase 3 Study, it was interesting to note that out of the 176 attendees that participated on the origin and arrival mode destination exercise, only 27 attendees arrived to the event by walking and only 2 arrived by biking. This suggests the need for improved pedestrian and bicycle facilities to and from Downtown Chamblee to surrounding areas and the need to break down barriers in perception of distance or other factors making non-motorized transportation an option.

Figure 2.3a – Taste of Chamblee Public Engagement

Figure 2.3b – Taste of Chamblee Public Engagement

2.4 Stakeholder Interviews

The Design Team attended Stakeholder Interviews held for the Chamblee Mobility Plan on Wednesday and Thursday, October 17 -18, 2018 at City Hall. While the interviews focused primarily on the Chamblee Mobility Plan, they provided the Design Team with an opportunity to obtain candid input from stakeholders about the Rail-Trail Phase 3 Study. The following groups were interviewed over the two-day period:

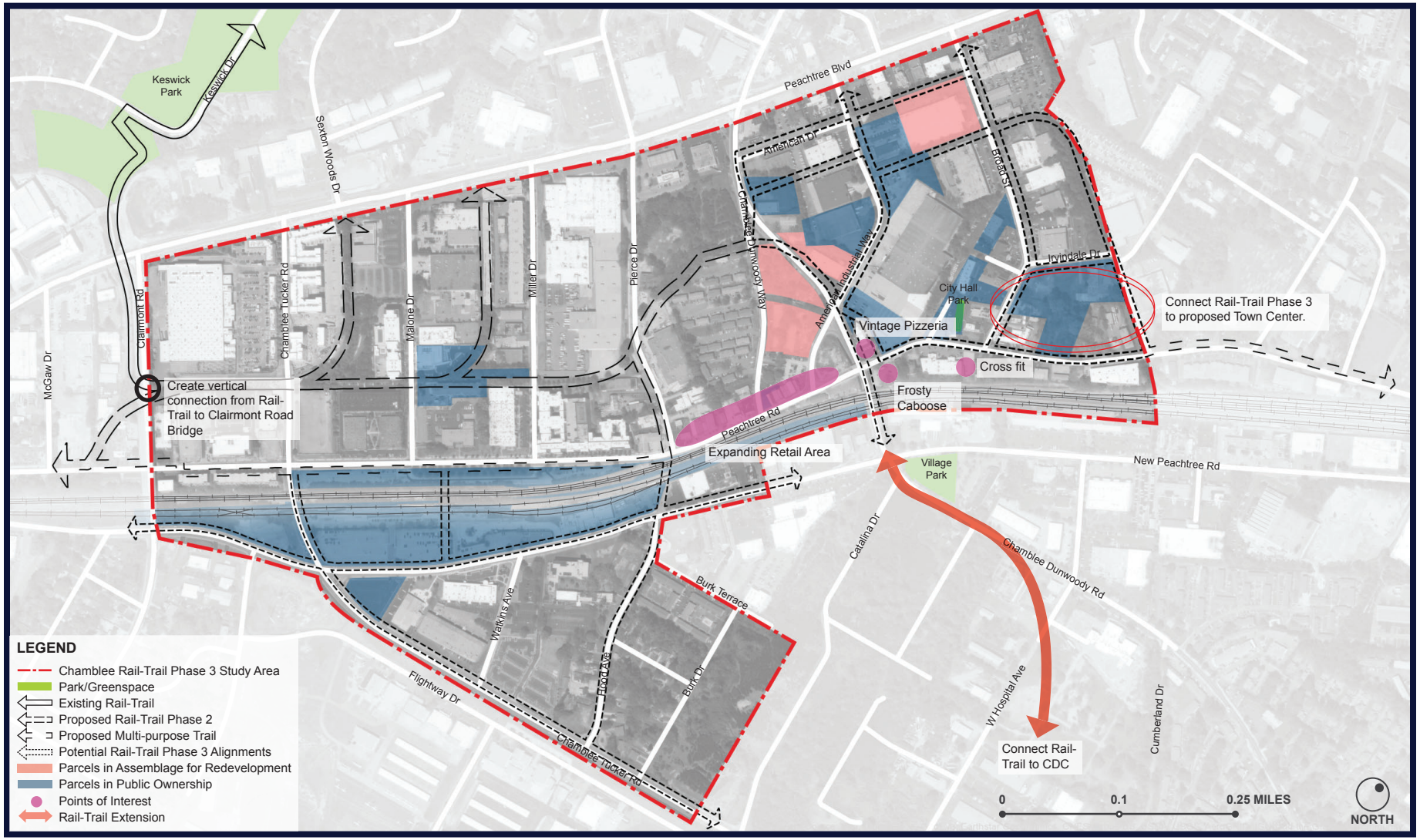
- City of Chamblee Mayor
- City Councilmembers
- Civic groups and neighborhood residents
- Non-Governmental Organizations (NGOs)/Nonprofits/ Institutional Organizations
- Representatives from the Chamblee Business Community

Key Rail-Trail Phase 3 ideas that emerged from the interviews included:

- Exploring CDC Reach Grant for implementation of the Rail-Trail.
- Connecting the Rail-Trail to Huntley Hills Neighborhood along Longview Drive.
- Following the proposed Town Center Master Plan Rail-Trail alignments for the Rail-Trail Phase 3 Study.
- Considering properties within the Rail-Trail Phase 3 Study Area that are in the process of being assembled for redevelopment and connecting to points of interest as identified in Figure 2.4b
- Considering uses other than retail along the first floor of development, particularly along the Rail-Trail, such as commercial and residential uses. Downtown Chamblee cannot support the amount of retail that would occur if all of the first stories were retail with existing and proposed residential densities. The City should consider focusing retail into a specific area to create a Retail District rather than trying to spread retail throughout the City.

Figure 2.4a – Stakeholder Interview with City of Chamblee's Mayor Clarkson

Figure 2.4b – Stakeholder Interview Comments Related to Rail-Trail Phase 3



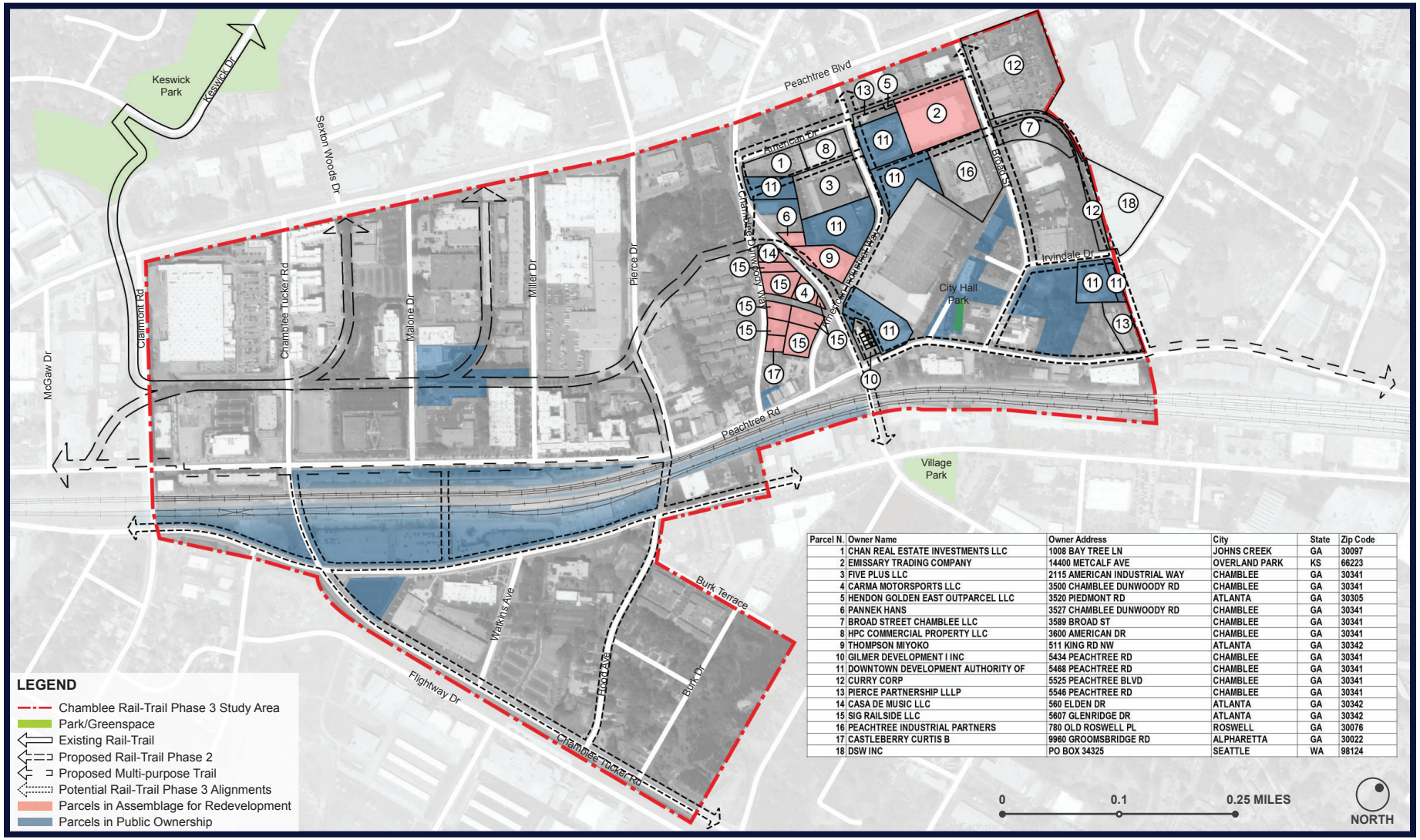
2.5 Property Owner Coordination

The Design Team attempted to coordinate with the property owners whose properties are located along the proposed route of Phase 3 of the Rail-Trail. The purpose of these discussions was to gauge the level of interest of the property owners to facilitate the implementation of the Rail-Trail along their properties. Figure 2.5a identifies all the property owners in the Study Area.

It was clear through the Design Team's focused coordination with property owners that many of the properties are in different stages of their real estate life-cycle. Some property owners are pondering or exploring sale or redevelopment opportunities while others have established businesses and do not foresee changing in the near future. Some property owners have even completed recent capital improvements to support their thriving, on-going businesses. During the property owner coordination phase, many of the property owners noted that they were interested, but concerned about further exploring the idea of integrating the Rail-Trail with their properties while a few noted that they were interested in the idea.

The City should continue to coordinate with these property owners to address their concerns while also exploring collaborative opportunities to implement the Rail-Trail.

Figure 2.5a – Property Owners Along Proposed Rail-Trail Phase 3 Route



Parcel N.	Owner Name	Owner Address	City	State	Zip Code
1	CHAN REAL ESTATE INVESTMENTS LLC	1008 BAY TREE LN	JOHNS CREEK	GA	30097
2	EMISSARY TRADING COMPANY	14400 METCALF AVE	OVERLAND PARK	KS	66223
3	FIVE PLUS LLC	2115 AMERICAN INDUSTRIAL WAY	CHAMBLEE	GA	30341
4	CARMA MOTORSPORTS LLC	3500 CHAMBLEE DUNWOODY RD	CHAMBLEE	GA	30341
5	HENDON GOLDEN EAST OUTPARCEL LLC	3520 PIEDMONT RD	ATLANTA	GA	30305
6	PANNEK HANS	3527 CHAMBLEE DUNWOODY RD	CHAMBLEE	GA	30341
7	BROAD STREET CHAMBLEE LLC	3589 BROAD ST	CHAMBLEE	GA	30341
8	HPC COMMERCIAL PROPERTY LLC	3600 AMERICAN DR	CHAMBLEE	GA	30341
9	THOMPSON MIYOKO	511 KING RD NW	ATLANTA	GA	30342
10	GILMER DEVELOPMENT I INC	5434 PEACHTREE RD	CHAMBLEE	GA	30341
11	DOWNTOWN DEVELOPMENT AUTHORITY OF	5468 PEACHTREE RD	CHAMBLEE	GA	30341
12	CURRY CORP	5525 PEACHTREE BLVD	CHAMBLEE	GA	30341
13	PIERCE PARTNERSHIP LLLP	5546 PEACHTREE RD	CHAMBLEE	GA	30341
14	CASA DE MUSIC LLC	560 ELDEN DR	ATLANTA	GA	30342
15	SIG RAILSIDE LLC	5607 GLENRIDGE DR	ATLANTA	GA	30342
16	PEACHTREE INDUSTRIAL PARTNERS	780 OLD ROSWELL PL	ROSWELL	GA	30076
17	CASTLEBERRY CURTIS B	9960 GROOMSBRIDGE RD	ALPHARETTA	GA	30022
18	DSW INC	PO BOX 34325	SEATTLE	WA	98124

2.6 Speed Dating Event

Another public engagement opportunity was advertised as a Speed Dating Event and was also held at the North DeKalb Senior Center on Wednesday, February 6, 2019 from 6:00 pm to 8:00 pm. The purpose of the meeting was to collect input from residents on the various master plans being completed by the City including the Public Art Master Plan, Chamblee Multi-modal Transportation Plan, and the Rail-Trail Phase 3 Study. Inspired by the Valentine's Day holiday, attendees participated in exercises with other attendees or "speed dated" around project interests.

Related to the Rail-Trail Phase 3 Study, attendees were shown potential alignments and designs located within public rights-of-way. Specifically, these included potential designs for the following streets:

- Chamblee Dunwoody Road
- American Drive
- American Industrial Way
- Broad Street
- Ingersoll Rand Drive
- Peachtree Road
- Chamblee Tucker Road

Additionally, residents were asked to provide suggestions related to potential changes in how to travel through the Chamblee MARTA Station.

All of the proposed street designs showed the right-of-way being redistributed to allow space for the implementation of the Rail-Trail and a landscape buffer separating the Rail-Trail from vehicular travel lanes. On certain streets, for example Chamblee Dunwoody Road, Peachtree Road, and Chamblee Tucker Road, road-diets were proposed, which suggested reducing the number of travel lanes on these streets from 4-lanes to 3-lanes. Additionally, residents were shown a short-term, cost-effective option that would use planters to separate and buffer a travel lane on Chamblee Dunwoody Road and Peachtree Road for the use of pedestrians and cyclists.

For Broad Street, a shared-street alternative was also proposed for attendees to consider. Shared-use streets are urban spaces that are designed to allow vehicles and pedestrians to coexist and travel in the same space safely. This is achieved by removing any features that specifically cater to vehicle traffic such as curbs, travel lane surface markings, traffic signs, and traffic lights. The removal of these familiar vehicular-oriented features creates a degree of uncertainty regarding the primary user of the space.

Attendees were supportive of all the proposed concepts. Attendees suggested adjusting the toll gates in the Chamblee MARTA Station to facilitate circulation through the station.

2.7 Public Open House

The final project public engagement opportunity took place on Tuesday, March 19, 2019 at the Chamblee Civic Center from 6:00 pm to 7:30 pm. The meeting was held prior to the City Council Meeting with the purpose of collecting input on the final recommendations for the Chamblee Rail-Trail Phase 3 Study. Attendees were shown all the proposed recommendations for the project.

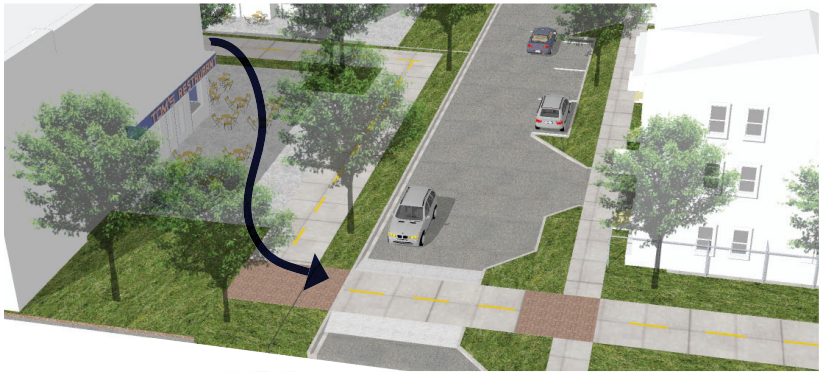
Attendees were supportive of all the proposed concepts with some attendees providing specific preferences and recommendations. These comments are noted below.

- Four attendees noted that they preferred Phase 1 of the Chamblee Dunwoody Road improvement illustrated below in Figure 2.7a to the proposed full build-out of the project.

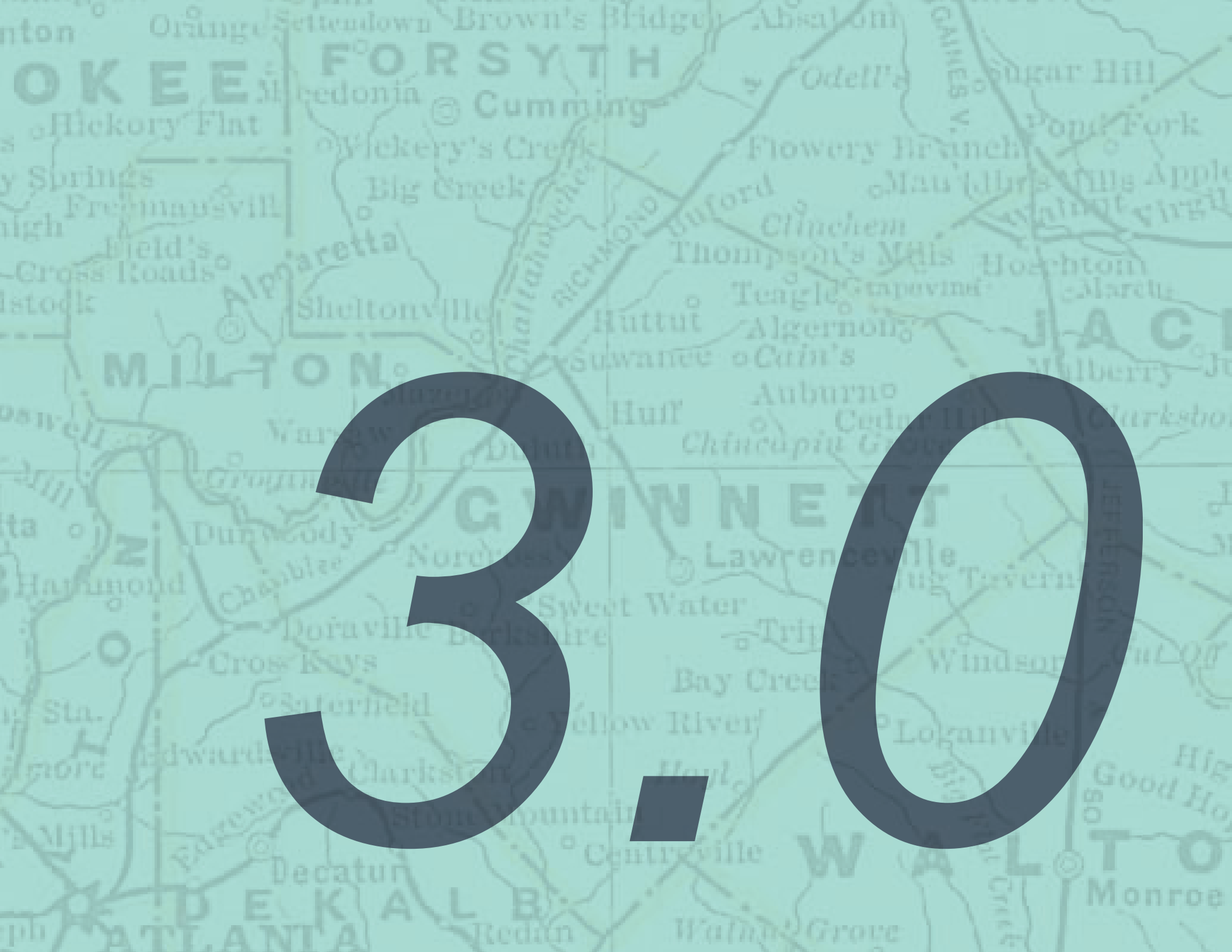
Figure 2.7a – Proposed Chamblee Dunwoody Road Improvement Phase 1

- Two attendees noted that the bicycle connection nearing American Industrial Way illustrated in Figure 2.7b below should be curved versus the illustrated 90-degree angle.

Figure 2.7b – Proposed Modification to Rail-Trail Nearing American Industrial Way



- Attendees expressed their support for businesses along the Rail-Trail that would help active the trail.
- Four attendees expressed their desire to see the Chamblee MARTA Station tollgates relocated and the fences removed to facilitate access through the station.


3.0

CONCEPT PLAN

3.0 Concept Plan - A Flexible + Incremental Approach

The Concept Plan for the Chamblee Rail-Trail Phase 3 is based on findings from the existing conditions analysis combined with thoughts, ideas, and concerns of future trail users collected during the public engagement phase. The proposed concept considers the rapid redevelopment of the Study Area and provides the City with multiple potential alignments and designs for the Rail-Trail. These options provide the City with a flexible and incremental strategy for the implementation of Phase 3 of the Rail-Trail.

3.1 Introduction

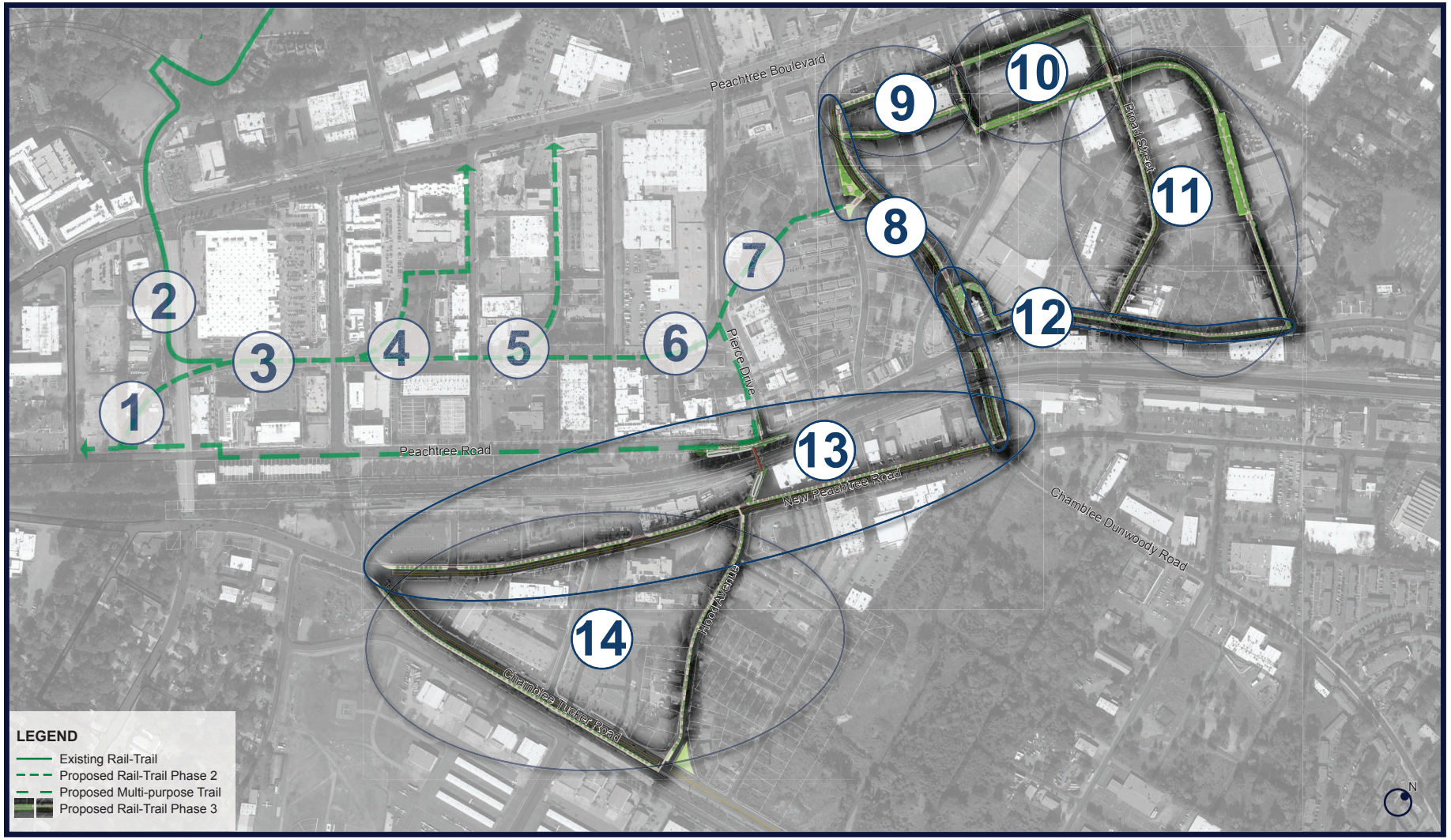
This section illustrates a conceptual plan for the potential alignments and designs of the Rail-Trail. Many of these concepts were shared with the general public on Wednesday, February 6, 2019 from 5:00 pm to 8:00 pm at the North DeKalb Senior Center and during the Open House on Tuesday, March 19, 2019 from 6:00 pm to 7:30 pm at the Chamblee Civic Center.

Some of the potential alignments are proposed along private property while others are proposed along public Rights-of-Way (R.O.W.). Available funding, property owners that are interested in integrating the Rail-Trail into their future development plans, and the redevelopment of key properties will help inform which Rail-Trail alignments are most appropriate.

The following pages provide a description of the proposed concept plan. The proposed plan is organized into the seven focus areas identified in Figure 3.1a. These focus areas are numbered 8-14 and build off the focus areas discussed in the Phase 2 Rail-Trail Report. The focus areas include proposed plan views, existing and proposed condition perspective-sections, and perspective images to illustrate proposed conceptual conditions.

Development + Redevelopment in Chamblee

Figure 3.1a – Rail-Trail Phase 3 Concept Plan Focus Areas



3.2 Focus Area 8 - Chamblee Dunwoody Rd.

The Chamblee Dunwoody Road Focus Area is centrally located in the Study Area. Figure 3.2a illustrates the full focus area. Details of the focus area, such as shown below in Figure 3.2b are described in subsequent pages. They include an enhanced intersection at Chamblee Dunwoody Road and Chamblee Dunwoody Way that would facilitate a safe connection between Phase 2 and Phase 3 of the Rail-Trail and potential re-designs of Chamblee Dunwoody Road to enhance pedestrian and cycle mobility.

Figure 3.2a – Rail-Trail Concept Graphic Location Key

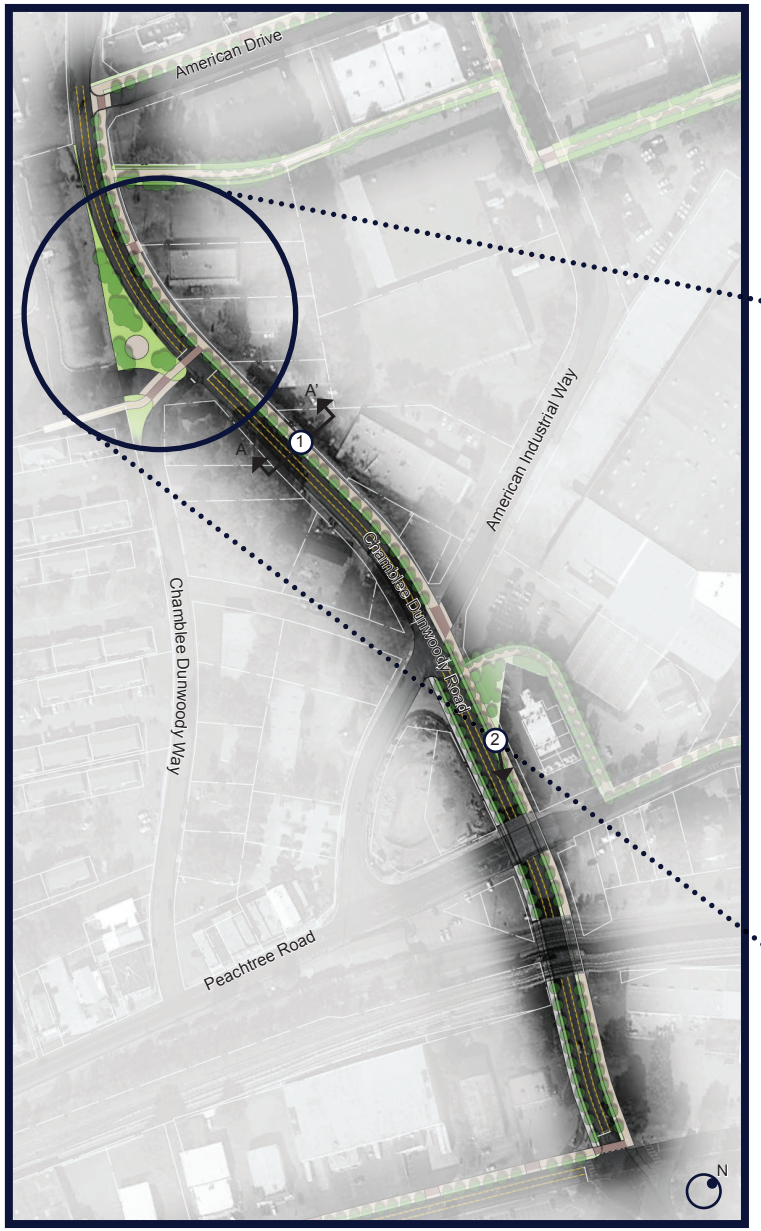


Figure 3.2b – Rail-Trail Phase 2 Connection to Rail-Trail Phase 3

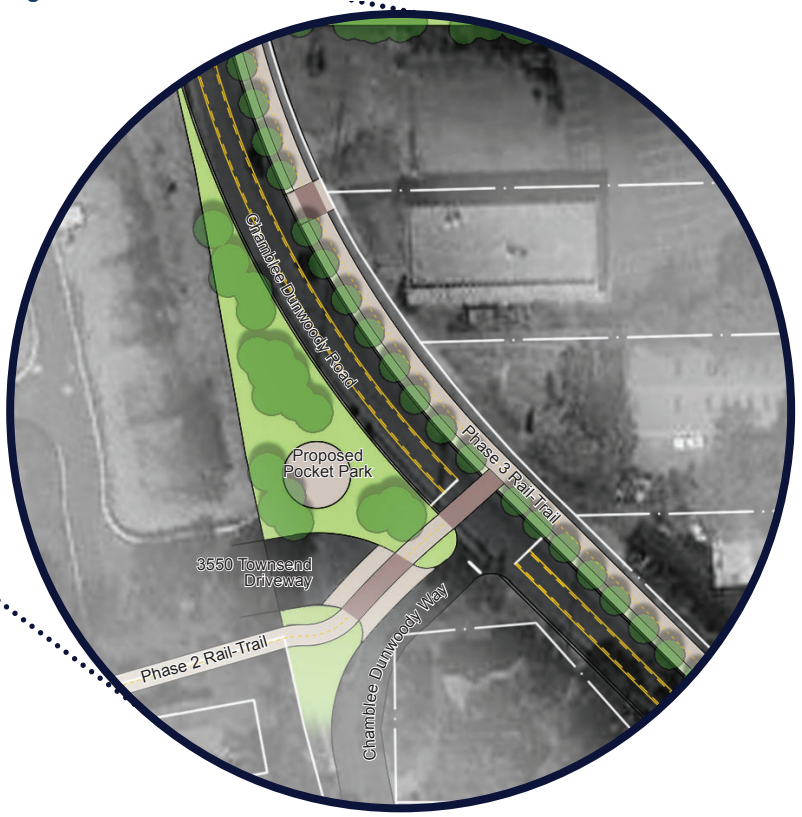


Figure 3.2b illustrates a potential improvement to the Chamblee Dunwoody Road and Chamblee Dunwoody Way intersection. This improvement would facilitate a safe connection between Phase 2 and Phase 3 of the Rail-Trail. Chamblee Dunwoody Way is realigned to tie into Chamblee Dunwoody Road at a right angle. The southbound connection from Chamblee Dunwoody Road to Chamblee Dunwoody Way is removed and the roadway area is proposed to be transformed into a pocket park, which could become a sculptural park based on it's high visibility. The driveway to the 3550 Townsend residential development is extended to tie into to the realigned Chamblee Dunwoody Way. Phase 2 of the Rail-Trail would then traverse alongside the realigned Chamblee Dunwoody Way and cross Chamblee Dunwoody Road at a controlled intersection. This could include either a High-Intensity Activated crossWalK beacon (H.A.W.K) signal or a traffic signal with pedestrian activated signals if warranted. Phase 3 of the Rail-Trail would then extend along Chamblee Dunwoody Road by modifying the roadway to enhance pedestrian and cycle mobility.

Figure 3.2c – Section ① - Existing Conditions

Figure 3.2c illustrates the existing condition of Chamblee Dunwoody Road. The R.O.W. is approximately 70'-wide with four 13'-wide travel lanes and power lines along the east edge of the R.O.W. There is one four-foot wide sidewalk on the west side of the street with no pedestrian connections to the east side of the street.

Figure 3.2d – Section ① Proposed Section Phase 1

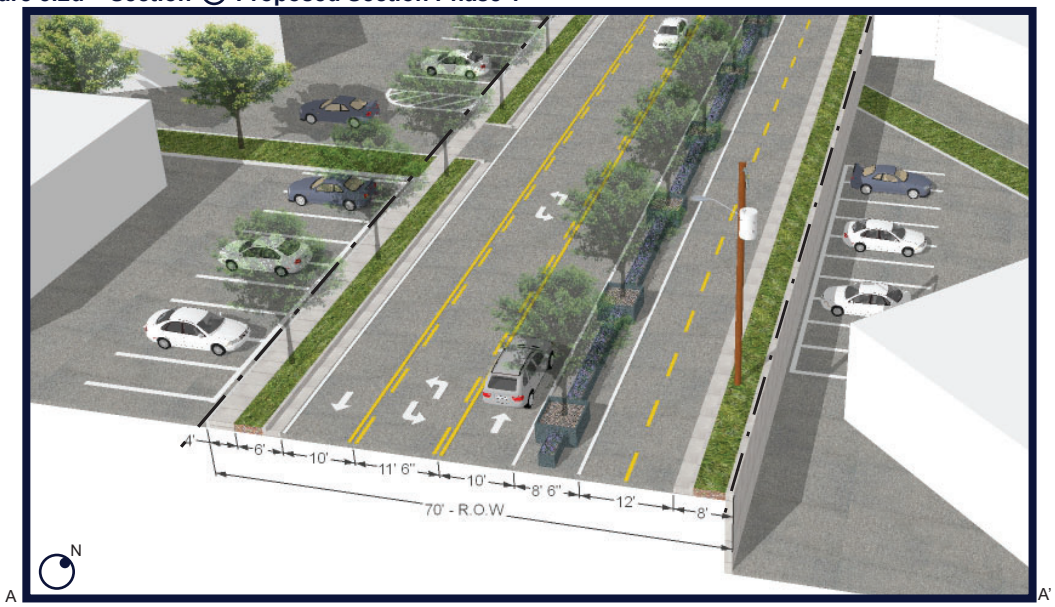
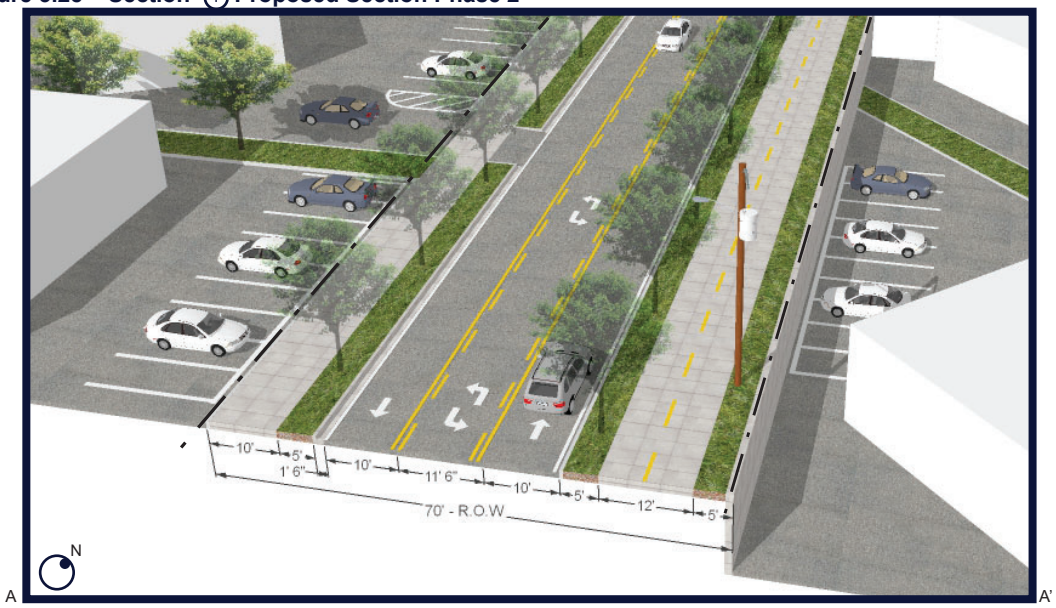


Figure 3.2e – Section ① Proposed Section Phase 2



Two approaches are illustrated in Figures 3.2d and 3.2e for enhancing pedestrian and cycle mobility along Chamblee Dunwoody Road from American Drive to New Peachtree Road. Figure 3.2d illustrates a Phase 1, easily implementable and cost-effective approach to enhancing pedestrian and cycle mobility along the corridor. The proposed Phase 1 section reduces vehicular lanes from four lanes to three lanes and reduces the width of the travel lanes from 13'-wide to 10' and 11.5'-wide. This reduction in the number of lanes and lane widths allow space for an 12'-wide corridor for pedestrians and cyclists and an 8'-6" buffer. Planters can be incorporated into the buffer area to provide a physical and aesthetic separation between moving traffic and pedestrians and cyclists. Figure 3.2f below provides a comparable example from Vancouver, British Columbia.

Figure 3.2f - Planters between cars and a cycle track.

Figure 3.2e illustrates a Phase 2, more permanent future build-out solution. Similar to Phase 1, the number of vehicular lanes are reduced from four lanes to three lanes and the width of the travel lanes from 13'-wide to 10' and 11.5'-wide. A 12'-wide multipurpose trail is proposed on the east side with a 5'-wide landscape buffer. The west side of the road also includes a 5'-wide landscape buffer with a 10'-wide sidewalk.

Figure 3.2g – Chamblee Dunwoody Road Perspective② Existing Condition

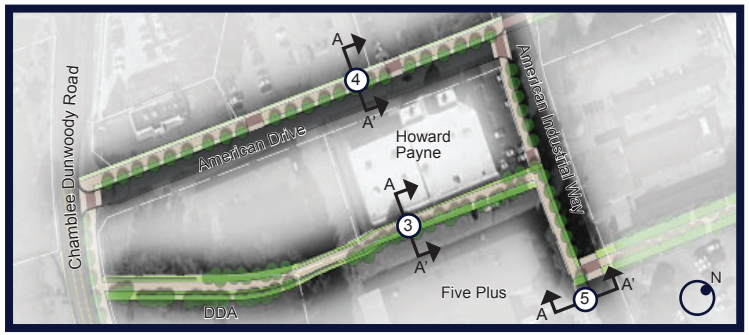
Figure 3.2h – Chamblee Dunwoody Road Perspective ② Phase 1 Condition

Figure 3.2i – Chamblee Dunwoody Road Perspective ②Phase 2 Condition

Figure 3.2g shows the existing conditions of Chamblee Dunwoody Road south of American Industrial Way. This area of the corridor contains art-murals that are difficult to appreciate closely due to limited sidewalk infrastructure and challenging pedestrian conditions.

Figure 3.2h illustrates what the area could look like based on the Phase 1 improvements discussed previously. Figure 3.2i illustrates what future build-out conditions could look like based on the Phase 2 improvements discussed previously. Both of these conditions would not only improve pedestrian and cycle mobility along the corridor but would also allow a connection from the Downtown Chamblee Area to Chamblee's Village Park located at the corner of Chamblee Dunwoody Road and New Peachtree Road.

Figure 3.3a – Rail-Trail Concept Graphic Location Key



3.3 Focus Area 9 - American Drive | Howard Payne + Five Plus

Focus Area 9 explores two options for extending the Rail-Trail from Chamblee Dunwoody Road east to American Industrial Way. As illustrated in Figure 3.3a, one option could occur along private property while the second option could occur along the American Drive R.O.W. The option along private property would require participation from three primary property owners - City of Chamblee Downtown Development Authority (DDA), Howard Payne, and Five Plus.

Figure 3.3b illustrates the existing conditions of the space between the Howard Payne and Five Plus properties. Specifically, it illustrates the parking lot and open space between the Howard Payne and Five Plus property. Currently, the Five Plus parking lot is fenced from the open area within the setback of the neighboring Howard Payne property. This open space is 17'-wide and has little to no slope. Figures 3.3c-3.3d illustrate two options of how the Rail-Trail could be implemented through this space.

Figure 3.3b – Section ③ Existing Conditions

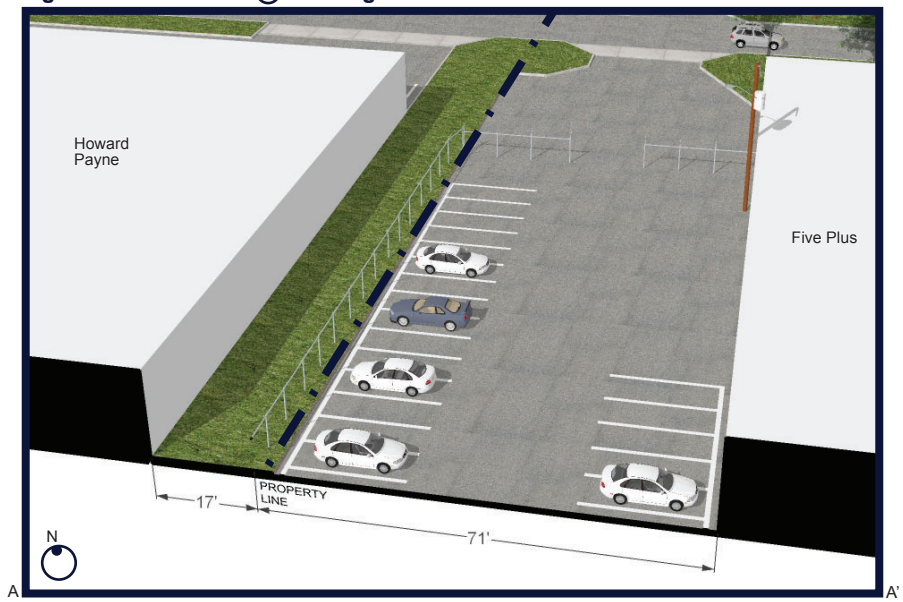


Figure 3.3c – Section ③ Proposed Condition - Option 1

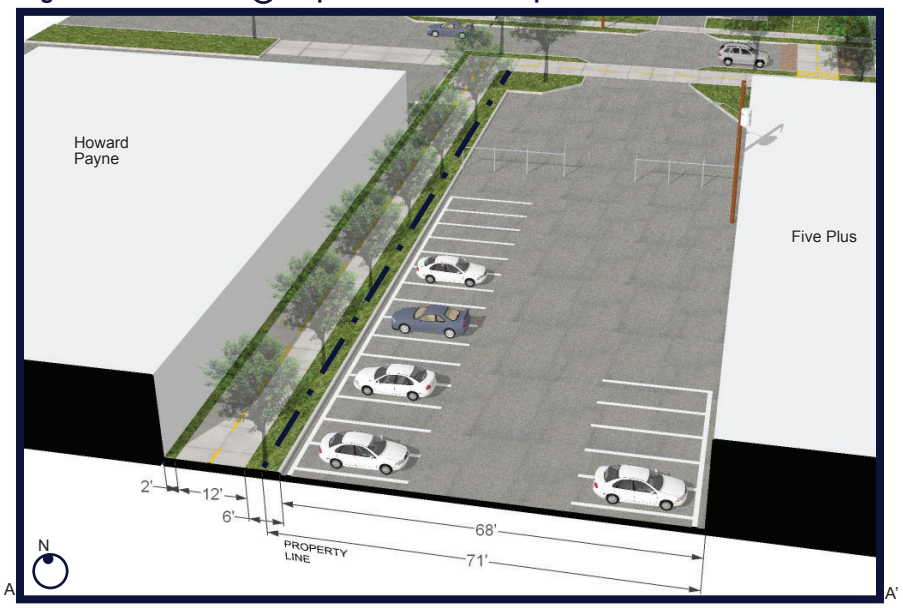


Figure 3.3c illustrates one potential alignment of the Rail-Trail.

There is sufficient space between the Five Plus property parking lot and the Howard Payne building to build the Rail-Trail on the Howard Payne property without impacting the number of parking spaces on the Five Plus property. Additionally, there is sufficient space to provide a 2'-wide green strip between the Howard Payne building and the Rail-Trail and to add a 6' landscape buffer between the trail and the parking lot. The addition of the landscape buffer could include trees, pedestrian lighting, and a low ground cover that would provide multiple benefits, including improving the aesthetic quality of the trail and reducing the summer heat of the existing parking lot and Howard Payne building. This option would not allow the supplemental zone required by the overlay if the Howard Payne building is adaptively reused.

Figure 3.3d – Section ③ Proposed Condition - Option 2

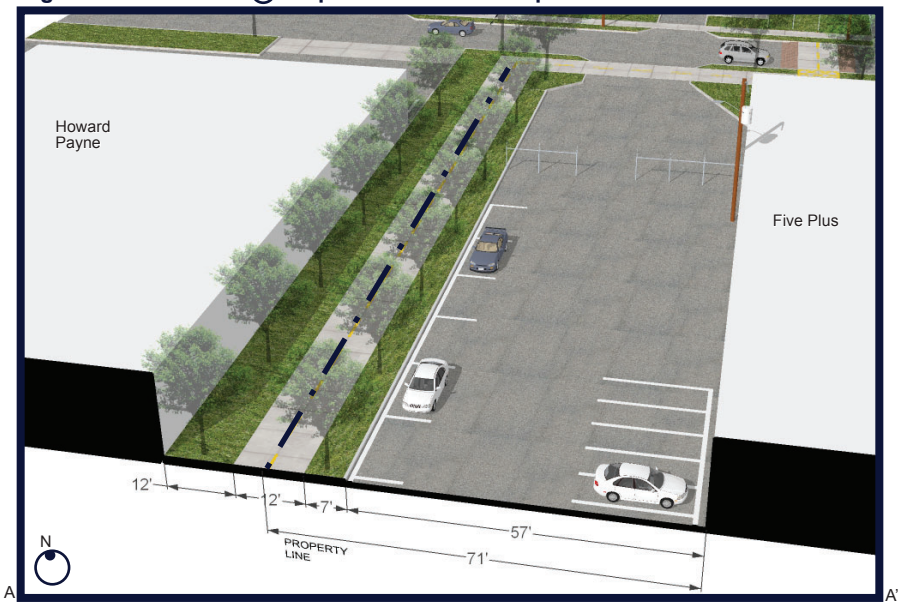
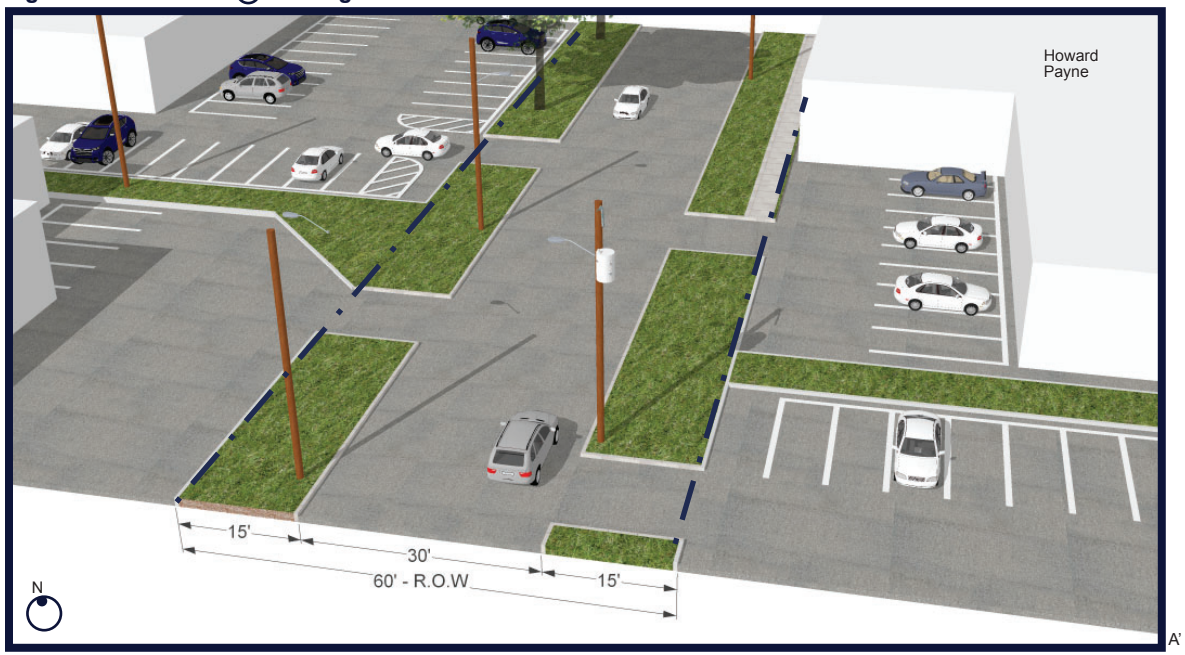


Figure 3.3d illustrates a second potential alignment of the Rail-Trail. It suggests straddling the trail along both the Howard Payne and Five Plus properties. This alignment would provide more green space between the Rail-Trail and the Howard Payne building. A 12'-wide buffer is suggested, which would provide sufficient space for a row of canopy trees, pedestrian lighting, or supplemental zone between the trail and the Howard Payne building. Additionally, a 7' wide landscape buffer with shade trees is suggested between the trail and the Five Plus parking lot.

In order to implement this alignment, head-in parking along the north side of the Five Plus parking lot would need to be modified to parallel parking spaces. This modification would reduce the number of parking spaces along the north side of the parking lot from 25 spaces to 10 spaces.

Figure 3.3e – Section ④ Existing Condition



Figures 3.3f-3.3g illustrate an alternative alignment for the Rail-Trail between Chamblee Dunwoody Road and American Industrial Way along the American Drive R.O.W.

Figure 3.3e illustrates the typical existing conditions of American Drive. The American Drive corridor contains a 60' R.O.W. made up of a 30'-wide roadway with 15' undeveloped landscape edges on either side. There are no sidewalks for pedestrians despite the ample space provided. On either sides of the R.O.W. are large parking lots serving single-use buildings. Power line poles run along the south side of the street with trees clustered at different points.

Figure 3.3f – Section ④ Proposed Condition - Phase 1

Figure 3.3f illustrates what a Phase 1 condition could look like along American Drive. Reducing the roadway width from 30' to 24'-wide allows sufficient space for the 12'-wide Rail-Trail and 6'-wide landscape buffer to be implemented on the north side of the street, which contains no power lines.

Figure 3.3g illustrates the potential future build-out of the street. Properties along the street could potentially change from industrial uses to trail-oriented uses such as residential, commercial, or retail uses. It would be important to ensure that the redeveloped buildings address the Rail-Trail. Figure 3.3h provides an example of how buildings should address the trail. The south side of the street would be modified to include 8'-wide on-street parking, a 6'-wide landscape buffer with shade trees, and a 6'-wide sidewalk. The roadway width would be reduced from 24' to 20'-wide.

Figure 3.3g – Section ④ Proposed Condition - Phase 2

Figure 3.3h - TrOD Building Facade

Figures 3.3j-3.3k explore the implementation of the Rail-Trail along the American Industrial Way R.O.W. Figure 3.3i illustrates the existing conditions of American Industrial Way. The 60' R.O.W. is made up of a 30' roadway with 15' landscaped edges on either side. The street is lined with power lines on the east side of the street, chain-link fences, parking lots, and a variety of deciduous and evergreen trees.

Figure 3.3i – Section ⑤ Existing Condition

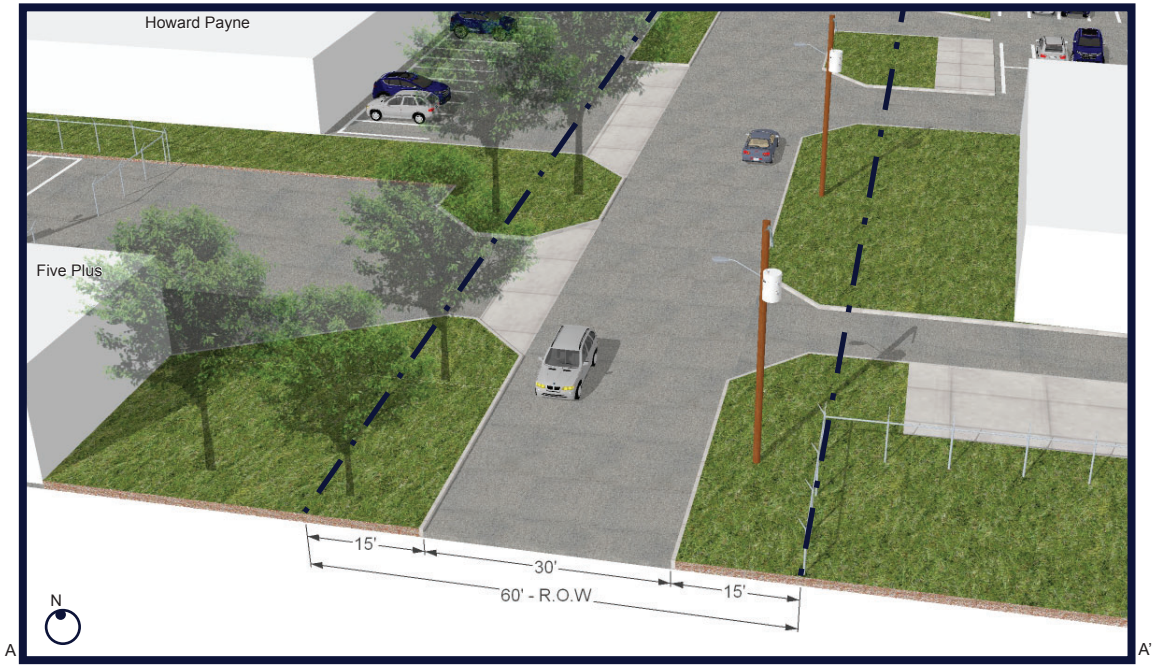


Figure 3.3j illustrates what a Phase 1 condition could look like along American Industrial Way. The roadway width would be reduced from 30' to 25'-wide to allow sufficient space for the 12'-wide Rail-Trail and a 6'-wide landscape buffer to be implemented on the west side of the street, which contains no power lines. A raised trail crossing with a pedestrian activated Rapid Flash Beacon would facilitate a safe crossing for pedestrians and cyclists across American Industrial Way.

Figure 3.3k illustrates the potential future build-out of American Industrial Way, including a conceptual build-out of the Five Plus and the Chamblee Dunwoody Collision property.

The north side of the street would be modified to include 8'-wide on-street parking, a 6'-wide landscape buffer with shade trees, and an 6'-wide sidewalk. The roadway width would be reduced from 25' to 20'-wide. Additionally, the City should explore a smoother curve transition for the Rail-Trail as illustrated below if and when the property is sold and/or redeveloped.

Figure 3.3j – Section ⑤ Proposed Conditions - Phase 1

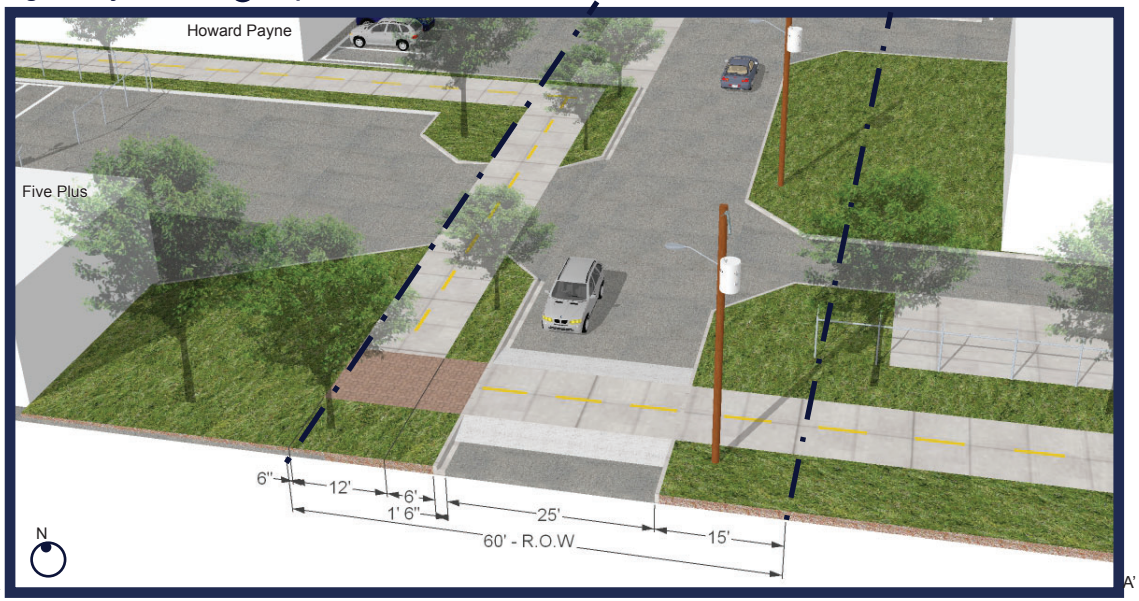


Figure 3.3k – Section ⑤ Proposed Conditions - Phase 1

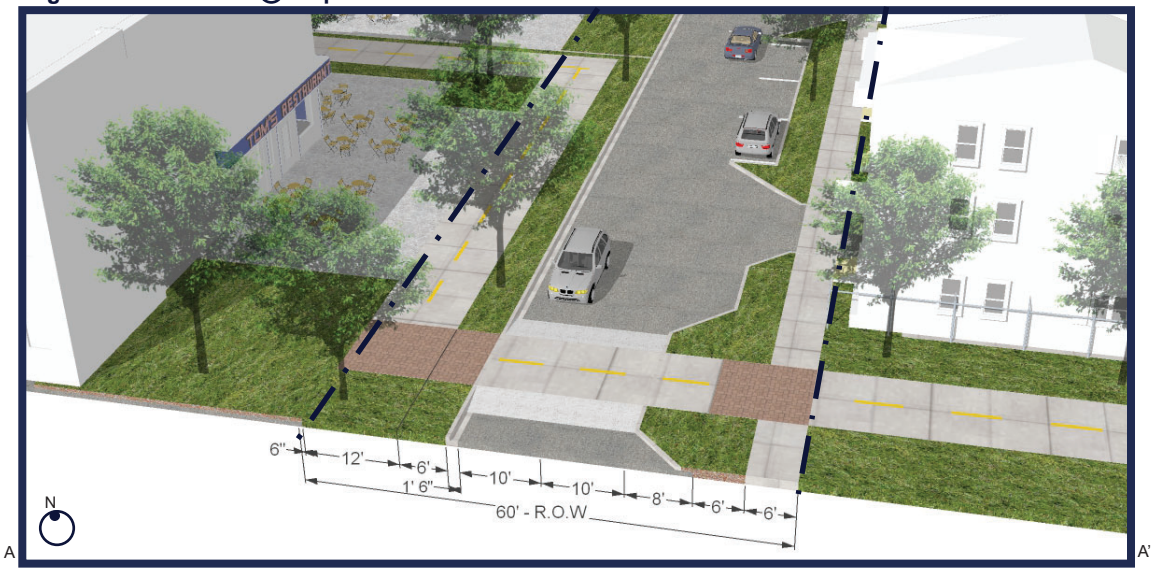
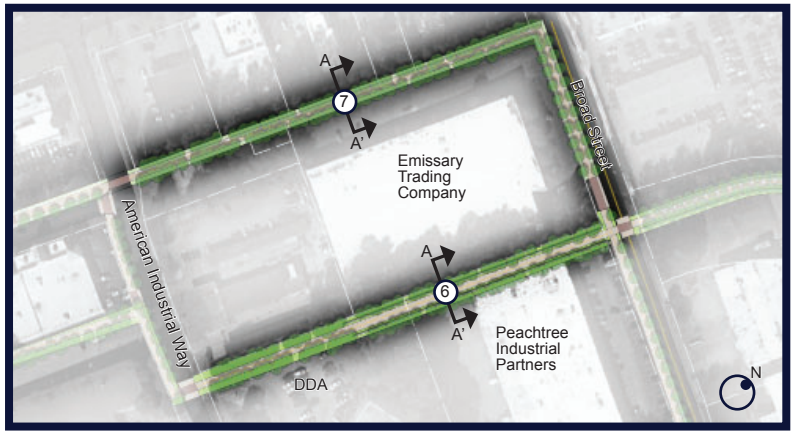


Figure 3.4a – Rail-Trail Concept Graphic Location Key



3.4 Focus Area 10 - Emissary Trading Company|Peachtree Industrial Partners

Focus Area 10 explores two options for extending the Rail-Trail east from American Industrial Way to Broad Street. As illustrated in Figure 3.4a, both options would require participation from private property owners. The northern-most option would require participation from seven property owners, many of which are national chain stores and typically very challenging to contact. The southern option would require participation from three property owners - the DDA, Emissary Trading Company, and Peachtree Industrial Partners.

Figure 3.4b illustrates the existing conditions of the space between the Emissary Trading Company and Peachtree Industrial Partners property. This space is approximately 60'-wide, 22' of which is located on Emissary Trading Company property and 38' on Peachtree Industrial Partners property. The topography is varied in this location with an elevation that ranges from 1004 on the Emissary Trading Company property to 1016 on the Peachtree Industrial Partners property and 1014 in the DDA property and 1005 along Broad Street.

Figure 3.4b – Section ⑥ Existing Condition

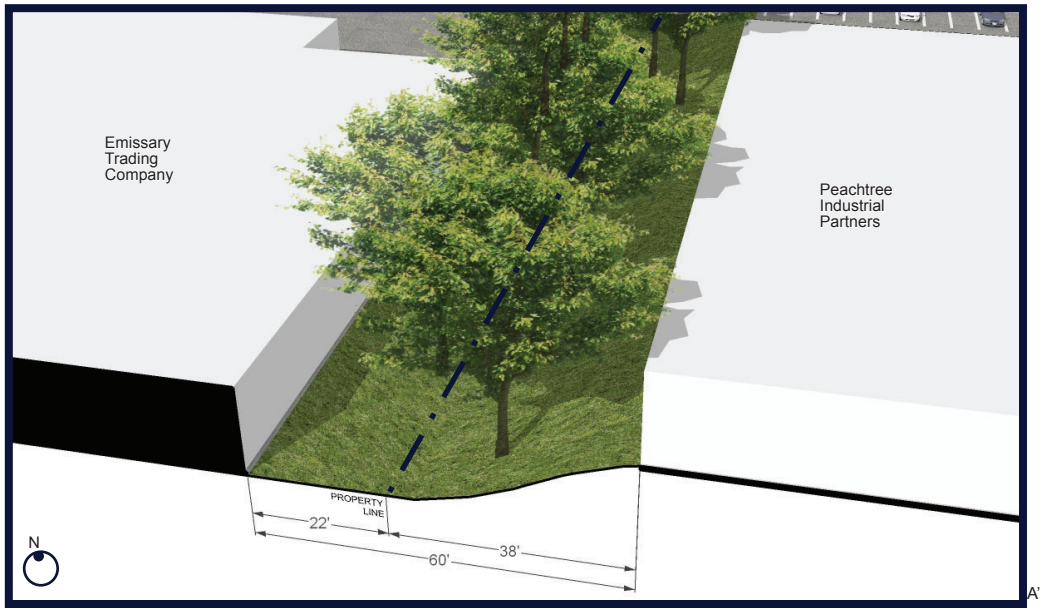


Figure 3.4c illustrates an approach to implementing the Rail-Trail through this corridor. This approach suggests placing the trail midway along the slope of the corridor to maximize cut and fill during construction and establish a smooth transition that is ADA accessible from the 1014 elevation in the DDA property to the 1005 elevation on Broad Street. This design would necessitate retaining walls that range from 2' to 10'-high.

The proposed design also considers placing a 2'-wide green infrastructure strip along the north side of the trail to address water quantity and quality.

Figure 3.4c– Section ⑥ Existing Condition

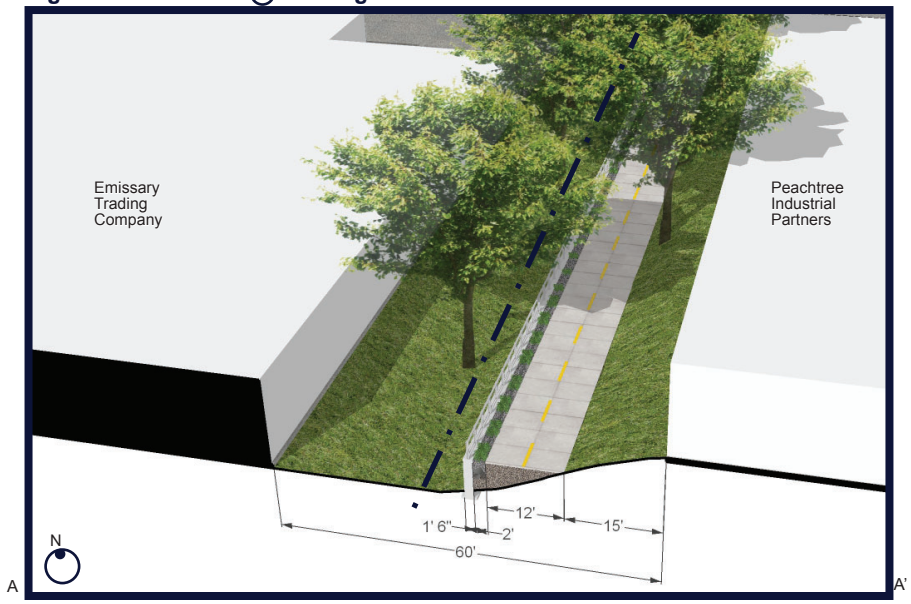


Figure 3.4d illustrates how adjacent development may be retrofitted in the future to create Trail-Oriented Development.

The facades that face the Rail-Trail could be transformed into outdoor amenity spaces. Figure 3.4d illustrates some of these potential amenities, specifically, movable tables, chairs, and umbrellas. Other movable furnishings such as planters, grills, playable art, as well as varying hardscape materials, could be used to further demarcate the space between the plazas and the Rail-Trail.

Figure 3.4d– Section ⑥ Existing Condition

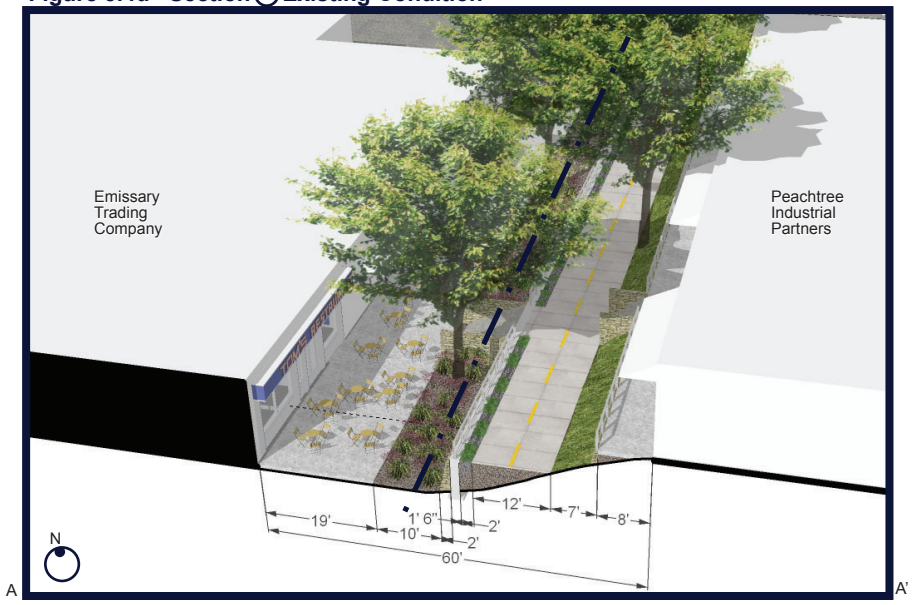


Figure 3.4e illustrates the existing conditions of the space between the Peachtree Boulevard fast food establishment and the Emissary Trading Company. This space is approximately 42'-wide, with 21' of space along each side of the property line. The topography is varied in this location with an elevation that ranges from 984 on the fast food establishment property to 1002 on the Emissary Trading Company property.

Figure 3.4e– Section ⑦ Existing Condition

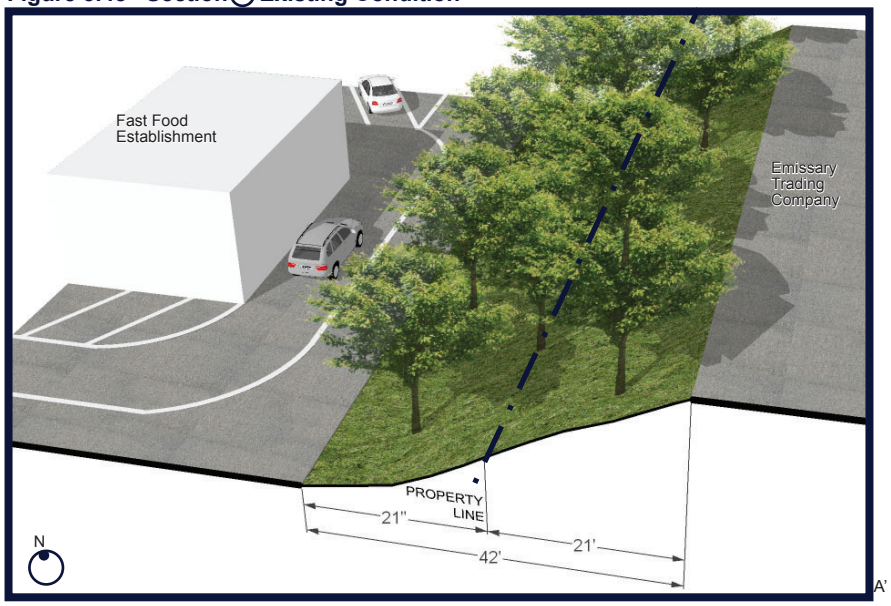


Figure 3.4f illustrates an approach to implementing the Rail-Trail through this corridor. This approach suggests placing the trail midway along the slope and centered along the property line. This design would necessitate retaining walls that would be approximately 8'-high.

The proposed design also considers placing a 2' wide green infrastructure strip along the north side of the trail to address water quantity and quality.

Figure 3.4f– Section ⑦ Existing Condition

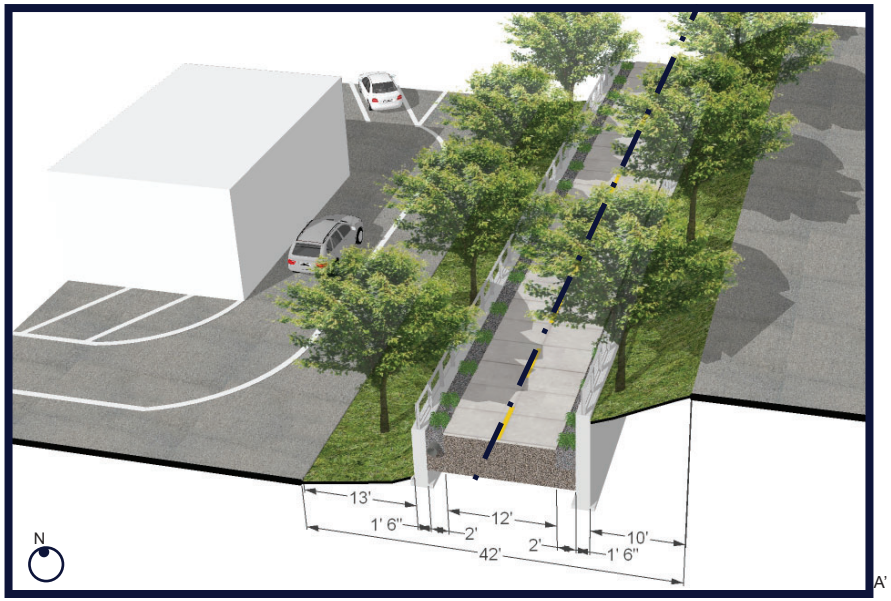
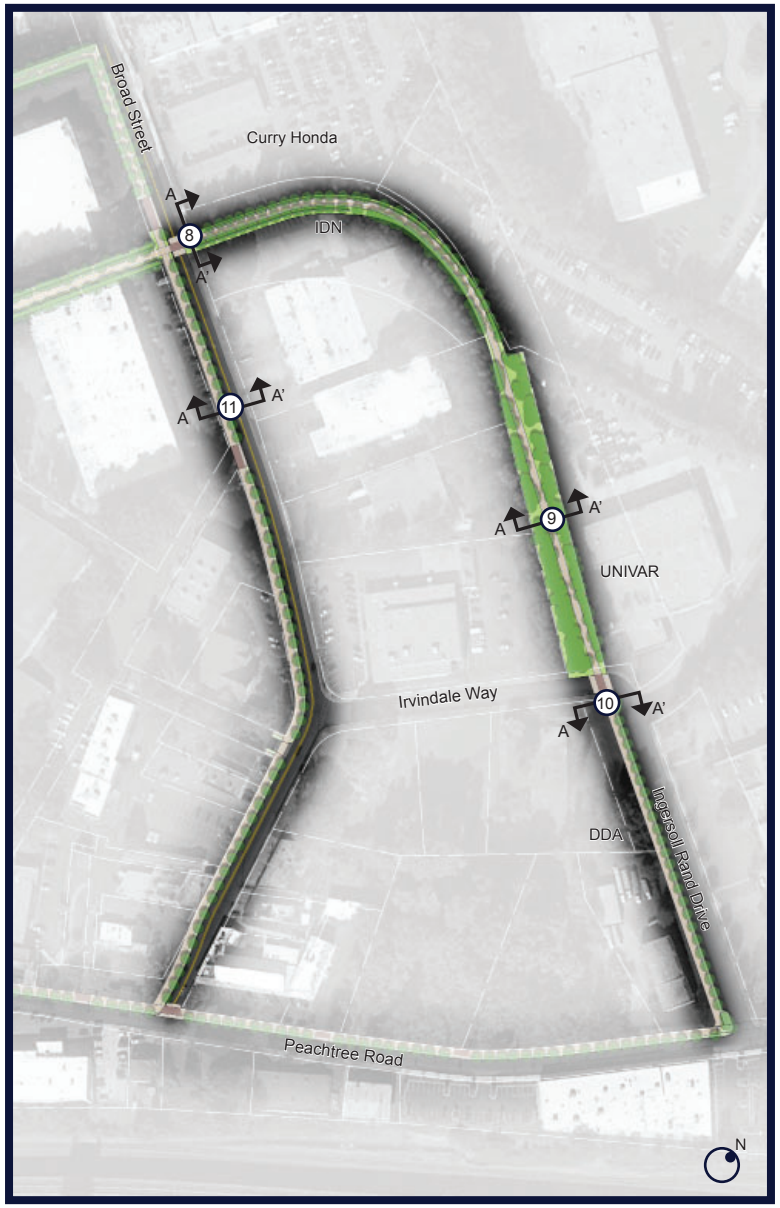


Figure 3.5a – Rail-Trail Concept Graphic Location Key



3.5 Focus Area 11 - Curry Honda|IDN|UNIVAR

Focus Area 11 explores two options for extending the Rail-Trail east/southeast from Broad Street to Peachtree Road. As illustrated in Figure 3.5a, one option would require participation from private property owners while the other could be implemented along the Broad Street R.O.W. The option that would require participation from property owners follows the historic rail corridor. Curry Honda, International Distribution Network (IDN), UNIVAR, and the DDA own property along this corridor.

Figure 3.5b illustrates the existing conditions of the undeveloped space currently owned by Curry Honda and IDN. This undeveloped space is approximately 32'-wide, 13' of which is located on Curry Honda property and 19'on IDN property. Similar to the topography in Focus Area 10, the topography in this corridor is also varied with an elevation that ranges from 1006 on the Curry Honda property to 1018 on the IDN property, and 1005 on Broad Street.

Figure 3.5b – Section ⑧ Existing Condition

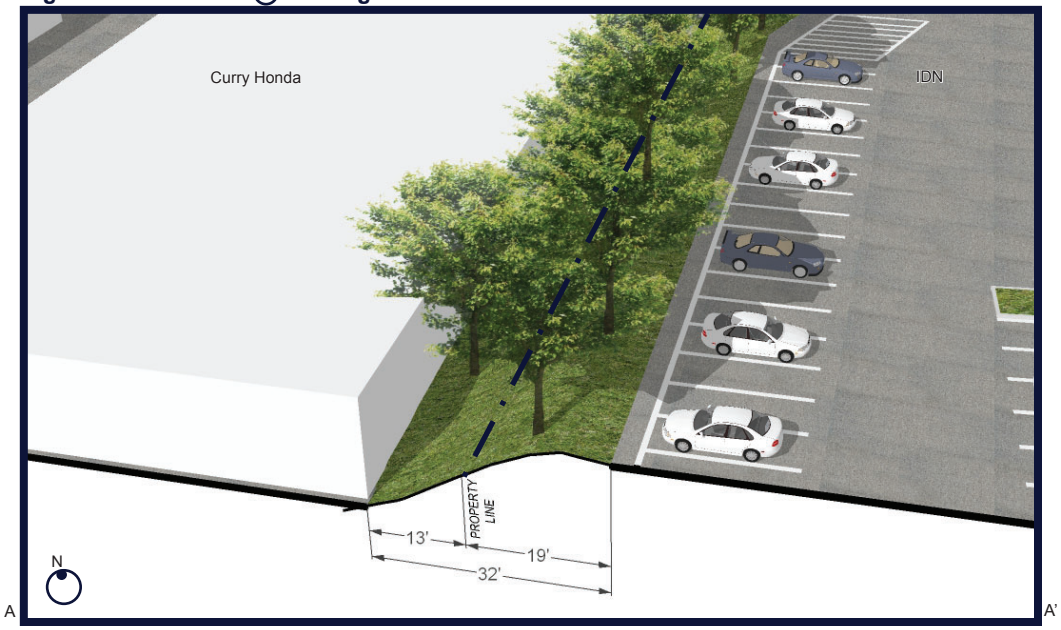
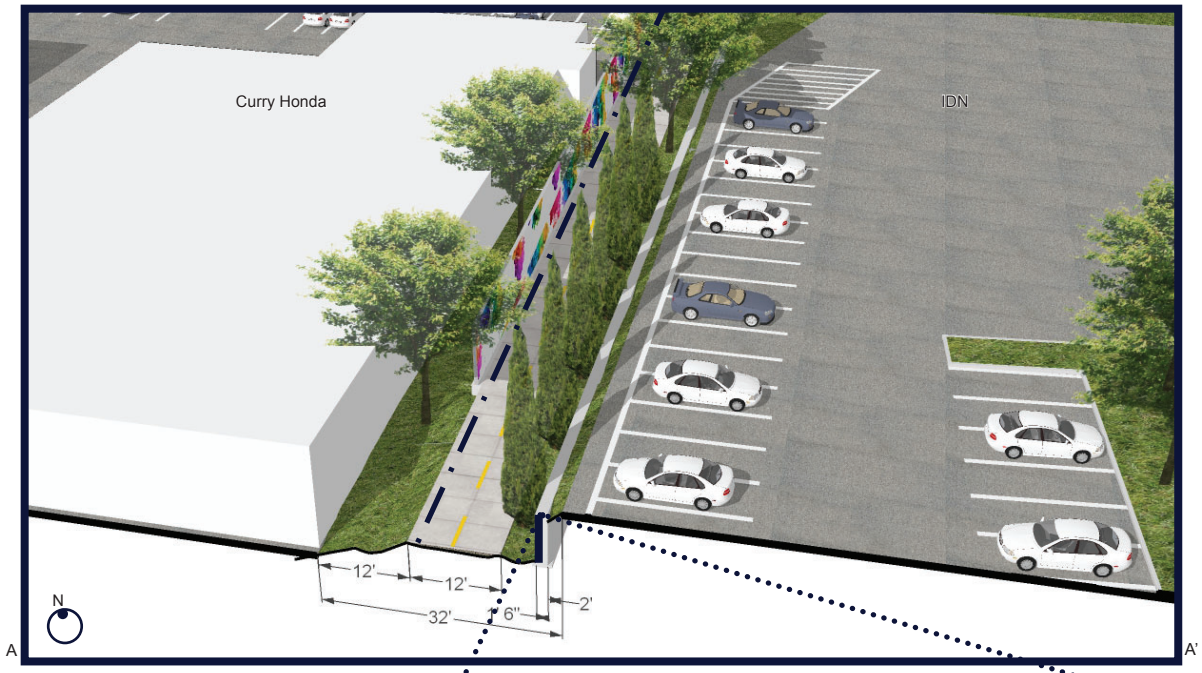


Figure 3.5c – Section ⑧ Proposed Condition



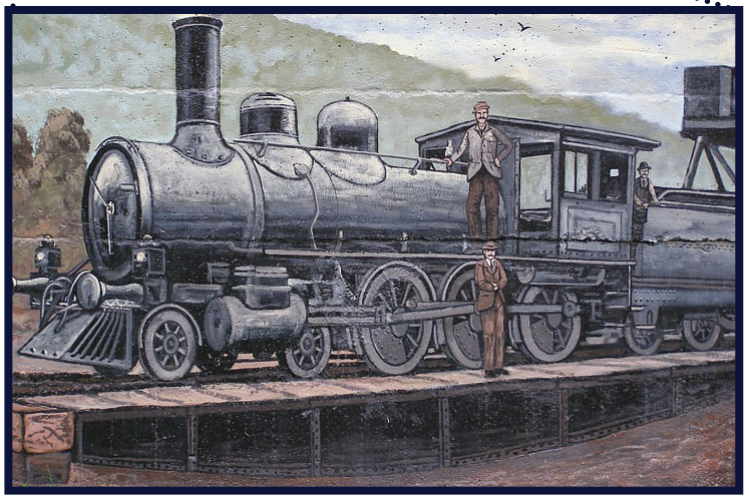


Figure 3.5e – Historic Railroad Art Mural

Figure 3.5c illustrates an approach to implementing the Rail-Trail through this corridor. This approach is based on building the Rail-Trail from the at-grade crossing elevation along Broad Street and within the 32' undeveloped space without impacting existing Honda Curry and IDN infrastructure.

Building the Rail-Trail based on this approach would require cutting into the existing slope and building two retaining walls. One on the north side of the Rail-Trail that would range in height from 2' to 8' and one on the south side of the Rail-Trail that would range in height from 2' to 12'. Green infrastructure could be placed on the north side of the space to help address water quantity and quality.

Artful screening could be placed along the north side of the Rail-Trail to block views into the Honda Curry service area and parking lots as shown in Figure 3.5d below. Additionally, the retaining walls could provide an opportunity for historic public art-murals as illustrated in Figure 3.5e

Figure 3.5d - Artful Screen

Figure 3.5f – Section ⑨Existing Condition

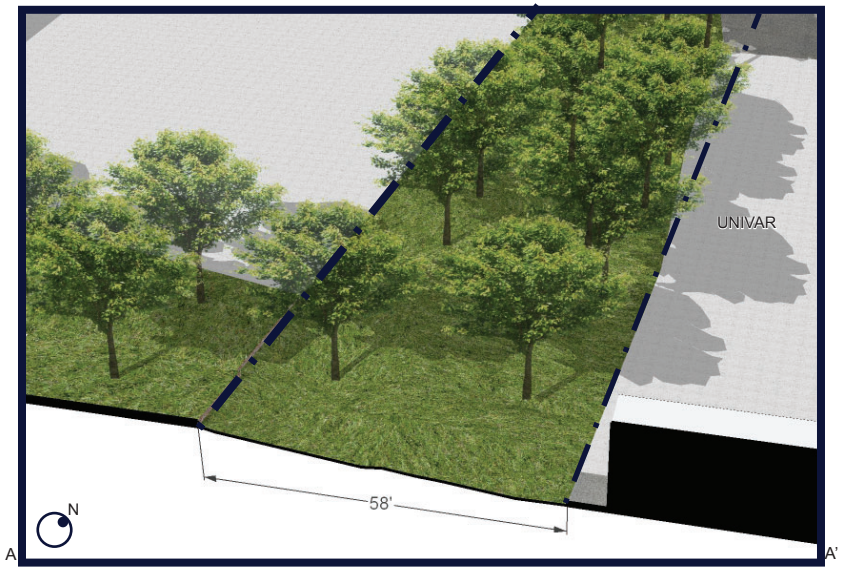


Figure 3.5g – Section ⑨Proposed Condition

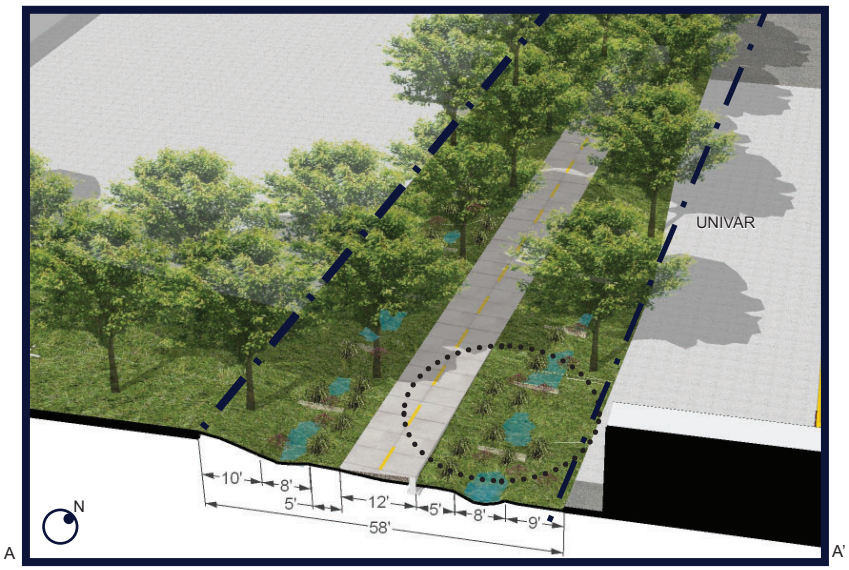


Figure 3.5f illustrates the existing conditions of the undeveloped corridor on the UNIVAR property. This undeveloped space is approximately 58' wide and unlike the previous location, is relatively flat as it approaches Ingersoll Rand Drive.

Figure 3.5g illustrates an approach to connecting the Rail-Trail through the UNIVAR property. This approach suggests placing the Rail-Trail in the center of the space allowing for sufficient space on either side of the Rail-Trail. This alignment aims to preserve as many trees as possible.

Green infrastructure, such as the swales and rain gardens illustrated in Figure 3.5h, could be placed on both sides of the Rail-Trail. These parallel swales could serve to strengthen the linear park design of the Rail-Trail while enhancing wildlife habitat and providing stormwater runoff filtration. Additionally, should the properties adjacent to the suggested Rail-Trail alignment redevelop into residential areas, the spaces adjacent to the Rail-Trail could be spatially programed with park amenities and facilities consistent with the preferences and needs of residents.

Figure 3.5h – Stormwater swale

Once the Rail-Trail exits the UNIVAR property, it is proposed to enter the Ingersoll Rand Drive R.O.W. Figure 3.5i illustrates the existing conditions of the R.O.W.

The 50' R.O.W. consists of a 5'-wide walkway, 5'-wide landscape buffer with shade trees, and 8'-wide on-street parking on the east side of the road, with two 11'-wide travel lanes, and a 10'-wide undeveloped space on the west side of the road.

Figure 3.5i – Section (10) Existing Condition

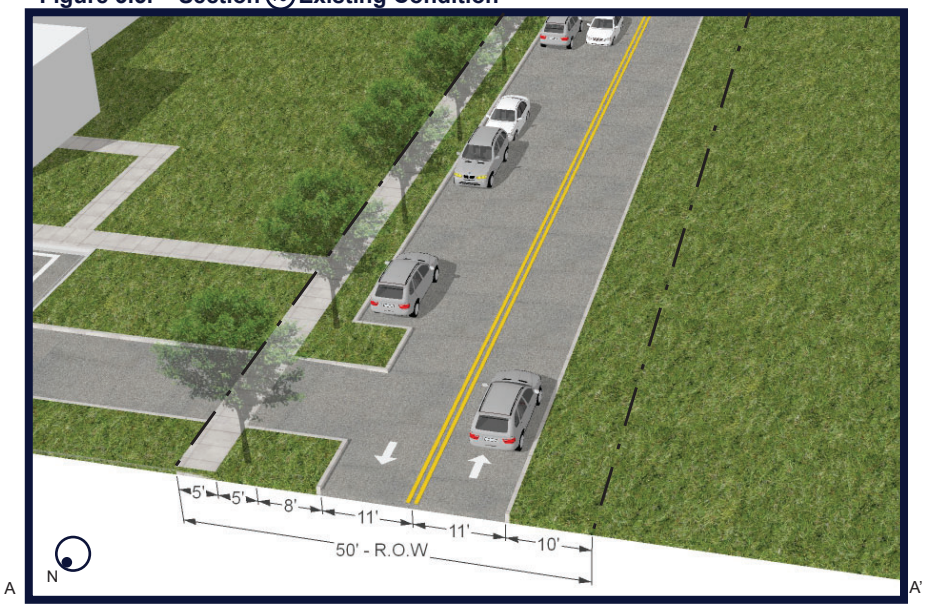


Figure 3.5j illustrates how Ingersoll Rand Drive could be modified to facilitate the implementation of the Rail-Trail.

The two 11'-wide travel lanes are proposed to remain with an additional 8'-wide on-street parking lane and 5'-wide landscape buffer with shade trees on the west side of the road. The Rail-Trail is proposed to occupy an additional 15', which will be provided by the future developer of the site.

Figure 3.5j – Section (10) Proposed Condition

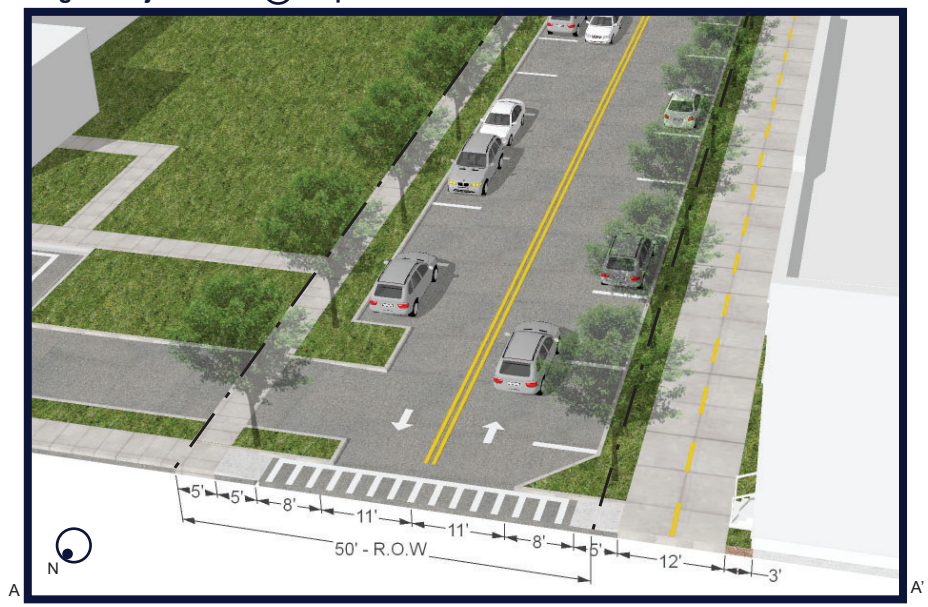


Figure 3.5k – Section (11) Existing Condition

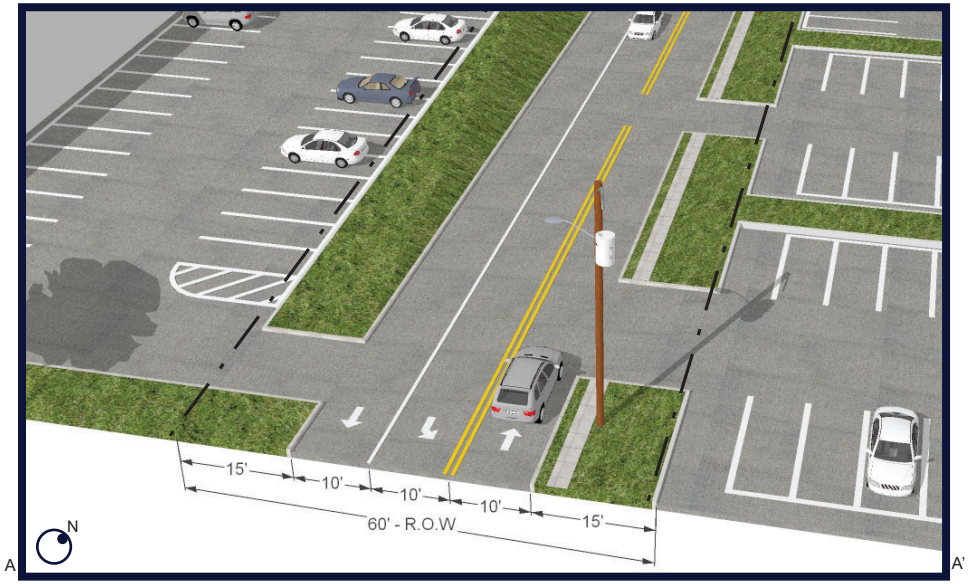


Figure 3.5l – Section (11) Proposed Condition

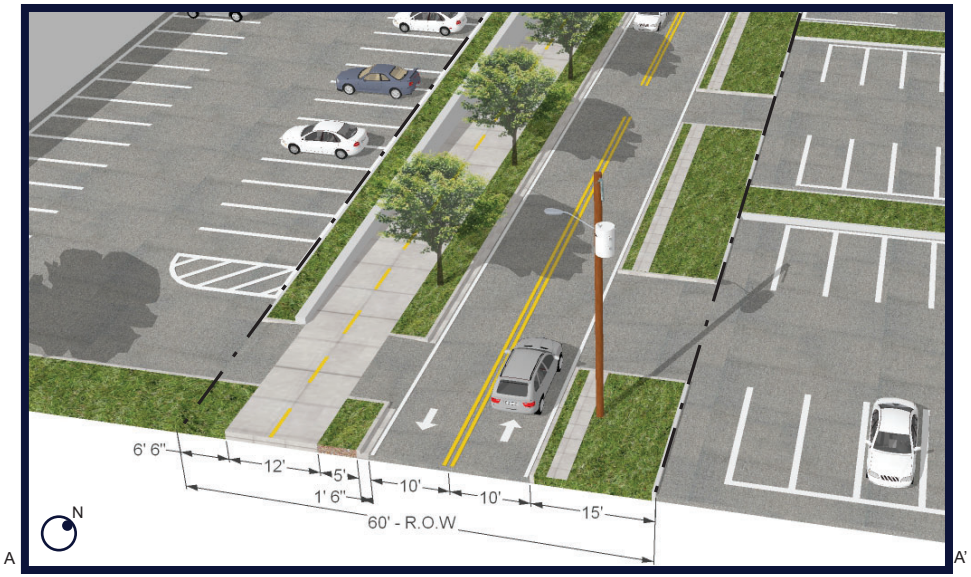


Figure 3.5k illustrates the existing conditions of the alternative route proposed to extend the Rail-Trail east/southeast from Broad Street to Peachtree Road. This alternative route is proposed within the Broad Street R.O.W. The 60' R.O.W. is made up of a 30' roadway with three 10'-wide travel lanes. On either side, 15' landscaped buffers line the corridor. Within the 15' landscaped buffers of the R.O.W. are power lines, parking lots, and a variety of deciduous and evergreen trees.

Figure 3.5l illustrates the proposed design for the alternative Rail-Trail alignment along Broad Street. The Rail-Trail would be located on the west side of the roadway, which has less power poles. The existing three lane road is proposed to be reduced to a two lane road with 10'-wide lanes to make space for the 12'-wide Rail-Trail and a 5' landscape buffer with shade trees.

A retaining wall that ranges from 2' to 12'-high would be required to build the trail along the Broad Street R.O.W. as it connects to the Rail-Trail alignment discussed in Focus Area 3. Figure 3.5m below illustrates this connection and wall.

Figure 3.5m - Rail-Trail Connection along Broad Street

Figure 3.5n – Extents of Shared-Used Streets

A third option considers transforming Broad Street into a Shared-Use Street. This transformation could take place from where the Rail-Trail emerges from the alignment discussed in Focus Area 3, north to Peachtree Road and east along Irvindale Way as illustrated in Figure 3.5n. This would allow pedestrians, cyclists, and vehicles to share the space in a calm and safe manner.

Figure 3.5o provides an illustration of a Shared-Use Street. This type of street would only be appropriate once the area redevelops into a more walkable, pedestrian-oriented environment.

Figure 3.5o - Illustration of a Shared-Use Street

3.6 Focus Area 12 - Peachtree Road

Focus Area 12 explores the extension of the Rail-Trail along Peachtree Road. The Rail-Trail would extend between Chamblee Dunwoody Road and Ingersoll Rand Drive, as illustrated in Figure 3.6a. The Rail-Trail would use land owned by the DDA to connect from Peachtree Road down to the Rail-Trail extension along Chamblee Dunwoody Road.

Figure 3.6b illustrates how an ADA accessible Rail-Trail spur could be placed along the western edge of the DDA property to connect the Peachtree Road and Chamblee Dunwoody Road Rail-Trail segments.

A 22'-wide corridor would be the minimum space required to route the trail through this space - 12' for the Rail-Trail and two 5'-wide landscape buffers on either side.

A pocket park could be located next to where the Rail-Trail spur meets the Chamblee Dunwoody Road Rail-Trail segment. Similar to the pocket park discussed in Focus Area 1, this pocket park could also become a sculptural park based on it's high visibility.

Figure 3.6a – Rail-Trail Concept Graphic Location Key

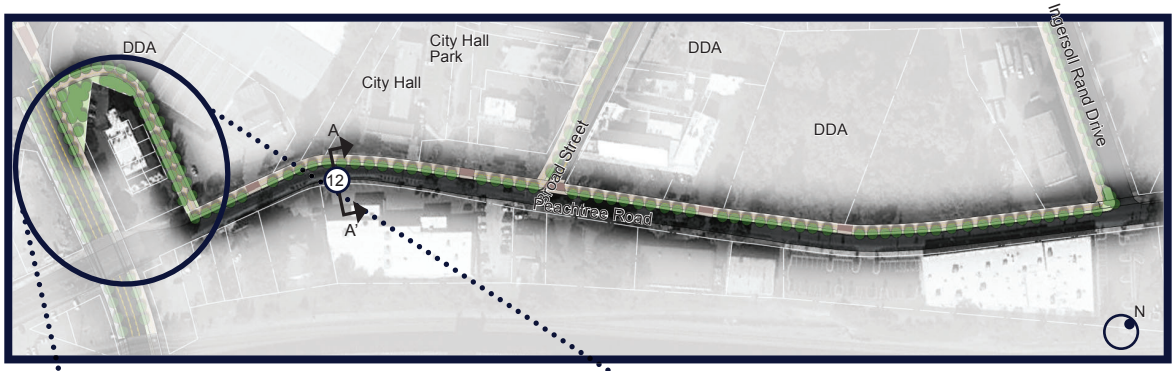


Figure 3.6b – Proposed Rail-Trail Connection from Peachtree Road to Chamblee Dunwoody Road

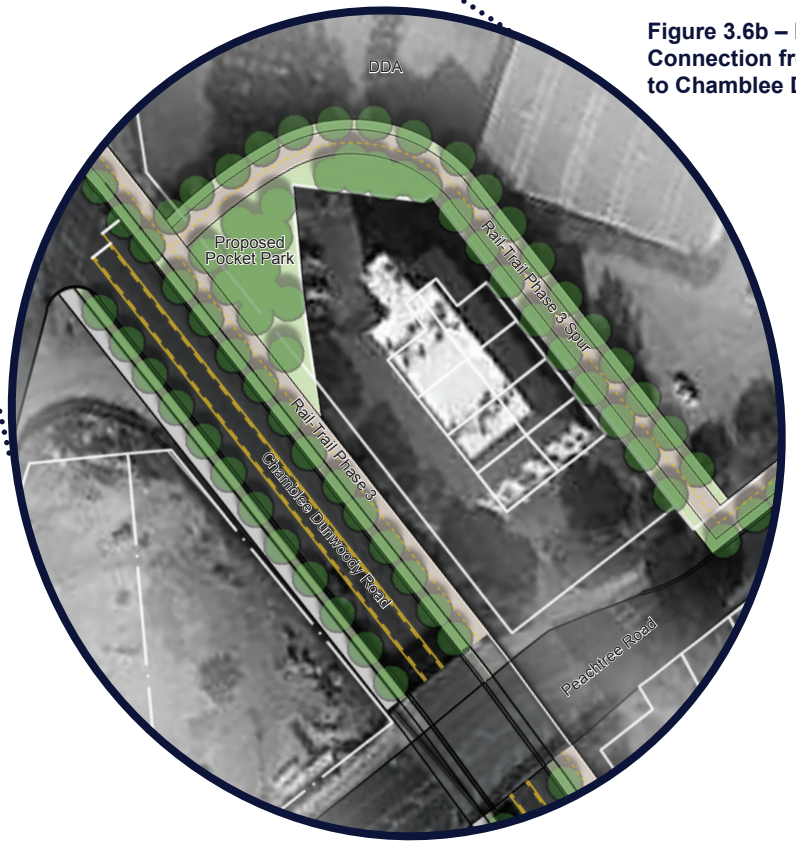


Figure 3.6b illustrates the existing conditions of the Peachtree Road Street section. The 45'-wide R.O.W. consists of two 6' wide concrete sidewalks, 28'-wide roadway with two travel lanes, and landscape buffers that range from 1'-3" to 3'-6"-wide.

Figure 3.6c illustrates how the R.O.W could be modified to facilitate the implementation of the Rail-Trail. The roadway would be reduced to 22'-wide and the curb on the north side of the road would be moved to facilitate the implementation of a 5'-6"-wide landscape buffer with shade trees and the 12'-wide Rail-Trail. 1'-3" would be required from adjacent properties to facilitate the implementation of the Rail-Trail as designed.

Figure 3.6b – Section ⑫ Existing Condition

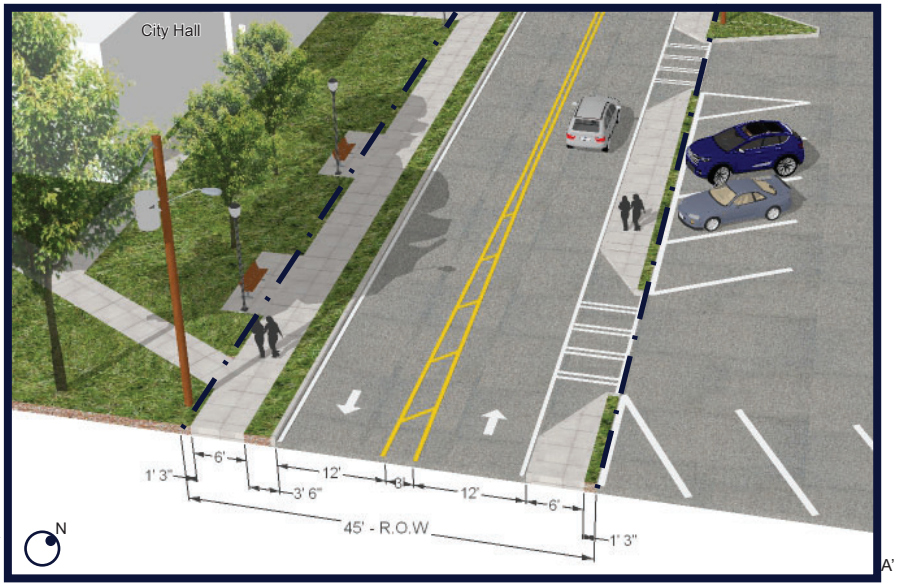
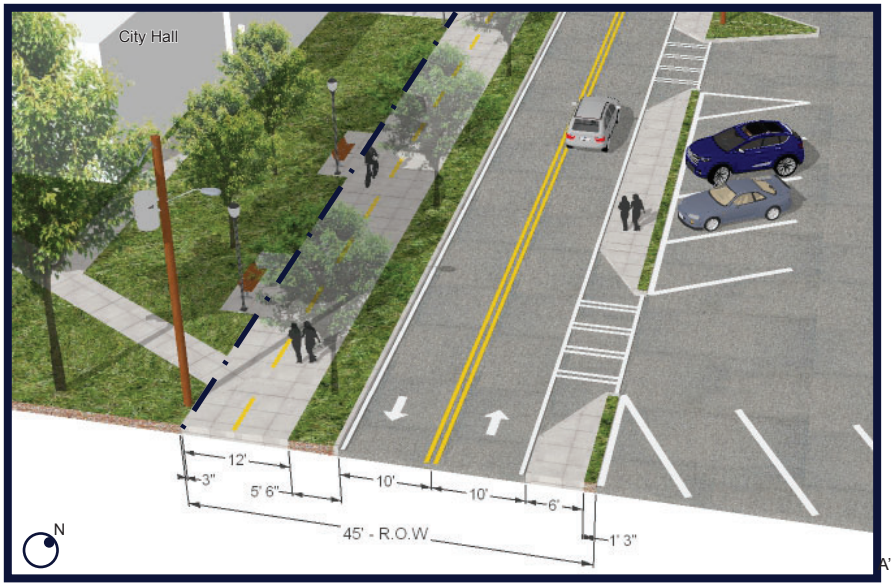


Figure 3.6c – Section ⑫ Proposed Condition



3.7 Focus Area 13 - New Peachtree Road

Focus Area 13 explores the extension of the Rail-Trail along New Peachtree Road from Chamblee Dunwoody Road southwest to Chamblee Tucker Road and through/over the railroad. Figure 3.7a illustrates various areas of the corridor that are described in the following pages. They include a bridge over the railroad and a connection through the Chamblee MARTA Station that would connect Phase 2 of the Rail-Trail to Phase 3, and two design concepts for implementing the Rail-Tail along New Peachtree Road.

Figure 3.7b illustrates a concept for a pedestrian and cycle bridge over the railroad. The bridge would connect Phase 2 of the Rail-Trail from Pierce Drive to a proposed Phase 3 extension along Hood Avenue. The proposed 130' long bridge would need a vertical clearance of 22' over the railroad. Ramps leading up to the bridge could be designed at an 8 percent slope with landings every 30'. This would require ramps that are a minimum of 320' long on the north and south sides of the railroads. Figure 3.7b proposes these ramps within MARTA and City R.O.W.

Figure 3.7b – Pedestrian + Bicycle Bridge Over Railroad

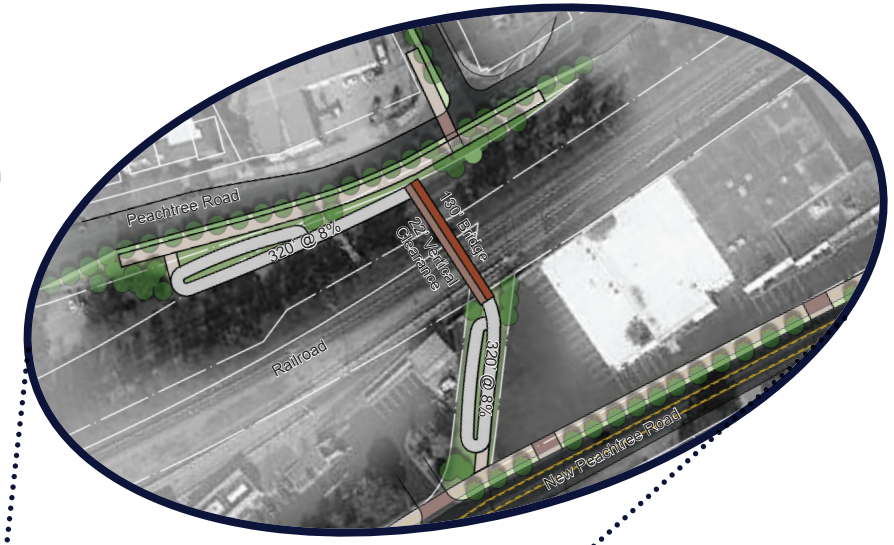
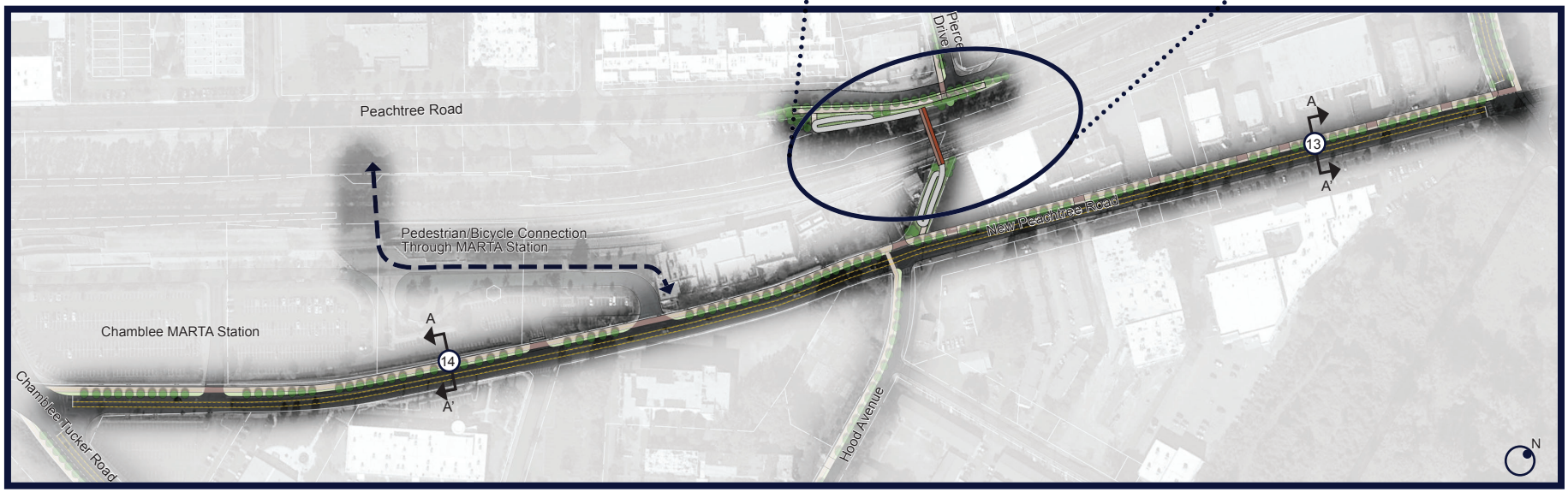


Figure 3.7a – Rail-Trail Concept Graphic Location Key



Figures 3.7c-3.7d illustrate ideas for how toll gates in the Chamblee MARTA Station could potentially be modified to facilitate pedestrian and cycle connectivity through the station. Specifically, the images propose placing control access points at each of the three locations where passengers can access the platform level - the escalator, the stairs, and the elevator.

Alternatively, toll gates could be placed in such a way that they provide access to more than one platform access point. For example, one set of toll gates could be designed to provide access to both the elevator and the escalator while another set of toll gates could be designed to provide access to the stairs. Providing these specific access points would allow the gates that surround the internal MARTA plaza to be removed and allow Chamblee residents and visitors to travel through the station enhancing connectivity for the Chamblee areas located North and South of MARTA. The City should continue to coordinate with MARTA to explore what improvements would be permissible by MARTA.

Figure 3.7c – Potential Chamblee MARTA Station Improvements

Figure 3.7d – Potential Chamblee MARTA Station Improvements

Figure 3.7e – Section (13) Existing Condition

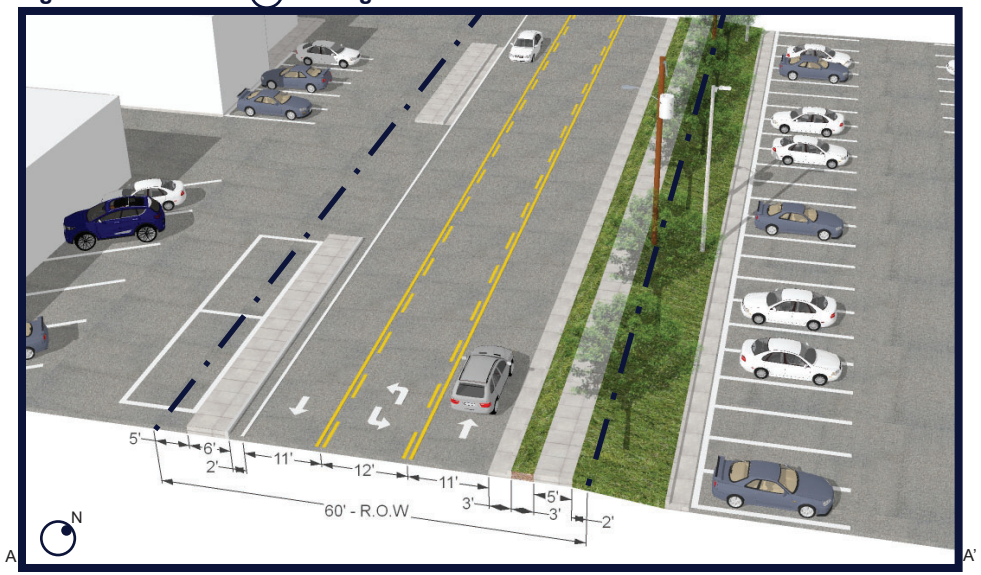


Figure 3.7e illustrates the existing conditions of New Peachtree Road east of Hood Avenue. The 60'R.O.W. contains three lanes, two that are 11'-wide and a center turn lane that is 12'-wide. The north side of the road is characterized by suburban style buildings and parking lots with multiple curb cuts. The south side of the road has less curb cuts and has power lines. 5' and 6'-wide sidewalks are located on the north and south sides of the road respectively.

Figure 3.7f – Section (13) Proposed Condition

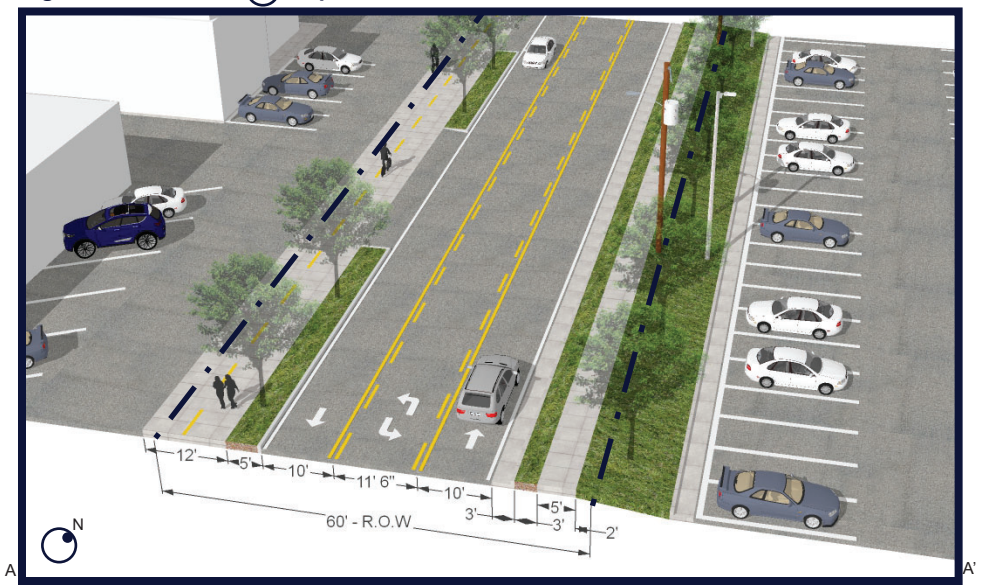


Figure 3.7f illustrates how New Peachtree Road could be modified to facilitate the implementation of the Rail-Trail. The Rail-Trail would be located on the north side of the road-way, which has less power lines. The curb on the north side of the road would be moved to reduce existing travel lanes widths to 10'-wide and the turn lane to 11'-6"-wide. This would provide additional new found space to implement a 5'-wide landscape buffer and the 12'-wide Rail-Trail. 2' of the Rail-Trail, however, would have to be located outside of the R.O.W. on adjacent property.

Figure 3.7g – Section (14) Existing Condition

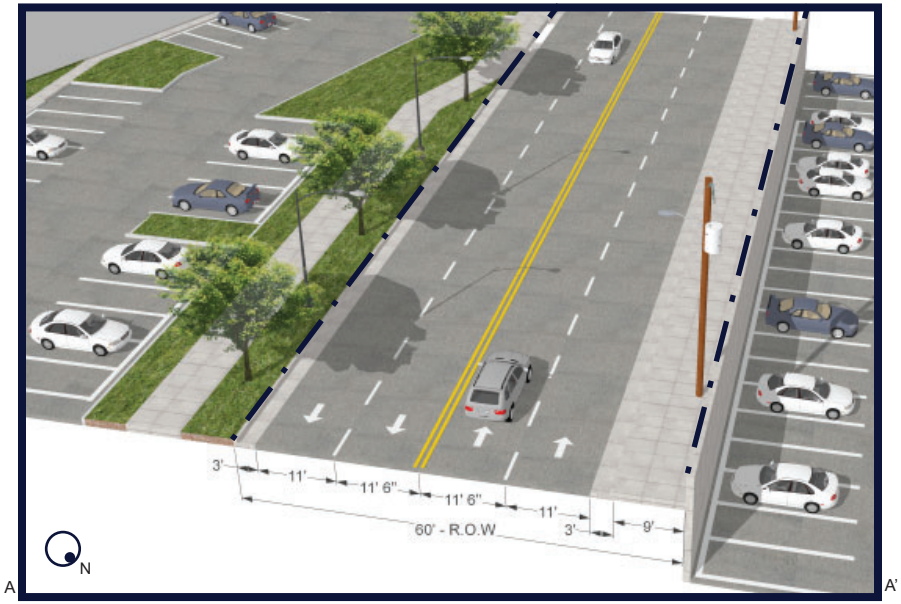


Figure 3.7g illustrates the existing condition of New Peachtree Road west of Hood Avenue. The R.O.W. is approximately 60'-wide with four travel lanes, two that are 11'-wide, two that are 11'-6"-wide, and power lines along the north side of the R.O.W. The south side of the road has a landscape buffer and a side-walk that is outside the R.O.W. The north side of the road has a 9'-wide sidewalk.

A

Similar to Chamblee Dunwoody Road, two approaches are illustrated in Figures 3.7h and 3.7i for implementing the Rail-Trail along New Peachtree Road along the north side of the road. Figure 3.7h illustrates a Phase 1 that reduces vehicular lanes from four lanes to three lanes and reduces the width of the lanes from 11'-wide to 10'. This reduction in the number of lanes and lane widths allow space for an 8'-wide corridor for cyclists and an 5'-6"-wide buffer. Planters can be incorporated into the buffer area to provide a physical and aesthetic separation between moving traffic and cyclists.

Figure 3.7i illustrates a more permanent and potential future build out of New Peachtree Road. Similar to Phase 1, the number of vehicular lanes are reduced from four lanes to three lanes and the width of the lanes from 11'-wide to 10'-wide. A 12'-wide multipurpose trail is proposed on the north side with a 5'-wide landscape buffer.

Figure 3.7h – Section (14) Proposed Condition Phase 1

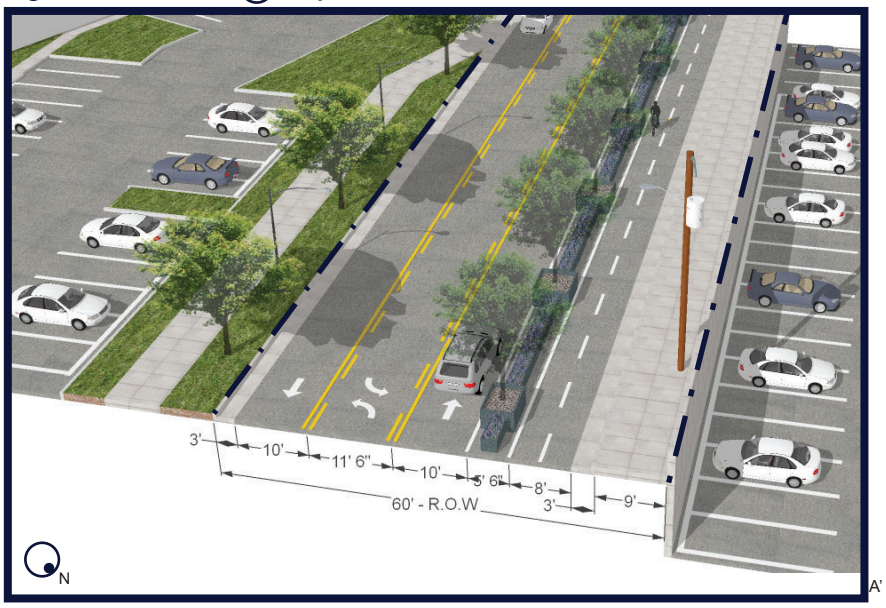
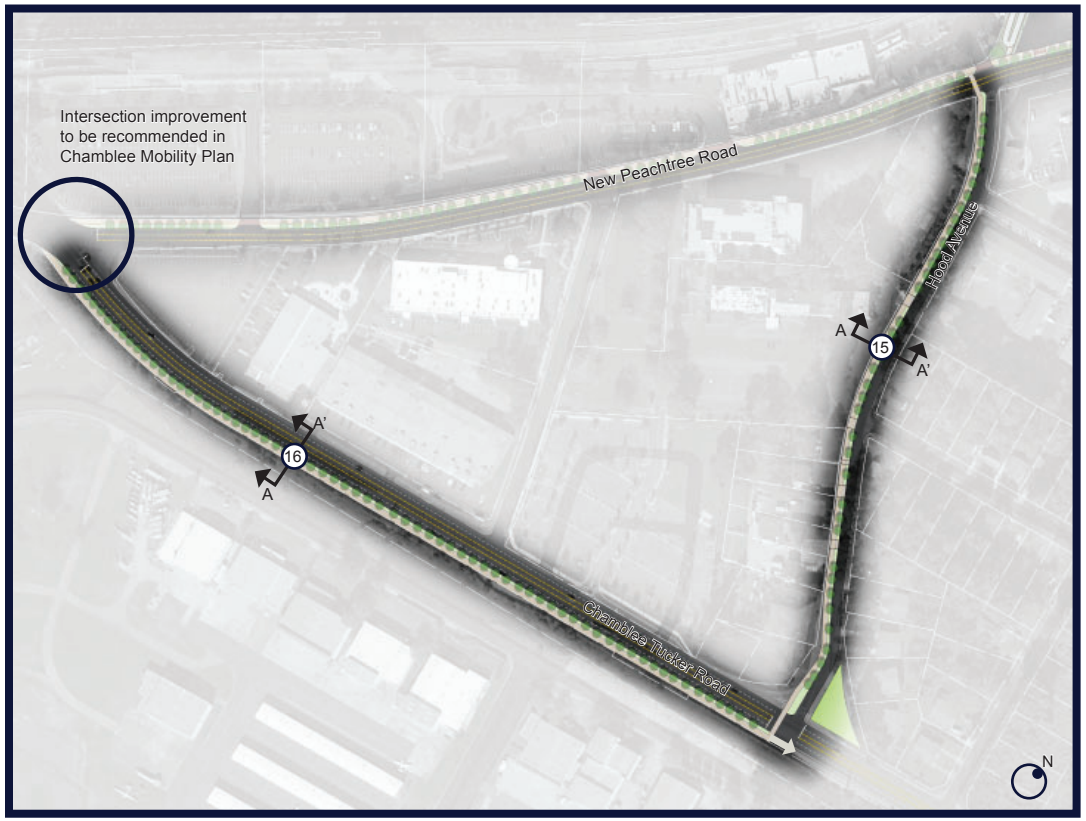


Figure 3.7i – Section (14) Proposed Condition Phase 2

Figure 3.8a – Rail-Trail Concept Graphic Location Key



3.8 Focus Area 14 - Hood Avenue + Chamblee Tucker Road

Focus Area 14 explores concepts for extending the Rail-Trail south through Hood Avenue and along Chamblee Tucker Road. These connections are critical for overall trail connectivity in Chamblee. They will allow the Rail-Trail to eventually connect to the Peachtree Creek Greenway, PATH 400, and the Atlanta BeltLine. Additionally, these connections will also allow residents and businesses along Buford Highway to connect to downtown Chamblee and the Chamble MARTA Station.

As illustrated in Figure 3.8a, the Rail-Trail would be implemented mostly along the public R.O.W. Additionally, the Hood Avenue and Chamblee Tucker Road intersection would be enhanced by removing the free-flow right turn lane and reducing the width of the pedestrian crosswalk. A controlled intersection such as a H.A.W.K. or traffic signal with a pedestrian activated crossing signal would have to be installed for pedestrians to safely cross Chamblee Tucker Road and New Peachtree Road. The Chamblee Mobility Plan will provide recommendations for how the Rail-Trail should cross the New Peachtree Road and Chamblee Tucker Road intersection.

Figure 3.8b – Section (15) Existing Condition

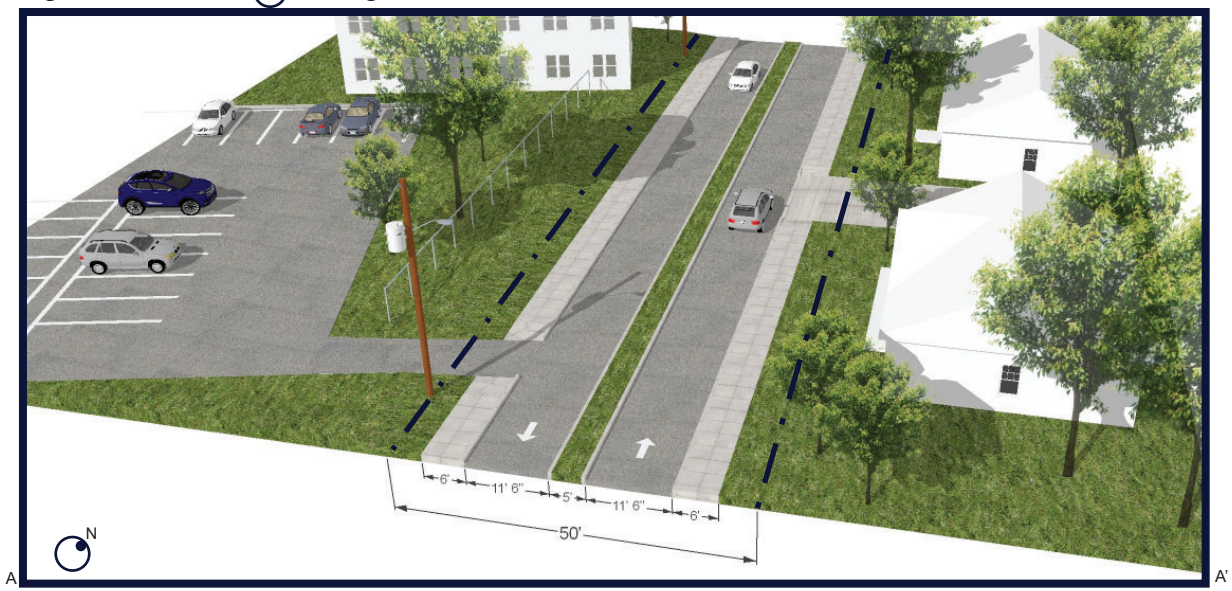


Figure 3.8b illustrates the existing conditions of Hood Avenue. The roadway has a 50' R.O.W. comprised of two 11'-6"-wide travel lanes, a 5'-wide grass median, and 6'-wide sidewalks walks on both sides of the road.

Hood Avenue has less vehicular traffic than most roads in the Study Area. However, the City is currently receiving various redevelopment proposals for properties along the street which may not only change the character of the street but also increase vehicular traffic along it.

Figure 3.8c – Section (15) Proposed Condition

Figure 3.8c shows how the Rail-Trail could be implemented along Hood Avenue. The concept suggests adding a multipurpose trail along the west side of the road.

In order to implement this concept, the central median is removed and travel lanes are reduced from 11'-6" to 10'-wide. The space saved by the removal of the median and reduced traffic lane widths allows space for the trail and a 5'-wide landscape buffer with shade trees. On-street parking, a 5'-wide landscape buffer, and a 5'-wide sidewalk is proposed on the east side of the street, which would require approximately 5' from the adjacent property.

Figure 3.8d – Section (16) Existing Conditions

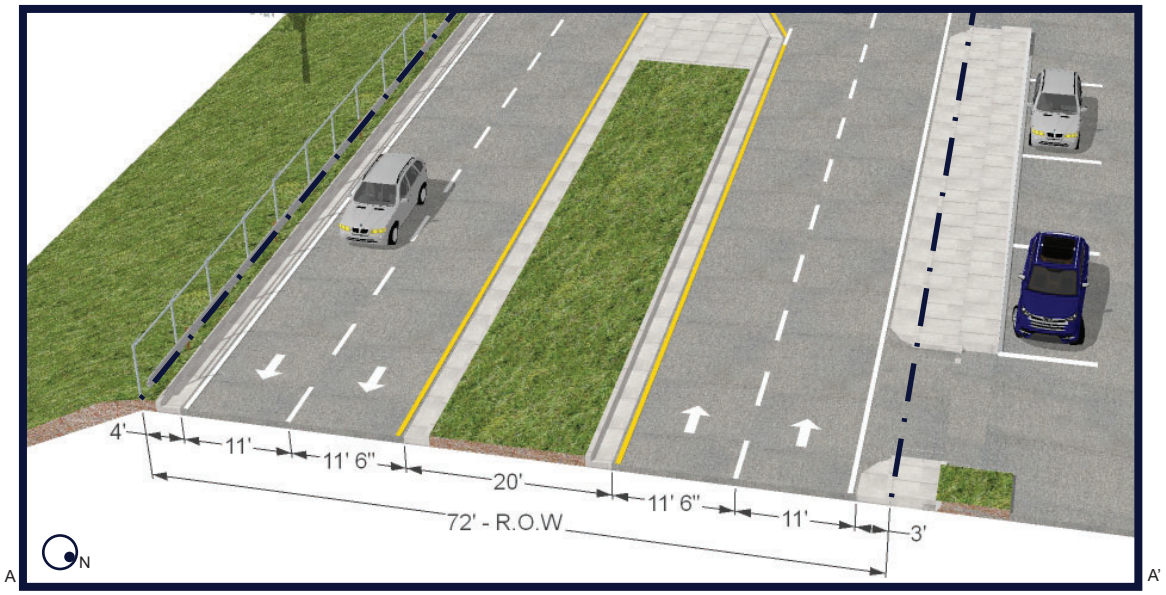


Figure 3.8d shows the existing conditions of Chamblee Tucker Road. The 72'-wide R.O.W. is comprised of four 11 to 11'-6"-wide travel lanes, 2 in each direction, and a 20'-wide grass median with a turning lane. Currently, there is a walkway on the north side of the road.

Figure 3.8e – Section (16) Proposed Condition

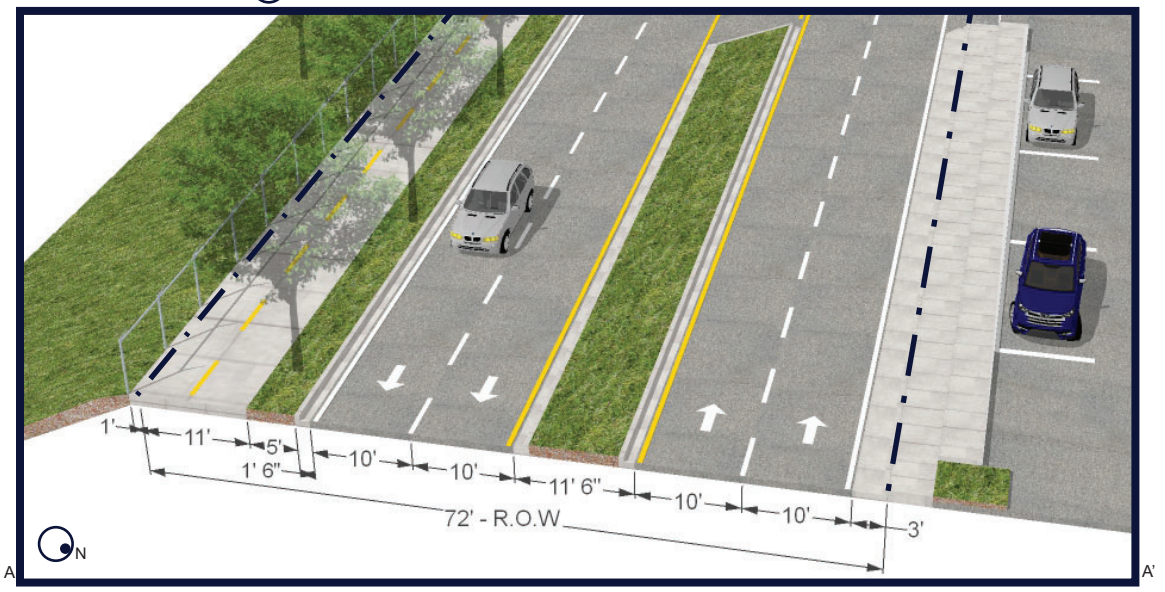


Figure 3.8e illustrates how the Rail-Trail could be implemented along Chamblee Tucker Road. The proposed concept suggests reducing the width of the central median from 20'-wide to 11'-6"-wide and reducing travel lane widths from 11'-6" to 10'-wide.

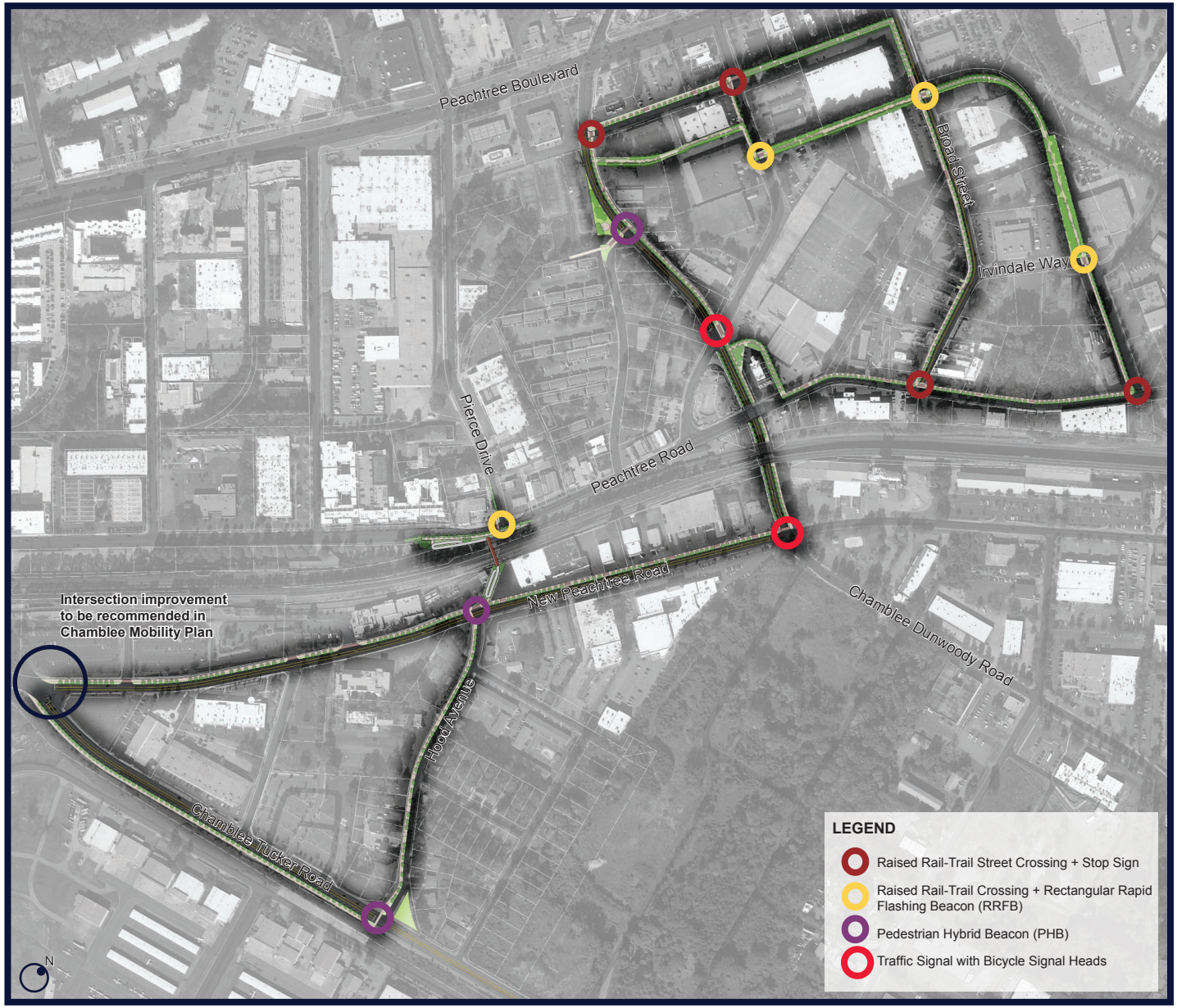
The space saved by the removal of the median and reduced travel lane widths allow space for the implementation of the 12'-wide Rail-Trail and a 6'0wide landscape buffer with shade trees along the south side of the road.

3.9 Rail-Trail Roadway Intersection Crossings

Critical to the success and cohesion of the Rail-Trail will be the ability for trail users to safely and comfortably cross the streets and driveways that traverse the proposed Rail-Trail Phase 3 routes. In order to facilitate safe and comfortable crossings, a variety of crossings are proposed in the Study Area.

Figure 3.9a identifies the locations and types of crossings that are proposed. These proposed crossings are based on the existing conditions of the intersections in the Study Area. As the area redevelops and traffic potentially increases, these recommendations may have to be reevaluated based on a variety of vehicle and pedestrian mobility factors including but not limited to traffic volumes, traffic speeds, pedestrian and cyclist volumes, and accidents.

Figure 3.9a – Proposed Rail-Trail Phase 3 Road Crossings



All Rail-Trail crossings should include high-visibility elements such as branded crosswalks, trail crossing signs, and elevated crossings wherever possible to maximize the safety of crossing Rail-Trail users. Branded crosswalks also provide the City with an opportunity for public art. Figures 3.9b - 3.9c provide examples of some of these elements.

Figure 3.9b - Colored Elevated Trail Crossing

Figure 3.9c - Branded Crosswalk as Public Art

The following pages provide additional information about the specific type of Rail-Trail crossings proposed in the Study Area. As the Rail-Trail is implemented, these recommendations should be confirmed based on the vehicle and pedestrian mobility factors outlined previously.

Rectangular Rapid Flashing Beacon (RRFB) + Raised Trail Crossing

An active warning beacon, such as the Rectangular Rapid Flashing Beacon (RRFB) is proposed where the Rail-Trail crosses a street mid-block or at key unsignalized intersections. RRFB can be activated manually by pedestrians with a push-button or passively by a pedestrian detection system. Specifically, these are proposed at:

- Rail-Trail + American Industrial Way
- Rail-Trail + Broad Street
- Rail-Trail + Irvindale Way
- Rail-Trail + Pierce Drive

The RRFB should be combined with a raised crossing and branded crosswalk to visually and physically alert motorist of the trail crossing.

Pedestrian Hybrid Beacon (PHB)

A Pedestrian Hybrid Beacon (PHB) is proposed at Rail-Trail crossings where a conventional traffic signal may not be warranted but traffic volumes, speeds, and crossing distances are unsafe for pedestrians and cyclist to cross unsignalized. PHBs are a candidate crossing signal for roads with:

- Three or more lanes that generally have annual average daily traffic (AADT) above 9,000.
- Midblock and intersection crossings where the roadway speed limits are equal to or greater than 40 miles per hour.

High-Intensity Activated crossWalK beacons (H.A.W.Ks) are a type of PHB that are used successfully in the Atlanta Metro area. H.A.W.Ks are proposed in the following Rail-Trail crossings:

- Rail-Trail + Chamblee Dunwoody Road
- Hood Avenue + New Peachtree Road
- Hood Avenue + Chamblee Tucker Road

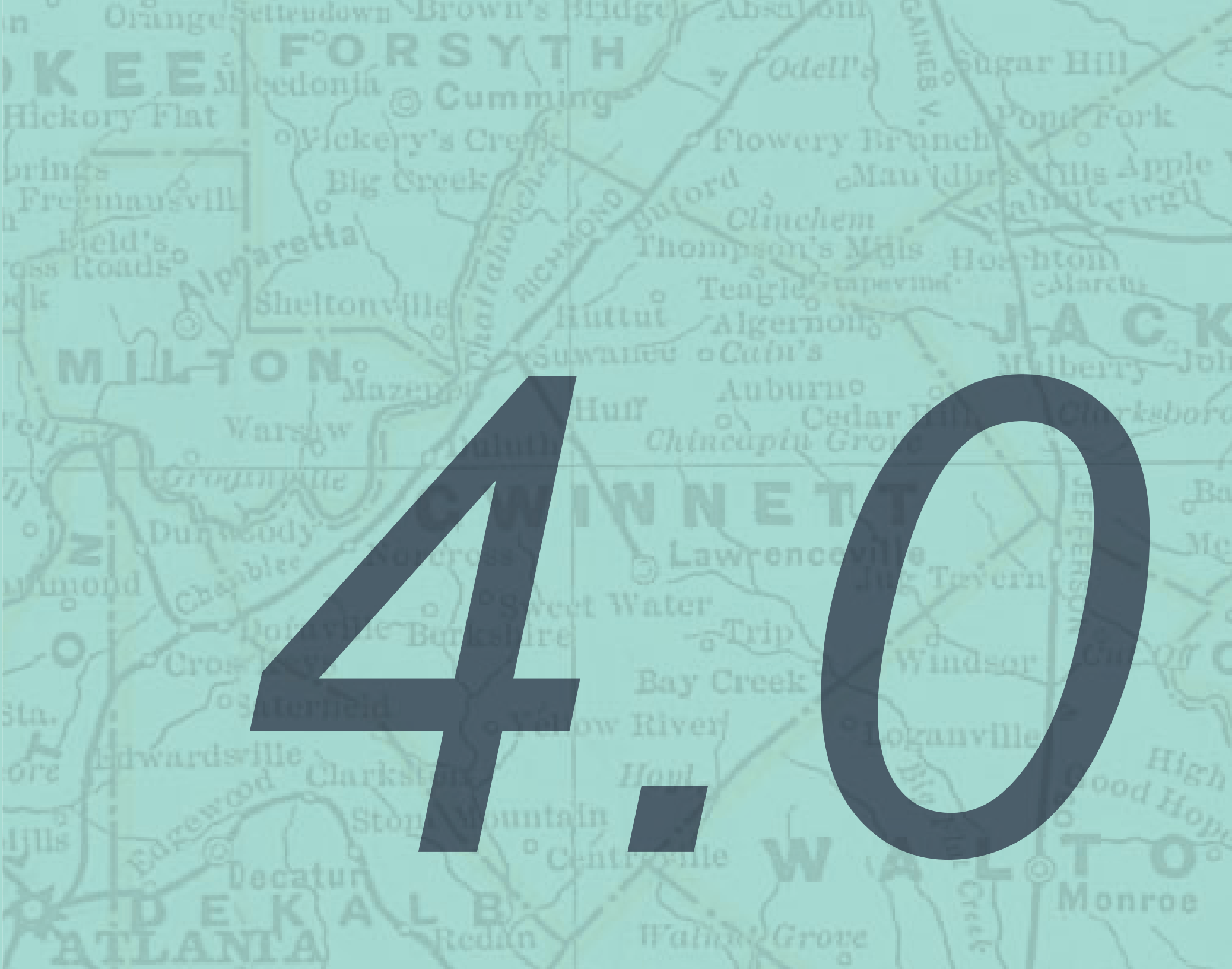
Bicycle Signals at Signalized Intersections

Bicycle crossing signals are proposed at intersections in the Study Area that are currently signalized. These are:

- Chamblee Dunwoody Road + American Industrial Way
- Chamblee Dunwoody Road + New Peachtree Road

Bicycle signals provide users with a variety of benefits including:

- Make crossing intersections safer by clarifying when to enter an intersection.
- Limiting conflicts between cyclist and vehicles by restricting vehicle movements.
- Reducing the stress and delay for a crossing bicyclist, and discourage illegal and unsafe crossing maneuvers.


4.0

Implementation Plan

4.0 Implementation Plan

Based on the Concept Plan, the Implementation Plan for the Chamblee Rail-Trail Phase 3 includes an opinion of probable construction costs as well as an implementation strategy.

4.1 Opinion of Probable Cost

Figure 4.1b provides a summary of the Opinion of Probable Construction Costs for Phase 3 of the Rail-Trail. These costs summaries reference Figure 4.1a and are conceptual estimates that consider trail and streetscape construction costs such as grading, crosswalks, landscaping, hardscapes, traffic markings, lighting, railings, retaining walls, and design and engineering costs. The estimates also include a 20 percent contingency. Opinion of Probable Costs with more detail can be found in the appendix. R.O.W. costs are not considered in these estimates.

Figure 4.1a – Phase 3 Rail-Trail Segment Construction Costs

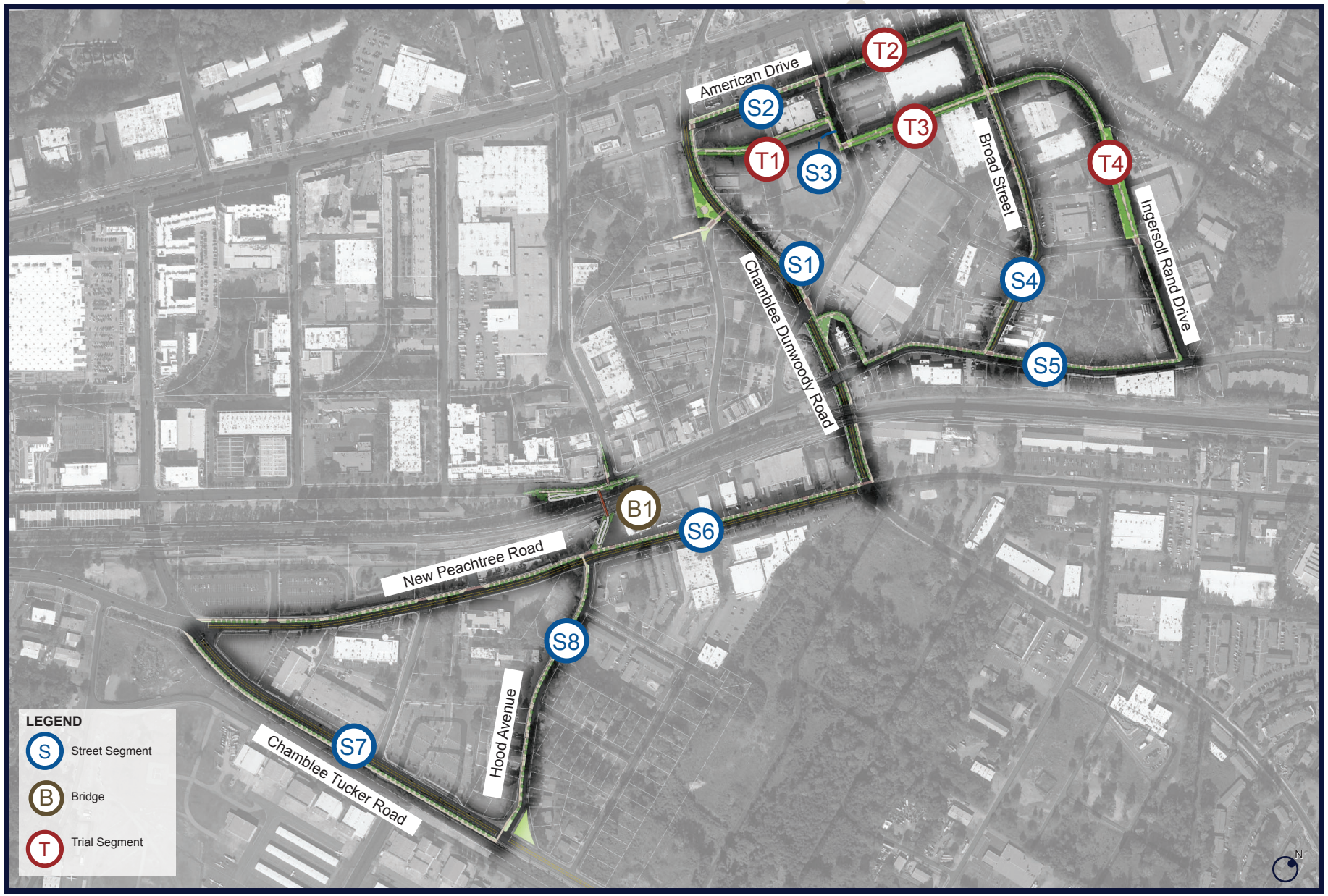


Figure 4.1b – Rail-Trail Phase 3 Opinion of Probable Cost Summary

Project ID	Project Name	Description	Engineering/ Design Costs	Required ROW Anticipated	Construction Costs
S1	Street Segment 1	Implement 12' path, landscaping, lighting, park space, raised crosswalk and driveway realignment on Chamblee Dunwoody Road between New Peachtree Road to American Drive.	$109,500	Yes	$910,112
S1-Temp	*Street Segment 1*	*Phase 1 - Roadway re-striping, planters, and landscaping.*	*$67,043*	*No*	*$558,694*
S2	Street Segment 2	Implement 12' path, landscaping, raised crosswalk and driveway reconstruction.	$38,500	Yes	$317,123
T1	Trail Segment 1	Implement 12' path, landscaping, lighting, retaining walls and railings	$77,00	Yes	$638,677
S3	Street Segment 3	Implement 12’ path, landscaping, lighting, raised crosswalk and driveway realignment/consolidation	$30,500	No	$251,077
T2	Trail Segment 2	Implement 12' path, landscaping, lighting, retaining walls and railings	$200,000	Yes	$1,665,112
T3	Trail Segment 3	Implement 12' path, landscaping, lighting, retaining walls and railings	$122,000	Yes	$1,014,607
S4	Street Segment 4	Implement 12’ path, landscaping, lighting, raised crosswalk and driveway realignment/consolidation	$68,00	Yes	$562,657
T4	Trail Segment 4	Implement 12' path, landscaping, lighting, retaining walls and railings	$138,000	Yes	$1,149,646
S5	Street Segment 5	Implement 12’ path, landscaping, lighting, parallel parking, raised crosswalk and driveway realignment/consolidation	$26,500	No	$218,126
S6	Street Segment 6	Implement 12’ path, landscaping, lighting, raised crosswalk and driveway realignment/consolidation	$141,500	Yes	$1,177,349
S6-Temp	*Street Segment 6*	*Phase 1 - Roadway re-stripping, planters, and landscaping.*	*$69,500*	*No*	*$575,904*
S7	Street Segment 7	Implement 12’ path, landscaping, lighting, raised crosswalk, median and driveway realignment/consolidation	$113,000	Yes	$939,230
S8	Street Segment 8	Implement 12’ path, landscaping, lighting, park space, raised crosswalks and roadway and driveway reconstruction	$87,500	Yes	$726,547
B1	Bridge Segment 1	Implement pedestrian bridge and ramps, path, landscaping, lighting, park space, and raised crosswalk.	$1,185,000	Yes	$9,871,445
Totals					**$19,441,709**

4.2 Funding Sources

Implementing projects such as the Rail-Trail, typically require a variety of funding sources over a number of years. Typically, these include:

Pay as you Go:

- General Fund/CIP
- Grants
- Community Improvement District
- Special Purpose Local Option Sales Tax (SPLOST)

Borrowing:

- General Obligation Bond
- Revenue Bonds

Partnerships:

- Businesses
- Agencies
- Developers
- Non-profit Organizations

Figure 4.2a contains a list of typical funding sources for walking and biking projects categorized by the time frame of implementation as well as the relative size of the project budget.

Additionally, Figure 4.2b identifies a variety of grants that the City should considering applying for. Grant amounts, match requirements, eligible elements, and application deadlines are also included in the figure.

Figure 4.2a – Available Grants + Grant Specifics

	Short Term Project < 2 years	Long term project > 2 years
Small Budget	• Neighborhood Association • Community Improvement District • Crowd sourcing • Non-Profit Grants • Impact Fees • Infrastructure Bonds • Governor's Office of Highway Safety • Local taxes • Local health departments • Foundation grants • Individual donors	Federal Transportation Funds Capital Improvement Budget Funds State Programs: • Georgia Department of Transportation • Recreational Trails Program (Department of Natural Resources) • Community Development Block Grant (CDBG)
Big Budget	• Foundation grants • Individual donors • Community Improvement Districts • Public-Private Partnerships • Infrastructure Bonds • Local taxes	• Federal Transportation Funds • Congressional Earmarks

Source: Atlanta Regional Commission, Walk Bike Thrive!: Atlanta Regional Bicycle & Pedestrian Plan (2016)

The funding options identified in Figure 4.3b are based on the City's eligibility to apply for the listed funding opportunities. Prior grant awards or current projects may affect the ability of the City to obtain the listed grants. Additionally, grant amounts are based on

Figure 4.2b – Available Grants + Grant Specifics

Funding Program	Grant Amount	Match Requirements	Types of Eligible Elements
Greenway & Trail Development			
LCI Implementation	>$1,000,000	20%	Proposed LCI infrastructure project funding amounts vary. Call for projects typically occur every two years and is projected for 2019.
Recreational Trails Program (RTP)	$100,000	20%	Trails and facilities that support trails such as restrooms, shelters, signage, support facilities, infrastructure, and design
Land & Water Conservation Fund (LWCF)	$200,000	100%	Trails, trailhead facilities, restrooms, shelters, signage, support facilities, infrastructure, and design
American Academy of Dermatology (AAD)	$8,000	0%	Shade structures
Urban & Community Forestry (U&CF)	$20,000	100%	Landscaping (tree planting)
Our Town Grant	$200,000	100%	Innovative public art projects
Transportation Alternative Program	$7,200,000	0%	Bicycle/pedestrian facilities, landscaping, and traffic calming
Stormwater/Water Quality/Environmental Education			
Section 319(h) Grants	$400,000	40%	Stormwater, water quality, and education projects
Pre-Disaster Mitigation	$3,000,000	25%	Stormwater including open space, and hardening
Urban Waters Grant	$60,000	5%	Signage, public education, and innovative water quality projects
Environmental Education Grants	$91,000	25%	Environmental education related facilities and programming

the maximum award possible. The cost of elements will ultimately determine the maximum amount to be obtained.

The integration of stormwater and other emergency management features into projects such as a recreation center or recreation trail can significantly increase the grant funding opportunities available to the City. Examples of design features that would introduce additional grant opportunities would include the construction of parking areas to act as drainage basins for severe weather events, stormwater retention ponds that alleviate localized flooding as part of park or trail project, and the hardening of an indoor facility such as a recreation center to act as a shelter and/or public outreach center before and after a disaster.

Before applying for the grant, the City should schedule an appointment with the granter to discuss the project and receive direction related to its eligibility and any specific requirements that the granter might have for the grant.

4.3 Action Plan

This section focuses on strategic actions that the City of Chamblee should take to implement the Phase 3 of the Rail-Trail. Strategic actions are organized around specific time frames that include:

- A 100 Day Action Plan for no-cost or very low-cost actions and organizational steps needed to keep momentum going and keep stakeholders involved and sharing responsibility for the plan's success.
- One Year Action Plan.
- Five Year Action Plan.

Following are descriptions of specific actions associated with these time frames.

100-Day Action Plan

- The City should approve and adopt the Rail-Trail Phase 3 Concept Design Study.
    - This will enable the project to be eligible for some of the federal funding sources identified in Figure 4.3b. Specifically, the Transportation Alternative Program (TAP).
- The City should allocate funds to complete the design and construction of the Rail-Trail.
- The City should amend the Zoning Map to include the Study Area in the Rail-Trail Overlay District.
- The City should continue to monitor development activity in the area to be sure they comply with the recommendations of the plan.
- The City should continue to coordinate with MARTA regarding possible improvements to the Chamblee MARTA Station to facilitate access through the MARTA station without having to pay a toll.
- The City should continue to coordinate with property owners to explore the most viable option for the implementation of the Rail-Trail Phase.
- The City should work with property owners to acquire or receive the land and easements via donations for the Rail-Trail.

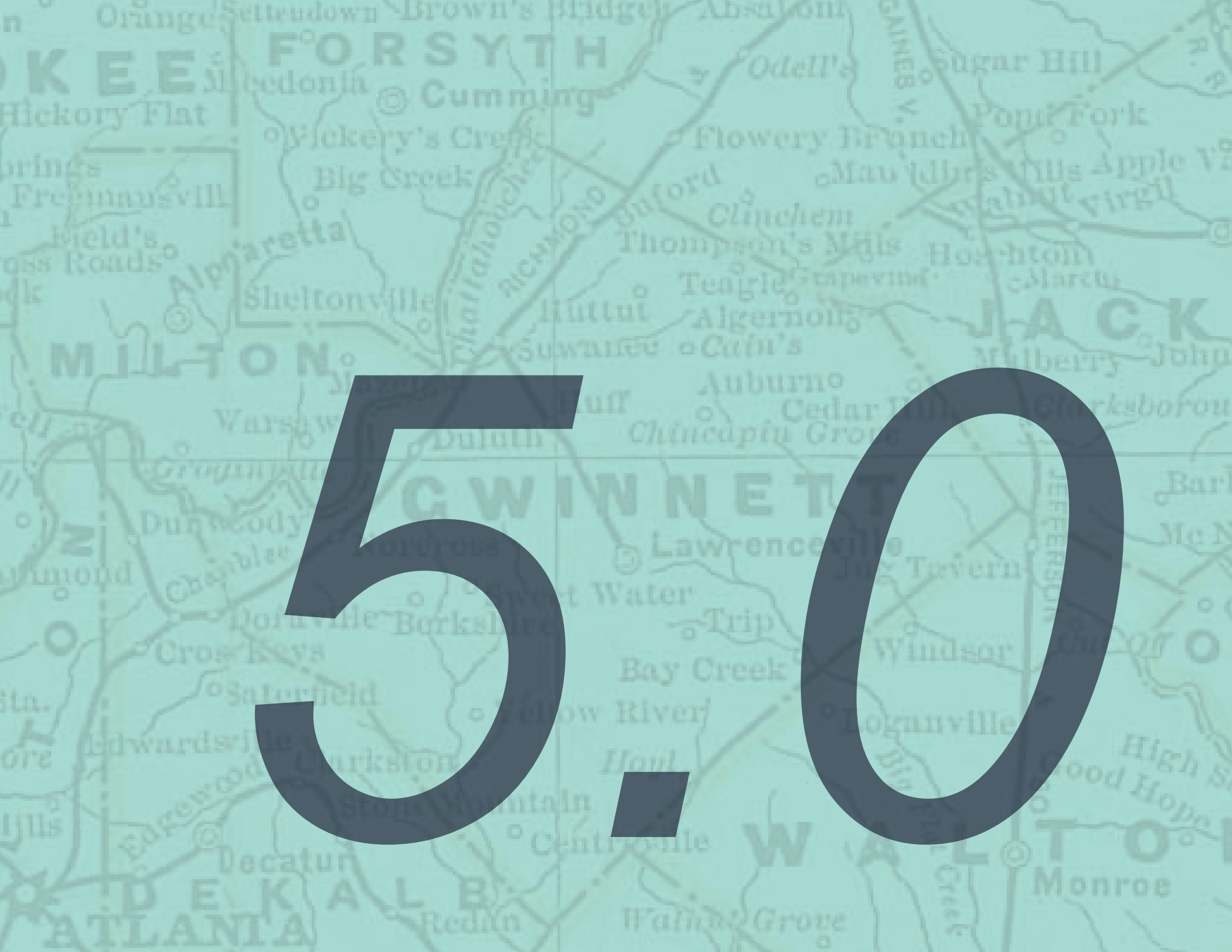
One Year Action Plan

- The City should evaluate the cost-benefit of hiring a full-time grants writer versus a grants consultant. A grants consultant typically charges a fee per grant application that can vary between $3,000 to $4,000 per grant application depending on the complexity of the grant application. This equates to about 0.05 percent to 3 percent of the total grant amount, depending on the size of the grant.

- The City should coordinate with the Atlanta Regional Commission (ARC) to apply for Rail-Trail funding through TAP.
- The City should work with residents to establish a 501c3 for the Chamblee Rail-Trail and for Rail-Trail Pocket Parks.
    - This will enable the City to pursue philanthropic funds that the City would otherwise not be eligible to pursue.
    - The 501c3 could also function as the champion of the project and continue to work with stakeholders and residents to continue the momentum for the project.
    - The City should consider implementing incentives for development areas along the Rail-Trail. This will enable the City to establish policies that incentivize developers to assist in the implementation of the Rail-Trail and/or create Trail Oriented Developments (TrOD) that will foster the development of a vibrant rail corridor. Incentives to consider include:
        - Allowing residential land uses on the ground floor in appropriate areas and adjusting building setbacks to create TrOD spaces along the Rail-Trail corridor.
        - Density bonus.
        - State and/or local tax abatement.
        - Expedited permitting / waiver of permitting fee.s
        - Discounted transit passes and implementation of individual Rider accounts for pre-tax income and payroll tax savings.
        - Reduced minimum parking requirements.
        - Reduce or eliminate minimum open space / community space requirements.
- The City should continue to work with property owners to secure access for the Rail-Trail via donation, easements, or fee simple acquisition for the Rail-Trail and associated greenspaces. Specific property owners/developments that the City should coordinate with include:
    - Howard Payne
    - Five Plus
    - Emissary Trading Company
    - Peachtree Industrial Partners
    - Curry Honda
    - IDN/Broad Street Chamblee, LLC
    - UNIVAR
- The City should allocate funding and complete one historically and culturally appropriate public artwork piece along the Rail-Trail Corridor, with the goal of completing one per year.

Five Year Action Plan

- The City should continue to work with property owners to secure access for the Rail-Trail via donation, easements, or fee simple acquisition for the Rail-Trail and associated greenspaces.
- The City should design, bid, and build the Rail-Trail.
- The City should continue to implement the Rail-Trail as money becomes available.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Appendix

Figure 5.1 – Rail-Trail Project Cost Estimate -Segment S1

	Description	Quantity	Unit	Unit Cost	Cost
S1	Demolition- Curb	2000	LF	$6.00	$12,000.00
	Demolition- Asphalt	3700	SY	$9.00	$33,300.00
	Trail- Concrete, 6” x 12’	1950	LF	$40.00	$78,000.00
	Drainage Improvements	1	LS	$15,000.00	$15,000.00
	Precast Curb	2500	SY	$36.34	$90,850.00
	Sidewalk- Concrete, 6” x 4’	3	LS	$10,000.00	$30,000.00
	Plaza- Concrete 6”	1	LS	$250,000.00	$250,000.00
	Driveway- Asphalt	75	SY	$36.34	$2,725.50
	Raised Crosswalk	650	SY	$27.00	$17,550.00
	Traffic Markings	150	SY	$36.34	$5,451.00
	Lighting and Conduit	1	LS	$5,000.00	$5,000.00
	Pedestrian Hybrid Beacon	1	EA	$100,000.00	$100,000.00
	Bicycle Signals	2	EA	$15,000.00	$30,000.00
	Landscape- Trees	77	EA	$900.00	$69,300.00
	Landscape- Sod	19250	SF	$1.00	$19,250.00
			Subtotal		**$758,426.50**
			20% Contingency		**$151,685.30**
			Total		**$910,111.80**

Figure 5.2 – Rail-Trail Project Cost Estimate -Segment S2

	Description	Quantity	Unit	Unit Cost	Cost
S2	Demolition- Curb	840	LF	$6.00	$5,040.00
	Demolition- Asphalt	460	SY	$9.00	$4,140.00
	Curb	950	LF	$40.00	$38,000.00
	Drainage improvements	1	LS	$6,000.00	$6,000.00
	Trail- Concrete, 6” x 12’	850	SY	$36.34	$30,889.00
	Raised Crosswalk	1	LS	$10,000.00	$10,000.00
	Lighting and Conduit	1	LS	$125,000.00	$125,000.00
	Driveway- Concrete, 8”	150	SY	$150.00	$22,500.00
	Landscape- Trees	21	EA	$900.00	$18,900.00
	Landscape- Sod	3800	SF	$1.00	$3,800.00
			Subtotal		**$264,269.00**
			20% Contingency		**$52,853.80**
			Total		**$317,122.80**

Figure 5.3 – Rail-Trail Project Cost Estimate -Segment T1

	Description	Quantity	Unit	Unit Cost	Cost
T1	Demolition- Curb	100	LF	$6.00	$600.00
	Demolition- Asphalt remval	100	SY	$9.00	$900.00
	Demolition- Clearing and Grubbing	1	AC	$12,300.00	$12,300.00
	Drainage improvements	1	LS	$10,500.00	$10,500.00
	Retaining Wall- Class B Concrete	400	CY	$872.60	$349,040.00
	Lighting and Conduit	1	LS	$87,000.00	$87,000.00
	Trail- Concrete, 6” x 12’	900	SY	$36.34	$32,706.00
	Railing	500	LF	$45.77	$22,885.00
	Landscape- Trees	11	EA	$900.00	$9,900.00
	Landscape- Sod	6400	SF	$1.00	$6,400.00
			Subtotal		**$532,231.00**
			20% Contingency		**$106,446.20**
			Total		**$638,677.20**

Figure 5.4 – Rail-Trail Project Cost Estimate -Segment S3

	Description	Quantity	Unit	Unit Cost	Cost
S3	Demolition- Curb	500	LF	$6.00	$3,000.00
	Demolition- Asphalt Removal	225	SY	$9.00	$2,025.00
	Drainage Improvements	1	LS	$5,000.00	$5,000.00
	Trail- Concrete, 6” x 12’	900	SY	$36.34	$32,706.00
	Driveway- Concrete, 8”	60	SY	$150.00	$9,000.00
	Raised Crosswalk	1	LS	$10,000.00	$10,000.00
	Lighting and Conduit	1	LS	$87,000.00	$87,000.00
	Rectangular Rapid Flash Beacon	1	LS	$50,000.00	$50,000.00
	Landscape- Trees	10	EA	$900.00	$9,000.00
	Landscape- Sod	1500	SF	$1.00	$1,500.00
			Subtotal		**$209,231.00**
			20% Contingency		**$41,846.20**
			Total		**$251,077.20**

Figure 5.5 – Rail-Trail Project Cost Estimate -Segment T2

	Description	Quantity	Unit	Unit Cost	Cost
T2	Demolition- Clearing and Grubbing	1	AC	$12,300.00	$12,300.00
	Drainage improvements	1	LS	$30,000.00	$30,000.00
	Retaining Wall- Class B Concrete	1275	CY	$872.60	$1,112,565.00
	Trail- Concrete, 6” x 12’	950	SY	$36.34	$34,523.00
	Railing	2150	LF	$45.77	$98,405.50
	Lighting and Conduit	1	LS	$87,000.00	$87,000.00
	Raised Crosswalk	1	LS	$10,000.00	$10,000.00
	Landscape- Sod	2800	SF	$1.00	$2,800.00
			Subtotal		**$1,387,593.50**
			20% Contingency		**$277,518.70**
			Total		**$1,665,112.20**

Figure 5.6 – Rail-Trail Project Cost Estimate -Segment T3

	Description	Quantity	Unit	Unit Cost	Cost
T3	Demolition- Clearing and Grubbing	1	AC	$12,300.00	$12,300.00
	Drainage improvements	1	LS	$17,000.00	$17,000.00
	Retaining Wall- Class B Concrete	650	CY	$872.60	$567,190.00
	Trail- Concrete, 6” x 12’	950	SY	$36.34	$34,523.00
	Railing	900	LF	$45.77	$41,193.00
	Lighting and Conduit	1	LS	$87,000.00	$87,000.00
	Raised Crosswalk	1	LS	$10,000.00	$10,000.00
	Rectangular Rapid Flash Beacon	1	LS	$50,000.00	$50,000.00
	Landscape- Trees	23	EA	$900.00	$20,700.00
	Landscape- Sod	5600	SF	$1.00	$5,600.00
			Subtotal		**$845,506.00**
			20% Contingency		**$169,101.20**
			Total		**$1,014,607.20**

Figure 5.7– Rail-Trail Project Cost Estimate -Segment S4

	Description	Quantity	Unit	Unit Cost	Cost
S4	Demolition- Curb	1750	LF	$6.00	$10,500.00
	Demolition- Asphalt/ median removal	1950	SY	$9.00	$17,550.00
	Drainage improvements	1	LS	$10,000.00	$10,000.00
	Trail- Concrete, 6” x 12’	2150	SY	$36.34	$78,131.00
	Lighting and Conduit	1	LS	$200,000.00	$200,000.00
	Driveway- Concrete, 8”	150	SY	$150.00	$22,500.00
	Precast Curb	1800	LF	$40.00	$72,000.00
	Traffic Markings/ striping	1	LS	$2,500.00	$2,500.00
	Landscape- Trees	53	EA	$900.00	$47,700.00
	Landscape- Sod	8000	SF	$1.00	$8,000.00
			Subtotal		**$468,881.00**
			20% Contingency		**$93,776.20**
			Total		**$562,657.20**

Figure 5.8 – Rail-Trail Project Cost Estimate -Segment T4

	Description	Quantity	Unit	Unit Cost	Cost
T4	Demolition- Clearing and Grubbing	1	AC	$12,300.00	$12,300.00
	Drainage improvements	1	LS	$20,000.00	$20,000.00
	Retaining Wall- Class B Concrete	650	CY	$872.60	$567,190.00
	Trail- Concrete, 6” x 12’	1600	SY	$36.34	$58,144.00
	Railing	850	LF	$45.77	$38,904.50
	Lighting and Conduit	1	LS	$150,000.00	$150,000.00
	Raised Crosswalk	1	LS	$10,000.00	$10,000.00
	Rectangular Rapid Flash Beacon	1	LS	$50,000.00	$50,000.00
	Landscape- Trees	40	EA	$900.00	$36,000.00
	Landscape- Sod	15500	SF	$1.00	$15,500.00
			Subtotal		**$958,038.50**
			20% Contingency		**$191,607.70**
			Total		**$1,149,646.20**

Figure 5.9 – Rail-Trail Project Cost Estimate -Segment S5

	Description	Quantity	Unit	Unit Cost	Cost
S5	Demolition- Curb	600	LF	$6.00	$3,600.00
	Drainage Improvement	800	SY	$36.24	$29,072.00
	Precast Curb	600	LF	$40.00	$24,000.00
	Trail- Concrete, 6” x 12’	300	SY	$27.00	$22,500.00
	Asphalt Parking	1	LS	$10,000.00	$10,000.00
	Lighting and Conduit				
	Raised Crosswalk				
	Landscape- Trees	20	EA	$900.00	$18,000.00
	Landscape- Sod	9000	SF	$1.00	$9,000.00
			Subtotal		**$181,772.00**
			20% Contingency		**$36,354.40**
			Total		**$218,126.40**

Figure 5.10 – Rail-Trail Project Cost Estimate -Segment S6

	Description	Quantity	Unit	Unit Cost	Cost
S6	Demolition- Curb	3200	LF	$6.00	$19,200.00
	Demolition- Asphalt	5800	SY	$9.00	$52,200.00
	Drainage improvements	1	LS	$20,000.00	$20,000.00
	Precast Curb	3250	LF	$40.00	$130,000.00
	Trail- Concrete, 6” x 12’	3600	SY	$36.34	$130,824.00
	Driveway- Concrete, 8”	300	SY	$150.00	$45,000.00
	Raised Crosswalk	4	LS	$10,000.00	$40,000.00
	Lighting and Conduit	1	LS	$335,000.00	$335,000.00
	Traffic Markings/ Striping	1	LS	$7,500.00	$7,500.00
	Pedestrian Hybrid Beacon	1	EA	$100,000.00	$100,000.00
	Landscape- Trees	96	EA	$900.00	$86,400.00
	Landscape- Sod	15000	SF	$1.00	$15,000.00
			Subtotal		**$981,124.00**
			20% Contingency		**$196,224.80**
			Total		**$1,177,348.80**

Figure 5.11 – Rail-Trail Project Cost Estimate -Segment S7

	Description	Quantity	Unit	Unit Cost	Cost
S7	Demolition- Curb	6150	LF	$6.00	$36,900.00
	Demolition- Asphalt/ Median	6000	SY	$9.00	$54,000.00
	Drainage improvement	1	LS	$16,000.00	$16,000.00
	Precast Curb (includes median)	4050	LF	$40.00	$162,000.00
	Trail- Concrete, 6” x 12’	3800	SY	$36.34	$138,092.00
	Median (Fill)	250	CY	$22.00	$5,500.00
	Lighting and Conduit	1	LS	$240,000.00	$240,000.00
	Traffic Markings	1	LS	$10,000.00	$10,000.00
	Asphalt Roadway (reconstruct asphalt)	600	SY	$27.00	$16,200.00
	Landscape- Trees	95	EA	$900.00	$85,500.00
	Landscape- Sod	18500	SF	$1.00	$18,500.00
			Subtotal		**$782,692.00**
			20% Contingency		**$156,538.40**
			Total		**$939,230.40**

Figure 5.12 – Rail-Trail Project Cost Estimate -Segment S8

	Description	Quantity	Unit	Unit Cost	Cost
S8	Demolition- Curb/ Asphalt/ Median	2	AC	$13,900.00	$27,800.00
	Precast Curb	1600	LF	$40.00	$64,000.00
	Drainage improvements	1	LS	$12,000.00	$12,000.00
	Trail- Concrete, 6” x 12’	1800	SY	$36.34	$65,412.00
	Asphalt Roadway (reconstruct)	3200	SY	$27.00	$86,400.00
	Lighting and Conduit	1	LS	$170,000.00	$170,000.00
	Driveway- Concrete, 6”	275	SY	$36.34	$9,993.50
	Pedestrian Hybrid Beacon	1	EA	$100,000.00	$100,000.00
	Landscape- Trees	45	EA	$900.00	$40,500.00
	Landscape- Sod	29350	SF	$1.00	$29,350.00
			Subtotal		**$605,455.50**
			20% Contingency		**$121,091.10**
			Total		**$726,546.60**

Figure 5.13 – Rail-Trail Project Cost Estimate -Segment B1

	Description	Quantity	Unit	Unit Cost	Cost
B1	Demolition- Asphalt/ Clearing and Grubbing	2	AC	$13,900.00	$27,800.00
	Demolition- Curb	600	LF	$6.00	$3,600.00
	Bridge	1	LS	$8,000,000.00	$8,000,000.00
	Drainage Improvements	1	LS	$5,000.00	$5,000.00
	Trail- Concrete, 6” x 12’	600	SY	$36.34	$21,804.00
	Precast Curb	600	LF	$40.00	$24,000.00
	Raised Crosswalk	1	LS	$10,000.00	$10,000.00
	Lighting and Conduit	1	LS	$35,000.00	$35,000.00
	Rectangular Rapid Flash Beacon	1	LS	$50,000.00	$50,000.00
	Landscape- Trees	40	EA	$900.00	$36,000.00
	Landscape- Sod	13000	SF	$1.00	$13,000.00
			Subtotal		**$8,226,204.00**
			20% Contingency		**$1,645,240.80**
			Total		**$9,871,444.80**

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City of Chamblee