Mayor & City Council
Regular Meeting Agenda

Monday, April 11, 2022, 7:00 PM
Tucker City Hall
1975 Lakeside Pkwy, Ste 350B, Tucker, GA 30084

Members:

Frank Auman, Mayor
Roger W. Orlando, Council Member District 1, Post 1
Cara Schroeder, Council Member District 2, Post 1
Alexis Weaver, Council Member District 3, Post 1
Virginia Rece, Council Member District 1, Post 2
Anne Lerner, Council Member District 3, Post 2
Noelle Monferdini, Council Member District 2, Post 2

ZOOM link: https://us02web.zoom.us/j/85693825870 or Telephone 888 788 0099 (Toll Free) Webinar ID: 856 9382 5870

			Pages
A.	**CALL TO ORDER**		
B.	**ROLL CALL**		
C.	**PLEDGE OF ALLEGIANCE**		
D.	**MAYOR'S OPENING REMARKS**		
E.	**PUBLIC COMMENTS**		
F.	**APPROVAL OF THE AGENDA**		
G.	**APPROVAL OF THE MINUTES**		
G.1.	Special Called: March 5, 2022		3
G.2.	Regular Meeting - March 14, 2022		5
G.3.	Special Called - March 28, 2022		11
H.	**STAFF REPORTS**		
H.1.	Distribution of Draft FY23 Budget	Beverly.Ragland	
H.2.	Update on Capital Transportation Projects	Ken.Hildebrandt	
I.	**OLD BUSINESS - None**		
I.1.	Ordinance O2022-02-36	Kylie.Thomas	15

Second Read and Public Hearing of an Ordinance to the Mayor and Council for a Special

Land Use Permit (SLUP-22-0001) to allow a mixed-use, multi-family development at 2059 Northlake Parkway (Tucker Exchange) with a density greater than 24 units per acre, with four concurrent variances for increased front yard setbacks (CV-22-0001), parking in the front yard (CV-22-0002), the elimination of block and street stub-out requirements (CV-22-0003), and the elimination of inter parcel access requirements (CV-22-0004).

I.2. Ordinance O2021-11-29 Kylie.Thomas 217

Second Read and Public Hearing of an Ordinance to the Mayor and Council for or a City initiated Rezoning (RZ-21-0007) at 1220 Richardson Street.

I.3. Ordinance O2021-11-30 Kylie.Thomas 281

Second Read and Public Hearing of an Ordinance to the Mayor and City Council for a City initiated Rezoning (RZ-21-0008) at 1250 Richardson Street.

J. NEW BUSINESS

J.1. Ordinance O2022-04-39 Beverly.Ragland 357

First Read and Public Hearing of an Ordinance to the Mayor and Council for a Fiscal Year 2022 Budget Amendment.

J.2. Contract C2022-007-SP2202 with Resolution R2022-04-13 Ken.Hildebrandt 364

Award of Contract for ITB 2022-007 by Resolution R2022-04-13 for the Hugh Howell Road Multi-Use Trail Project.

J.3. Contract C2022-008-CE21,22/SP19,20,21,22 - Resolution R2022-04-14 K.Hildebrandt 453

Award of Contract for ITB 2022-008 by Resolution R2022-04-14 for the Cooledge Road Sidewalk Project.

J.4. Contract SCO2022-012-SP2013 Carlton.Robertson 556

Award of Contract for State Bid SCO2022-012 for the Fitzgerald Field 3 Bathroom/Dugout Improvements Project.

J.5. Resolution R2022-04-15 Frank.Auman 570

A Resolution to Appoint/Reappoint three Construction Board of Appeals Members.

K. MAYOR AND COUNCIL COMMENTS

L. EXECUTIVE SESSION

- If required for personnel, real estate or litigation

M. ACTION AFTER EXECUTIVE SESSION

- As needed

N. ADJOURNMENT

MAYOR & CITY COUNCIL

SPECIAL CALLED MEETING MINUTES

Saturday, March 5, 2022, 10:00 AM
Planning Retreat
6305 Crescent Drive Norcross, GA 30071

Members Present: Frank Auman, Mayor
Roger W. Orlando, Council Member District 1, Post 1
Cara Schroeder, Council Member District 2, Post 1
Alexis Weaver, Council Member District 3, Post 1
Virginia Rece, Council Member District 1, Post 2
Anne Lerner, Council Member District 3, Post 2
Noelle Monferdini, Council Member District 2, Post 2

A. CALL TO ORDER

Mayor Auman called the meeting to order at 10:00 AM.

B. ROLL CALL

The above were in attendance, along with City Manager Tami Hanlin and Assistant City Manager John McHenry.

C. MAYOR'S OPENING REMARKS

D. BUSINESS

The Mayor and City Council met for a planning session of priorities for the City of Tucker.

Team Building Exercise	10:00 AM - 1:00 PM
Lunch Break	1:00 PM - 2:00 PM
Priorities for Upcoming Year	2:00 PM - 5:00 PM

E. ADJOURNMENT

MOVER: F. Auman

SECONDER: V. Rece

Motion to Adjourn at 3:50 PM passed unanimously.

AYES: (7): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, A. Lerner, and N. Monferdini

APPROVED (7 to 0)

APPROVED: Frank Auman, Mayor

ATTEST: Bonnie Warne, Clerk

Date Approved

MAYOR & CITY COUNCIL

REGULAR MEETING MINUTES

Monday, March 14, 2022, 7:00 PM
Tucker City Hall
1975 Lakeside Pkwy, Ste 350B, Tucker, GA 30084

Members Present: Frank Auman, Mayor
Roger W. Orlando, Council Member District 1, Post 1
Cara Schroeder, Council Member District 2, Post 1
Alexis Weaver, Council Member District 3, Post 1
Virginia Rece, Council Member District 1, Post 2
Noelle Monferdini, Council Member District 2, Post 2
Anne Lerner, Council Member District 3, Post 2

ZOOM LINK https://us02web.zoom.us/j/86512415160

A. CALL TO ORDER

Mayor Auman called the meeting to order at 7:00 PM.

B. ROLL CALL

The above were in attendance for a quorum.

C. PLEDGE OF ALLEGIANCE

The pledge was led by the Tucker First United Methodist Preschool.

D. MAYOR'S OPENING REMARKS

Mayor Auman gave an update that 19 new business applications for an Occupational Tax Certificate (OTC) were received, mentioned that you could sign up for the In-Tucker magazine, and that the meeting follows the Rules of Decorum and Roberts Rules Order .

E. PUBLIC COMMENTS

Public comments were heard from three citizens concerning amending the sanitation IGA and to vote no on the House Bill 1093.

F. APPROVAL OF THE AGENDA

Motion to approve the agenda as presented passed unanimously.

MOVER: N. Monferdini

SECONDER: C. Schroeder

.

AYES: (7): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, N. Monferdini, and A. Lerner

APPROVED (7 to 0)

G. APPROVAL OF THE MINUTES

G.1 Regular Meeting - February 15, 2022

Motion to approve the minutes as presented

MOVER: N. Monferdini

SECONDER: V. Rece

AYES: (7): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, N. Monferdini, and A. Lerner

APPROVED (7 to 0)

G.2 Work Session - February 28, 2022

Motion to approve the minutes as presented

MOVER: N. Monferdini

SECONDER: V. Rece

AYES: (7): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, N. Monferdini, and A. Lerner

APPROVED (7 to 0)

G.3 Special Called Meeting - February 28, 2022

Motion to approve the minutes as presented

MOVER: N. Monferdini

SECONDER: V. Rece

AYES: (7): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, N. Monferdini, and A. Lerner

APPROVED (7 to 0)

H. STAFF REPORTS - None

I. OLD BUSINESS

I.1 Ordinance O2021-10-22

Kylie Thomas, Planner, spoke on the second read for a Special Land Use Permit (SLUP-21-0004) to allow a drive-through restaurant with three concurrent variances for inter-parcel access (CV-21-0002), setbacks (CV-21-0003), and drive-through (CV-21-0004) at location 4435 Hugh Howell Road for applicant Chick-fil-A, Inc. stating the options to consider.

Councilmember Monferdini recused herself. Mayor Auman opened a public hearing which the applicant spoke in favor of the application and asked for a deferral. Nobody spoke in opposition of the application. The public hearing was closed.

Option to defer SLUP-21-0004, CV-21-0002, CV-0003, and CV-0004 for a full cycle deferral due to the major changes in the application. It is anticipated that the revised application will have the following schedule: April 21st Planning Commission, May 9th Mayor & City Council (1st read), June 13th Mayor & City Council (2nd read)

Motion to defer carried unanimously.

MOVER: V. Rece

SECONDER: R. Orlando

AYES: (6): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, and A. Lerner

ABSTAIN: (1): N. Monferdini

APPROVED (6 to 0)

J. NEW BUSINESS

J.1 Ordinance O2022-02-36

Kylie Thomas, Planner, spoke on the first read for a Special Land Use Permit (SLUP-22-0001) to allow a mixed-use, multi-family development at 2059 Northlake Parkway (Tucker Exchange) with a density greater than 24 units per acre, with four concurrent variances for increased front yard setbacks (CV-22-0001), parking in the front yard (CV-22-0002), the elimination of block and street stub-out requirements (CV-22-0003), and the elimination of inter parcel access requirements (CV-22-0004). Staff recommends denial of the Special Land Use Permit and approval of the concurrent variances, should the SLUP be approved.

Mayor Auman held a public hearing for the SLUP and 4 variances, which the applicant spoke in favor and one citizen spoke in opposition with concerns on the cost, density, congestion and school impact.

FIRST READ

J.2 Ordinance O2021-11-29

Kylie Thomas, Planner, spoke on the first read for a City initiated Rezoning (RZ-21-0007) at 1220 Richardson Street.

Mayor Auman held a public hearing, which nobody spoke in favor and two citizens spoke in opposition of the City initiated rezoning.

FIRST READ

J.3 Ordinance O2021-11-30

Kylie Thomas, Planner, spoke on the first read for a City initiated Rezoning (RZ-21-0008) at 1250 Richardson Street.

Mayor Auman held a public hearing, which nobody spoke in favor and two citizens spoke in opposition of the City initiated rezoning.

FIRST READ

J.4 Contract C2022-006

Lisa Owen, Records Management Clerk, spoke on the bid ITB 2022-006 for HR Consulting Services.

- Staff received, reviewed, and scored 15 proposals to: Review and enhance the current Employee Handbook, develop a 5-year staffing growth plan with succession planning, review and enhance the current Employee Performance Evaluation process, identify professional resources to receive employee issues and concerns in a confidential manner and facilitate resolution with City Administration, review and enhance standardized job descriptions current and future city positions, identify salary ranges commensurate with comparable municipalities, and recommend trainings for City personnel.
- Top 3 submittals after scoring: Mercer Group/Reaching Higher HR (Cost $30,000), Skylark Management Consultancy Group (Cost $35,400), Consult HR Partners (Cost $47,000).
- Staff Recommends: Reaching Higher HR/Mercer Group based on: the extensive governmental experience of their personnel, a thorough demonstration of project understanding in their proposal, a clear approach to provide deliverables and reasonable cost.

Motion to award the contract C2022-006 to Mercer Group/Reaching Higher HR Solutions in the amount of $30,000 carried in favor unanimously.

MOVER: N. Monferdini

SECONDER: A. Lerner

AYES: (7): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, N. Monferdini, and A. Lerner

APPROVED (7 to 0)

J.5 Contract C2022-005-CE2202

Ken Hildebrandt, City Engineer, spoke on the bid ITB 2022-005 for Intersection Radii Improvements.

Motion to award the contract C2022-005-CE2202 to DAF Concrete in the amount of $74,890 carried in favor unanimously.

MOVER: A. Lerner

SECONDER: C. Schroeder

AYES: (7): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, N. Monferdini, and A. Lerner

APPROVED (7 to 0)

J.6 Ordinance O2022-03-37

City Attorney Brian Anderson spoke on the first read to amend Tucker's Code Chapter 42, Traffic and Vehicles, by adding Section 42-116 Prohibiting Improper Parking in Designated Spaces for People with Disabilities.

Currently, the City Code regulates parking for persons with disabilities in chapter 42, Traffic and Vehicles, by Sec. 42-1 (2) with the incorporation of the state code Title 40 Chapter 6 (specifically O.C.G.A. 42-6-226). Preferably, Chapter 42 would have an explicit code section regulating handicap parking.

The City Code Sec 10-555(a) also bans handicap parking that is not in compliance with state and local laws. However, Article XIII, Hotels, Motels, and Extended Stay Hotels, of Chapter 10 is directed at quality transient lodging. Accordingly, it would be more appropriate to have a prohibition in Chapter 42.

FIRST READ

J.7 Ordinance O2022-03-38

John McHenry, Asst. City Manager/Economic Development Director, spoke on the first read to amend Tucker's Code Chapter 4, Alcoholic Beverages, replacing the current section to allow for retail wine, beer, and distilled spirits establishments to have tastings with restrictions.

With changes in State law that allow for both the tasting and sale of wine, beer and liquor at the same location, increasingly retail establishments have incorporated a tasting component. The changes in the proposed ordinance will remove a permit component, while including parameters that limit the amount and type of alcohol at the tasting.

FIRST READ

K. MAYOR AND COUNCIL COMMENTS

The Mayor and Council thanked everyone for attending.

L. EXECUTIVE SESSION - None

M. ACTION AFTER EXECUTIVE SESSION - None

N. ADJOURNMENT

Motion to Adjourn at 10:12 PM passed unanimously.

MOVER: F. Auman

SECONDER: N. Monferdini

AYES: (7): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, N. Monferdini, and A. Lerner

APPROVED (7 to 0)

APPROVED: Frank Auman, Mayor

ATTEST: Bonnie Warne, Clerk

Date Approved

MAYOR & CITY COUNCIL

SPECIAL CALLED MEETING MINUTES

Monday, March 28, 2022, 7:00 PM
Tucker City Hall
1975 Lakeside Pkwy, Ste 350B, Tucker, GA 30084

Members Present:	Frank Auman, Mayor Roger W. Orlando, Council Member District 1, Post 1 Cara Schroeder, Council Member District 2, Post 1 Alexis Weaver, Council Member District 3, Post 1 Virginia Rece, Council Member District 1, Post 2 Anne Lerner, Council Member District 3, Post 2
Members Absent:	Noelle Monferdini, Council Member District 2, Post 2

ZOOM link: https://us02web.zoom.us/j/87346537280

A. CALL TO ORDER

Mayor Auman called the meeting to order at 7:00 PM.

B. ROLL CALL

The above were in attendance for a quorum. Councilmember Monferdini absent due to out of town. Motions by Councilmembers Schroeder and Weaver to excuse absence carried unanimously.

C. MAYOR'S OPENING REMARKS

Mayor Auman stated that a proclamation was previously presented in gratitude for the work of the Grand Lodge of Free and Accepted Masons for the State of Georgia and welcomed Reverend Donald Combs, the leader of the Georgia Masons to the Tucker Lodge on Main Street.

The mayor also mentioned that this is typically a work session meeting, but due to items requiring action, this is a special called meeting.

D. OLD BUSINESS

D.1 Ordinance O2022-03-37

City Attorney Brian Anderson spoke on the second read to amend Tucker's Code Chapter 42, Traffic and Vehicles, by adding Section 42-116 Prohibiting Improper Parking in Designated Spaces for People with Disabilities.

Motion to approve the text amendment to CH 42 by Ordinance O2022-03-37 carried in favor.

MOVER: A. Lerner

SECONDER: A. Weaver

AYES: (6): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, and A. Lerner

ABSENT: (1): N. Monferdini

APPROVED (6 to 0)

D.2 Ordinance O2022-03-38

John McHenry, Asst. City Manager/Economic Development Director, spoke on the second read to amend Tucker's Code Chapter 4, Alcoholic Beverages, replacing the current section to allow for retail wine, beer, and distilled spirits establishments to have tastings with restrictions.

Motion to approve the text amendment to CH 4 by Ordinance O2022-03-38 carried in favor.

MOVER: A. Lerner

SECONDER: C. Schroeder

AYES: (6): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, and A. Lerner

ABSENT: (1): N. Monferdini

APPROVED (6 to 0)

E. NEW BUSINESS

E.1 Contract SCO2022-011-071619-SP2108-PR2204

Parks & Recreation Director Carlton Robertson spoke on the bid for the Fitzgerald Park field #3 lighting project which includes both baseball fields (Field #3 A and B). This project was competitively bid utilizing SourceWell pricing structure for state and national projects. MUSCO is the national leader in sports lighting and allows remote scheduling and helps control costs and avoid late night disturbances.

Motion to award the contract to Musco, Inc passed in favor.

MOVER: A. Lerner

SECONDER: C. Schroeder

AYES: (6): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, and A. Lerner

ABSENT: (1): N. Monferdini

APPROVED (6 to 0)

F. EXECUTIVE SESSION

If required for litigation, personnel and/or real estate.

MOVER: A. Lerner

SECONDER: V. Rece

Motion to enter into Executive Session for the purpose of litigation and personnel at 7:14 PM carried in favor.

AYES: (6): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, and A. Lerner

ABSENT: (1): N. Monferdini

APPROVED (6 to 0)

MOVER: V. Rece

SECONDER: C. Schroeder

Motion to exit Executive Session and return to the called meeting at 8:07 PM carried in favor.

AYES: (6): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, and A. Lerner

ABSENT: (1): N. Monferdini

APPROVED (6 to 0)

G. ACTION AFTER EXECUTIVE SESSION - None

H. ADJOURNMENT

Motion to Adjourn at 8:08 PM carried without objection.

MOVER: F. Auman

SECONDER: V. Rece

AYES: (6): F. Auman, R. Orlando, C. Schroeder, A. Weaver, V. Rece, and A. Lerner

ABSENT: (1): N. Monferdini

APPROVED (6 to 0)

APPROVED: Frank Auman, Mayor

ATTEST: Bonnie Warne, Clerk

Date Approved

seal

MEMO

To: Honorable Mayor and City Council Members

From: Kylie Thomas

CC: Tami Hanlin, City Manager

Date: April 6, 2022

RE: O2022-02-036 SLUP-22-0001, CV-22-0001, CV-22-0002, CV-22-0003, CV-22-0004

UPDATE:
Staff is recommending deferring this application to the May 9, 2022 City Council meeting in order to continue to evaluate the proposed request and finalize conditions regarding the workforce housing component.

Issue:
The applicant is requesting a Special Land Use Permit (SLUP) to allow for a mixed-use, multi-family development (office-residential) with a density greater than 24 units per acre (497 total residential units/38.2 units per acre). The applicant is also requesting four concurrent variances, CV-22-0001, CV-22-0002, CV-22-0003, and CV-22-0004, regarding increased front yard setbacks, parking in the front yard, the elimination of block and street stub-out requirements, and the elimination of inter parcel access requirements, in the NL-2 zoning district.

Recommendation:
Staff recommends denial of the Special Land Use Permit and approval of the concurrent variances, should the SLUP be approved.
Planning Commission recommends approval of the Special Land Use Permit and concurrent variances, with amended staff conditions.

Background:
2059 Northlake Parkway is developed as an office complex, known as the Tucker Exchange, with a 252,091 sq.ft., "z" shaped office building, that was constructed in 1975. The property is fully developed and is accessed via three full-access drive aisles, two from East Exchange Place and one from Northlake Parkway. The subject property is bounded to the north by East Exchange Place and a rail line to the south. East of the subject property is Oglethorpe Power Corporation and west is Northlake Parkway. Hudson Grille is located to the northwest of the subject property.

The proposed development will contain a total of 497 residential units spread across three new residential buildings (368 units) and the existing office building (129 units). The two residential buildings shown along Northlake Parkway are proposed to be eight stories (approximately 83' tall). The third residential building on the northeastern side of the property, is proposed to be nine-stories (approximately 89' tall). The existing office building, which is located between the residential buildings, is five stories and 87.1' tall.

A large, 32,000-square foot pocket park is located central to the development that will consist of a greenspace and pool. The clubhouse building shown on the site plan is actually an open-air bathroom building that includes no conditioned space. A 10-foot sidewalk/multiuse trail is shown along both Northlake Parkway and East Exchange Place. No trail connection is proposed through the site, but the applicant has shown a 15-foot wide easement for future trail connection that runs from the rail line through the development to East Exchange Place. The Trail Master Plan shows the trail running along the rail line and then cuts northwest to run along East Exchange Place. The applicant is proposing approximately 694 surface level parking spaces, which will consist of 651 standard, 10 compact, and 33 handicapped spaces dispersed throughout the site.

The developer has offered that a minimum of 15% of the units will qualify as workforce housing units, defined as housing that is affordable to households earning between 80 and 140 percent of area median income (AMI).

The intent of the NL-2 (Northlake Office Park) zoning district is to reflect established office, retail and multifamily areas and to allow residents to live close to employment and provide accessibility to shopping areas.

Summary:
Although the request meets the intent of the Comprehensive Plan in terms of primary land uses and development strategies, the massing, scale, and density of the proposed development does not comply with the surrounding area. A parking deck, reduced unit count, integrating work space into the 129 units in the existing office building, and improved architectural features would make the development more compatible with the character of the area. Smaller building massing would also be more appropriate to locate abutting the street, creating a more pedestrian oriented community.

However, the proposal would cater to a demographic who wants the option to live and work in the same location and provide an important workforce housing component in the city.

Financial Impact: NA

Planning and Zoning
1975 Lakeside Parkway, Suite 350
Tucker, GA 30084
Phone: 678-597-9040
Email: permits@tuckerga.gov
Website: www.tuckerga.gov

Land Use Petition Application

Type of Application: ☐ Rezoning ☐ Comprehensive Plan Amendment ☒ Special Land Use Permit ☒ Concurrent Variance ☐ Modification

APPLICANT INFORMATION

Applicant is the: ☐ Property Owner ☒ Owner's Agent ☒ Contract Purchaser

Name: AHS Residential, LLC c/o Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP

Address: 1105 W. Peachtree Street, NE, Suite 1000

City: Atlanta	State: Georgia	Zip: 30309

Contact Name: Dennis J. Webb, Jr.

Phone: 404.815.3620	Email: dwebb@sgrlaw.com

OWNER INFORMATION

Name: Tucker Exchange, LLC

Address: 1427 Mayson Street

City: Atlanta	State: Georgia	Zip: 30324

Contact Name: Gary Matthews

Phone: 678.672.1834	Email: gm@parksidepartners.com

PROPERTY INFORMATION

Property Address: 2059 Northlake Parkway

Present Zoning District(s): NL-2	Requested Zoning District(s): N/A
Present Land Use Category: Regional Activity Center	Requested Land Use Category: N/A

Land District: 18	Land Lot(s): 188 and 189	Acreage: +/-13.0096

Proposed Development: Mixed-Use (Multifamily Residential and Office)

Concurrent Variance(s): See attached Statement of Intent for a list of Variances

RESIDENTIAL DEVELOPMENT

No. of Lots/Dwelling Units: 507*	Dwelling Unit Size (Sq. Ft.):	Density: 38.97 units/acre

NON-RESIDENTIAL DEVELOPMENT

No. of Buildings/Lots: 1	Total Building Sq. Ft.: 59,315 sf (total office space)	Density: .105 FAR

(*378 Multifamily; 129 Live-Work)

RECEIVED
CITY OF TUCKER
12/17/2021
PLANNING & ZONING DEPARTMENT

APPLICANT'S CERTIFICATION

THE UNDERSIGNED BELOW STATES UNDER OATH THAT THEY ARE AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 24 MONTHS FROM THE DATE OF LAST ACTION BY THE MAYOR AND CITY COUNCIL.

11.29.2021

Signature of Applicant — Date

Dennis J. Webb, Jr. - Smith, Gambrell & Russell, LLP

Type or Print Name and Title

11.29.2021

Signature of Notary Public — Date — Notary Seal

CATHY M. ELLINGTON NOTARY EXPIRES GEORGIA March 13, 2025 PUBLIC GWINNETT COUNTY

RECEIVED
CITY OF TUCKER

12/17/2021

PLANNING & ZONING DEPARTMENT

PROPERTY OWNER'S CERTIFICATION

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of DeKalb County, Georgia, of the property identified below, which is the subject of the attached Land Use Petition before the City of Tucker, Georgia. As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Rezoning (RZ), Comprehensive Plan Amendment (CA), Special Land Use Permit (SLUP), Modification (M) & Concurrent Variance (CV) in request of the items indicated below.

I, Kyle Jenks (Property Owner), authorize, Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP (Applicant),

to file for SLUP and CV (RZ, CA, SLUP, M, CV), at 2059 Northlake Parkway, Tucker, Georgia (Address)

on this date December (Month) 13 (Day), 2021

- I understand that if a rezoning is denied or assigned a zoning classification other than the classification requested in the application, then no portion of the same property may again be considered for rezoning for a period of twenty-four (24) months from the date of the mayor and city councils' final decision.
- I understand that if an application for a special land use permit affecting all or a portion of the same property for which an application for the same special land use was denied shall not be submitted before twenty-four (24) months have passed from the date of final decision by the mayor and city council on the previous special land use permit.
- I understand that failure to supply all required information (per the relevant Applicant Checklists and requirements of the Tucker Zoning Ordinance) will result in REJECTION OF THE APPLICATION.
- I understand that preliminary approval of my design plan does not authorize final approval of my zoning or signage request. I agree to arrange additional permitting separately, after approval is obtained.
- I understand that representation associated with this application on behalf of the property owner, project coordinator, potential property owner, agent or such other representative shall be binding.

Kyle Jenks — 12.8.21

Signature of Property Owner — Date

Tucker Exchange, LLC - Manager

Type or Print Name and Title

Christina Bickerton — 12/8/2021

Signature of Notary Public — Date — Notary Seal

CHRISTINA BICKERTON
COMMISSION EXPIRES
NOTARY PUBLIC
OCTOBER 2, 2023
CHEROKEE COUNTY, GEORGIA

RECEIVED
CITY OF TUCKER
12/17/2021
PLANNING & ZONING
DEPARTMENT

DISCLOSURE REPORT FORM

WITHIN THE (2) YEARS IMMEDIATELY PRECEDING THE FILING OF THIS ZONING PETITION HAVE YOU, AS THE APPLICANT OR OPPONENT FOR THE REZONING PETITION, OR AN ATTORNEY OR AGENT OF THE APPLICANT OR OPPONENT FOR THE REZONING PETITION, MADE ANY CAMPAIGN CONTRIBUTIONS AGGREGATING $250.00 OR MORE OR MADE GIFTS HAVING AN AGGREGATE VALUE OF $250.00 TO THE MAYOR OR ANY MEMBER OF THE CITY COUNCIL.

CIRCLE ONE: **YES** (if YES, complete points 1 through 4); **NO** (if NO, complete only point 4)

1. **CIRCLE ONE:** **Party to Petition** (If party to petition, complete sections 2, 3 and 4 below)

   In Opposition to Petition (If in opposition, proceed to sections 3 and 4 below)

2. List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition:

1.	5.
2.	6.
3.	7.
4.	8.

3. CAMPAIGN CONTRIBUTIONS:

Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at $250.00 or more

4. The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print) Tucker Exchange, LLC

Signature: _____ Date: 12-8-21

RECEIVED
CITY OF TUCKER
12/17/2021
PLANNING & ZONING DEPARTMENT

DISCLOSURE REPORT FORM

WITHIN THE (2) YEARS IMMEDIATELY PRECEDING THE FILING OF THIS ZONING PETITION HAVE YOU, AS THE APPLICANT OR OPPONENT FOR THE REZONING PETITION, OR AN ATTORNEY OR AGENT OF THE APPLICANT OR OPPONENT FOR THE REZONING PETITION, MADE ANY CAMPAIGN CONTRIBUTIONS AGGREGATING $250.00 OR MORE OR MADE GIFTS HAVING AN AGGREGATE VALUE OF $250.00 TO THE MAYOR OR ANY MEMBER OF THE CITY COUNCIL.

CIRCLE ONE: **YES** (if YES, complete points 1 through 4); **NO** (if NO, complete only point 4)

1. **CIRCLE ONE:** **Party to Petition** (If party to petition, complete sections 2, 3 and 4 below)

   In Opposition to Petition (If in opposition, proceed to sections 3 and 4 below)

2. List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition:

1.	5.
2.	6.
3.	7.
4.	8.

3. CAMPAIGN CONTRIBUTIONS:

Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at $250.00 or more

4. The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print) AHS Residential, LLC

Signature: Margaret S Bailey Date: 12/06/2021

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Name (print) Kathryn M. Zickert

Signature: Kathryn M Zickert Date: 11.29.2021

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Name (print) J. Alexander Brock

Signature: _____ Date: 11.29.2021

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Name (print) Dennis J. Webb, Jr.

Signature: _____ Date: 11.29.2021

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Pre-Application Meeting

From: Kylie Thomas <kthomas@tuckerga.gov>
Sent: Monday, December 6, 2021 4:56 PM
To: Brock, Alex; Courtney Smith; Jessica Echols
Cc: Webb, Dennis (Den)
Subject: Re: [External]Tucker Exchange - Pre-Application Form
Attachments: imagea7456e.JPG

CAUTION: This email is from an external source. Do not click links or attachments unless it's from a verified sender.

Hi Alex,

No pre-ap form or additional pre-ap meeting is necessary. You are welcome to email me the application when you are ready to submit!

Thanks!
Kylie

Get Outlook for iOS

From: Brock, Alex <jabrock@sgrlaw.com>
Sent: Monday, December 6, 2021 4:01 PM
To: Courtney Smith; Kylie Thomas; Jessica Echols
Cc: Webb, Dennis (Den)
Subject: [External]Tucker Exchange - Pre-Application Form

Courtney,

We are preparing the Special Land Use Permit application for on the Tucker Exchange development at 2059 Northlake Parkway. You met with Den several weeks ago to discuss the application and I wanted to see if you had a pre-application form from that meeting. If not, do we need to schedule another pre-app? Can it be scheduled this week?

We are preparing a submittal for the Monday 12/13 deadline and will need the pre-app form to include with it.

Thanks,
Alex

J. Alexander Brock
Attorney at Law

p | 404-815-3603
f | 404-685-6903
e | jabrock@sgrlaw.com
1105 W. Peachtree St. NE | Suite 1000 | Atlanta, GA 30309
www.sgrlaw.com | My Bio | vCard

Smith Gambrell Russell

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Public Participation Report

Public Participation Plan Report

Project Name: Tucker Exchange Mixed-Use

Contact Name: Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP

Meeting Date: December 9, 2021
Meeting Location: The ground floor common area at 2059 Northlake Parkway, Tucker, Georgia
Meeting Start Time: 7:00 p.m.
Meeting End Time: 8:00 p.m.
Number of people in attendance: See attached sign-in sheets.

Date of Filing of Land Use Petition Application: December 13, 2021

General Introduction:

A community meetings was held at the location noted above on December 9, 2021. Notifications were sent to each property owner within 500' of the Subject Property (a copy of the letter is attached). At the meeting, the Applicant gave an overview of the proposed development as well as an explanation of the SLUP and concurrent variances requested. The Applicant then answered questions and concerns from the neighbors in attendance. A summary of the neighbors' questions are attached to this report.

Summary of concerns and issues raised at the meeting: (please list and respond to each one individually; include as many items that were discussed).

1. List question/concern/comment/request for changes to the proposed plans

   Applicant Response: See attached list of questions and the Applicant's responses.

The following must be submitted at time of application submittal:

- Copy of the letter that was mailed to neighbors
- Copy of address list for mailing

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- Meeting sign-in sheet
- Meeting minutes
- Copy of the plan that was presented at the neighborhood meeting

I, the undersigned, as the applicant or an authorized representative of the applicant do solemnly swear and attest that the information provided is true and accurate. I have included a complete record of the neighborhood meeting, as well as an honest response regarding the intentions for dev pment.

12/13/21

Signature of Applicant or Authorized Representative Date

Dennis J. Webb, Jr.

Type or Print Name of Applicant or Authorized Representative Date

12.13.2021

Signature of Notary Date Notary Seal

CATHY M ELLINGTON NOTARY PUBLIC Exp. Mar. 13, 2026 GWINNETT COUNTY, GA

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AHS Residential, LLC – Community Meeting – 2059 Northlake Parkway, Tucker, GA
December 9, 2021 – 7:00 pm

Name and Address	Email Address	Phone number
Andrea Bennett Tucker	andrea0599@gmail.com	404-231-4130
Logan Ritchie Decaturish / Tucker Observer	LCRitchie@decaturish.com	
Nelda Macintyre 2403 Northlake Ct	macnetdausee yahoo.com	770-491-7576
Susan Pookupek	sg pooku bellsouth.net	
Lesley High	lesdhgh@gmail.com	
Peter Rehg	rgp713@gmail.com	
Charles Strauss Pine Grove Subdivision	chuckstrauss@hotmail.com	
Denell A. Davis Northlake	denell.davis@yahoo.com	
NEAL STUBBLEFIELD	NEALSTUBBLEFIELD@GMAIL.COM	404 395 6327
FOR MARY N. HARLAN By Linda Harlan Trotter, P.O.A	Lharlantrotter@gmail.com	678-200-0674
J. BARRY SCHRENK 3566 LAWR. HWY. TUCKER, GA 30084	JBARRY3566@YAHOO.COM	770-934-2144
Andrew Greenberg 1846 Hebron Hills, Tucker	HDIAndrew@aol.com	
James Curtis 1887 Robin Hill Ct. Tucker 30084	421810@bellsouth.net	770-491-6198

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AHS Residential, LLC – Community Meeting – 2059 Northlake Parkway, Tucker, GA
December 9, 2021 – 7:00 pm

Name and Address	Email Address	Phone number
Rod Gary	rdgary.com@gmail.com	
Matthew Lee	mlee@tuckernorthlake.com	

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AHS Tucker Exchange
12.09.2021 Community Meeting Questions and Responses

1. Architecture. Members of the community voiced opinions on the architectural design and asked for examples of other AHS developments. The community wanted a consistency of architectural styles between the proposed and existing building.
    a. RESPONSE: Applicant will create an email group from the attendees and forward examples of AHS' other local projects. The Applicant does not intend the proposed building to reflect the architecture of the existing building. The Applicant will continue to work with the City and the community to refine the proposed architecture.
2. Members of the community asked about the amenities provided.
    a. RESPONSE: Applicant noted the clubhouse, and surrounding nature.
3. There was a question regarding the number of elevators and if there is a back-up generator situation.
    a. RESPONSE: Applicant will confirm the answer and get back to the attendees.
4. There was a question on whether or not covered parking or a parking deck will be provided.
    a. RESPONSE: The proposed design does not include covered parking.
5. The community had questions regarding the unit sizes and the lease rates.
    a. RESPONSE: These items are not yet finalized, but as we continue through the design we will get that information to the attendees.
6. There was a concern regarding the abundance of apartments in the area and available units.
    a. RESPOSNE: The Applicant notes the few apartment complexes in the area and detailed the need for additional units.
7. There was a question regarding how the proposed development will impact local traffic.
    a. RESPONSE: The Applicant noted that a traffic impact is being prepared and will be included in its SLUP application.
8. Members of the community voiced concerns over the impacts of allowing affordable housing. The community did not want affordable housing, but voiced support for workforce housing.
    a. RESPONSE: The Applicant noted that the units will not be affordable according to the HUD and AMI requirements, however will entertain a workforce housing component if necessary.
9. Make sure plan is consistent with Tucker Master trail plan.
    a. RESPONSE: The proposed site plan shows a 10-foot multi use trail along E. Exchange Place. The Applicant will discuss options with City Staff for locating trails on the other sides of the property.
10. There was a question regarding the number of AHS employees working in the building.
    a. RESPONSE: The Applicant will determine the number of employees and respond via the email group.
11. There was a question about the proximity of the residential to the railroad tracks.
    a. RESPONSE: The railroad tracks are approximately 120-feet from the closest point of the proposed building.
12. There were no site plan changes that were requested at the meeting and the site plan was not revised as a result of the meeting.

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Neighborhood Meeting Information

Information about your neighborhood meeting shall be provided to city staff at least 14 calendar days before the meeting. City staff will then post information about the meeting on the city website and the city facebook page. An email blast will also be sent through the city email list.

Project Name: Tucker Exchange - 2059 Northlake Parkway

Contact Name: Dennis J. Webb, Jr. - Smith, Gambrell & Russell, LLP
djwebb@sgrlaw.com
404.815.3500

Meeting Date: December 9, 2021

Meeting Time: 7:00pm

Meeting Location: In the ground floor common area at 2059 Northlake Parkway, Tucker, Georgia

Request: AHS will be seeking a Special Land Use Permit to permit a density above 24 units per acre and certain variances.

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Dear Neighbors of 2059 Northlake Parkway,

AHS Residential, LLC ("AHS") is interested in developing the property at 2059 Northlake Parkway, known as "Tucker Exchange," for a mixed-use development that will incorporate the existing five-story office structure and add two new, nine-story buildings. Among other things, the mixed-use development will include approximately 59,315 square feet of office and co-working space, 129 live-work units and 378 multi-family units. To allow for the development, AHS will be seeking a Special Land Use Permit to permit a density above 24 units per acre and certain variances.

AHS broke ground on its first development in the metropolitan Atlanta area in June of 2021 at Tributary in Douglasville, Georgia. AHS is committed to creating unique, high quality communities that include apartments with well-designed amenities like a business center, a multipurpose clubhouse with swimming pool and a fitness center. AHS is also committed to providing hard-working Americans with contemporary living options that will not break the bank. AHS owns and manages over 2,000 apartments units in Florida with more communities planned in Georgia and Texas.

The first step in the process is to hold a Public Participation (neighborhood) meeting with the community to discuss our proposal with you and receive your feedback. The meetings are required before we can submit our application for a Special Land Use Permit and variances to the City. You are receiving this letter as you own property within 500' of our project. We hope you will be able to meet with us in the ground floor common area at 2059 Northlake Parkway, Tucker, Georgia on December 9th, 2021 at 7:00 pm.

We have included a site plan of our current proposal and look forward to discussing it with you and receiving your feedback on December 9, 2021. If you are unable to attend or wish to reach out beforehand, please feel free to contact us at djwebb@sgrlaw.com or 404.815.3500.

A flyer outlining the land use petition process in the City of Tucker is also included. Questions relating to city matters can be addressed to info@tuckerga.gov.

Sincerely,

AHS Residential, LLC

ahsresidential.com

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Land Use Petition Process for Rezonings, Special Land Use Permits, and Comprehensive Plan Amendments

1

Before filing, the applicant must host a neighborhood meeting per our Public Participation Plan requirements. The point of this meeting is for the potential applicant to discuss the proposal with neighbors and get feedback or requests for changes. More information can be found here: *tuckerga.gov/ppp*

2

The applicant files an application with the City of Tucker. Deadlines are listed in the Land Use Petition Application.

3

Staff completes a technical analysis of the application based on the City of Tucker Zoning Ordinance and Comprehensive Plan. This report includes a staff recommendation.

4

The City holds Public Meetings

- Planning Commission
  - Staff presentation of the staff report and staff recommendation
  - Public Hearing, which includes the applicant's presentation and a chance for the public to speak for or against the application
  - The Planning Commission votes on a recommendation to forward to City Council

- Mayor & City Council – 1st Read
  - Staff presentation of the staff report and staff recommendation
  - Public Hearing, which includes the applicant's presentation and a chance for the public to speak for or against the application

- Mayor & City Council – 2nd Read
  - Staff presentation of the staff report and staff recommendation
  - Public Hearing, which includes the applicant's presentation and a chance for the public to speak for or against the application
  - City Council can take a vote for final action on the request

Decisions on applications are based on the criteria that is set forth in the zoning ordinance. The criteria is located here: *tuckerga.gov/landusecriteria*

Please note that some applications, such as those that meet the Development of Regional Impact (DRI) standards, will have additional steps between filing an application and the Public Hearing.

For information about current land use petitions, including application information and public meeting dates, please visit: *tuckerga.gov/landusepetitions*

WATER AND SEWER NOTES:

1. WATER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING WATER MAINS IN MAIN ROAD
2. SEWER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING SEWER INFRASTRUCTURE CURRENTLY LOCATED ON SITE

DEVELOPMENT SUMMARY

SITE SUMMARY:

CURRENT ZONING:	NORTHLAKE OVERLAY (TIER 3)	
PROPOSED ZONING	NORTHLAKE OVERLAY (TIER 3)	
SITE AREA	13.00	ACRES
LOT COVERAGE	10.1	ACRES (77.7%)
OPEN SPACE	2.9	ACRES (22.3%)
REQUIRED BUILDING HEIGHT	135 FT 9 STORIES	
PROPOSED BUILDING HEIGHT	89 FT 9 STORIES	
EXISTING BUILDING HEIGHT	87.1 FT 5 STORIES	
BUILDING SETBACK REQUIREMENTS		
FRONT (MIN)	0 FT	
FRONT (MAX)	30 FT	
SIDE (Min)	20 FT	
BACK (MIN)	20 FT	
LANDSCAPE SETBACK		
FRONT (MIN)	6 FT	
SIDE (MIN)	6 FT	
BACK (MIN)	6 FT	

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	378 UNITS
LIVE WORK	126 UNITS
OFFICE/COWORKING SPACE	58,315 SF

TOTAL FLOOR SPACE: 570,332 SF
RESIDENTIAL: 511,187 SF
OFFICE: 58,315

PROPOSED DENSITY: 39 UNITS/ACRE

PARKING SUMMARY:

REQUIRED PARKING (MINIMUM):	626 SPACES (TOTAL)
MULTIFAMILY (378 UNITS)	378 SPACES (1.00/UNIT)
LIVE WORK (126 UNITS)	126 SPACES (1.00/UNIT)
OFFICE/COWORKING (58,315 SF)	116 SPACES (1.00/500 SF)
REQUIRED PARKING (MAXIMUM):	1,758 SPACES (TOTAL)
MULTIFAMILY (378 UNITS)	1,134 SPACES (3.00/UNIT)
LIVE WORK (126 UNITS)	387 SPACES (3.00/UNIT)
OFFICE/COWORKING (58,315 SF)	238 SPACES (1.0/500 SF)
PROPOSED PARKING:	789 SPACES (TOTAL)
STANDARD	753 SPACES
HANDICAP	18 SPACES
ALTERNATIVE VEHICLE	18 SPACES
BIKE/MOPED SPACES	42 SPACES
LOADING/UNLOADING	6 SPACES
PARKING LOT LANDSCAPING	
REQUIRED	10% MIN.
PROPOSED	10%

Kimley»Horn

AHS TUCKER

ZONING PLAN

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1105 W. Peachtree St NE
Atlanta GA 30309

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- ☐ Certified Mail Restricted Delivery
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- ☐ Insured Mail
- ☐ Priority Mail
- £ Priority Mail Express
- £ Registered Mail
- £ Return Receipt for Merchandise
- £ Signature Confirmation
- £ Signature Confirmation Restricted Delivery

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11/24/2021
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ZIP 30301
011D11636292

USPS Tracking/Article Number	Addressee (Name, Street, City, State, & ZIP Code™)	Postage	(Extra Service) Fee	Handling Charge	Actual Value if Registered	Insured Value	Due Sender if COD	ASR Fee	ASRD Fee	RD Fee	RR Fee	SC Fee	SCRD Fee	SH Fee
1.	30AIP NORTHLAKE LLC PO BOX 9456 MINNEAPOLIS, MN 55440	.53	.47											
2.	ANASTASIA PETKAS IRREVOCABLE GIFTING TRUST FOB 2062 LAVISTA CIR TUCKER, GA 30084	.53	.47											
3.	ASHIRWAD LLC 2081 NORTHLAKE PKWY TUCKER, GA 30084	.53	.47											
4.	BFS RETAIL COMMERCIAL OPERATI 9001 AIRPORT FWY # 700 FT WORTH, TX 76180	.53	.47											
5.	DEKALB COUNTY PUBLIC SAFETY & JUDICIAL FACILITIES AUTHORITY 1300 COMMERCE DR DECATUR, GA 30030	.53	.47											
6.	GEORGIA STUDENT FINANCE AUTH 2082 E EXCHANGE PL # 200 TUCKER, GA 30084	.53	.47											
7.	HUNG Q NGUYEN HUYNH HAOT 1619 STEPSTONE WAY LAWRENCEVILLE, GA 30043	.53	.47											

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ATLANTA GA 30309

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SLUP-22-0001, CV-22-0001, CV-22-0002, CV-22-0003, CV-22-0004

8.	ALEJANDRO LOPEZ RAMOS ARELY LOPEZ 2070 LAVISTA CIR TUCKER, GA 30084	.53	.47											
9.	ARC CAFEUSA001 LLC 3038 SIDCO DR 12FL NASHVILLE, TN 37204	.53	.47											
10.	BFS RETAIL COMMERCIAL 333 E LAKE ST # 300 BLOOMINGDALE, IL 60108	.53	.47											
11.	CRE LAKESIDE LLC 6500 CITY WEST PKWY STE 440 EDEN PRAIRIE, MN 55344	.53	.47											
12.	DREPUNG LOSELING MONASTERY INC 1781 DRESDEN DR NE ATLANTA, GA 30319	.53	.47											
13.	GHEBREYOHANNES TSEGA OBEDNGL 1935 CAMEO CT TUCKER, GA 30084	.53	.47											
14.	JAMES C OSER BEVERLEY OSER 2078 LAVISTA CIR TUCKER, GA 30084	.53	.47											
15.	JOHN G WRIGHT MARINA C WRIGHT 22641 BENNER AVE TORRANCE, CA 90505	.53	.47											
16.	LANGFORD CEMETERY 1647 N PELHAM RD NE ATLANTA, GA 30324	.53	.47											
17.	NORTHLAKE EQUITIES LLC NORTHLAKE CHELSEA LLC 14 STEUBEN LN JACKSON, NJ 8527	.53	.47											

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18.	O T A C DEVELOPMENT GROUP LLC 2077 NORTHLAKE PKWY TUCKER, GA 30084	.53	.47											
19.	RODGER N BENNETT MARY L BENNETT 4950 GAIDREW JOHNS CREEK, GA 30022	.53	.47											
20.	SAMMY P HARLAN MARY NASH HARLAN 2094 LAVISTA CIR TUCKER, GA 30084	.53	.47											
21.	STALLION INVESTMENTS LLC 3378 LAWRENCEVILLE HWY TUCKER, GA 30084	.53	.47											
22.	JOLLY FISHERMAN ASSOCIATES 1401 MCKINNEY ST # 1200 HOUSTON, TX 77010	.53	.47											
23.	MANRY & HESTON INC PO BOX 49607 ATLANTA, GA 30359	.53	.47											
24.	NORTHLAKE REAL ESTATE LLC 5225 FIVE FORKS TRICKUM RD LILBURN, GA 30047	.53	.47											
25.	OGLETHORPE POWER CORP 2100 E EXCHANGE PL TUCKER, GA 30084	.53	.47											
26.	RONALD LEE CORN 2086 LAVISTA CIR TUCKER, GA 30084	.53	.47											
27.	SELIG ENTERPRISES INC 1110 SPRING ST NW # 550 ATLANTA, GA 30309	.53	.47											

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28.	TCW INC 1572 SPRING BROOK DR DECATUR, GA 30033	.53 .47
29.	TUCKER EXCHANGE LLC 1427 MAYSON ST ATLANTA, GA 30324	.53 .47
30.	WADE R TURLINGTON JR 1942 CAMEO CT TUCKER, GA 30084	.53 .47
31.		
32.		
33.		
34.		
35.		
36.		
37.		

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ATLANTA GA 30309-9998

PS Form **3877**, January 2017 (Page 4 of 4)
PSN 7530-02-000-9098

Complete in Ink

RECEIVED
CITY OF TUCKER
12/17/2021
PLANNING & ZONING
DEPARTMENT

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SGR/26409260.1

Legal Description

EXHIBIT "A"
Legal Description

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 188 AND 189 OF THE 18TH DISTRICT, CITY OF TUCKER, DEKALB COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN PLACED (1/2" REBAR W/CAP) AT THE INTERSECTION FORMED BY THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) AND THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100' RIGHT OF WAY) AND RUNNING THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) THE FOLLOWING COURSES AND DISTANCES:

1) THENCE NORTH 32°53'05" WEST FOR A DISTANCE OF 75.09 FEET TO A MAG NAIL PLACED;
2) THENCE 45.33 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 11544.16 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 32°59'50" WEST, 45.33 FEET TO A MAG NAIL PLACED;
3) THENCE NORTH 38°24'48" WEST FOR A DISTANCE OF 176.82 FEET TO A MAG NAIL PLACED;
4) THENCE SOUTH 56°00'55" WEST FOR A DISTANCE OF 21.00 FEET TO AN IRON PIN PLACED (1/2" REBAR);
5) THENCE 175.75 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 11508.16 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 34°25'20" WEST, 175.75 FEET TO A CONCRETE MONUMENT FOUND;
6) THENCE NORTH 56°01'19" EAST FOR A DISTANCE OF 16.55 FEET TO A CONCRETE MONUMENT FOUND;
7) THENCE NORTH 40°51'02" WEST FOR A DISTANCE OF 82.54 FEET TO A CONCRETE MONUMENT FOUND;

THENCE DEPARTING THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) NORTH 60°29'14" EAST FOR A DISTANCE OF 219.40 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE NORTH 33°01'25" WEST FOR A DISTANCE OF 266.85 FEET TO AN IRON PIN PLACED (1/2" REBAR WITH CAP) ON THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE (70' RIGHT OF WAY); THENCE ALONG THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE (70' RIGHT OF WAY) THE FOLLOWING COURSES AND DISTANCES:

1) 299.87 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 655.00 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 84°54'24" EAST, 297.26 FEET TO AN IRON PIN FOUND (1/2" REBAR);
2) THENCE SOUTH 81°58'40" EAST FOR A DISTANCE OF 60.00 FEET TO A POINT;
3) THENCE 360.76 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 795.00 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 85°01'20" EAST, 357.67 FEET TO A POINT;
4) THENCE NORTH 72°01'20" EAST FOR A DISTANCE OF 89.91 FEET TO AN IRON PIN PLACED (1/2" REBAR W/CAP);

THENCE DEPARTING THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE (70' RIGHT OF WAY) SOUTH 27°55'00" EAST FOR A DISTANCE OF 514.75 FEET TO AN IRON PIN PLACED (1/2" REBAR W/CAP) ON THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100' RIGHT OF WAY); THENCE ALONG THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100' RIGHT

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OF WAY) SOUTH 62°04'29" WEST FOR A DISTANCE OF 850.53 FEET TO THE **POINT OF BEGINNING**.

SAID TRACT OR PARCEL CONTAINING 13.00936 ACRES OR 566,688 SQUARE FEET.

4831-8872-8982v.1 059555/00001

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EXHIBIT "B"
Permitted Exceptions

1. All taxes for the year 2019 and subsequent years, not yet due and payable.

2. Slope Easements as contained in that certain Condemnation being Civil Action File No. 40817, aforesaid Records.

3. Easement from Citizens & Southern National Bank to Georgia Power Company, dated September 6, 1974, recorded in Deed Book 3248, Page 364, aforesaid Records.

4. Terms, conditions and obligations as contained in that certain Sanitary Sewer Easement from Hiram S. Cochran to The Citizens and Southern National Bank, a national banking association, dated March 31, 1975, filed for record April 10, 1975 at 9:21 a.m., recorded in Deed Book 331 5, Page 446, aforesaid Records.

5. Terms, conditions and obligations as contained in that certain Storm Sewer Easement from Hiram S. Cochran to The Citizens and Southern National Bank, a national banking association, dated March 31, 1975, filed for record April 10, 1975 at 9:21 a.m., recorded in Deed Book 3315, Page 449, aforesaid Records.

6. Drainage rights as contained in that certain Right of Way Deed from Citizens and Southern Georgia Corporation to DeKalb County, a political subdivision of the State of Georgia, dated April 9, 1984, filed for record April 11, 1984 at 8:30 a.m., recorded in Deed Book 4956, Page 367, aforesaid Records.

7. Those matters as disclosed by that certain survey entitled "ALTA/NSPS Land Title Survey For ATPA Tucker Exchange, LLC, a Delaware limited liability company, its successors and assigns, Atlantic Capital Bank, N.A., Calloway Title and Escrow, LLC and Chicago Title Insurance Company", prepared by Watts & Browning Engineers, Inc., bearing the seal and certification of Virgil T. Hammond, Georgia Registered Land Surveyor No. 2554, dated April 1, 2019, last revised May 6, 2019, being designated as Job No. 190312, as follows:

   (a) Eighteen (18") inch corrugated metal pipe crossing the southwesterly and northerly boundary lines of subject property;

   (b) Fence crossing the southwesterly boundary line of subject property;

   (c) Back of curb crossing the southwesterly and southerly boundary lines of subject property; and

   (d) Underground power lines crossing the northerly boundary line of subject property.

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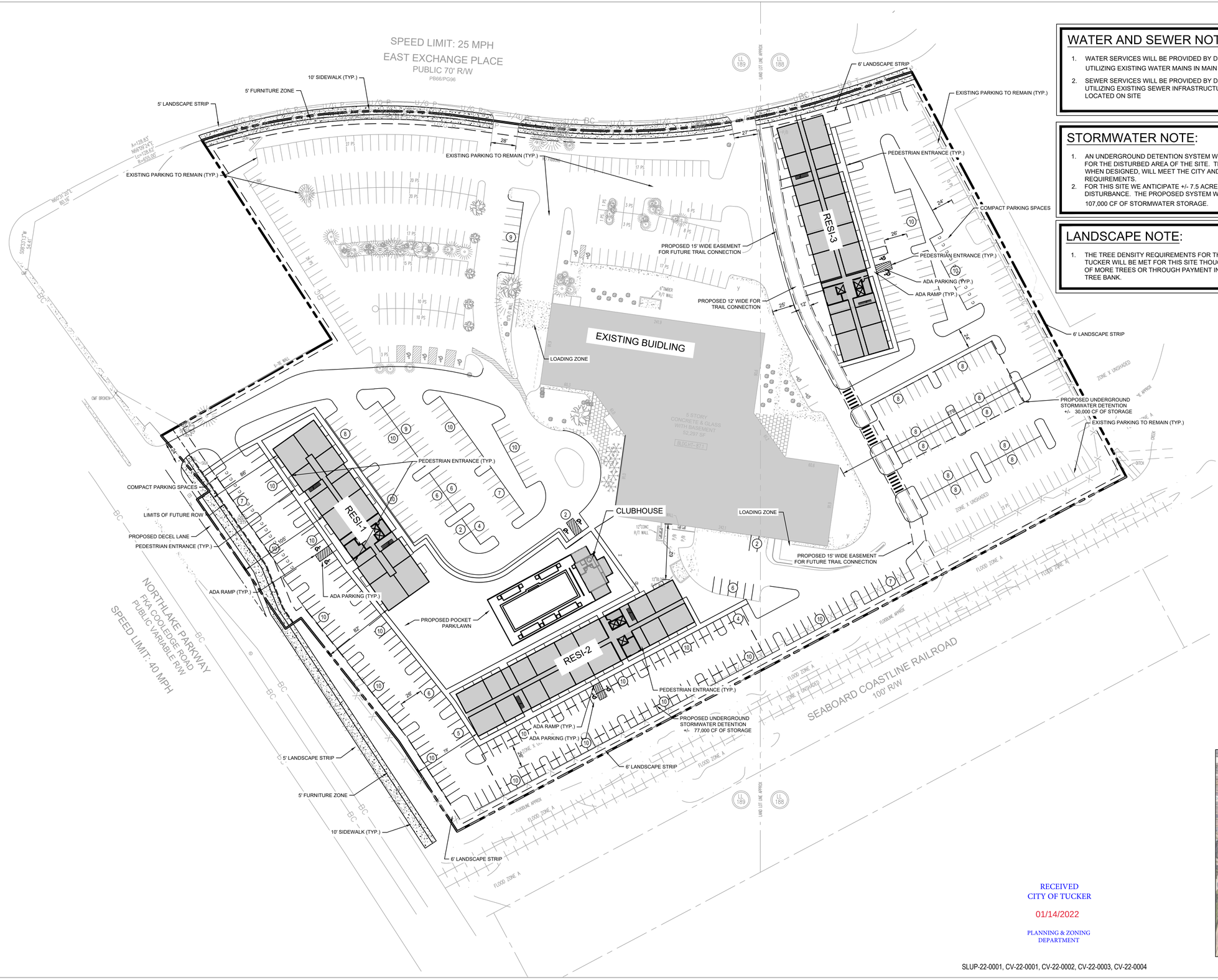
Site Plan



WATER AND SEWER NOTES:

1. WATER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING WATER MAINS IN MAIN ROAD
2. SEWER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING SEWER INFRASTRUCTURE CURRENTLY LOCATED ON SITE

STORMWATER NOTE:

1. AN UNDERGROUND DETENTION SYSTEM WILL BE PROVIDED FOR THE DISTURBED AREA OF THE SITE. THIS SYSTEM WHEN DESIGNED, WILL MEET THE CITY AND STATE REQUIREMENTS.
2. FOR THIS SITE WE ANTICIPATE +/- 7.5 ACRES OF DISTURBANCE. THE PROPOSED SYSTEM WILL PROVIDE +/- 107,000 CF OF STORMWATER STORAGE.

LANDSCAPE NOTE:

1. THE TREE DENSITY REQUIREMENTS FOR THE CITY OF TUCKER WILL BE MET FOR THIS SITE THOUGH THE ADDITION OF MORE TREES OR THROUGH PAYMENT INTO THE CITY TREE BANK.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	NL-2
PROPOSED ZONING:	NL-2
SITE AREA:	13.00 ACRES
DISTURBED AREA:	+/- 5.50 ACRES
LOT COVERAGE	10.3 ACRES (79.2%)
OPEN SPACE:	2.7 ACRES (20.7%)
REQUIRED BUILDING HEIGHT :	135 FT 9 STORIES
PROPOSED BUILDING HEIGHT:	89' FT (RES 3) 9 STORIES 83' FT (RES 1 AND RES 2) 8 STORIES
EXISTING BUILDING HEIGHT:	87.1' FT 5 STORIES

BUILDING SETBACK REQUIREMENTS:

FRONT (MIN)	0 FT
FRONT (MAX)	30 FT
SIDE (MIN)	20 FT
BACK (MIN)	20 FT

LANDSCAPE SETBACK:

FRONT (MIN)	6 FT
SIDE (MIN)	6 FT
BACK (MIN)	6 FT

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	368 UNITS
LIVE WORK	129 UNITS
OFFICE/COWORKING SPACE:	97,240 SF

TOTAL FLOOR SPACE: 579,951 GSF
RESIDENTIAL: 482,711 SF
OFFICE/LOBBY/AMENITY: 97,240

PROPOSED DENSITY: 39 UNITS/ACRE

PARKING SUMMARY:

REQUIRED PARKING (MINIMUM):	**616 SPACES** (TOTAL)
MULTIFAMILY (368 UNITS):	368 SPACES (1.00/UNIT)
LIVE WORK (129 UNITS):	129 SPACES (1.00/UNIT)
OFFICE/COWORKING (59,315 SF):	119 SPACES (1.0/500 SF)
REQUIRED PARKING (MAXIMUM):	**1,729 SPACES** (TOTAL)
MULTIFAMILY (368 UNITS):	1,104 SPACES (3.00/UNIT)
LIVE WORK (129 UNITS):	387 SPACES (3.00/UNIT)
OFFICE/COWORKING (59,315 SF):	238 SPACES (1.0/500 SF)
PROPOSED PARKING:	**694 SPACES** (TOTAL)
STANDARD:	651 SPACES
COMPACT:	10 SPACES
HANDICAP:	33 SPACES

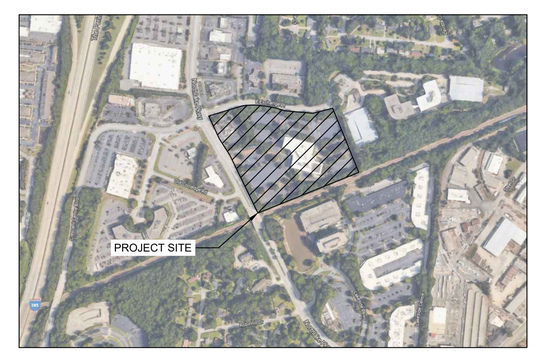
PARKING LOT LANDSCAPING:

REQUIRED:	10% MIN.
PROPOSED:	10%

ALTERNATIVE VEHICLE AND BIKE PARKING:

1. THE SITE WILL PROVIDE BIKE/MOPED PARKING AS REQUIRED BY CODE. THE EXACT LOCATION WILL BE DETERMINED DURING THE PERMITTING PHASE. FOR THIS SITE, 36 BIKE/MOPED SPACES WILL BE PROVIDED (1 PER 20).
2. THE SITE WILL PROVIDE ALTERNATIVE VEHICLE PARKING THROUGHOUT THE SITE AS REQUIRED BY CODE. THE EXACT LOCATION WILL BE DETERMINED DURING THE PERMITTING PHASE. FOR THIS SITE, 15 ALTERNATIVE FUEL SPACES WILL BE PROVIDED (2% OF TOTAL).

SITE LOCATION MAP



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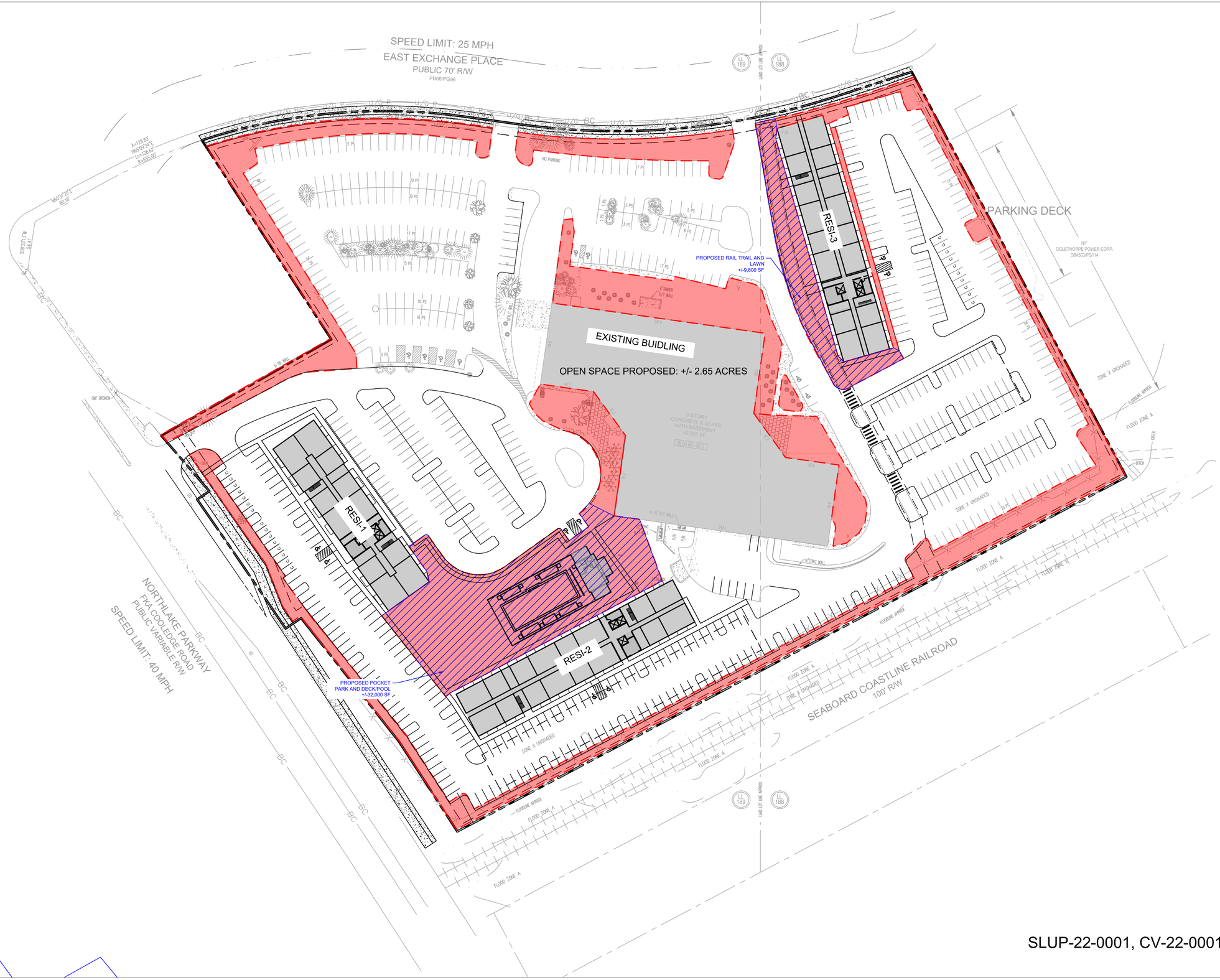
Kimley»Horn

AHS TUCKER

ZONING PLAN
January 14, 2022

0 25 50 100 150

NORTH



LEGEND:

OPEN SPACE:

OUTDOOR SPACE:

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	NL-2	
PROPOSED ZONING:	NL-2	
SITE AREA:	13.00	ACRES
OPEN SPACE:	2.65	ACRES (20.4%)
OUTDOOR SPACE:	0.90	ACRES (7.0%)

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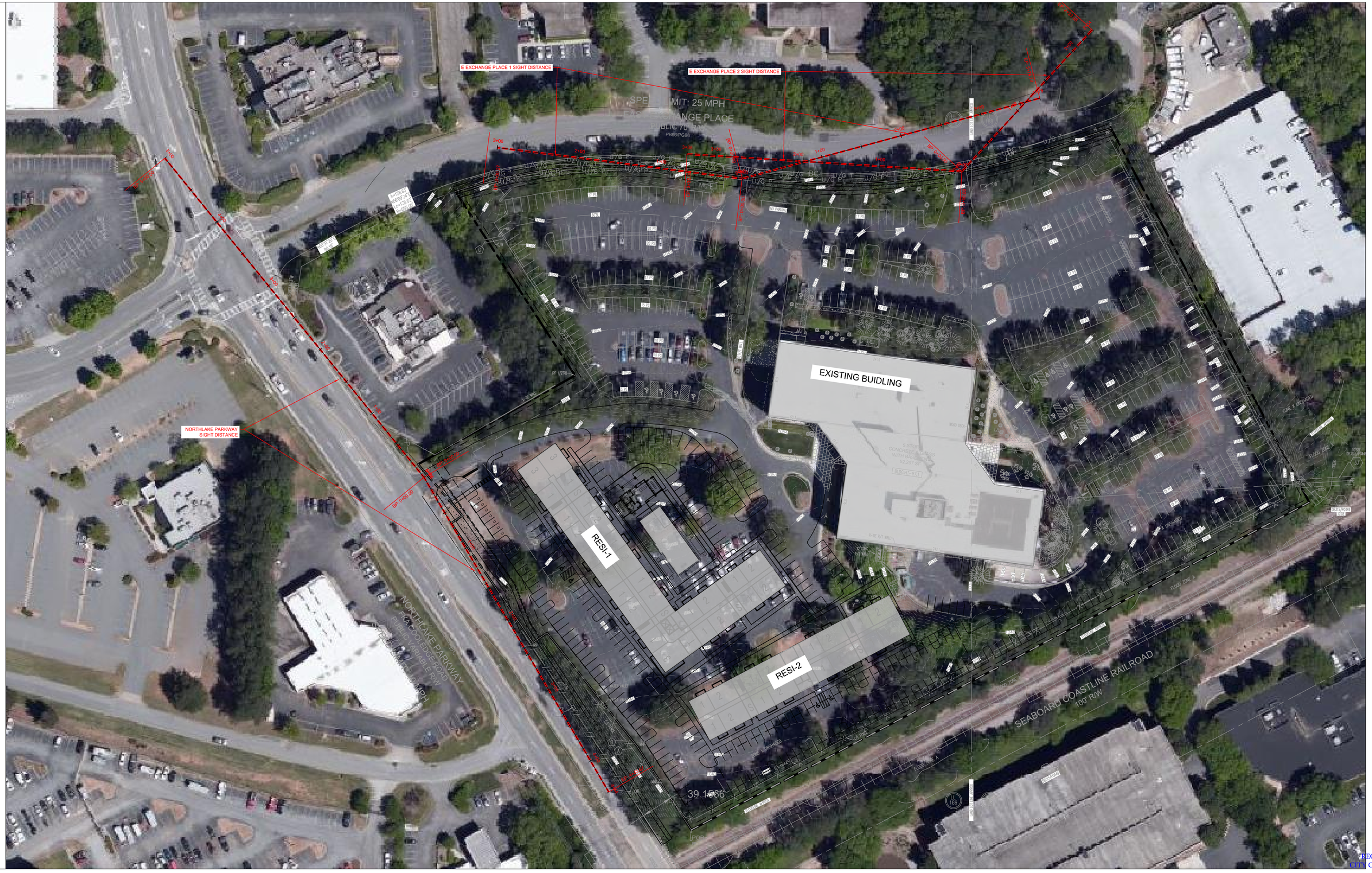
OPEN SPACE PLAN
January 14, 2022

0 25 50 100 150

NORTH



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OVERALL SIGHT DISTANCE PLAN

December 13, 2021

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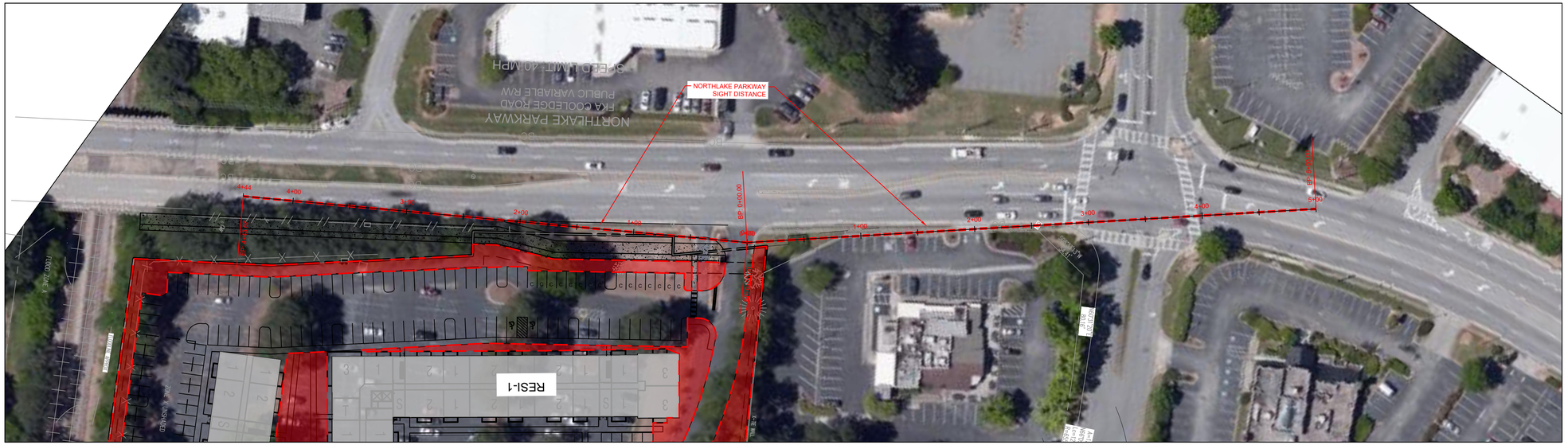
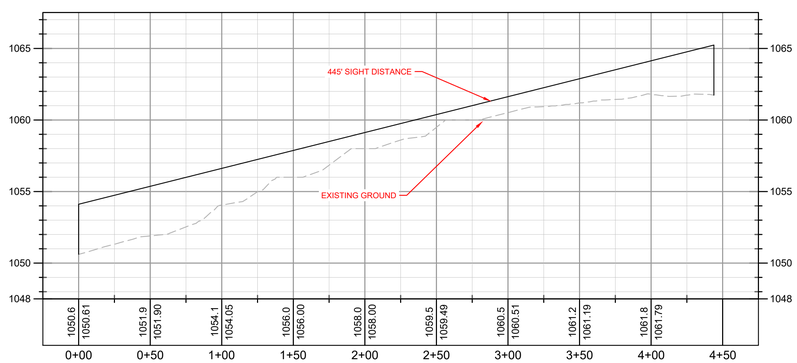
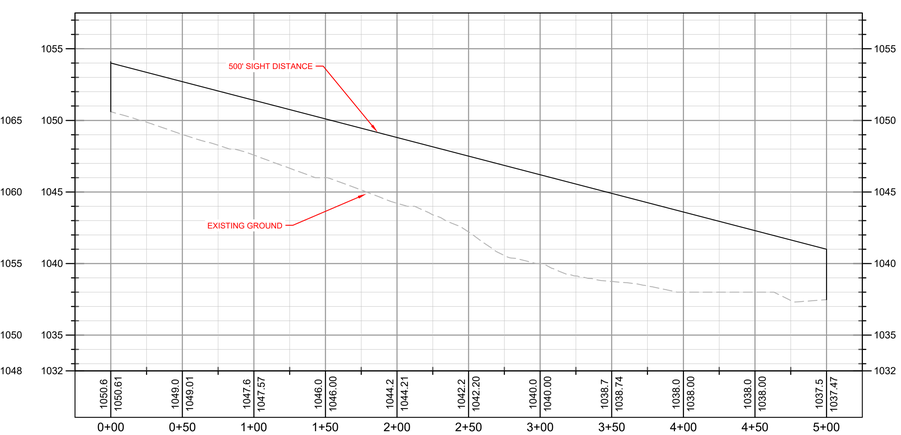
NORTH

PLANNING & ZONING
DEPARTMENT





PROFILE VIEW
Northlake Pkwy Left
1" = 40' HORZ.
1" = 4' VERT.



PROFILE VIEW
Northlake Pkwy Right
1" = 40' HORZ.
1" = 4' VERT.

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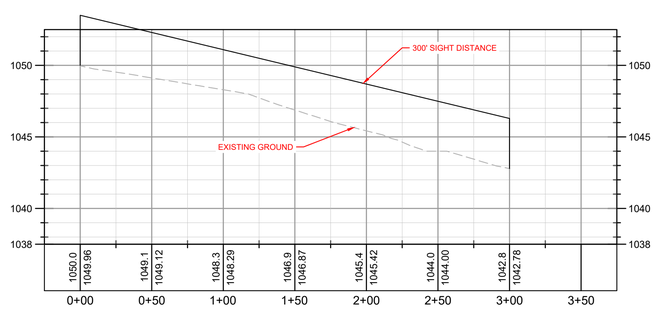
NORTHLAKE PARKWAY SIGHT DISTANCE

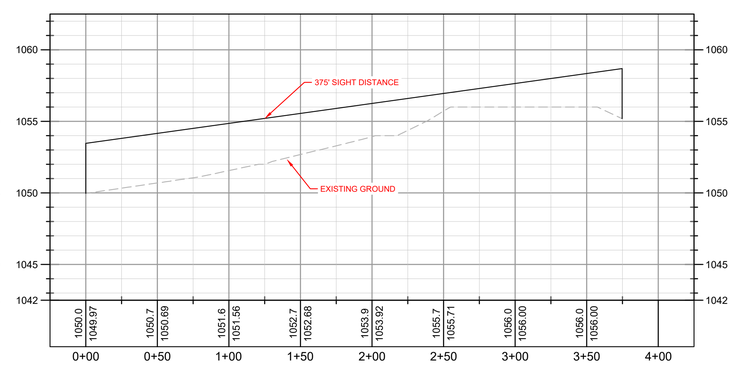
December 13, 2021

0 25 50 100 150

NORTH



PROFILE VIEW
E EXCHANGE PI (1) LEFT
1" = 40' HORZ.
1" = 4' VERT.



PROFILE VIEW
E EXCHANGE PI (1) RIGHT
1" = 40' HORZ.
1" = 4' VERT.

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E EXCHANGE PLACE #1 SIGHT DISTANCE

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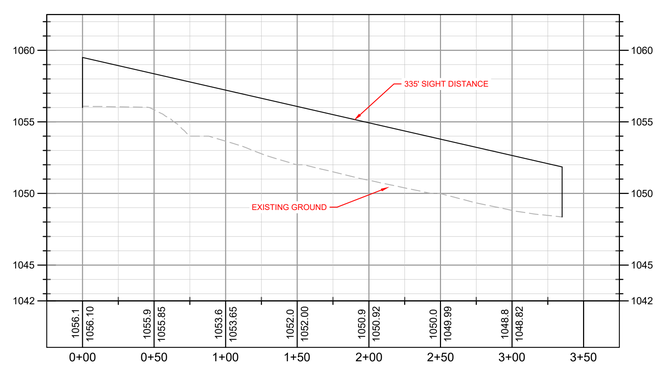
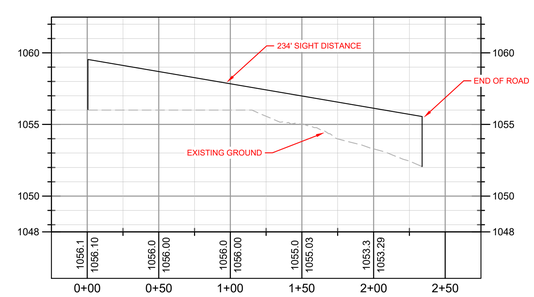


PROFILE VIEW
E EXCHANGE PI (2) LEFT
1" = 40' HORZ.
1" = 4' VERT.



PROFILE VIEW
E EXCHANGE PI (2) RIGHT
1" = 40' HORZ.
1" = 4' VERT.

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E EXCHANGE PLACE #2 SIGHT DISTANCE

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0 ## ## ### ### NORTH

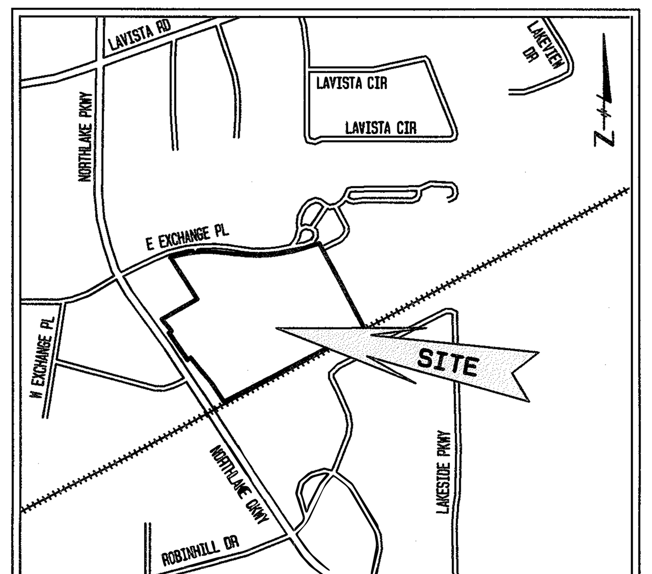
Survey

LEGEND

A ~ ARC
AC ~ ACRE(S)
AE ~ ACCESS EASEMENT
AGLC ~ ATLANTA GAS LIGHT COMPANY
ASP ~ ASPHALT
BB ~ BOTTOM OF BANK
BC ~ BACK OF CURB
B/C ~ BUILDING CORNER
B.F.E ~ BASE FLOOD ELEVATION
BL ~ BUILDING SETBACK LINE
BM ~ BENCHMARK
BPF ~ BLUE PIN FLAG
BPM ~ BLUE PAINT MARK
BS ~ BOTTOM OF SLOPE
BSO ~ BELLSOUTH TELEPHONE CO.
BSOCM ~ BELLSOUTH CABLE MARKER
BSOMH ~ BELLSOUTH MANHOLE
BW ~ BOTTOM OF WALL
B/W ~ BARBED WIRE
CB ~ CATCH BASIN
CCA ~ CORNER CONCRETE APRON
CCW ~ CORNER CONCRETE WALK
CI ~ CURB INLET
CL ~ CENTERLINE
C/L ~ CHAINLINK
CMF ~ CONCRETE MONUMENT FOUND
CMP ~ CORRUGATED METAL PIPE
CO ~ CLEANOUT
COMM ~ COMMUNICATION
CT ~ CRIMPED TOP PIPE
CTV ~ CABLE TELEVISION
C/W ~ CONCRETE WALK
DB ~ DEED BOOK
DE ~ DRAINAGE EASEMENT
DI ~ DROP INLET
DIP ~ DUCTILE IRON PIPE
DNR ~ DEPT.OF NATURAL RESOURCES
DNRMS ~ DNR MONUMENT SET
DR ~ DRIVE
EB ~ ELECTRIC BOX
EMC ~ ELECTRIC MEMBERSHIP CORP.
EP ~ EDGE OF PAVEMENT
FC ~ FACE OF CURB
F/C ~ FENCE CORNER
FDC ~ FIRE DEPARTMENT CONNECTION
FFE ~ FINISHED FLOOR ELEVATION
FH ~ FIRE HYDRANT
F/L ~ FENCE LINE
FOCM ~ FIBRE OPTIC CABLE MARKER
FP ~ FENCE POST
F/P ~ FLAG POLE
GLMP ~ GAS LINE MARKER POST
GM ~ GAS METER
G/P ~ GATE POST
GP ~ GUY POLE
GPC ~ GEORGIA POWER COMPANY
G/R ~ GUARD RAIL
GV ~ GAS VALVE
GW ~ GUY WIRE
HDPE ~ HIGH DENSITY POLYETHYLENE
H/C ~ HANDICAP PARKING SPACE
HVP/P ~ HIGH VOLTAGE POWER POLE
H/W ~ HEADWALL
ICV ~ IRRIGATION CONTROL VALVE
INV ~ INVERT
IPF ~ IRON PIN FOUND
IPP ~ IRON PIN PLACED 1/2" RB W/ CAP
IRF ~ INTERMEDIATE REGIONAL FLOOD
JB ~ JUNCTION BOX
(L) ~ CURVE TO THE LEFT
L/A ~ LIMIT OF ACCESS
Lc ~ LENGTH OF CHORD
LLL ~ LAND LOT LINE
L/P ~ LAMP POST/LIGHT POLE
L/S ~ LANDSCAPED AREA
M/B ~ MAILBOX
MFE ~ MINIMUM FLOOR ELEVATION
MFN ~ METROMEDIA FIBRE NETWORK
MH ~ MANHOLE
MNP ~ MAG NAIL PLACED
MW ~ MONITORING WELL
NF ~ NAIL FOUND
N/F ~ NOW OR FORMERLY
OCS ~ OUTLET CONTROL STRUCTURE
OPF ~ ORANGE PIN FLAG
OPM ~ ORANGE PAINT MARK
OT ~ OPEN TOP PIPE
P ~ POWER LINE
PB ~ PLAT BOOK
P/B ~ POWER BOX
PG ~ PAGE(S)
PIV ~ POST INDICATOR VALVE
PL ~ PROPERTY LINE
POB ~ POINT OF BEGINNING
POC ~ POINT OF COMMENCING
PM ~ POWER METER
P/P ~ POWER POLE
PS ~ PARKING SPACE(S)
PVC ~ POLYVINYLCHLORIDE PIPE
R ~ RADIUS
(R) ~ CURVE TO THE RIGHT
RB ~ RE-BAR
RCP ~ REINFORCED CONCRETE PIPE
RPF ~ RED PIN FLAG
RPM ~ RED PAINT MARK
RR ~ RAILROAD
R/T ~ RETAINING
R/W ~ RIGHT OF WAY
SF ~ SQUARE FEET
S/P ~ SERVICE POLE
SR ~ SOLID ROD
SS ~ SANITARY SEWER
SSE ~ SANITARY SEWER EASEMENT
S/W ~ SIDEWALK
T ~ TELEPHONE LINE
T/B ~ TRAFFIC SIGNAL BOX
T/D ~ TRENCH DRAIN
TBM ~ TEMPORARY BENCHMARK
T/C ~ TOP OF CURB
T/P ~ TELEPHONE POLE
TP ~ TRAFFIC POLE
TRANS ~ TRANSMISSION
T/S ~ TRAFFIC SIGNAL
TSI ~ TRAFFIC SIGN
TW ~ TOP OF WALL
T/W ~ TEST WELL
U/G ~ UNDERGROUND
VB ~ VALVE BOX
VMP ~ VALVE MARKER POST
W ~ WATER LINE
WF ~ WETLAND FLAG
WIF ~ WROUGHT IRON FENCE
WM ~ WATER METER
WV ~ WATER VALVE
X ~ CORNER
YI ~ YARD INLET
YPF ~ YELLOW PIN FLAG
YPM ~ YELLOW PAINT MARK

SYMBOL LEGEND

A/C	AIR CONDITIONING UNIT
BFP	BACKFLOW PREVENTOR
BOLL	BOLLARD
BSO	BSO/AT&T/COMM BOX
BSOMH	BSO/AT&T/COMM MANHOLE
CMF	CONCRETE MONUMENT FOUND
CO	CLEANOUT
CON	CONDUIT
CTV	CABLE TV BOX
DI	DROP INLET
FOCM	FIBER OPTIC CABLE MARKER
FDC	FIRE DEPT CONNECTION
FH	FIRE HYDRANT
GLMP	GAS LINE MARKER POST
GMH	GAS MANHOLE
GM	GAS METER
GV	GAS VALVE
GT	GREASE TRAP
G/L	GROUND LIGHT
GP	GUYPOLE
GW	GUYWIRE
ICV	IRRIGATION CONTROL VALVE
IPF	IRON PIN FOUND
H/W	HEADWALL
JB	JUNCTION BOX
L/P	LAMP POST/LIGHT POLE
M/B	MAIL BOX/KIOSK
MW	MONITORING WELL
PNTMRK	PAINT MARK
PKMTR	PARKING METER
PWRCON	POWER CONDUIT
P/B	POWER/ELEC BOX
P/P	POWER POLE
PMH	POWER MANHOLE
PM	POWER METER
SSMH	SANITARY SEWER MANHOLE
SIGN	SIGN
T/B	TRAFFIC SIGNAL BOX
TP	TRAFFIC POLE
T/S	TRAFFIC SIGNAL
TRANS	TRANSFORMER
TREE	TREE
UB	UTILITY BOX
UM	UTILITY MANHOLE
UP	UTILITY POLE
VMP	VALVE MARKER POST
WLMP	WATER LINE MARKER POST
WMH	WATER MANHOLE
WM	WATER METER
WV	WATER VALVE
XWP	CROSS WALK SIGNAL POLE
—CTV—	CABLE TV
—X—	FENCE LINE
—P—	POWER LINE
—TRANS—	TRANSMISSION LINE
—P-T—	POWER & TELEPHONE
—GAS—	GAS LINE
—SS—	SANITARY SEWER LINE
	STORM LINE
—T—	TELEPHONE LINE
—U/G P—	U/G POWER
—U/G T—	U/G TEL
—W—	WATER LINE



LOCATION MAP
N.T.S.

SURVEYORS NOTES:

1. THE DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES.

2. THIS SURVEY IS PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED IN THE CERTIFICATION HEREON. SAID CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED ENTITIES WITHOUT AN EXPRESSED RECERTIFICATION BY THE SURVEYOR NAMING SAID ENTITIES.

3. THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.

4. ABOVE GROUND UTILITY LOCATIONS WERE OBTAINED FROM FIELD OBSERVATIONS. WATTS & BROWNING HAS NOT RESEARCHED UNDERGROUND UTILITY LOCATIONS. INFORMATION SHOWN HEREON REGARDING THE EXISTENCE, SIZE, TYPE AND LOCATION OF UNDERGROUND UTILITIES IS BASED ON MARKINGS IN THE FIELD AND INFORMATION FURNISHED BY OTHERS AND WATTS & BROWNING ENGINEERS IS UNABLE TO CERTIFY TO THE ACCURACY OR COMPLETENESS OF THIS INFORMATION. INDICATED LOCATIONS SHOULD BE CONFIRMED IN THE FIELD WITH UTILITY COMPANIES PRIOR TO PROCEEDING WITH PLANNING, DESIGN OR CONSTRUCTION.

5. ANY DEPICTION OF GROUNDWATER FEATURES (RIVERS, STREAMS, CREEKS, SPRINGS, DITCHES, PONDS, LAKES), NATURAL OR OTHERWISE, SHOWN ON THIS SURVEY ARE MERELY OBSERVATIONS AT THE TIME OF THE SURVEY AND NOT A STATEMENT AS TO THE EXISTENCE OR NON-EXISTENCE OF ANY ENVIRONMENTAL CONDITION. WATTS & BROWNING ENGINEERS, INC. SURVEY PERSONNEL ARE NOT ENVIRONMENTAL PROFESSIONALS. WATTS & BROWNING ENGINEERS, INC. OFFERS NO CERTIFICATION AS TO EXISTENCE OR NON-EXISTENCE OF ANY GROUNDWATER FEATURE OR ENVIRONMENTALLY SENSITIVE AREAS ON OR NEAR THE SUBJECT PROPERTY AS MAY BE DEFINED BY FEDERAL, STATE OR LOCAL GOVERNMENTAL REGULATIONS. PRIOR TO PLANNING OR CONSTRUCTION, AN ENVIRONMENTAL PROFESSIONAL SHOULD BE CONSULTED TO DETERMINE HOW THE SUBJECT PROPERTY MAY, OR MAY NOT, BE AFFECTED BY ENVIRONMENTAL ISSUES.

6. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF HUMAN BURIALS OR CEMETERIES.

7. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVABLE SURFACE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

8. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF RECENT CHANGES IN STREET RIGHT-OF-WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION.

9. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF ANY STREET OR SIDEWALK CONSTRUCTION OR REPAIR.

10. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF SITE USED AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL.

11. THE ZONING CLASSIFICATION AND BULK RESTRICTIONS FOR SAID ZONING CLASSIFICATION HAVE NOT BEEN FURNISHED TO THE SURVEYOR FOR REVIEW AS REQUIRED IN SECTION 4 AND TABLE A, ITEMS 6(A) AND 6(B) OF THE 2011 ALTA/ACSM MINIMUM STANDARD DETAIL REQUIREMENTS, EFFECTIVE FEBRUARY 23, 2011. THE ZONING CLASSIFICATION AND BULK RESTRICTIONS REFERENCES SHOWN HEREON WERE RESEARCHED BY THE SURVEYOR.

12. THE DEEDS OF ADJOINING PROPERTIES HAVE NOT BEEN FURNISHED TO THE SURVEYOR FOR REVIEW AS REQUIRED IN SECTION 4 OF THE 2011 ALTA/ACSM MINIMUM STANDARD DETAIL REQUIREMENTS, EFFECTIVE FEBRUARY 23, 2011. THE ADJOINING OWNERSHIP AND DEED REFERENCES SHOWN HEREON WERE RESEARCHED BY THE SURVEYOR IN ACCORDANCE WITH SECTION 180-7-.02(1)(A) OF THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS

13. ALL FIELD MEASUREMENTS MATCHED RECORD DIMENSIONS WITHIN THE PRECISION REQUIREMENTS OF ALTA/ACSM SPECIFICATIONS UNLESS OTHERWISE SHOWN.

14. PERTAINING TO TABLE A, ITEM 18, WETLANDS: THE SURVEYOR OBSERVED NO EVIDENCE OF WETLANDS BEING FLAGGED IN THE FIELD DURING THE COURSE OF THE SURVEY AND NO WETLANDS REPORT HAS BEEN FURNISHED TO THE SURVEYOR FOR REVIEW.

15. THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER **2-37451** WITH AN EFFECTIVE DATE OF MARCH 14, 2019.

REFERENCE MATERIAL

1. COMMITMENT FOR TITLE INSURANCE. CHICAGO TITLE INSURANCE COMPANY. COMMITMENT NO. 2-37451. EFFECTIVE DATE MARCH 14, 2019.

2. ZONING REPORT: NORTHLAKE PKWY PROJECT, 2059 NORTHLAKE PARKWAY, TUCKER, GA. PREPARED FOR: PARKSIDE PARTNERS ACQUISITIONS, LLC. **PREPARED BY:** NV5 TRANSACTION SERVICES - ZONING DIVISION, 3000 S. BERRY RD., STE. 150, NORMAN, OK 73072. DATED APRIL 16, 2019.

3. DEED: SPECIAL WARRANTY DEED - AT TUCKER GA LLC TO DIV/MAINSTREET NORTHEAST CENTER JV, LLC, DATED DECEMBER 15, 2016 AND RECORDED ON DECEMBER 19, 2016 IN DEED BOOK 25982, PAGE 510, DEKALB COUNTY, GEORGIA RECORDS.

4. DEED: QUIT CLAIM DEED - AT TUCKER GA LLC TO DIV/MAINSTREET NORTHEAST CENTER JV, LLC, DATED DECEMBER 15, 2016 AND RECORDED ON DECEMBER 19, 2016 IN DEED BOOK 25982, PAGE 514, DEKALB COUNTY, GEORGIA RECORDS.

5. PLAT: ALTA/ACSM LAND TITLE SURVEY FOR THE PATTERSON PROJECT - B&C SITE NO. 05, NORTHEAST CENTER, 2059 NORTHLAKE PARKWAY, TUCKER, GA - LAND LOTS 188 & 189, 18TH DISTRICT, DEKALB COUNTY, GEORGIA, DATED FEBRUARY 20, 1997, LAST REVISED MAY 16, 1997. PREPARED BY WATTS & BROWNING ENGINEERS, INC.

6. PLAT: ALTA/ACSM LAND TITLE SURVEY - DANA - PORTFOLIO PROJECT, B&C PROJECT NO. 201501821, 002, NORTHEAST CENTER, 2059 NORTHLAKE PARKWAY, TUCKER, GA 30084, DATED JULY 27, 2015. PREPARED BY MORELAND ALTOBELLI ASSOCIATES.

7. PLAT: BOUNDARY SURVEY FOR C&S NATIONAL BANK, COOLEDGE ROAD SITE, LAND LOTS 188 & 189, 18TH DISTRICT, DEKALB COUNTY, GEORGIA, DATED SEPTEMBER 25, 1973, LAST REVISED JANUARY 31, 1974. PREPARED BY MAYES, SUDDERETH & ETHEREDGE.

8. PLAT: RIGHT-OF-WAY SURVEY FOR EAST EXCHANGE PLACE - SOUTHERN REALTY EQUITIES, INC. - LAND LOTS 188 & 189, 18TH DISTRICT, DEKALB COUNTY, GEORGIA, DATED MARCH 19, 1975, LAST REVISED FEBRUARY 17, 1976. PREPARED BY MAYES, SUDDERETH & ETHEREDGE. RECORDED IN PLAT BOOK 66, PAGE 96 ON JUNE 28, 1976, DEKALB COUNTY, GEORGIA RECORDS.

RECORD LEGAL DESCRIPTION
DEED BOOK 25982, PAGE 510

EXHIBIT A
LEGAL DESCRIPTION OF PROPERTY

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 188 AND 189 OF THE 18TH DISTRICT OF DEKALB COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION FORMED BY THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) AND THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100 FOOT RIGHT OF WAY) AND RUNNING THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) THE FOLLOWING COURSES AND DISTANCES: NORTH 32 DEGREES 53 MINUTES 05 SECONDS WEST 75.09 FEET (FORMERLY A RECORD BEARING AND DISTANCE OF SOUTH 32 DEGREES 48 MINUTES 08 SECONDS EAST 76.41 FEET); THENCE ALONG THE ARC OF A CURVE TO THE LEFT 45.33 FEET (SAID ARC HAVING A CHORD DISTANCE OF 45.33 FEET ON A BEARING OF NORTH 32 DEGREES 59 MINUTES 50 SECONDS WEST AND A RADIUS OF 11544.156 FEET); THENCE NORTH 38 DEGREES 24 MINUTES 48 SECONDS WEST (FORMERLY A RECORD BEARING OF SOUTH 38 DEGREES 19 MINUTES 51.5 SECONDS EAST) 176.82 FEET; THENCE SOUTH 56 DEGREES 00 MINUTES 55 SECONDS WEST (FORMERLY A RECORD BEARING OF NORTH 56 DEGREES 05 MINUTES 52 SECONDS CAST) 21.00 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 175.75 FEET (SAID ARC HAVING A CHORD DISTANCE OF 175.75 FEET ON A BEARING OF NORTH 34 DEGREES 25 MINUTES 20 SECONDS WEST AND A RADIUS OF 11508.156 FEET) TO A CONCRETE MONUMENT FOUND; THENCE NORTH 56 DEGREES 01 MINUTES 19 SECONDS EAST 16.55 FEET (FORMERLY A RECORD BEARING AND DISTANCE OF SOUTH 55 DEGREES 13 MINUTES 21 SECONDS WEST 17.0 FEET) TO A CONCRETE MONUMENT FOUND; THENCE NORTH 40 DEGREES 51 MINUTES 02 SECONDS WEST 82.54 (FORMERLY A RECORD BEARING AND DISTANCE OF SOUTH 41 DEGREES 19 MINUTES 35 SECONDS EAST 81.40 FEET) TO A CONCRETE MONUMENT FOUND AT THE SOUTHWEST COMER OF LAND NOW OR FORMERLY OWNED BY MODEMAGE, INC. (DEED BOOK 6876, PAGE 64); RUNNING THENCE NORTH 60 DEGREES 29 MINUTES 14 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF SAID MODEMAGE, INC. PROPERTY AN DEPARTING THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY A DISTANCE OF 219.40 FEET (FORMERLY A RECORD BEARING AND A DISTANCE OF NORTH 62 DEGREES 58 MINUTES 00 SECONDS EAST 219.93 FEET) TO AN IRON PIN FOUND AT THE SOUTHEAST COMER OF SAID MODEMAGE, INC. PROPERTY; RUNNING THENCE NORTH 33 DEGREES 01 MINUTES 25 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID MODEMAGE, INC. PROPERTY A DISTANCE OF 266.85 FEET (FORMERLY A RECORD BEARING AND DISTANCE OF NORTH 30 DEGREES 32 MINUTES 00 SECONDS WEST 267.00 FEET) TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE (70 FOOT RIGHT OF WAY); RUNNING THENCE EASTERLY ALONG THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE (70 FOOT RIGHT OF WAY) THE FOLLOWING COURSES AND DISTANCES: ALONG THE ARC OF A CURVE TO THE RIGHT 299.87 FEET TO AN IRON PIN FOUND (SAID ARC HAVING A CHORD DISTANCE OF 297.26 FEET ON A BEARING OF NORTH 84 DEGREES 54 MINUTES 24 SECONDS EAST (FORMERLY A RECORD BEARING OF NORTH 87 DEGREES 21 MINUTES 03 SECONDS EAST) AND A RADIUS OF 655.00 FEET); THENCE SOUTH 81 DEGREES 58 MINUTES 40 SECONDS EAST (FORMERLY A RECORD BEARING OF SOUTH 79 DEGREES 32 MINUTES EAST) 60.00 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 360.76 FEET (SAID ARC HAVING A CHORD DISTANCE OF 357.67 FEET TO A BEARING NORTH 85 DEGREES 01 MINUTES 20 SECONDS EAST (FORMERLY A RECORD BEARING OF NORTH 87 DEGREES 28 MINUTES EAST) AND A RADIUS OF 795.00 FEET); THENCE NORTH 72 DEGREES 01 MINUTES 20 SECONDS EAST (FORMERLY A RECORD BEARING OF NORTH 74 DEGREES 28 MINUTES EAST 89.91 FEET TO THE NORTHWEST COMER OF LAND NOW OR FORMERLY OWNED BY OGLETHORPE POWER CORPORATION (DEED BOOK 4503, PAGE 114); RUNNING THENCE SOUTH 27 DEGREES 55 MINUTES 00 SECONDS EAST (FORMERLY A RECORD BEARING OF SOUTH 25 DEGREES 30 MINUTES EAST) ALONG THE SOUTHWESTERLY LINE OF SAID OGLETHORPE POWER CORPORATION PROPERTY AND DEPARTING THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE A DISTANCE OF 514.75 FEET TO AN IRON PIN FOUND ON THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100 FOOT RIGHT OF WAY); RUNNING THENCE SOUTH 62 DEGREES 04 MINUTES 29 SECONDS WEST ALONG THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100 FOOT RIGHT OF WAY) A DISTANCE OF 850.53 FEET (FORMERLY A RECORD BEARING AND DISTANCE OF SOUTH 64 DEGREES 30 MINUTES WEST 851.18 FEET) TO THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) AND THE POINT OF BEGINNING; SAID PROPERTY CONTAINING 13.00936 ACRES OR 566,688 SQ. FT. ALL AS SHOWN ON ALTA/ACSM LAND TITLE SURVEY PREPARED BY WATTS & BROWNING ENGINEERS, INC. UNDER SEAL OF V.T. HAMMOND, REGISTERED LAND SURVEYOR, GEORGIA REGISTRATION NO. 2554/BOCK & CLARK'S NATIONAL SURVEYORS NETWORK, AND TITLED THE PATTERSON PROJECT B&C SITE NO. 05, NORTHEAST CENTER, TUCKER, GA, NATIONAL PROJECT NO. 96881-05, CERTIFIED BY MICHAEL C. DORMAN-POTTHOFF, GA. R.L.S. NO. 2597, DATED JANUARY 6, 2003, LAST REVISED APRIL 30, 2003.

NOTES PERTAINING TO ITEMS LISTED IN
PART II, SCHEDULE B OF REFERENCE ITEM NUMBER 8

H. SLOPE EASEMENTS AS CONTAINED IN THAT CERTAIN CONDEMNATION BEING CIVIL ACTION FILE NO. 40817, RECORDS OF DEKALB COUNTY, GEORGIA.
THIS ITEM IS NOT SHOWN HEREON BECAUSE IT APPEARS TO HAVE AFFECTED A PREVIOUS LOCATION OF THE R/W OF COOLEDGE ROAD (NOW NORTHLAKE PARKWAY). HOWEVER, THE PLAT ATTACHED TO THE DOCUMENT IS ILLEGIBLE AND CANNOT BE USED FOR VERIFICATION

I. EASEMENTS FROM CITIZENS & SOUTHERN NATIONAL BANK TO GEORGIA POWER COMPANY, DATED SEPTEMBER 6, 1974, RECORDED IN DEED BOOK 3248, PAGE 364, AFORESAID RECORDS.
THIS ITEM MAY OR MAY NOT AFFECT THE SUBJECT PROPERTY. HOWEVER, THE DRAWING IDENTIFIED AS "OD 4357" ON THE FACE OF THE DEED WAS NOT ATTACHED FOR THE SURVEYOR TO REVIEW.

J. TERMS, CONDITIONS AND OBLIGATIONS AS CONTAINED IN THAT CERTAIN SANITARY SEWER EASEMENT FROM HIRAM S. COCHRAN TO THE CITIZENS AND SOUTHERN NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, DATED MARCH 31, 1975, FILED FOR RECORD APRIL 10. 1975 AT 9:21 A.M., RECORDED IN DEED BOOK 3315, PAGE 446, AFORESAID RECORDS.
THIS ITEM APPEARS TO BENEFIT THE SUBJECT PROPERTY AND IS SHOWN HEREON.

K. TERMS, CONDITIONS AND OBLIGATIONS AS CONTAINED IN THAT CERTAIN STORM SEWER EASEMENT FROM HIRAM S. COCHRAN TO THE CITIZENS AND SOUTHERN NATIONAL BANK, A NATIONAL BANKING ASSOCATION, DATED MARCH 31, 1975, FILED FOR RECORD APRIL 10, 1975 AT 9:21 A.M., RECORDED IN DEED BOOK 3315, PAGE 449, AFORESAID RECORDS.
THIS ITEM APPEARS TO BENEFIT THE SUBJECT PROPERTY AND ITS APPROXIMATE LOCATION IS SHOWN HEREON.

L. DRAINAGE RIGHTS AS CONTAINED IN THAT CERTAIN RIGHT OF WAY DEED FROM CITIZENS AND SOUTHERN GEORGIA CORPORATION TO DEKALB COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF GEORGIA, DATED APRIL 9, 1984, FILED FOR RECORD APRIL 11, 1984 AT 8:30 A.M., RECORDED IN DEED BOOK 4956, PAGE 367, AFORESAID RECORDS.
THE "RIGHT TO ALL NECESSARY DRAINAGE IN THE CONSTRUCTION AND MAINTENANCE OF SAID ROAD" IS NOT SHOWN HEREON BECAUSE IT IS BLANKET IN NATURE. HOWEVER IT DOES APPEAR TO AFFECT THE SUBJECT PROPERTY.

SURVEY DESCRIPTION OF PROPERTY
2059 NORTHLAKE PARKWAY

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 188 AND 189 OF THE 18TH DISTRICT, CITY OF TUCKER, DEKALB COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN PLACED (1/2" REBAR W/CAP) AT THE INTERSECTION FORMED BY THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) AND THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100' RIGHT OF WAY) AND RUNNING THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) THE FOLLOWING COURSES AND DISTANCES:

1) THENCE NORTH 32°53'05" WEST FOR A DISTANCE OF 75.09 FEET TO A MAG NAIL PLACED;
2) THENCE 45.33 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 11544.16 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 32°59'50" WEST, 45.33 FEET TO A MAG NAIL PLACED;
3) THENCE NORTH 38°24'48" WEST FOR A DISTANCE OF 176.82 FEET TO A MAG NAIL PLACED;
4) THENCE SOUTH 56°00'55" WEST FOR A DISTANCE OF 21.00 FEET TO AN IRON PIN PLACED (1/2" REBAR);
5) THENCE 175.75 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 11508.16 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 34°25'20" WEST, 175.75 FEET TO A CONCRETE MONUMENT FOUND;
6) THENCE NORTH 56°01'19" EAST FOR A DISTANCE OF 16.55 FEET TO A CONCRETE MONUMENT FOUND;
7) THENCE NORTH 40°51'02" WEST FOR A DISTANCE OF 82.54 FEET TO A CONCRETE MONUMENT FOUND;

THENCE DEPARTING THE NORTHEASTERLY RIGHT OF WAY OF NORTHLAKE PARKWAY (VARIABLE RIGHT OF WAY) NORTH 60°29'14" EAST FOR A DISTANCE OF 219.40 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE NORTH 33°01'25" WEST FOR A DISTANCE OF 266.85 FEET TO AN IRON PIN PLACED (1/2" REBAR WITH CAP) ON THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE (70' RIGHT OF WAY); THENCE ALONG THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE (70' RIGHT OF WAY) THE FOLLOWING COURSES AND DISTANCES:

1) 299.87 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 655.00 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 84°54'24" EAST, 297.26 FEET TO AN IRON PIN FOUND (1/2" REBAR);
2) THENCE SOUTH 81°58'40" EAST FOR A DISTANCE OF 60.00 FEET TO A POINT;
3) THENCE 360.76 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 795.00 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 85°01'20" EAST, 357.67 FEET TO A POINT;
4) THENCE NORTH 72°01'20" EAST FOR A DISTANCE OF 89.91 FEET TO AN IRON PIN PLACED (1/2" REBAR W/CAP);

THENCE DEPARTING THE SOUTHERLY RIGHT OF WAY OF EAST EXCHANGE PLACE (70' RIGHT OF WAY) SOUTH 27°55'00" EAST FOR A DISTANCE OF 514.75 FEET TO AN IRON PIN PLACED (1/2" REBAR W/CAP) ON THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100' RIGHT OF WAY); THENCE ALONG THE NORTHWESTERLY RIGHT OF WAY OF THE SEABOARD COASTLINE RAILROAD (100' RIGHT OF WAY) SOUTH 62°04'29" WEST FOR A DISTANCE OF 850.53 FEET TO THE **POINT OF BEGINNING.**

SAID TRACT OR PARCEL CONTAINING 13.00936 ACRES OR 566,688 SQUARE FEET.

STATEMENT OF SUBSTANTIAL VISIBLE ENCROACHMENTS

A. C/L FENCE ENCROACHES INTO RIGHT OF WAY OF NORTHLAKE PARKWAY BY APPROXIMATELY 6.5' ON THE WESTERLY PROPERTY LINE.

B. CURB ENCROACHES INTO RIGHT OF WAY OF NORTHLAKE PARKWAY BY APPROXIMATELY 5.2' ON THE WESTERLY PROPERTY LINE.

C. CONCRETE WALK CROSSES THE NORTHWESTERLY PROPERTY LINE ONTO THE PROPERTY OF JOHN G. WRIGHT.

ZONING INFORMATION

SOURCE: ZONING REPORT FOR NORTHLAKE PKWY PROJECT, 2059 NORTHLAKE PARKWAY, TUCKER, GA. PREPARED FOR: PARKSIDE PARTNERS ACQUISITIONS, LLC. **PREPARED BY:** NV5 TRANSACTION SERVICES - ZONING DIVISION, 3000 S. BERRY RD., STE. 150, NORMAN, OK 73072. DATED APRIL 16, 2019.

ZONING CLASSIFICATION: M (LIGHT INDUSTRIAL DISTRICT) NORTHLAKE OVERLAY

BUILDING SETBACK REQUIREMENTS:

FRONT: 0' MINIMUM WHERE THE PUBLIC RIGHT-OF-WAY ALLOWS ROOM FOR SIDEWALKS - NORTHLAKE OVERLAY 30' MAXIMUM SHALL BE IMPOSED WHERE THE PUBLIC RIGHT-OF-WAY DOES NOT ALLOW THE REQUIRED SIDEWALK WIDTH - NORTHLAKE OVERLAY

FRONT - THOROUGHFARE, ARTERIAL & ALL OTHER STREETS: 60' MINIMUM - M DISTRICT
SIDE - CORNER LOT ON PUBLIC STREET 60' MINIMUM - M DISTRICT
SIDE - INTERIOR 20' MINIMUM - M DISTRICT & NORTHLAKE OVERLAY
REAR 30' MINIMUM - M DISTRICT

HEIGHT RESTRICTIONS:

MAXIMUM BUILDING HEIGHT: 135'/9 STORIES PARKING DECKS AND OTHER ACCESSORY STRUCTURES SHALL NOT EXCEED SEVEN (7) STORIES EITHER AS A SEPARATE DECK OR AS PART OF AN OFFICE BUILDING FIRE DEPARTMENT AND RESCUE SERVICES MUST APPROVE OVER 3 STORIES TO ASSURE ADEQUACY OF FIRE PROTECTION SERVICES

FLOOR SPACE RESTRICTIONS:

MAXIMUM FLOOR AREA PER INDIVIDUAL BUILDING: NO MAXIMUM

WATTS & BROWNING ENGINEERS, INC PARKING TABULATION

REGULAR PARKING SPACES:	805
HANDICAPPED PARKING SPACES:	26
MOTORCYCLE PARKING SPACES:	4
TOTAL PARKING SPACES:	835

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE OF ONE FOOT IN 117,954 FEET AND AN ANGULAR ERROR OF 00" PER ANGLE POINT, AND WAS LEAST SQUARES ADJUSTED.

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,071,193 FEET.

A LEICA TS06+ TOTAL STATION WAS USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS PLAT.

WATTS & BROWNING ENGINEERS, INC. HAS EXAMINED THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM) AND BY GRAPHICALLY PLOTTING THE LOCATION OF THE SUBJECT PROPERTY ONTO DEKALB COUNTY FIRM MAP NUMBERS 13089C0076J & 13089C0078J, DATED 05/16/2013 THE REFERENCED PROPERTY IS LOCATED IN THE ZONES LISTED BELOW:

ZONE A: NO BASE FLOOD ELEVATIONS DETERMINED.

ZONE X (UNSHADED): AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

THE FLOOD LINE, IF SHOWN, IS APPROXIMATE AND THE ACTUAL LIMITS OF FLOOD LINE BASED ON PUBLISHED ELEVATIONS MAY EXTEND BEYOND THOSE SHOWN HEREON.

EXPLANATION OF PAINT MARKING AND/OR PIN FLAGS FOUND, MARKED BY UTILITY LOCATORS, UTILITY COMPANIES OR BY OTHERS.

1. BPM (BLUE PAINT MARK) OR BPF (BLUE PIN FLAG) WATER LINE.
2. GPM (GREEN PAINT MARK) OR GPF (GREEN PIN FLAG): SANITARY SEWER LINE.
3. OPM (ORANGE PAINT MARK) OR OPF (ORANGE PIN FLAG): UNDERGROUND COMMUNICATION, ALARM, SIGNAL LINES, CABLES OR CONDUIT LINES.
4. PPM (PURPLE PAINT MARK) OR PPF (PURPLE PIN FLAG): IRRIGATION OR SLURRY LINES.
5. RPM (RED PAINT MARK) OR RPF (RED PIN FLAG): UNDERGROUND ELECTRIC POWER LINES OR CABLES.
6. YPM (YELLOW PAINT MARK) OR YPF (YELLOW PIN FLAG): GAS LINE.

SURVEYOR'S CERTIFICATION

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. **RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND.** FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

03/24/2019
VIRGIL T. HAMMOND — DATE
GEORGIA REGISTERED LAND SURVEYOR NUMBER 2554

TO: ATPA TUCKER EXCHANGE, LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS SUCCESSORS AND ASSIGNS, ATLANTIC CAPITAL BANK, N.A. CALLOWAY TITLE AND ESCROW, LLC AND CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 11(OBSERVED EVIDENCE ONLY), 13, 14, 16, 17, 18 & 20 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON 03/24/2019.
DATE OF PLAT OR MAP: 04/01/2019.

Last Revised 5/6/19

VIRGIL T. HAMMOND, GEORGIA REGISTERED LAND SURVEYOR NO. 2554

ADOPTED BY THE BOARD OF GOVERNORS, AMERICAN LAND TITLE ASSOCIATION, ON OCTOBER 8, 2015.
ADOPTED BY THE BOARD OF DIRECTORS, NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS, ON OCTOBER 9, 2015.

ALTA/NSPS LAND TITLE SURVEY FOR
ATPA TUCKER EXCHANGE, LLC
A DELAWARE LIMITED LIABILITY COMPANY,
ITS SUCCESSORS AND ASSIGNS
ATLANTIC CAPITAL BANK, N.A.
CALLOWAY TITLE AND ESCROW, LLC
AND CHICAGO TITLE INSURANCE COMPANY
LOCATED IN
LAND LOTS 188 & 189
18TH DISTRICT
CITY OF TUCKER
DEKALB COUNTY, GEORGIA

GEORGIA REGISTERED ... HAMMOND

REVISIONS

NO.	DATE	BY	DESCRIPTION
1	04/15/19	AMCM	ADDRESS ATTORNEY COMMENTS.
2	04/25/19	MNH	ADD ZONING NOTES; REVISE EXC L SCH B NOTE.
3	05/06/19	AMCM	REVISE TITLE & CERTIFICATION.

W&B
WATTS & BROWNING ENGINEERS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1349 OLD 41 HWY NW STE 225
MARIETTA, GEORGIA 30060
PHONE: (678) 324-6192
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SCALE:	1" = 50'
DATE SURVEYED:	03/24/2019
DATE UPDATED:	N/A
SURVEYED BY:	AWT
DATE DRAFTED:	04/01/2019
UPDATE DRAFTED:	N/A
DRAWN BY:	AMCM
CHECKED BY:	VTH
FIELD BOOK #:	2700
JOB NUMBER:	190312
FOLDER NUMBER:	190312
COGO FILE:	N/A
DISC FILE:	190312
COUNTY/LL/D/S:	DEKALB/188/18
PLAT FILE:	B
SHEET:	1 OF 2

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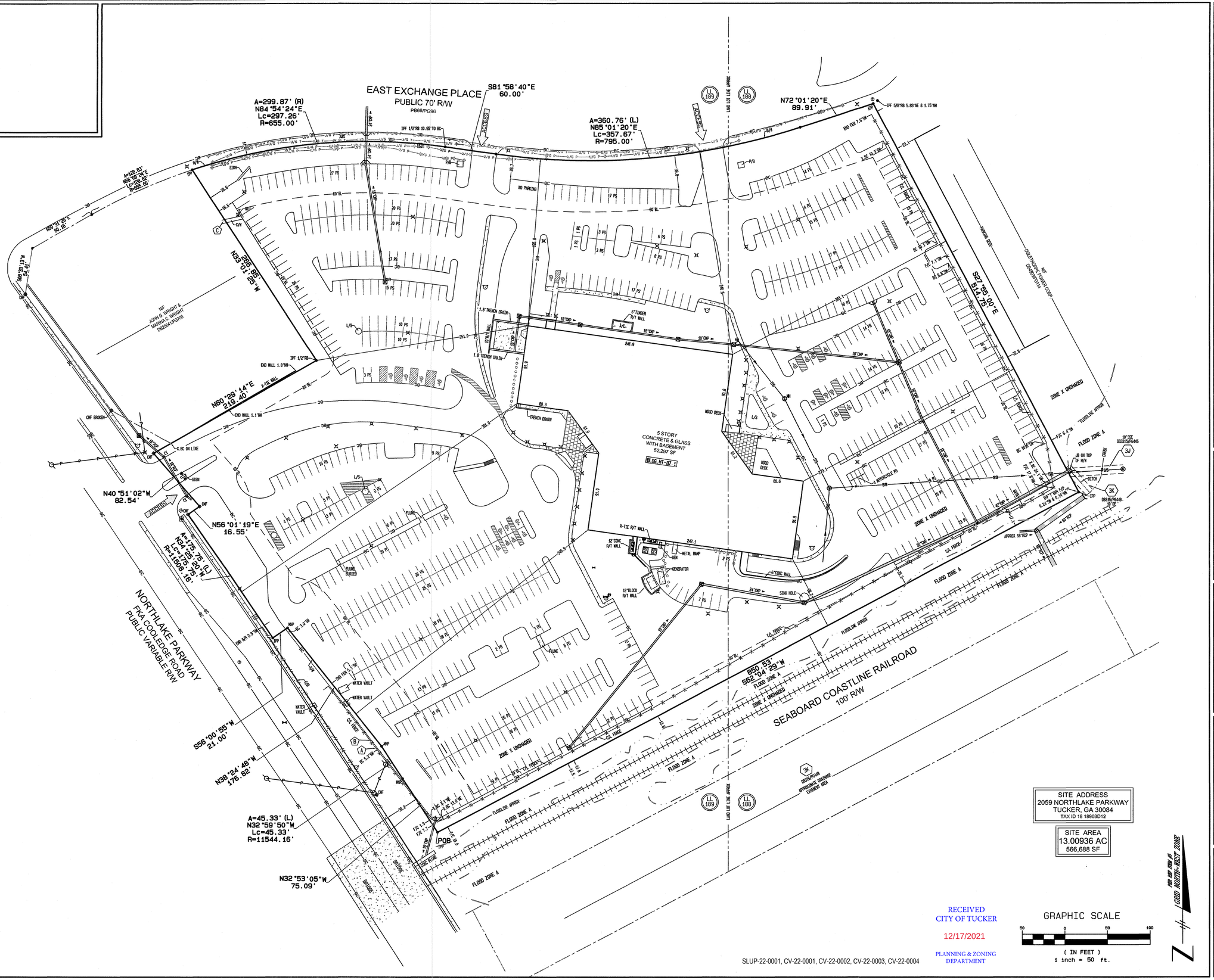
SLUP-22-0001, CV-22-0001, CV-22-0002, CV-22-0003, CV-22-0004



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SLUP-22-0001, CV-22-0001, CV-22-0002, CV-22-0003, CV-22-0004

ALTA/NSPS LAND TITLE SURVEY FOR
ATPA TUCKER EXCHANGE, LLC
A DELAWARE LIMITED LIABILITY COMPANY,
ITS SUCCESSORS AND ASSIGNS
ATLANTIC CAPITAL BANK, N.A.
CALLOWAY TITLE AND ESCROW, LLC
AND CHICAGO TITLE INSURANCE COMPANY
LOCATED IN
LAND LOTS 188 & 189
18TH DISTRICT
CITY OF TUCKER
DEKALB COUNTY, GEORGIA

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	04/15/19	AMCM	ADDRESS ATTORNEY COMMENTS.
2	04/25/19	NMH	ADD ZONING NOTES; REVISE EXC L SCH B NOTE.
3	05/06/19	AMCM	REVISE TITLE & CERTIFICATION.

WATTS & BROWNING ENGINEERS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1349 OLD 41 HWY NW STE 225
MARIETTA, GEORGIA 30060
PHONE: (678) 324-5192
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LSF000429 - PEF000714

SCALE:	1" = 50'
DATE SURVEYED:	03/24/2019
DATE UPDATED:	N/A
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PLAT FILE:	B
SHEET:	2 OF 2

Building Elevations

SLUP-22-0001, CV-22-0001, CV-22-0002,
CV-22-0003, CV-22-0004

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EXISTING BUILDING IMAGES

TUCKER EXCHANGE

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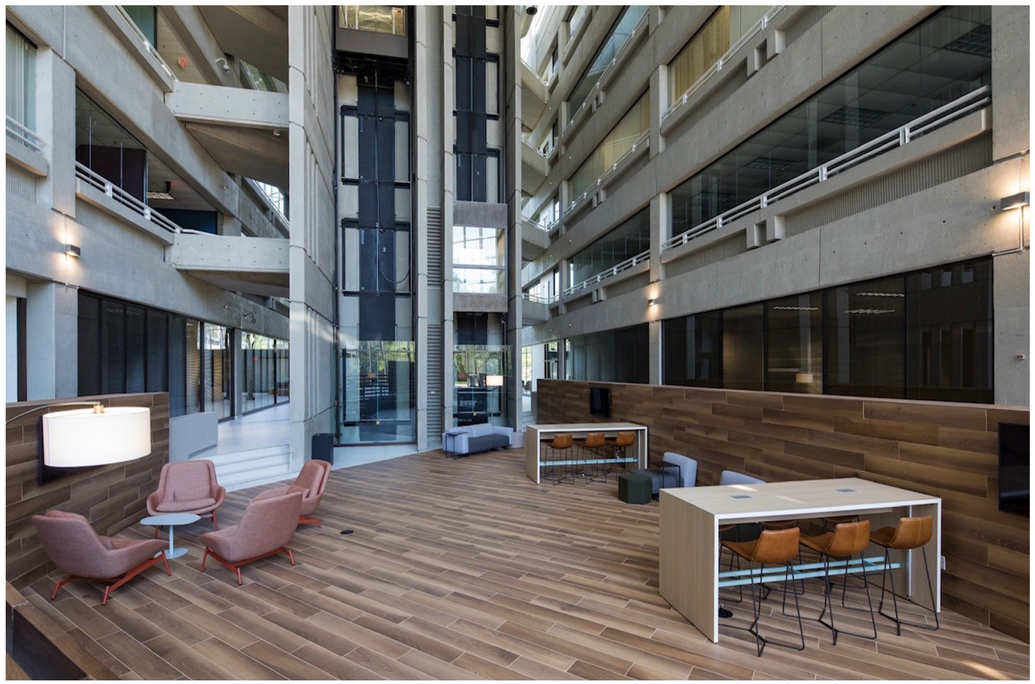
ahs RESIDENTIAL

Gensler



EXISTING AND AS IMPROVED BUILDING IMAGES

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AS IMPROVED BUILDING IMAGES

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Statement of Intent

STATEMENT OF INTENT

and

Other Material Required by
City of Tucker Zoning Ordinance
for the
Special Land Use Permit
And Concurrent Variance Application

of

AHS RESIDENTIAL, LLC

For

± 13.00 Acres of Land
located in
Land Lots 188 and 189, 18th District, DeKalb County
Address: 2059 Northlake Parkway, Tucker, GA 30084

Submitted for Applicant by:

Kathryn M. Zickert
Dennis J. Webb, Jr.
J. Alexander Brock
Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, NE
Suite 1000
Atlanta, Georgia 30309
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SGR/26506153.2

I. INTRODUCTION

This Application seeks a Special Land Use Permit ("SLUP") and concurrent variances to allow for the construction of a mixed-use project with ±378 residential apartment units, ±129 live-work units and ±59,315 square feet of office and co-working space on a 13-acre site on Northlake Parkway, Land Lots 188 and 189 of the 18th District of DeKalb County, Georgia (the "Subject Property"). The Subject Property is zoned NL-2 (Northlake Office Park), which would in general allow the mixed-use development proposed. It also is designated as being within a "Regional Activity Center" on the City's Future Land Use map, a designation that fully supports this request. This SLUP application is being filed to allow a multifamily density over 24 units per acre.[1] The criteria for the SLUP and concurrent variance requests are considered in Sections II and III, respectively.

The development will incorporate an existing, five-story, ±252,091 square foot structure that will house the ±129 live-work units and the ±59,315 square feet of office and co-working space. The 378 apartment units will be divided among two nine-story structures with surface parking, which will be concealed from the street. The residential units facing Northlake Parkway will engage the street by providing direct sidewalk access. At least 20% open space will be provided and maintained by the multi-family owner management company. The amenities

[1] The proposed multifamily density is ±39 units per acre.

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proposed and all residential building entrances will be connected by an internal sidewalk system, which will connect to the public sidewalk.

The Subject Property is located in an area that has seen growth and redevelopment. The Subject Property, which is bounded to the west by Northlake Parkway and the north by East Exchange Place, is surrounded by uses compatible to those proposed. For example, the Subject Property is in immediate proximity to a variety of office uses and Tucker Meridian, a ±200,000 square foot shopping center. Across I-285 from the Subject Property are offices, apartments, hotels and other commercial uses.

The office market in the Northlake commercial district is already heavily saturated. For that reason, the Subject Property would best serve the goals of the Northlake Zoning District by being redeveloped for commercial and residential uses, as proposed. The Applicant submits this document as a Statement of Intent with regard to its Application, a preservation of the Applicant's constitutional rights with respect to the Subject Property, and a written justification for the proposed SLUP as required by Tucker's Zoning Ordinance, Section 46-1589.

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II. CRITERIA TO BE APPLIED TO SPECIAL LAND USE PERMITS

A. Adequacy of the size of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located.

The size of the Subject Property is adequate for the proposed use. The proposed residential units, which will be located on the ±13-acre Subject Property, will be within the allowed density once the SLUP issues. The proposed office and co-working space is modestly sized at 59,315 square feet. Adequate parking, landscaping, open space and sidewalks will be provided.

B. Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district.

The proposed use is fully compatible with the adjacent properties and land uses as well as those in the larger surrounding area. The proposed multi-family units will add a much-needed housing option to the Northlake commercial area.

C. Adequacy of public services, public facilities, and utilities to serve the proposed use.

There are adequate public services, public facilities, and utilities to serve the proposed development. The vast majority of anticipated residents will be young professionals without children and empty nesters. For those residents with school-aged children, the proposed development will be served by Midvale Elementary

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School, Tucker Middle School[2] and Tucker High School, all of which have capacity.[3]

D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area.

The proposed development should not unduly increase traffic or create congestion in the area. The Applicant's traffic impact study submitted with this application details the proposed development's vehicular trips and impacts to the surrounding roadways. Using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017, the traffic study anticipates the 507 multifamily units (ITE Category 221) and 59,315 square feet of office (ITE Category 710) will generate a net of 3,390 total daily trips, 246 AM peak hour trips, and 271 PM peak hour trips.[4] It is important to note, however, that the traffic study does not take into account the net trip reduction from repurposing the existing office use. When factoring the reduced office area from 259,091 sf (existing) to 59,315 sf (proposed), the proposed development will result in a net increase of 718 total daily trips, a net reduction[5] of 24 AM peak hour trips, and a net reduction of 10 PM peak hour trips. The traffic study does not anticipate the

[2] Tucker Middle School is forecasted to be at capacity for the 2021-2022 school year, but enrollment has been declining, and will continue, so that it will be under capacity in the coming years.
[3] Data obtained from the DeKalb County School District Enrollment & Capacity by School data on its website at: https://www.dekalbschoolsga.org/operations/planning/ (last visited December 9, 2021 at 9:00 am).
[4] The net calculation incorporates a reduction in trips for mixed-use.
[5] The proposed trips will generate less than the existing office development.

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proposed trips to overly burden the surrounding roadways or intersections.[6] Refer to the Traffic Impact Study for AHS Tucker Exchange, prepared by Kimley-Horn and Associates, Inc. and dated December 2021, a copy of which is attached to this Application.

E. Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use.

There should be no change in the character of vehicles visiting the Subject Property if this SLUP is approved. Additionally, while there may be some additional daily volume of traffic visiting the site, this increase will be minimal and the peak AM and PM trips are anticipated to decrease. The few additional daily trips are not anticipated to negatively impact the area in light of the Subject Property's access to major thoroughfares.

F. Adequacy of ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency.

Adequate ingress and egress to the Subject Property will be provided, both for vehicular and pedestrian traffic. The proposed development will be served by three vehicular access points (one on Northlake Parkway, and two on East Exchange Place), in addition to internal sidewalks that connect to the public

[6] The traffic study notes the intersection at Northlake Parkway and Lawrenceville Highway will require future improvements regardless of whether or not the proposed development is constructed.

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sidewalk system. The proposed development will also provide for the required bicycle parking spaces.

G. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated by the proposed use.

The Subject Property is surrounded by office and commercial uses that will not be adversely impacted by the proposed development.

H. Whether or not the proposed use will create adverse impacts upon any adjoin land use by reason of the hours of operation of the proposed use.

The proposed development's office component will maintain hours of operation similar to other uses in the surrounding area.

I. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use.

The manner of operation of the development will be similar to that of the other uses in the area. Accordingly, the proposed use would not create adverse impacts upon any adjoining land use.

J. Whether or not the proposed use is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located.

Due to the size, shape and topography of the Subject Property and the fact that it is already developed, the Applicant will be seeking certain variances to the NL-2 zoning district, as identified herein. The Applicant notes, however, that the

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proposed use is compatible with the following purposes and goals of the NL-2 district:

- To encourage development and redevelopment of properties in order to achieve a mixed-use community;
- Provide for the development of sidewalks and walkways in order to promote safe and convenient pedestrian access and to reduce dependence on automobile travel;
- Promote a physically attractive, environmentally safe and economically sound mixed-use community;
- To enhance the long-term economic viability of the Northlake area by encouraging new commercial and residential developments that increase the tax base and provide jobs to the citizens of the City of Tucker;
- Permit and encourage mixed-use developments containing both commercial and residential uses to create a pedestrian oriented community in which people can live, work and play;
- To provide a balanced distribution of regional and community-focused commercial and mixed-use office centers;
- To support higher-density housing, office, and mixed-use centers which have appropriate access and infrastructure;
- Allow and encourage development densities and land use intensities that are capable of making productive use of alternative transportation modes such as bus transit, rail transit, ridesharing, bicycling and walking;
- Encourage the formation of a well-designed, pedestrian-friendly activity center with high-density commercial and residential development that increases vitality and choices in living environments for the citizens of City of Tucker;
- To protect nearby established single-family residential areas from the encroachment of commercial, retail, office, and industrial uses by providing for increased density of development within the NL districts.

K. Whether or not the proposed use is consistent with the policies of the comprehensive plan.

The Subject Property is designated as "Regional Activity Center" on Tucker's Future Land Use Map. The Regional Activity Center character area

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encourages a higher-density mix of uses including office and residential, such as those proposed. The proposed development is fully allowed within this character area, and promotes the following specific goals and strategies of the City's Tucker Tomorrow Comprehensive Plan (the "Comprehensive Plan"):

- As Northlake is mostly developed, these strategies focus on redeveloping and retrofitting the area to include more residential uses, to "right-size" the amount of commercial space to meet expected demand and to enhance walkability.
- Encouraging relatively high-density mix of retail, office, services, and employment to serve a regional market area.
- Developing a diverse mix of higher-density housing types, including multi-family townhomes, apartments, lofts, and condominiums, including affordable and workforce housing.
- Designing the area's streetscapes to be pedestrian-oriented, with strong, walkable connections.
- Promote the integration of pedestrian and bicycle enhancements into all investments in this area, designing streetscapes to be pedestrian-oriented, with strong, walkable connections.

L. Whether or not the proposed use provides for all required buffer zones and transitional buffer zones where required by the regulations of the zoning district in which the use is proposed to be located.

The proposed development provides for certain buffers and transitional zones, but seeks variations for others as indicated herein.

M. Whether or not there is adequate provision of refuse and service areas.

Adequate refuse and service areas will be provided.

N. Whether the length of time for which the special land use permit is granted should be limited in duration.

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Because the proposed development is suitable for the Subject Property, there is no reason to limit the duration of the requested SLUP.

O. Whether or not the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings.

The size of the proposed two new multi-family buildings is appropriate in light of adjacent and nearby properties, which are of comparable heights. In addition, the proposed development will provide at least 20% of open space.

P. Whether the proposed use will adversely affect historic buildings, sites, districts, or archaeological resources.

The Applicant is not aware of any historic buildings, sites, districts, or archaeological resources in the nearby or surrounding area.

Q. Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit.

There are no supplemental regulations applicable to the requested SLUP.

R. Whether or not the proposed use will create a negative shadow impact on any adjoining lot or building as a result of the proposed building height.

The proposed use will not create any negative shadow impacts on adjoining properties. The multi-family units will be within the allowed maximum height.

S. Whether the proposed use would result in a disproportionate proliferation of that or similar uses in the subject character area.

The proposed use would not result in a disproportionate proliferation of similar uses in the subject character area. The surrounding area consists of a

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diverse mix of commercial, retail and residential uses, but has relatively few apartment options in relation to other uses.

T. Whether the proposed use would be consistent with the needs of the neighborhood or the community as a whole, be compatible with the neighborhood, and would not be in conflict with the overall objective of the comprehensive plan.

As mentioned in subsection S above, the proposed development will provide uses that are relatively lacking in the immediate area, contributing to the Northlake District's goals of creating a community where residents and workers can live, work and play. In sum, it would be consistent with the City's Zoning Ordinance and Comprehensive Plan's objectives for this area.

III. REQUESTED CONCURRENT VARIANCES

A. § 46-1036; Table 3-10: Increase minimum front yard setback to 100-feet

The Subject Property has a front yard along Northlake Parkway, which has a dramatic change in grade. The elevation of Northlake Parkway is over 20 feet higher at the Subject Property's frontage with steep slopes down to the property line. The NL-2 district requires buildings to be set back between 0 (min.) to 30 feet (max.) from the front property line. In comparison, the existing building on the Subject Property is setback ±347 feet from Northlake Parkway.

The intent of having the building located closer to the street is to promote an active street zone with residences engaging the street pedestrian area. Due to the topography, however, any development of the Subject Property will not result in

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street-level uses. For example, a strict enforcement of the setback requirement to the Subject Property would result in the first two floors of the proposed multifamily building facing a graded slope or retaining wall. The result will be undesirable for the future residents and would serve no public benefit. Instead the Applicant intends to set the building back ±100 feet from the right-of-way to allow room for views and daylighting of the ground floor units, creating a more attractive living space for the future residents. In addition, the Applicant is installing a 10-foot wide sidewalk along its Northlake Parkway frontage and providing direct pedestrian access from the development. As a result, the proposed grant of the variance to increase the setback will allow a beneficial design without any detrimental impacts to the public welfare.

B. <u>§ 46-1036(c)(2); § 46-1046; § 46-1419: Allow parking in front yard.</u>[7]

The Applicant is proposing two rows of parking between the multifamily building and Northlake Parkway. The Subject Property is oddly-shaped with frontage on two streets and the existing office building located in the center of the property. The Subject Property's double-frontage and existing development restricts options for parking and prevents a layout where the parking is not in-between a building and a street. Moreover, the steep slope along Northlake Parkway dictates that the proposed building be located further from the right-of-

[7] § 46-1036(c)(2) restricts parking in the front yard; §§ 46-1046 and 46-1419 limits the parking location to the side or rear a street-facing building;

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way (refer to the paragraphs above). This results in an area with limited potential for development other than parking.

To mitigate the effects of the parking, the Applicant proposes additional landscaping along Northlake Parkway so that the parking area cannot be viewed from the right-of-way. Also, a majority of the parking will be substantially below the elevation of Northlake Parkway and out of view from the right-of-way. In fact, the existing parking is in generally in the same location as the proposed parking, and is currently hidden due to the existing vegetation and topography. Therefore, there will be no detriment to the public from allowing the parking in the front yard.

C. § 46-1037: Eliminate block and street stub-out requirements.

The block and street stub-out requirements would create undue hardship on the Applicant with no benefit to the public. The Subject Property has a ±555-foot frontage along Northlake Parkway and Tucker Code §47-1037 requires a maximum 300-foot block length. The block requirements would result in an additional curbcut along Northlake Parkway or relocation of the existing curbcut. As noted in the paragraphs above, there is a ±20-foot difference in elevation between Northlake Parkway and the Subject Property. Thus, the topography will not allow any additional drive entrances to create a 300-foot block.

Moreover, the surrounding properties' current development do not support a block layout and/or stub-out street connections. The Subject Property is bordered

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by right-of-way to the north and west, as well as railroad right-of-way to the south. To the east, the Subject Property borders the Oglethorpe Power Corporation property ("Oglethorpe Property"). The Oglethorpe Property is currently developed with an office building and a large parking deck spanning most of the Subject Property's eastern border. The small portion of the eastern property line that does not border the parking deck is in floodplain, thus leaving no room for a cross-street.

Waiving the stub-out street requirement will not frustrate the Code's intent, however. The Subject Property is served by East Exchange Place, which is a short, local road terminating in a cul-de-sac at the Oglethorpe Property, with no through traffic and serving only the few office buildings and businesses fronting that road. In effect, East Exchange Place acts as a cross-parcel access for the Subject Property and the Oglethorpe Property to the east.

D. <u>§ 46-1039: Eliminate in-parcel access requirements</u>

As noted in the paragraphs above, the Subject Property and the surrounding properties are already developed with established parking layouts, drive aisles and connections to the right-of-way. The Subject Property's existing development and the development of the surrounding properties makes retrofitting inter-parcel connections impractical. In addition to the hardships mentioned in the previous paragraphs, there is no practical benefit in providing a connection between the

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properties. Inter-parcel connections encourage vehicular travel between properties. One of the benefits of placing multi-family residential in proximity to office uses is the benefit of being able to walk to work. In fact, by not providing the connection it encourages future residents to walk instead of using their cars for the short distance. The Applicant's proposed design incorporates a number of internal sidewalks, as well as the construction of a multiuse trail along East Exchange Parkway and a 10-foot sidewalk along Northlake Parkway to promote pedestrian activity in and around the development.

Pursuant to Tucker Code of Ordinances § 46-1633, the criteria for each variance is met. First, there are extraordinary and exceptional conditions pertaining to the particular property in question because of its size, shape, or topography that were not created by the owner and a strict application of the requirements would deprive the owner of rights and privileges enjoyed by other owners in the same zoning district. Second, the requested variances do not go beyond the minimum necessary to afford relief, and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the same zoning district. Third, the grant of the variances will not be materially detrimental to the public welfare or injurious to the property or improvements in the zoning district. Fourth, the literal interpretation and strict application of the applicable provision to requirements of this chapter would cause undue and unnecessary hardship.

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Finally, the requested variance would be consistent with the spirit and purpose of the Zoning Code and the Comprehensive Plan text.

IV. PRESERVATION OF CONSTITUTIONAL RIGHTS

The Applicant respectfully submits that a refusal to approve the proposed SLUP and variances would be unconstitutional and would be an unlawful, arbitrary, capricious, irrational and a manifest abuse of discretion; all in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia.

A refusal to approve the proposed SLUP and variances would amount to a taking of property, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia.

A refusal to approve the proposed SLUP and variances would be in violation of the Dormant Commerce Clause of the Constitution of the United States.

A refusal to approve the proposed SLUP and variances would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Constitution of the State of Georgia.

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A refusal to approve the proposed SLUP and variances would be invalid inasmuch as the Zoning Ordinance of the City of Tucker is unlawful, null and void because its adoption and map adoption/maintenance did not and does not comply with the requirements of its predecessor ordinance and/or the Zoning Procedures Law, O.C.G.A. § 36-66-1, *et seq*.

Tucker's Zoning Ordinance lacks adequate standards for the City Council to exercise its power to review this Application. Specifically, some of the "criteria" set out in Section 46-1589 are not sufficient to contain the discretion of the City Council and to provide the Courts with a reasonable basis for judicial review. Because the stated criteria (individually and collectively) are too vague and uncertain to provide reasonable guidance, the Zoning Ordinance is unlawful and violates, among other things, the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section I, Paragraphs I and II of the Constitution of the State of Georgia.

Any limitation on the time for presentation of the issues before the City Council that has the power to zone and grant SLUPs and variances is a violation of the guarantees of free speech under the First Amendment of the Constitution of the United States and Article I, Section I, Paragraph V of the Constitution of the State of Georgia. Further, said limitations are in violation of the right to petition and assemble, in violation of the First Amendment of the Constitution of the United

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States and Article I, Section I, Paragraph IX of the Constitution of Georgia, as well as the due process clauses of the U.S. and Georgia Constitutions.

The practical effect of a denial of this application will be to drive up the cost of housing which will have the effect of discriminating on the basis of age and/or race in violation of the Fair Housing Act of the United States and Georgia.

Opponents to this request, if any, lack standing; have failed to exhaust administrative remedies; and have waived their rights to appeal by failing to assert legal and constitutional objections.

V. CONCLUSION

For the foregoing reasons, the Applicant respectfully asks that the proposed SLUP and variances be approved. The Applicant also invites and welcomes any comments from City staff, officials, and other interested parties so that such recommendations or input may be considered as conditions of approval of this Application.

This 13th day of December, 2021.

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Dennis J. Webb, Jr.
J. Alexander Brock
Attorneys For Applicant

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Environmental Site Analysis

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M E M O R A N D U M

TO: City of Tucker, Department of Community Development

FROM: J. Alexander Brock, P.E. Smith, Gambrell & Russell, LLP (GA P.E. 031209)
Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP

DATE: December 13, 2021

RE: Environmental Site Analysis – 2059 Northlake Parkway

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1) **CONFORMANCE WITH THE COMPREHENSIVE PLAN**.

The property is a ±13.00 acre tract located in Land Lots 188 and 189 of the 18th District of DeKalb County on the east side of Northlake Parkway, approximately 300-feet south of its intersection with East Exchange Place (Parcel ID 18 214 10 026) ("Subject Property"). The Subject Property is zoned Northlake Office Park (NL-2) and the currently contains a ±259,091 square foot (sf) office building and associated site improvements. The Applicant seeks a Special Land Use Permit (SLUP) to allow the redevelopment of the Subject Property into an office and residential mixed-use. The Proposed Development will include the conversion of a portion of the existing building into residential units and the construction of two new 9-story multifamily buildings. A ±59,315 sf portion of the existing office building will remain as an office use.

The City of Tucker's Tucker Tomorrow Comprehensive Plan (the "Comprehensive Plan") and Land Use Maps identify the Subject Property as being within the Regional Activity Center (RAC) character area. The proposed mixed-use is consistent with the Comprehensive Plan and the RAC character area. The Comprehensive Plan's stated policy and intent for the RAC character area is for a higher intensity mix of office and housing, among other uses, including higher density multi-family.

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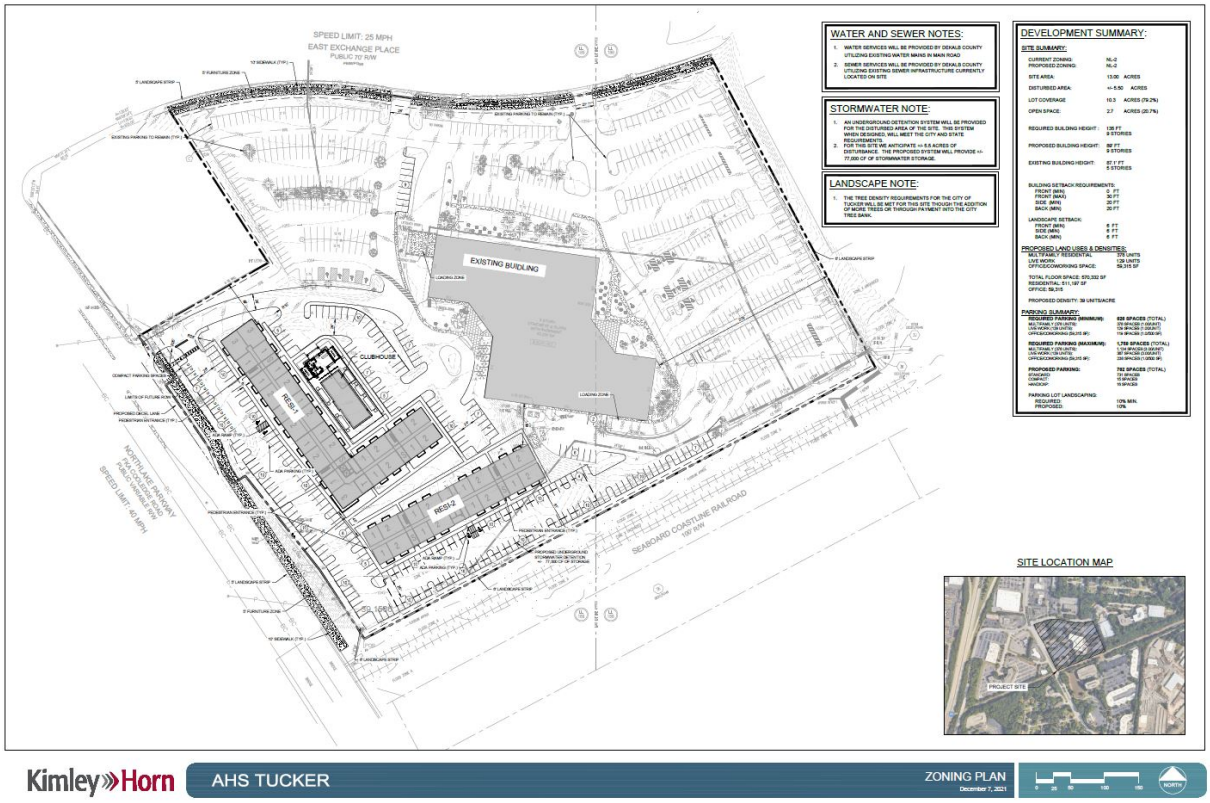

Figure 1. Site Plan

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2) **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT**.

a) Wetlands

There are no wetlands on the Subject Property as indicated by the U. S. Fish and Wildlife Service, National Wetlands Inventory Maps. There are riverine and freshwater emergent wetlands on adjacent properties, however these will not be affected by the Proposed Development. The Proposed Development will have no impacts to any wetlands.

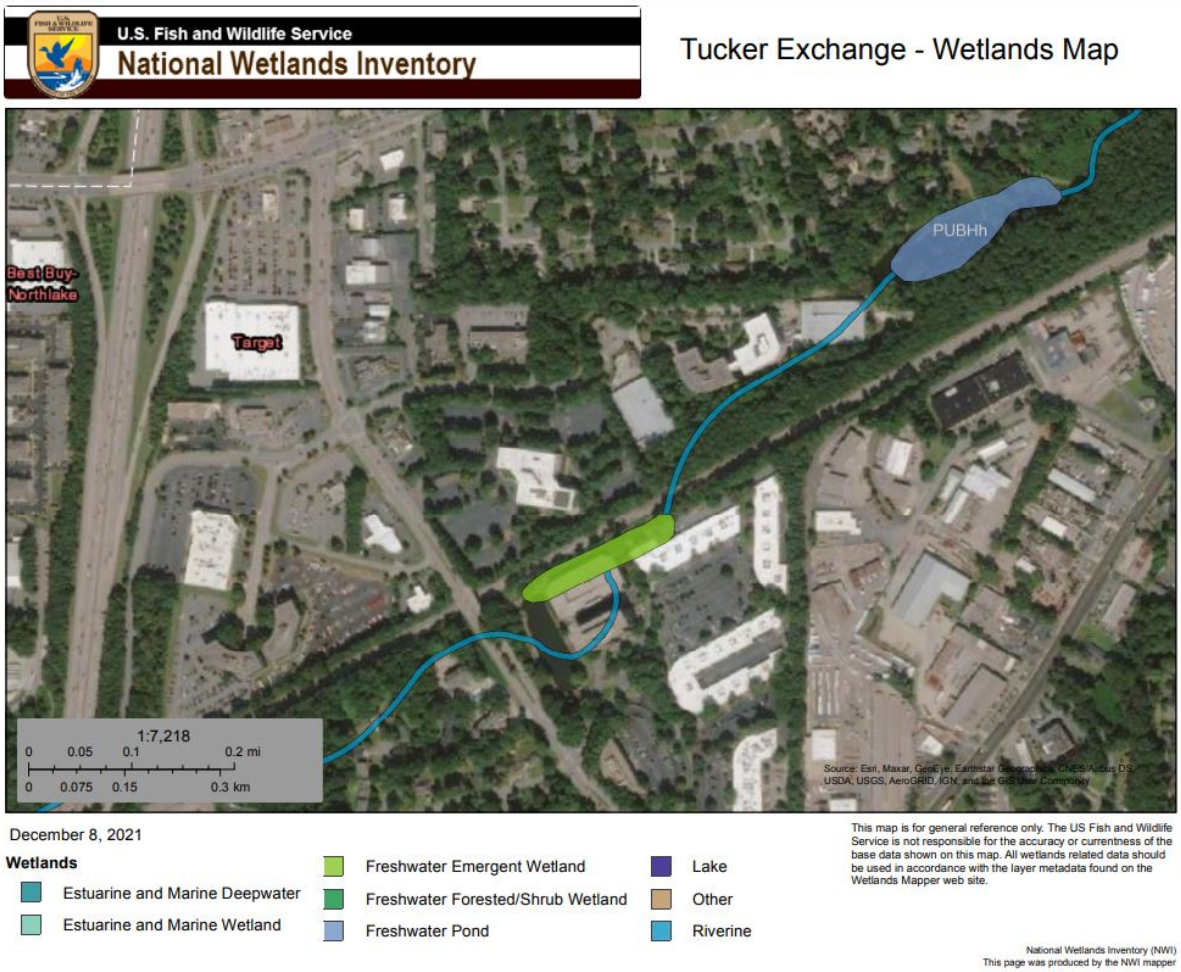

Figure 2. National Wetlands Inventory Map

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b) Floodplain

A small portion of the Subject Property's southern boundary is within a Zone AE floodplain as designated on the FEMA FIRM Map, Panel numbers 13089C0076K, effective August 15, 2019 and 13089C0078K, effective August 15, 2019. The Proposed Development, however, will not encroach into any portion of the floodplain.

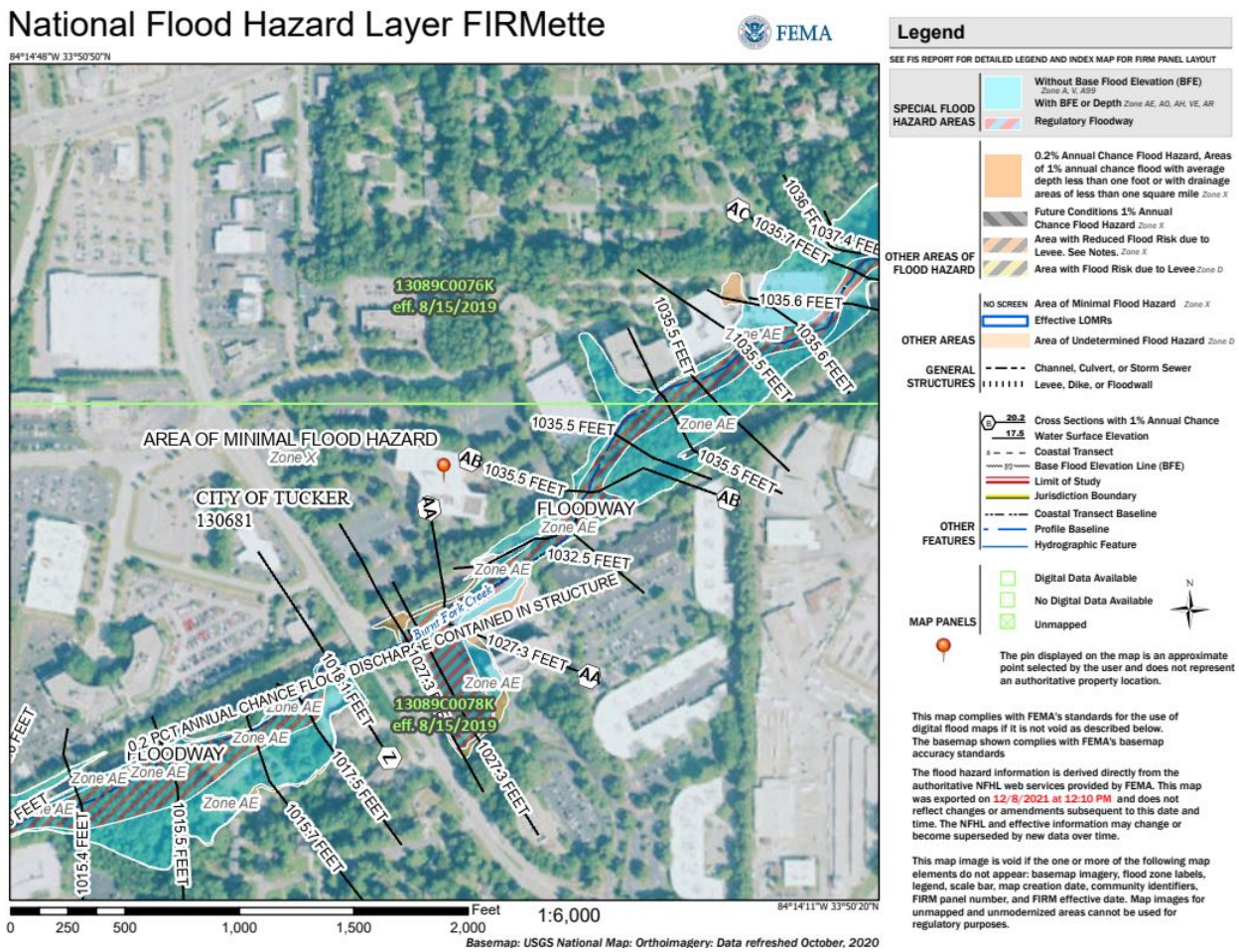

Figure 3. FEMA FIRM Panel

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c) Streams/stream buffers

There are no state waters present on the Subject Property based on site observations and as reflected in the ALTA survey prepared by Watts & Browning Engineers, Inc., dated April 1, 2019.

d) Slopes exceeding 25 percent over a 10-foot rise in elevation

Based on topographic maps and site observation there are no slopes in excess of 25% over a 10-feet in rise on the Subject Property.

e) Vegetation

The project site is currently developed and the remaining vegetation consists primarily of well maintained landscaping. An IPaC Trust Resource Report was generated from the U.S. Fish and Wildlife Service. The report revealed one plant native to the region that is endangered (Michaux's Sumac). This species was not found during the site visit conducted on December 12, 2021.

f) Wildlife Species (including fish)

An IPaC Trust Resource Report was generated from the U.S. Fish and Wildlife Service. The report revealed one animal (Monarch Butterfly) and one plant (Michaux's Sumac) native to the region that are endangered. None were found to be present or nesting at the project location during the site visit on December 12, 2021.

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g) Archeological/Historical Sites

According Georgia's Natural, Archaeological and Historic Resources GIS (GNAHRGIS) maps, the project site is not on a historic or archaeological registry. The site is currently developed with a ±259,091 square foot (sf) office building and appurtenant site improvements.

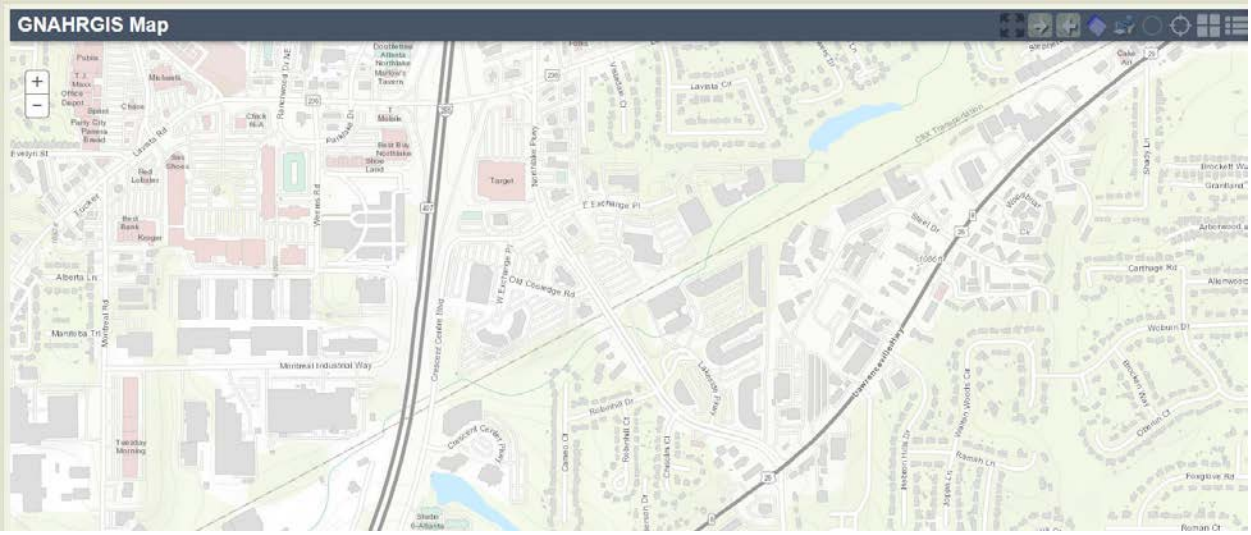

Figure 4. GNAHRGIS Map

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3) **PROJECT IMPLEMENTATION MEASURES**.

a) Protection of environmentally sensitive areas, i.e., floodplain, slopes exceeding 25 percent, river corridors.

There are environmentally sensitive areas identified along the Subject Property's southern border. The environmentally sensitive areas consist of existing floodplain.

b) Protection of water quality

The Proposed Development will treat stormwater for pollutants prior to discharge from the site. The overall impact to the downstream stormwater infrastructure will be positive and an improvement over existing conditions.

c) Minimization of negative impacts on existing infrastructure

The Proposed Development has access to existing utilities with sufficient capacity to support the proposed use. The proposed use is not anticipated to overly burden existing utilities.

d) Minimization on archeological/historically significant areas

No archeological/historically significant areas were identified on or adjacent to the site and as a result no impacts are anticipated.

e) **Minimization of negative impacts on environmentally stressed communities where environmentally stressed communities are defined as communities exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal (e.g., solid waste and wastewater treatment facilities, utilities, airports, and railroads) and industrial (e.g., landfills, quarries and manufacturing facilities) uses**.

There are no environmentally adverse conditions (waste treatment facilities, airports, landfills, etc.) and therefore, the Subject Property is not in an environmentally stressed area.

f) Creation and preservation of green space and open space

The proposed development will incorporate portions of the overall site for open space areas.

g) Protection of citizens from the negative impacts of noise and lighting

The Proposed Development will not have negative impacts on the surrounding uses. The proposed design, however, is incorporating the use of certain setbacks and buffers along the property lines which will minimize noise and lighting impacts to/from nearby properties along the other property lines.

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h) Protection of parks and recreational green space

No existing parks will be impacted.

i) Minimization of impacts to wildlife habitats

No sensitive wildlife areas were observed during the December 12, 2021 site visit and as a result no impacts are anticipated.

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Traffic Impact Study

AHS Tucker Exchange

DeKalb County, Georgia

Report Prepared:

January 2022

Prepared for:

AHS Residential, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
3930 East Jones Bridge Road, Suite 350
Peachtree Corners, Georgia 30092
KHA Project #013504019

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Appendix B: Traffic Count Data

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Appendix D: Intersection Volume Worksheets

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *AHS Tucker Exchange* development, which is expected to be completed in 2024 (referred to herein as "build-out year"). As currently envisioned, the existing office building of approximately 259,000 SF will be repurposed, and the site will be redeveloped to consist of 507 residential units (378 multifamily and 129 live work) and approximately 59,000 SF office. The project site is currently zoned NL-2 (Northlake Office Park). The 13-acre site is located southeast of the intersection of Northlake Parkway and East Exchange Place located in DeKalb County, Georgia.

The proposed development will be served by three (3) existing full-movement driveways: one (1) along Northlake Parkway and two (2) along East Exchange Place.

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial image that captures the project site and the study roadway network. A site plan is also included in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following existing intersections:

1. SR 236 (Lavista Road) at Northlake Parkway (Signalized)
2. Northlake Parkway at East Exchange Place / Crescent Centre Boulevard (Signalized)
3. Northlake Parkway at Site Driveway A (Unsignalized)
4. SR 8 (Lawrenceville Highway) at Northlake Parkway / Cooledge Road

For purposes of the traffic impact study, Northlake Parkway is considered to have north-south orientation. SR 236 (Lavista Road), East Exchange Place, and SR 8 (Lawrenceville Highway) are considered to have east-west orientations.

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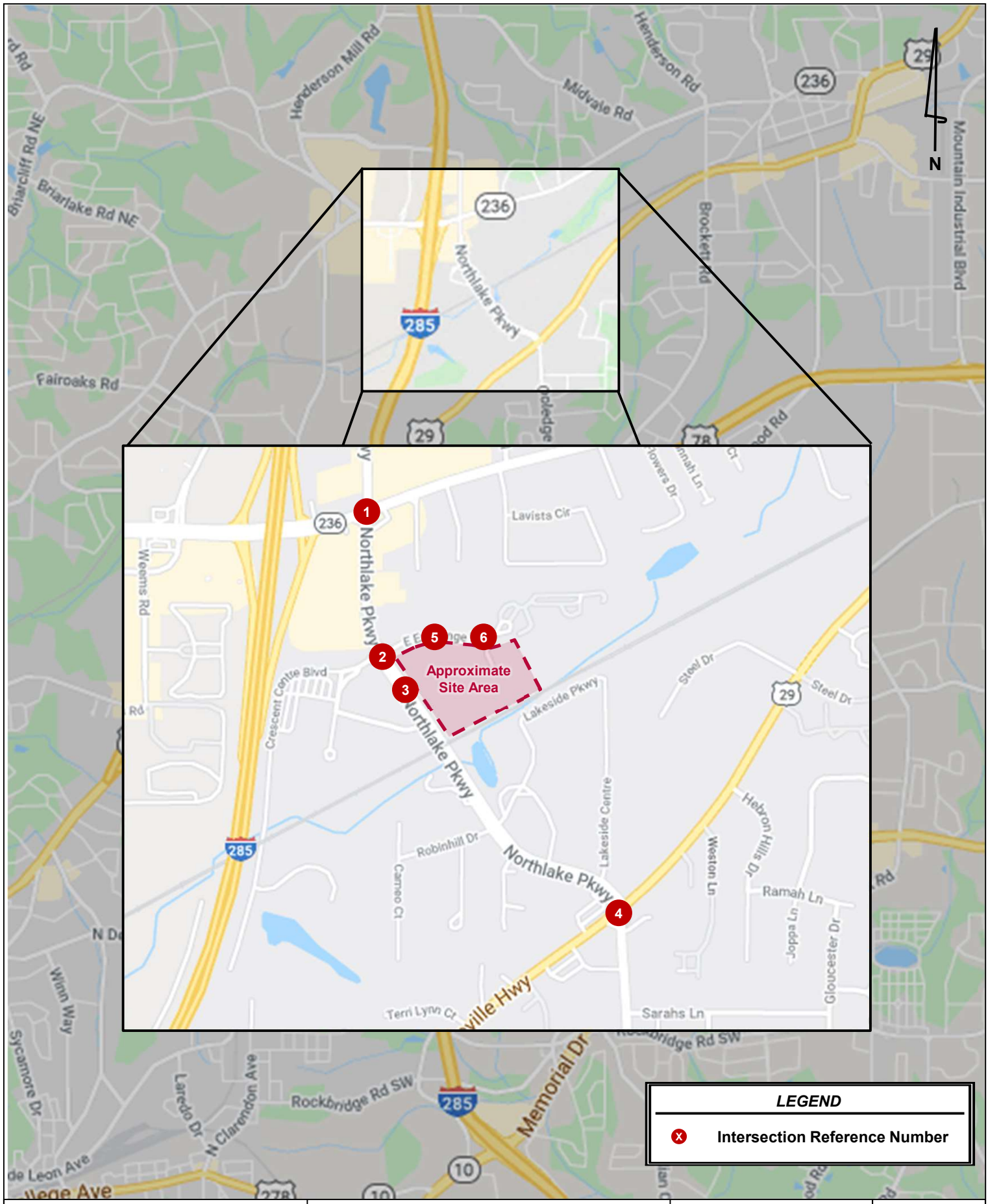

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AHS Tucker Exchange
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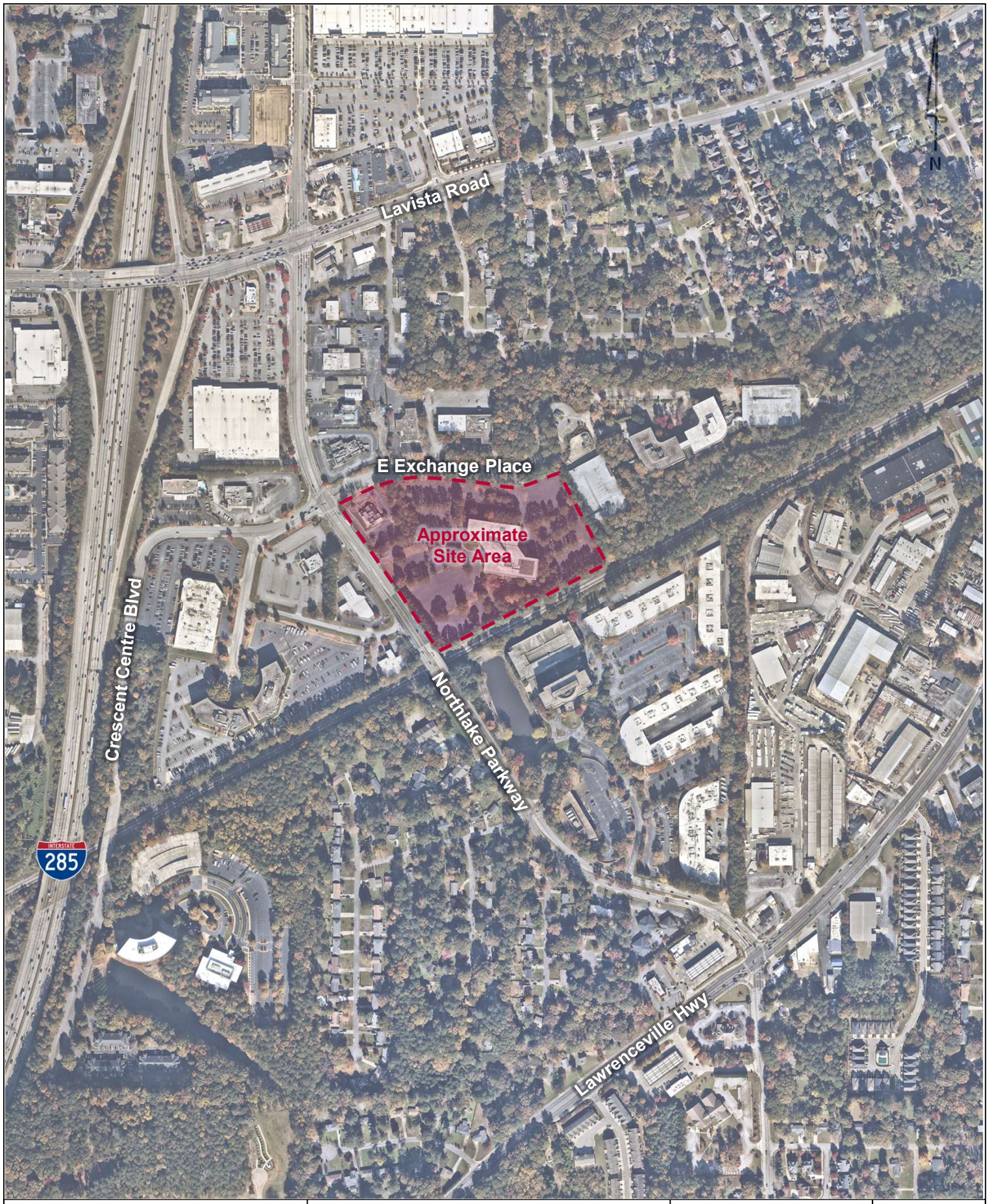
Site Location Map

Figure 1



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AHS Tucker Exchange
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Site Aerial

Figure 2

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CONDITIONS

The roadways within the study network have the following characteristics:

SR 236 (Lavista Road) is a four-lane, minor arterial with a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken along SR 236 (Lavista Road) east of Northlake Parkway indicate an annual average daily traffic (AADT) of approximately 23,500 vehicles per day in 2020.

SR 8 (Lawrenceville Highway) is a four-lane, principal arterial with a center two-way left-turn lane (TWLTL) and a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken along SR 8 (Lawrenceville Highway) west of Northlake Parkway indicate an annual average daily traffic (AADT) of approximately 20,900 vehicles per day in 2020.

Northlake Parkway is a four-lane, major collector with a center two-way left-turn lane (TWLTL) and a posted speed limit of 30 MPH in the vicinity of the study network. GDOT counts taken along Northlake Parkway south of SR 236 (Lavista Road) indicate an annual average daily traffic (AADT) of approximately 17,500 vehicles per day in 2020.

East Exchange Place is a two-lane, local road with a posted speed limit of 25 MPH in the vicinity of the study network.

Crescent Centre Boulevard is a four-lane, local road with a posted speed limit of 30 MPH in the vicinity of the study network.

3.2 VEHICULAR VOLUMES

Vehicle peak hour turning movement counts were performed at all four (4) existing study intersections.

The vehicle peak turning movement counts were collected on Wednesday, November 10, 2021. The AM peak period was collected from 7:00 AM to 9:00 AM, and the PM peak period was collected from 4:00 PM to 6:00 PM. The AM and PM peak hours for each intersection are listed below in **Table 1**. The peak hour traffic counts were used to perform the analysis presented in this report. The complete traffic count data is provided in **Appendix B.**

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Table 1: Intersection Peak Hours		
Intersection	**AM Peak Hour**	**PM Peak Hour**
1. SR 236 (Lavista Road) @ Northlake Parkway (Signalized)	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM
2. Northlake Parkway @ East Exchange Place / Crescent Centre Boulevard (Signalized)	8:00 AM –9:00 AM	4:30 PM – 5:30 PM
3. Northlake Parkway @ Site Driveway A (Unsignalized)	8:00 AM –9:00 AM	4:30 PM – 5:30 PM
4. SR 8 (Lawrenceville Highway) @ Northlake Parkway / Cooledge Road (Signalized)	7:45 AM – 8:45 AM	4:30 PM – 5:30 PM

3.3 EXISTING VOLUME ADJUSTMENT

Due to COVID-19's impact on traffic, historical data was used to develop the Estimated 2021 traffic conditions. Average Daily Traffic (ADT) volumes collected in 2021 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site.

Table 2: Traffic Count Comparison and Adjustment Calculations

Count Station	Location	GDOT					Collected		
		2018 AADT	ADT Date	ADT	AM Peak	PM Peak	2021 ADT	AM Peak	PM Peak
089-3021	SR 8 (Lawrenceville Highway) (s/o Northlake Parkway)	26,600	October 2018	28,893	1,897	2,744	27,800	1,836	2,360
Plus 2.0% per year background growth between 2018 and 2021				30,661	2,013	2,912			

Difference Calculations

Count Station	Location	ADT			AM Peak			PM Peak		
		Vol	Percent	Factor	Vol	Percent	Factor	Vol	Percent	Factor
089-3021	SR 8 (Lawrenceville Highway) (s/o Northlake Parkway)	-2,861	-9%	1.1	-177	-9%	1.1	-552	-19%	1.2

The volume comparison is shown in a tabular format in **Table 2**. **Figure 3** illustrates the comparison between the October 2018 GDOT AADT grown at 2.0% to year 2021 (3 years) and the November 2021 collected ADT. As a result of the volume comparison, an adjustment factor of 1.1 and 1.2 will be used for the existing AM and PM peak hours, respectively. The adjustment factors take into account the potential impacts of COVID-19 to typical traffic patterns.

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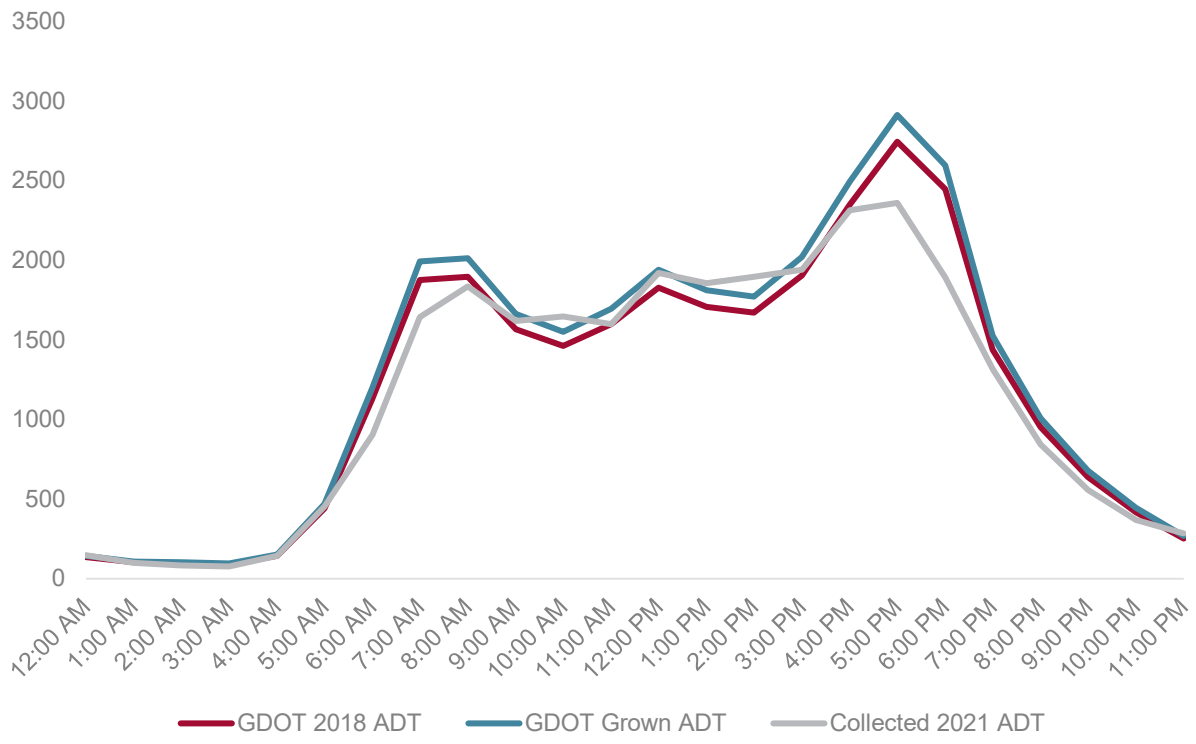

Figure 3: ADT Comparison

Figure 4 illustrates the Estimated 2021 peak hour traffic volumes at the study intersections and the existing roadway geometry (intersection layout). The complete traffic count data is provided in **Appendix C**.

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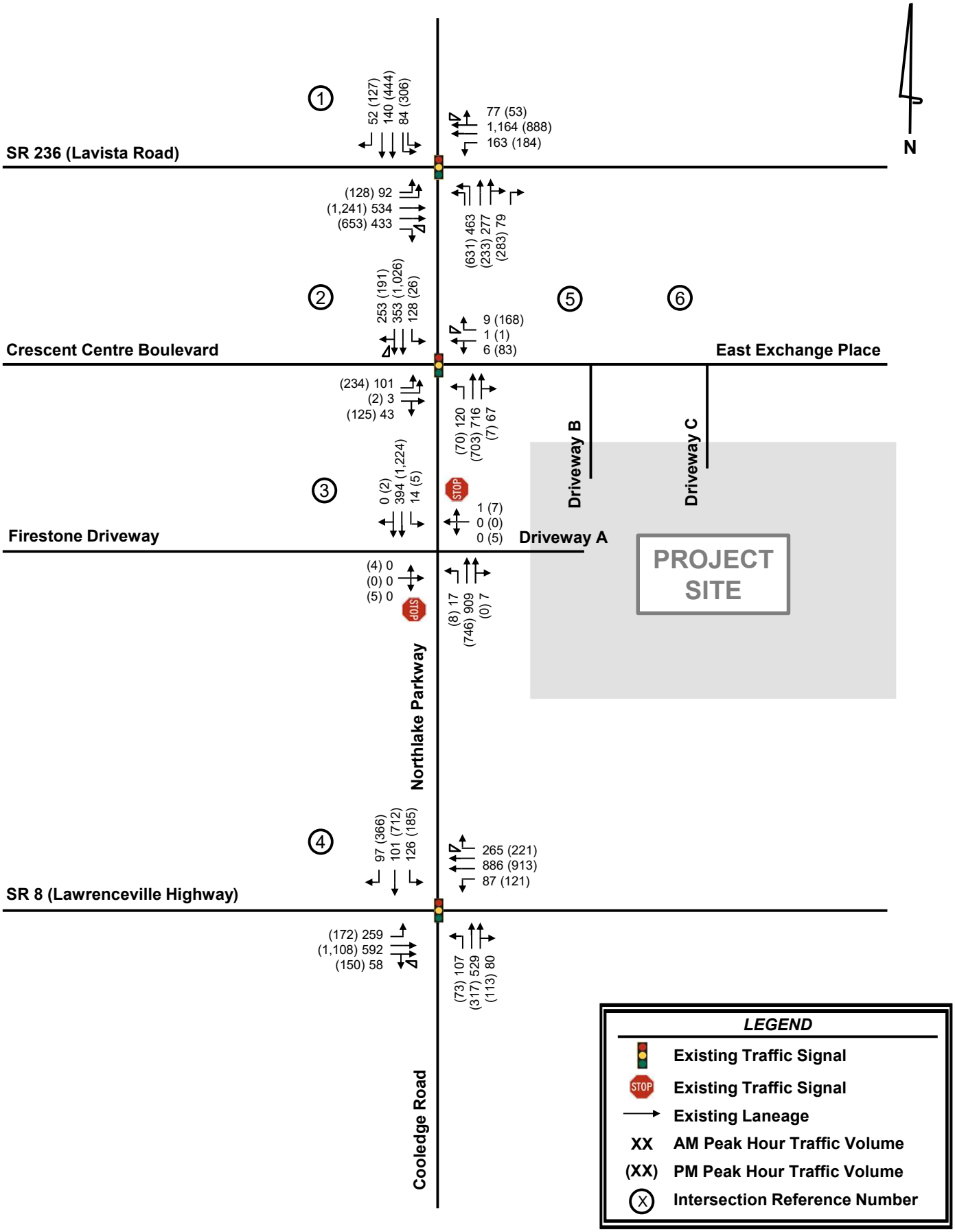

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Estimated 2021 Traffic Conditions

Figure 4

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *AHS Tucker Exchange* development. The Estimated 2021 peak hour traffic volumes were increased by 2.0% per year for three (3) years to account for the expected background growth in traffic through year 2024 build-out of the project. **Figure 5** illustrates the Projected 2024 No-Build traffic volumes for the AM and PM peak hours.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

ARC's Atlanta Region's Plan, GDOT Statewide TIP (STIP), and DeKalb County transportation projects were researched to identify any currently programmed transportation projects within the vicinity of the proposed development that may impact the study network during the analysis period. There are currently no programmed projects identified within the vicinity of the proposed development that may impact the study network during the analysis period.

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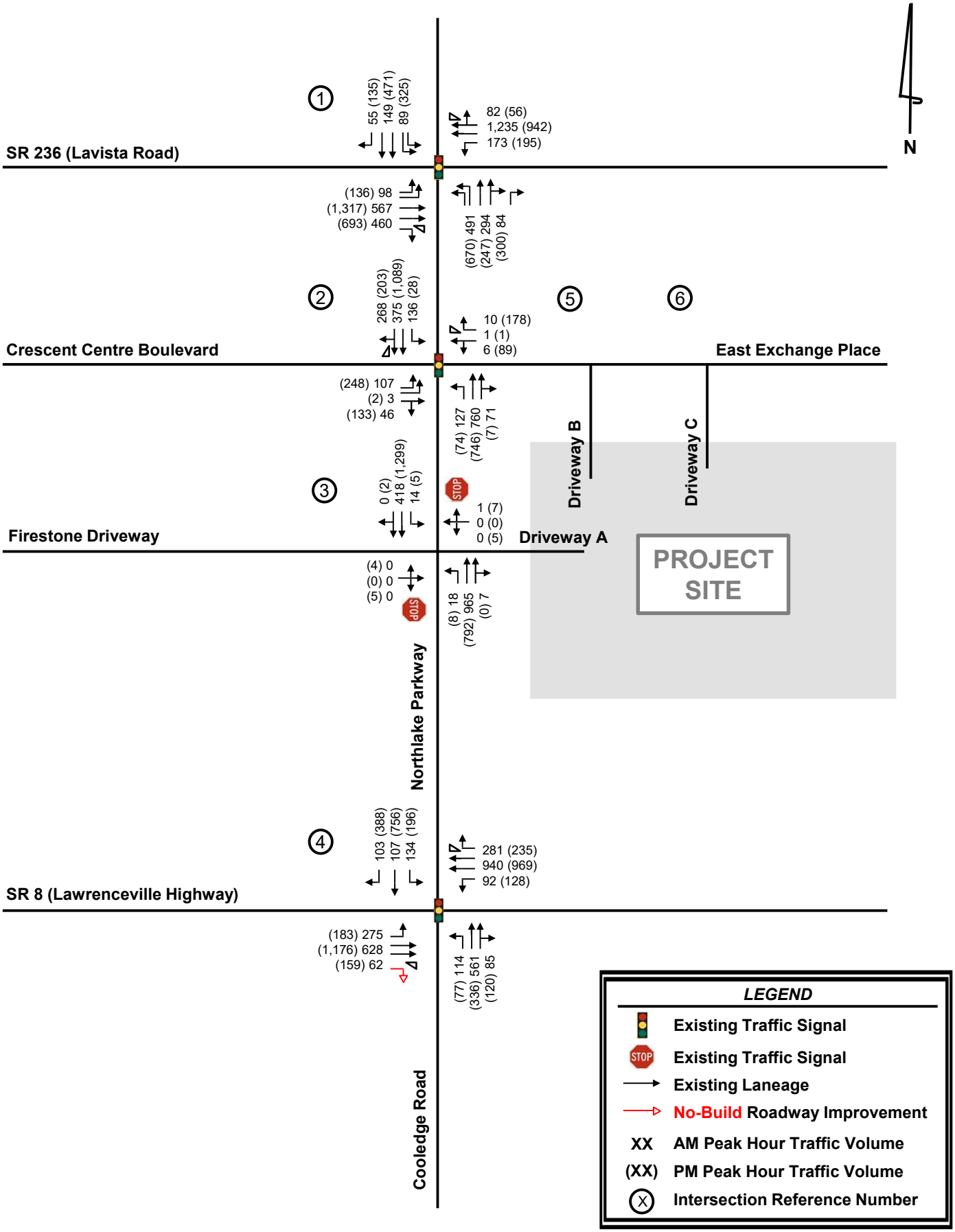

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Projected 2024 No-Build Traffic Conditions

Figure 5

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed development and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the new trips generated by the proposed *AHS Tucker Exchange* development.

5.1 PROJECT SITE ACCESS

Access to the site will be provided via three (3) existing site driveways, which are shown on the site plan in **Appendix A**. Brief description of the site driveways are as follows:

- Site Driveway A – existing full-movement driveway, located along Northlake Parkway, approximately 280 feet south of East Exchange Place.
- Site Driveway B – existing full movement, located along East Exchange Place, approximately 580 feet east of Northlake Parkway.
- Site Driveway C – existing full movement, located along East Exchange Place, approximately 850 feet east of Northlake Parkway.

The site driveways provide vehicular access to the entire development. Internal, private roadways throughout the site provide access to all buildings. It should be noted that Site Driveway A is proposed to remain as an existing full-movement driveway to maintain existing access to the proposed development and site across from the development. Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017,* using equations where available. Trip generation for the proposed development was calculated based upon the following land uses:

- Land Use 221: Multi-Family Housing (Mid-Rise)
- Land Use 710: General Office Building

Table 3 summarizes the anticipated trip generation for the proposed development upon full build-out (2024). **Appendix C** provides the detailed trip generation worksheet for the proposed development.

It should be noted that no reductions to gross trips from repurposing the existing office were considered in the analysis.

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Table 3: Trip Generation Summary											
ITE Code	Land Use	Density	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
221	Multi-Family Housing (Mid-Rise)	507 units	2,762	1,381	1,381	168	44	124	210	128	82
710	General Office Building	59,315 SF	640	320	320	82	71	11	69	11	58
Gross Project Trips			**3,402**	**1,701**	**1,701**	**250**	**115**	**135**	**279**	**139**	**140**
Mixed-Use Reduction			*-12*	*-6*	*-6*	*-4*	*-2*	*-2*	*-8*	*-4*	*-4*
Net New Trips			**3,390**	**1,695**	**1,695**	**246**	**113**	**113**	**271**	**135**	**136**

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, existing travel patterns in the area, and engineering judgement. A detailed trip distribution and assignment are shown in **Figure 6** and **Figure 7**. Based on trip generation from **Table 3** and the anticipated trip distribution, new project trips were assigned to the study roadway network. **Figure 8** illustrates the new project trips distributed throughout the study network. **Figure 9** illustrates the Projected 2024 Build traffic volumes for the AM and PM peak hours. **Appendix D** provides intersection volume worksheets for all study intersections.

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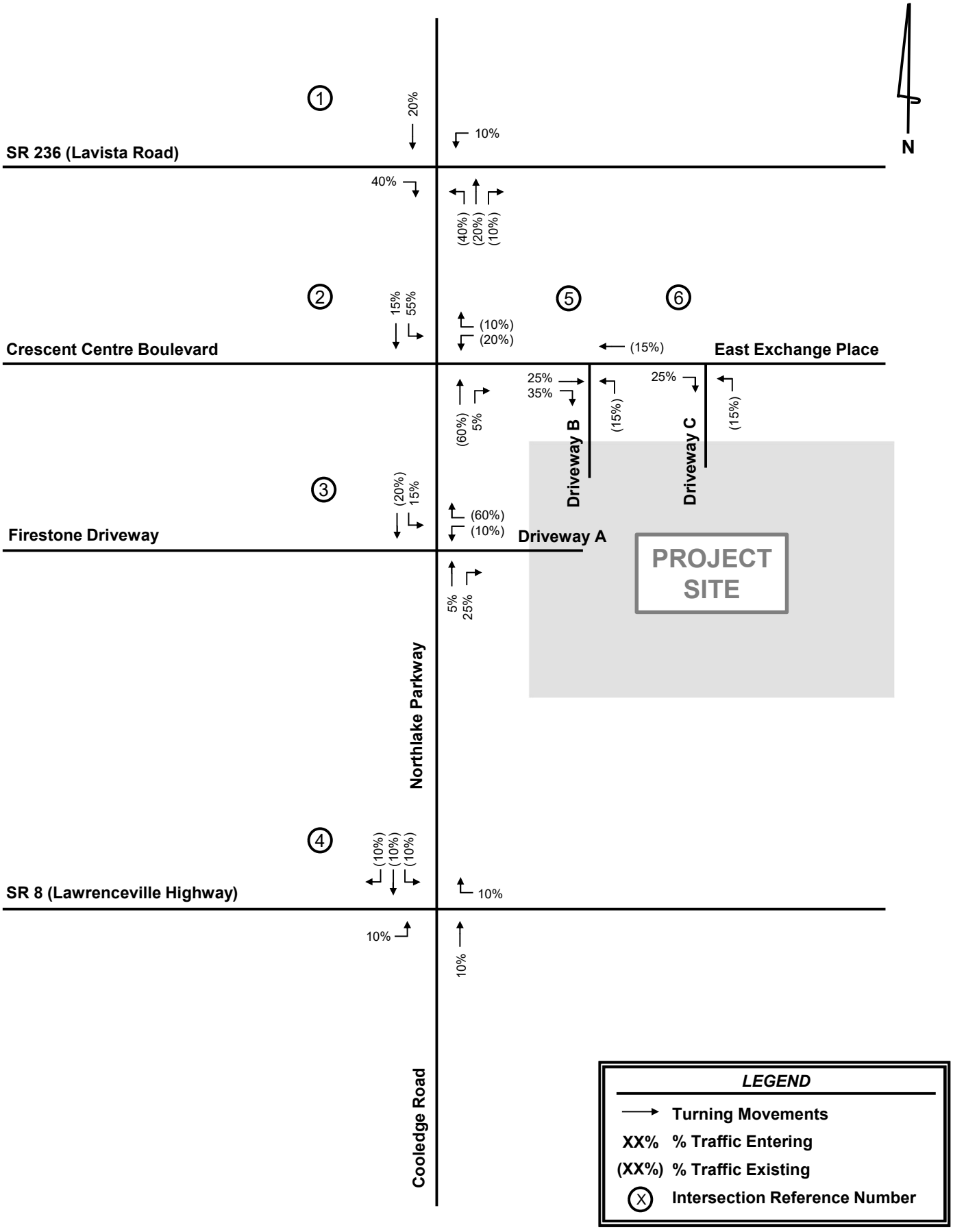

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Trip Distribution and Assignment (Residential)

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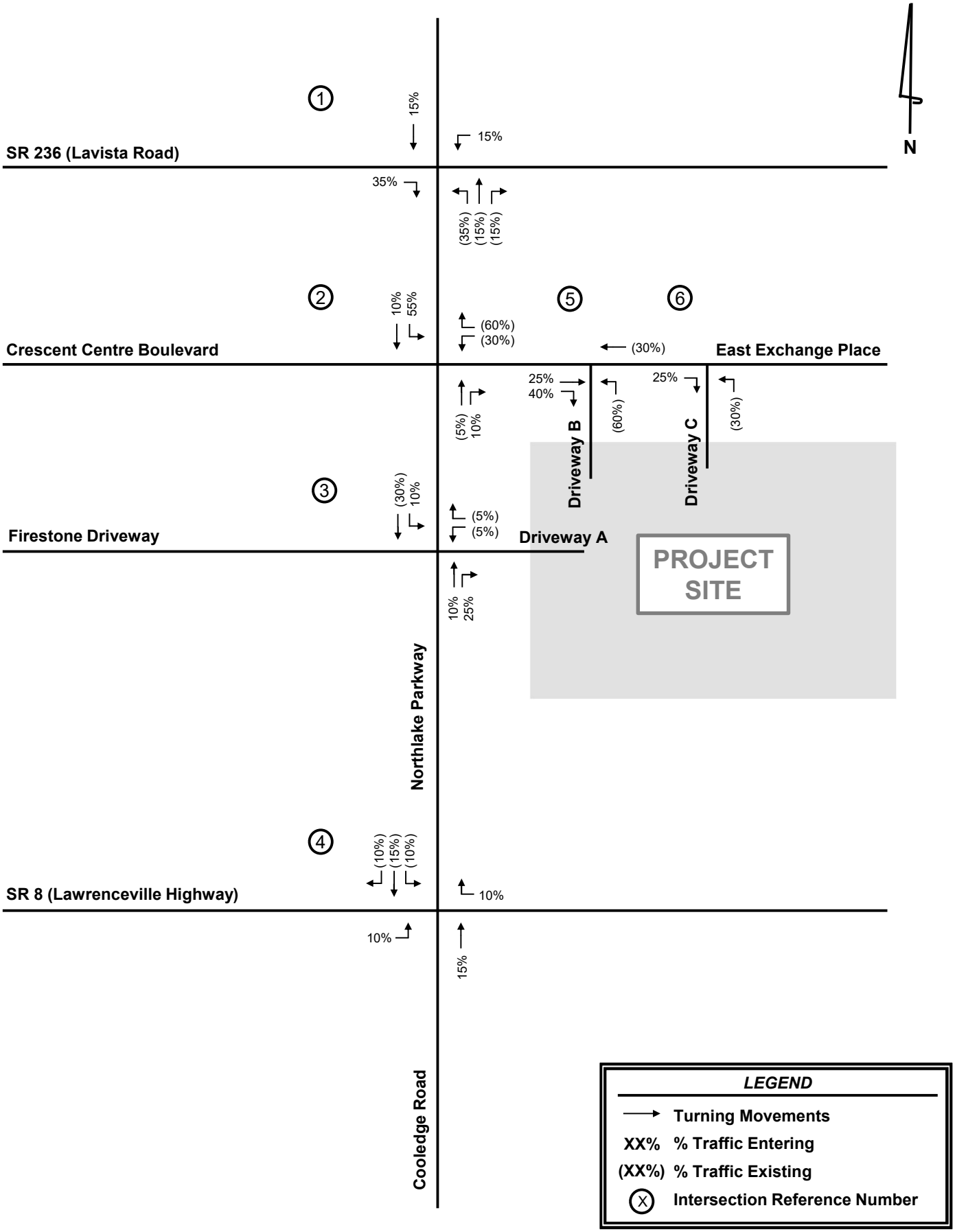

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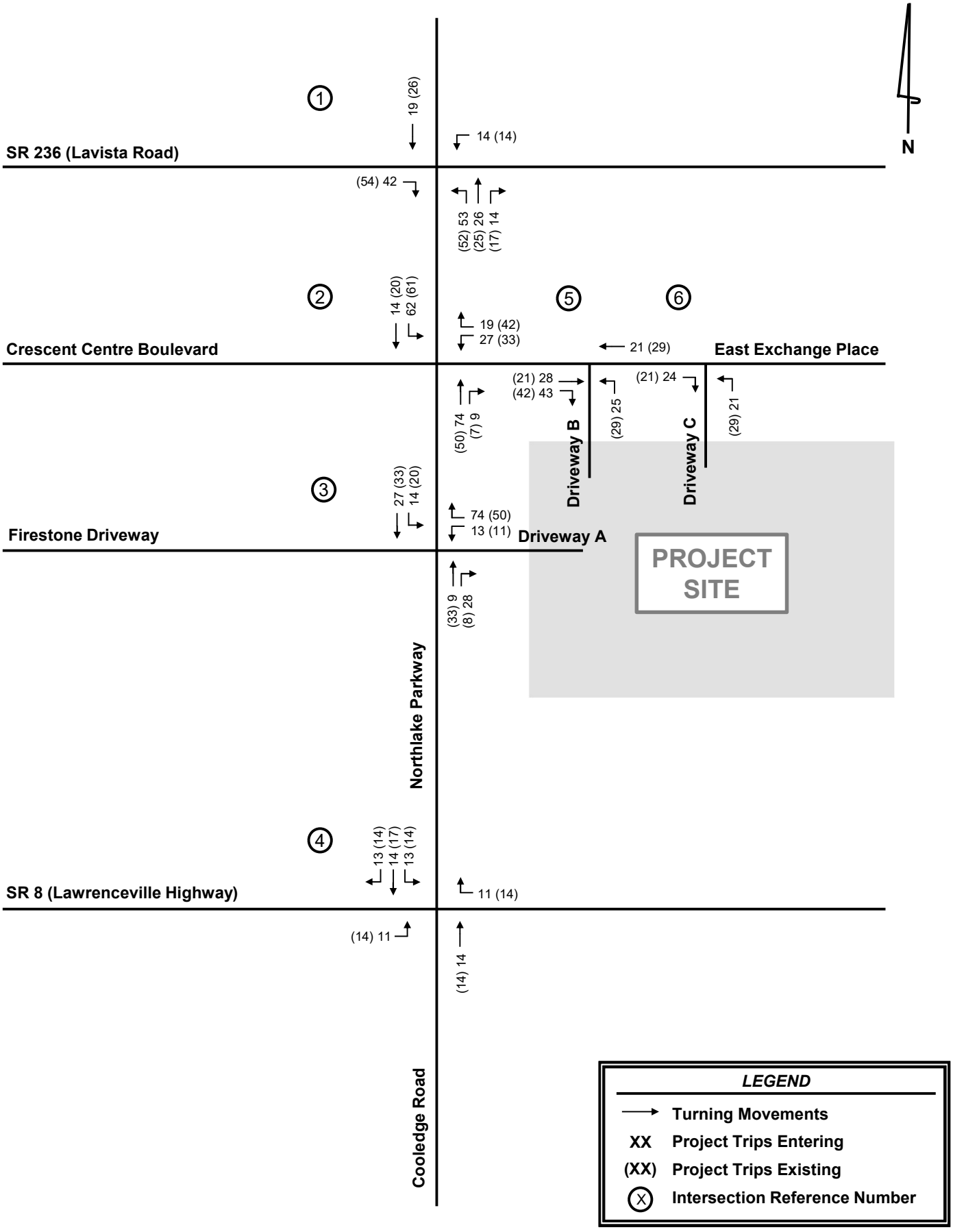
Trip Distribution and Assignment (Non-Residential)

Figure 7



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Project Trips

Figure 8

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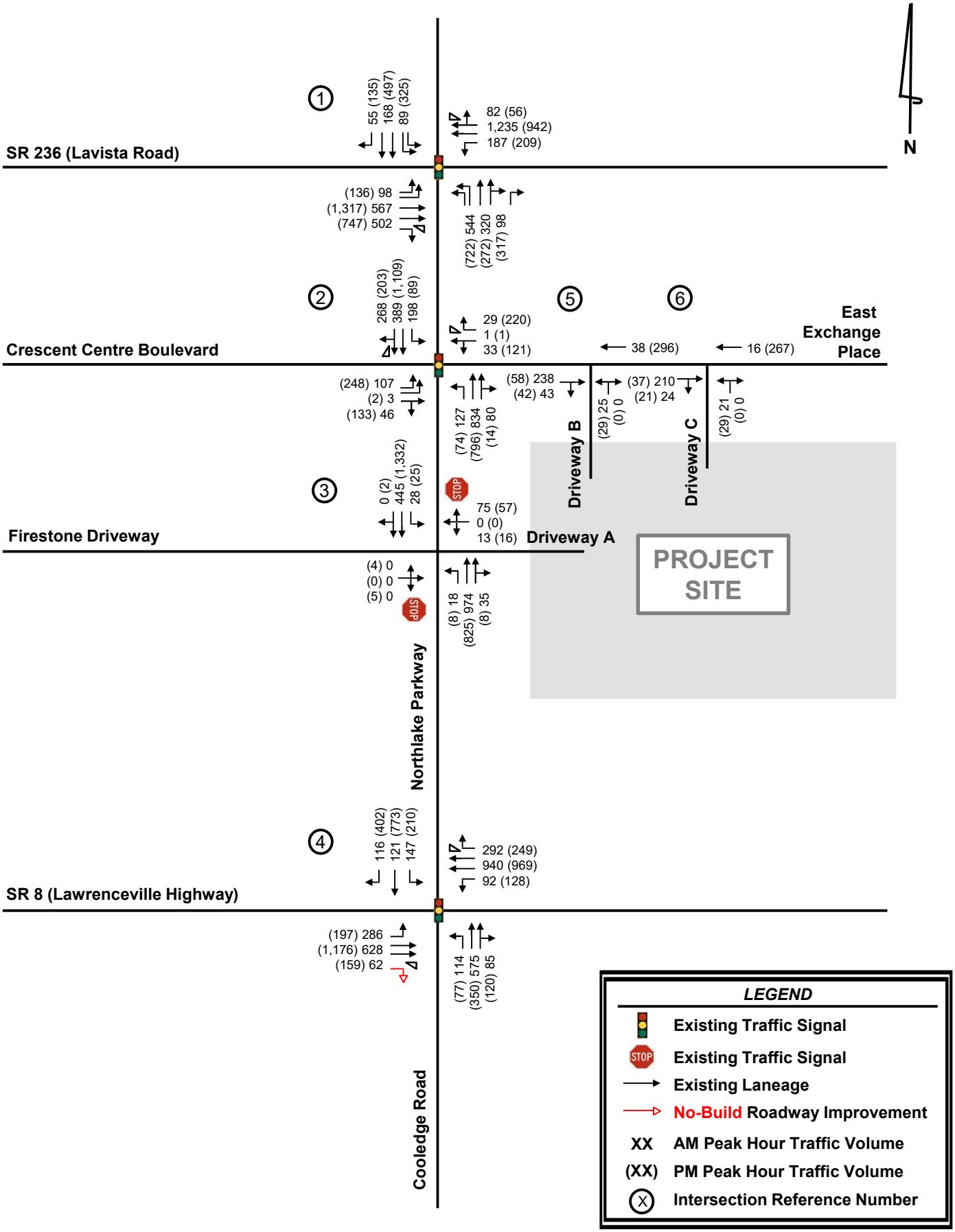

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Projected 2024 Build Traffic Conditions

Figure 9

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6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 11.* The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection experience a low LOS, while the intersection as a whole may operate acceptably. LOS for unsignalized intersections with stop control on the minor streets only are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles often experience significant delay turning onto a major roadway.

LOS analyses were performed for the AM and PM peak hours under the Estimated 2021 conditions, Projected 2024 No-Build conditions, and Projected 2024 Build conditions. The results of each analysis are summarized in **Table 4**. *Synchro* analysis reports are included in **Appendix E**.

Table 4: Level-of-Service Summary
LOS (Delay in Seconds)

Intersection	Approach/ Movement	Estimated 2021		Projected 2024 No-Build		Projected 2024 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. SR 236 (Lavista Road) @ Northlake Parkway	Overall	D (41.3)	E (62.5)	D (43.4)	E (68.8)	D (45.8)	E (74.8)
2. Northlake Parkway @ E Exchange Place / Crescent Centre Blvd	Overall	B (14.2)	D (35.8)	B (14.5)	D (38.6)	C (28.7)	D (48.4)
3. Northlake Parkway @ Site Driveway A	SBL	B (10.1)	A (9.6)	B (10.4)	A (9.8)	B (10.7)	B (10.2)
	EB	A (0.0)	F (51.8)	A (0.0)	F (61.3)	A (0.0)	F (84.8)
	WB	B (11.8)	D (32.4)	B (12.0)	E (36.7)	C (21.0)	E (45.3)
4. SR 8 (Lawrenceville Hwy) @ Northlake Pkwy / Cooledge Rd	Overall	D (40.0)	E (69.1)	D (43.1)	F (82.0)	D (45.7)	F (84.6)
5. East Exchange Place @ Site Driveway B	NB	-	-	-	-	B (10.5)	B (10.1)
6. East Exchange Place @ Site Driveway C	NB	-	-	-	-	B (10.1)	A (9.8)

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As shown in **Table 4**, all but one (1) intersection are projected to operate at acceptable LOS under all conditions. The signalized intersection of SR 8 (Lawrenceville Highway) at Northlake Parkway / Cooledge Road (Intersection 4) is projected to operate at LOS F during the PM peak hour under the Projected 2024 No-Build and Projected 2024 Build conditions. It should be noted that while the southbound approach of the intersection of SR 8 (Lawrenceville Highway) at Northlake Parkway / Cooledge Road (Intersection 4) currently operates at LOS F during the PM peak hour under Estimated 2021 conditions, the intersection overall is projected to operate at an acceptable LOS.

For the above intersection to operate at acceptable LOS, the following system (no-build) improvement should be considered:

- Intersection 4: SR 8 (Lawrenceville Highway) at Northlake Parkway / Cooledge Road
    - Provide a separate eastbound right-turn lane along SR 8 (Lawrenceville Highway) turning onto Cooledge Road.

Table 5 provides results for the No-Build Improved and the Build Improved traffic conditions.

Table 5: Improved Level-of-Service Summary
LOS (Delay in Seconds)

Intersection	Approach/ Movement	Projected 2024 No-Build Improved		Projected 2024 Build Improved	
		AM Peak	PM Peak	AM Peak	PM Peak
4. SR 8 (Lawrenceville Hwy) @ Northlake Pkwy / Cooledge Rd	Overall	D (42.9)	E (68.8)	D (45.4)	E (71.7)

As shown in **Table 5**, the intersection of SR 8 (Lawrenceville Highway) at Northlake Parkway / Cooledge Road (Intersection 4) is projected to operate at acceptable LOS after the system (no-build) improvements under all scenarios.

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7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *AHS Tucker Exchange* development. The approximate 13-acre site is located southeast of the intersection of Northlake Parkway and East Exchange Place located in DeKalb County, Georgia. As currently envisioned, the existing office building of approximately 259,000 SF will be repurposed, and the site will be redeveloped to consist of 507 residential units (378 multifamily and 129 live work) and approximately 59,000 SF office. The project site is currently zoned Northlake Overlay (Tier 2).

The proposed development will be served by three (3) existing full-movement driveways: one (1) along Northlake Parkway and two (2) along East Exchange Place.

The analyses indicate that all but one (1) intersection are projected to operate at acceptable LOS under all conditions. SR 8 (Lawrenceville Highway) at Northlake Parkway / Cooledge Road (Intersection 4) is projected to operate at LOS F during the PM peak hour under the Projected 2024 No-Build and Projected 2024 Build conditions.

7.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, the following improvement is recommended to serve the No-Build traffic conditions (note: this would be the improvement needed to serve the traffic based on the existing conditions plus background growth).

- Intersection 4: SR 8 (Lawrenceville Highway) at Northlake Parkway / Cooledge Road
    - Provide a separate eastbound right-turn lane along SR 8 (Lawrenceville Highway) turning onto Cooledge Road.

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APPENDIX A

Site Plan

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WATER AND SEWER NOTES:

1. WATER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING WATER MAINS IN MAIN ROAD
2. SEWER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING SEWER INFRASTRUCTURE CURRENTLY LOCATED ON SITE

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	NORTHLAKE OVERLAY (TIER 2)	
PROPOSED ZONING:	NORTHLAKE OVERLAY (TIER 2)	
SITE AREA:	13.00	ACRES
LOT COVERAGE	10.1	ACRES (77.7%)
OPEN SPACE:	2.9	ACRES (22.3%)
REQUIRED BUILDING HEIGHT :	135 FT 9 STORIES	
PROPOSED BUILDING HEIGHT:	89' FT 9 STORIES	
EXISTING BUILDING HEIGHT:	87.1' FT 5 STORIES	

BUILDING SETBACK REQUIREMENTS:

FRONT (MIN)	0 FT
FRONT (MAX)	30 FT
SIDE (MIN)	20 FT
BACK (MIN)	20 FT

LANDSCAPE SETBACK:

FRONT (MIN)	6 FT
SIDE (MIN)	6 FT
BACK (MIN)	6 FT

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	378 UNITS
LIVE WORK	129 UNITS
OFFICE/COWORKING SPACE:	59,315 SF

TOTAL FLOOR SPACE: 570,332 SF
RESIDENTIAL: 511,197 SF
OFFICE: 59,315

PROPOSED DENSITY: 39 UNITS/ACRE

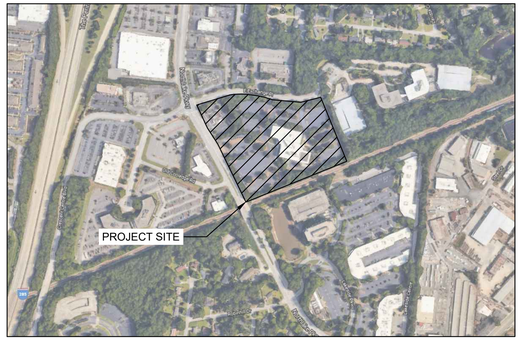
PARKING SUMMARY:

REQUIRED PARKING (MINIMUM):	**626 SPACES** (TOTAL)
MULTIFAMILY (378 UNITS):	378 SPACES (1.00/UNIT)
LIVE WORK (129 UNITS):	129 SPACES (1.00/UNIT)
OFFICE/COWORKING (59,315 SF):	119 SPACES (1.0/500 SF)
REQUIRED PARKING (MAXIMUM):	**1,759 SPACES** (TOTAL)
MULTIFAMILY (378 UNITS):	1,134 SPACES (3.00/UNIT)
LIVE WORK (129 UNITS):	387 SPACES (3.00/UNIT)
OFFICE/COWORKING (59,315 SF):	238 SPACES (1.0/500 SF)
PROPOSED PARKING:	**785 SPACES** (TOTAL)
STANDARD:	753 SPACES
HANDICAP:	16 SPACES
ALTERNATIVE VEHICLE:	16 SPACES
BIKE/MOPED SPACES	40 SPACES
LOADING/UNLOADING	4 SPACES

PARKING LOT LANDSCAPING:

REQUIRED:	10% MIN.
PROPOSED:	10%

SITE LOCATION MAP



Kimley»Horn

AHS TUCKER

ZONING PLAN
November 24, 2021

0 25 50 100 150

NORTH

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APPENDIX B

Traffic Count Data

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Peak Hour Turning Movement Count

Tucker, GA

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Marr Traffic DATA COLLECTION

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Wednesday, November 10, 2021	
Period	0700 - 0900
Peak Hour	0745 - 0845

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Northlake Pkwy (North) — Southbound

(1-3)	44	125	75	0	244	398	(1-3)
(4-7)	3	1	0	0	4	7	(4-7)
(8-13)	0	1	1	0	2	0	(8-13)
Total	47	127	76	0	250	405	Total

0

0

GA-236 Lavista Rd (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
1458	60	9	1527
940	22	1	963
1	0	0	1
82	1	0	83
476	9	0	485
381	12	1	394
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3128	93	13	3234
PHF				0.9379

GA-236 Lavista Rd (East) — Westbound

Total	(8-13)	(4-7)	(1-3)
70	0	1	69
1058	4	46	1008
147	0	2	145
1	0	0	1
1276	4	49	1223
634	2	11	621
Total	(8-13)	(4-7)	(1-3)

0

1

Northlake Pkwy (South) — Northbound

1

0

Total	668	745	0	421	252	72	Total
(8-13)	2	6	0	5	0	1	(8-13)
(4-7)	15	18	0	11	5	2	(4-7)
(1-3)	651	721	0	405	247	69	(1-3)

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Peak Hour Turning Movement Count

Tucker, GA

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Wednesday, November 10, 2021	
Period	1600 - 1800
Peak Hour	1645 - 1745

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Northlake Pkwy (North) — Southbound

(1-3)	106	363	248	0	717	340	(1-3)
(4-7)	0	7	6	0	13	5	(4-7)
(8-13)	0	0	1	0	1	0	(8-13)
Total	106	370	255	0	731	345	Total

0

4

GA-236 Lavista Rd (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
1352	14	5	1371
1646	34	4	1684
0	0	0	0
106	1	0	107
1010	21	2	1033
530	12	2	544
(1-3)	(4-7)	(8-13)	Total

2

4

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	4222	75	10	4307
PHF				0.9644

0

1

GA-236 Lavista Rd (East) — Westbound

Total	(8-13)	(4-7)	(1-3)
44	0	1	43
739	4	8	727
153	0	4	149
0	0	0	0
936	4	13	919
1524	3	33	1488
Total	(8-13)	(4-7)	(1-3)

1

2

Northlake Pkwy (South) — Northbound

Total	1067	956	0	526	194	236	Total
(8-13)	2	1	0	1	0	0	(8-13)
(4-7)	23	15	0	6	3	6	(4-7)
(1-3)	1042	940	0	519	191	230	(1-3)

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Wednesday, November 10, 2021	
Period	0700 - 0900
Peak Hour	0800 - 0900

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Northlake Pkwy (North) — Southbound

(1-3)	230	305	115	0	650	726	(1-3)
(4-7)	0	14	1	0	15	19	(4-7)
(8-13)	0	2	0	0	2	6	(8-13)
Total	230	321	116	0	667	751	Total

0

0

Crescent Centre Blvd — Eastbound

(1-3)	(4-7)	(8-13)	Total
338	2	0	340
125	9	0	134
0	0	0	0
84	8	0	92
3	0	0	3
38	1	0	39
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1590	38	8	1636
PHF				0.9761

0

0

E Exchange Pl — Westbound

Total	(8-13)	(4-7)	(1-3)
8	1	0	7
1	0	1	0
5	0	0	5
0	0	0	0
14	1	1	12
180	0	2	178
Total	(8-13)	(4-7)	(1-3)

0

0

Northlake Pkwy (South) — Northbound

Total	365	821	0	109	651	61	Total
(8-13)	2	5	0	0	5	0	(8-13)
(4-7)	15	13	0	1	11	1	(4-7)
(1-3)	348	803	0	108	635	60	(1-3)

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Wednesday, November 10, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Northlake Pkwy (North) — Southbound

(1-3)	156	838	20	1	1015	912	(1-3)
(4-7)	3	15	1	0	19	10	(4-7)
(8-13)	0	2	0	0	2	0	(8-13)
Total	159	855	21	1	1036	922	Total

0

0

Crescent Centre Blvd — Eastbound

(1-3)	(4-7)	(8-13)	Total
213	4	0	217
294	7	0	301
0	0	0	0
191	4	0	195
1	1	0	2
102	2	0	104
(1-3)	(4-7)	(8-13)	Total

1

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2161	33	2	2196
PHF				0.8774

0

0

E Exchange Pl — Westbound

Total	(8-13)	(4-7)	(1-3)
140	0	1	139
1	0	0	1
69	0	0	69
0	0	0	0
210	0	1	209
29	0	2	27
Total	(8-13)	(4-7)	(1-3)

0

0

Northlake Pkwy (South) — Northbound

Total	1028	649	0	57	586	6	Total
(8-13)	2	0	0	0	0	0	(8-13)
(4-7)	17	6	0	1	5	0	(4-7)
(1-3)	1009	643	0	56	581	6	(1-3)

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Wednesday, November 10, 2021	
Period	0700 - 0900
Peak Hour	0800 - 0900

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Northlake Pkwy (North) — Southbound

(1-3)	0	341	7	5	353	814	(1-3)
(4-7)	0	15	0	0	15	13	(4-7)
(8-13)	0	2	0	0	2	5	(8-13)
Total	0	358	7	5	370	832	Total

0

0

Driveway (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
(1-3)	(4-7)	(8-13)	Total

0

0

Classes

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1183	28	7	1218
PHF				0.9575

Driveway (East) — Westbound

Total	(8-13)	(4-7)	(1-3)
1	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1
13	0	0	13
Total	(8-13)	(4-7)	(1-3)

1

0

Northlake Pkwy (South) — Northbound

Total	373	847	15	0	826	6	Total
(8-13)	2	5	0	0	5	0	(8-13)
(4-7)	15	13	0	0	13	0	(4-7)
(1-3)	356	829	15	0	808	6	(1-3)

0

0

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Wednesday, November 10, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Northlake Pkwy (North) — Southbound

(1-3)	2	1000	0	4	1006	627	(1-3)
(4-7)	0	19	0	0	19	6	(4-7)
(8-13)	0	1	0	0	1	1	(8-13)
Total	2	1020	0	4	1026	634	Total

0

0

Driveway (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
2	0	0	2
7	0	0	7
0	0	0	0
3	0	0	3
0	0	0	0
4	0	0	4
(1-3)	(4-7)	(8-13)	Total

1

2

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1644	25	2	1671
PHF				0.8819

0

0

Driveway (East) — Westbound

Total	(8-13)	(4-7)	(1-3)
6	0	0	6
0	0	0	0
4	0	0	4
0	0	0	0
10	0	0	10
0	0	0	0
Total	(8-13)	(4-7)	(1-3)

0

0

Northlake Pkwy (South) — Northbound

Total	1035	628	7	0	621	0	Total
(8-13)	1	1	0	0	1	0	(8-13)
(4-7)	19	6	0	0	6	0	(4-7)
(1-3)	1015	621	7	0	614	0	(1-3)

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Wednesday, November 10, 2021	
Period	0700 - 0900
Peak Hour	0745 - 0845

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Northlake Pkwy (Southbound)

(1-3)	82	90	105	1	278	937	(1-3)
(4-7)	5	2	7	0	14	15	(4-7)
(8-13)	0	0	2	0	2	6	(8-13)
Total	87	92	114	1	294	958	Total

0

0

GA-8 Lawrenceville Hwy (West) (Eastbound)

(1-3)	(4-7)	(8-13)	Total
929	51	9	989
777	38	11	826
0	0	0	0
230	4	1	235
498	30	10	538
49	4	0	53
(1-3)	(4-7)	(8-13)	Total

1

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2753	115	28	2896
PHF				0.9087

0

0

GA-8 Lawrenceville Hwy (East) (Westbound)

Total	(8-13)	(4-7)	(1-3)
241	5	5	231
805	9	41	755
79	1	2	76
0	0	0	0
1125	15	48	1062
725	12	41	672
Total	(8-13)	(4-7)	(1-3)

0

0

Cooledge Rd (Northbound)

Total	224	651	0	97	481	73	Total
(8-13)	1	0	0	0	0	0	(8-13)
(4-7)	8	15	0	5	6	4	(4-7)
(1-3)	215	636	0	92	475	69	(1-3)

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Wednesday, November 10, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Northlake Pkwy — Southbound

(1-3)	301	582	145	0	1028	585	(1-3)
(4-7)	4	11	7	0	22	5	(4-7)
(8-13)	0	0	2	0	2	1	(8-13)
Total	305	593	154	0	1052	591	Total

0

0

GA-8 Lawrenceville Hwy (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
1074	29	24	1127
1151	35	5	1191
0	0	0	0
142	1	0	143
885	33	5	923
124	1	0	125
(1-3)	(4-7)	(8-13)	Total

0

3

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3579	97	32	3708
PHF				0.9317

0

0

GA-8 Lawrenceville Hwy (East) — Westbound

Total	(8-13)	(4-7)	(1-3)
184	1	3	180
761	24	25	712
101	0	1	100
0	0	0	0
1046	25	29	992
1171	7	50	1114
Total	(8-13)	(4-7)	(1-3)

0

0

Cooledge Rd — Northbound

Total	819	419	0	61	264	94	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	13	11	0	0	1	10	(4-7)
(1-3)	806	408	0	61	263	84	(1-3)

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Bi-Directional Class Count || Bi-Directional 60min

Tucker, GA

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Site 5
GA-8 Lawrenceville Hwy,
east of Lovely Ln

Date
Wednesday, November 10, 2021

Lat/Long
33.831965°, -84.245692°

Weather
Mostly Cloudy
61°F

0000 - 2400 (24h Session) (11-10-2021)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	**Total**
0000 - 0100	0	129	11	3	3	0	0	1	0	0	0	0	0	**147**
0100 - 0200	0	86	11	0	0	1	0	0	1	0	0	0	0	**99**
0200 - 0300	0	75	4	0	2	0	0	0	3	0	0	0	0	**84**
0300 - 0400	0	69	4	0	0	1	2	0	1	0	0	0	0	**77**
0400 - 0500	1	125	12	1	2	1	0	0	3	0	0	0	0	**145**
0500 - 0600	0	399	31	5	11	4	0	1	3	0	0	0	0	**454**
0600 - 0700	0	672	143	14	52	7	0	1	12	1	0	0	0	**902**
0700 - 0800	2	1171	359	30	44	16	0	8	11	2	0	0	0	**1643**
0800 - 0900	2	1406	322	26	49	8	0	3	20	0	0	0	0	**1836**
0900 - 1000	2	1212	296	22	39	11	3	15	18	0	0	1	0	**1619**
1000 - 1100	1	1249	273	11	48	27	0	5	31	0	0	0	0	**1645**
1100 - 1200	4	1206	278	9	43	23	0	9	26	0	0	0	0	**1598**
1200 - 1300	6	1542	263	8	52	12	0	19	16	0	0	0	0	**1918**
1300 - 1400	4	1520	218	11	44	14	3	11	29	3	0	0	0	**1857**
1400 - 1500	0	1566	215	13	51	19	1	9	18	2	0	0	0	**1894**
1500 - 1600	6	1630	211	19	43	9	0	10	13	1	0	0	0	**1942**
1600 - 1700	6	1969	235	19	48	11	0	11	16	0	0	0	0	**2315**
1700 - 1800	2	2061	211	10	28	17	0	13	18	0	0	0	0	**2360**
1800 - 1900	0	1623	223	8	17	2	1	0	16	0	0	0	0	**1890**
1900 - 2000	1	1122	160	7	14	4	0	1	8	0	0	0	0	**1317**
2000 - 2100	2	756	64	5	8	1	0	2	6	0	0	0	0	**844**
2100 - 2200	1	478	73	5	0	0	0	0	2	0	0	0	0	**559**
2200 - 2300	1	326	37	3	3	0	0	0	0	0	0	0	0	**370**
2300 - 2400	2	250	24	5	0	1	0	0	3	0	0	0	0	**285**

Session Total	43	22642	3678	234	601	189	10	119	274	9	0	1	0	**27800**
Session Average	1.79	943.42	153.25	9.75	25.04	7.88	0.42	4.96	11.42	0.38	0.00	0.04	0.00	**1158.33**
Session Percentage	0.15	81.45	13.23	0.84	2.16	0.68	0.04	0.43	0.99	0.03	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0700 - 0800	0900 - 1000	0900 - 1000	0800 - 0900	0700 - 0800	-	0900 - 1000	-	**0800 - 0900**
AM Peak Volume	2	1406	359	30	52	16	3	15	20	2	0	1	0	**1836**

Noon Peak Hour	1200 - 1300	1400 - 1500	1100 - 1200	1400 - 1500	1200 - 1300	1000 - 1100	1300 - 1400	1200 - 1300	1000 - 1100	1300 - 1400	-	-	-	**1200 - 1300**
Noon Peak Volume	6	1566	278	13	52	27	3	19	31	3	0	0	0	**1918**

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1700 - 1800	1700 - 1800	1500 - 1600	-	-	-	**1700 - 1800**
PM Peak Volume	6	2061	235	19	48	17	1	13	18	1	0	0	0	**2360**

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APPENDIX C

Volume Development (Trip Generation and Growth Rate Calculations)

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Trip Generation Analysis (10th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
AHS Tucker Exchange
DeKalb County, GA

Land Use		Density		Daily Trips			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips												
221	Multifamily Housing (Mid-Rise)	507	dwelling units	2,762	1,381	1,381	168	44	124	210	128	82
710	General Office Building	59,315	Sq. Ft. GFA	640	320	320	82	71	11	69	11	58
Gross Project Trips				**3,402**	**1,701**	**1,701**	**250**	**115**	**135**	**279**	**139**	**140**
Residential Trips				2,762	1,381	1,381	168	44	124	210	128	82
Mixed-Use Reductions				*-6*	*-3*	*-3*	*-2*	*0*	*-2*	*-4*	*-1*	*-3*
Alternative Mode Reductions				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Residential Trips				2,756	1,378	1,378	166	44	122	206	127	79
Office Trips				640	320	320	82	71	11	69	11	58
Mixed-Use Reductions				*-6*	*-3*	*-3*	*-2*	*-2*	*0*	*-4*	*-3*	*-1*
Alternative Mode Reductions				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Office Trips				634	317	317	80	69	11	65	8	57
Mixed-Use Reductions - TOTAL				*-12*	*-6*	*-6*	*-4*	*-2*	*-2*	*-8*	*-4*	*-4*
Alternative Mode Reductions - TOTAL				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips				**3,390**	**1,695**	**1,695**	**246**	**113**	**133**	**271**	**135**	**136**
Driveway Volumes												

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Growth Rate Considerations

Chosen Growth Rate	2.0%

Population Data

County (ARC) Population Annual Growth Projection (2015-2050)	0.94%
County (Census) Population Annual Growth (2010-2019)	1.04%
City (Census) Population Annual Growth (2010-2019)	3.13%

Nearby Developments

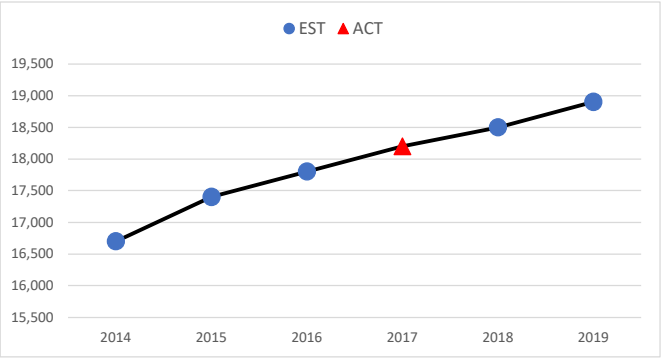
No nearby developments with known growth rates were identified.

Historical ADT Count Data

Source:	GDOT
Location:	Northlake Parkway
	s/o East Exchange Place
Route #:	00515300
Route Type:	Minor Collector (Urban)
Station:	089-3685

Count Type	Count Year	Volume	Growth Rate
EST	2014	16,700	
EST	2015	17,400	4.19%
EST	2016	17,800	2.30%
ACT	2017	**18,200**	2.25%
EST	2018	18,500	1.65%
EST	2019	18,900	2.16%

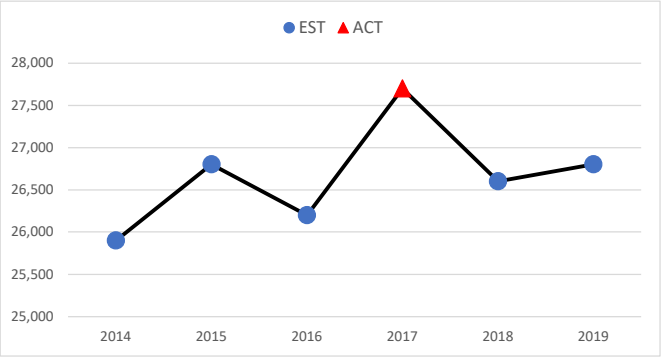
5 Year Growth Rate	**2.51%**
Avg. 1 Year Growth Rate	**2.51%**
Actual Count Growth Rate	**1.90%**



Source:	GDOT
Location:	Lawrenceville Highway
	w/o Northlake Parkway
Route #:	00000800
Route Type:	Principal Arterial - Other (Urban)
Station:	089-3021

Count Type	Count Year	Volume	Growth Rate
EST	2014	25,900	
EST	2015	26,800	3.47%
EST	2016	26,200	-2.24%
ACT	2017	**27,700**	5.73%
EST	2018	26,600	-3.97%
EST	2019	26,800	0.75%

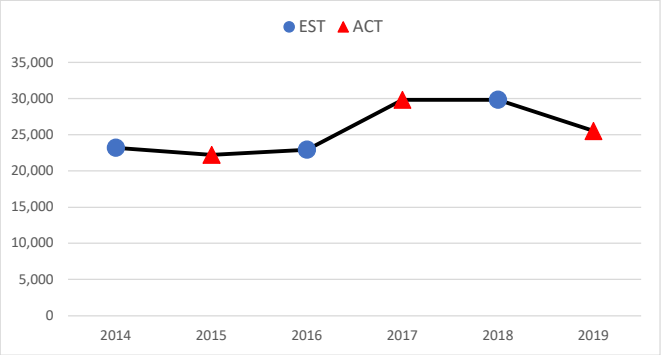
5 Year Growth Rate	**0.69%**
Avg. 1 Year Growth Rate	**0.75%**
Actual Count Growth Rate	**-1.64%**



Source:	GDOT
Location:	Lavista Road
	e/o Northlake Parkway
Route #:	00023600
Route Type:	Minor Arterial (Urban)
Station:	089-3269

Count Type	Count Year	Volume	Growth Rate
EST	2014	23,200	
ACT	2015	**22,200**	-4.31%
EST	2016	22,900	3.15%
ACT	2017	**29,800**	30.13%
EST	2018	29,800	0.00%
ACT	2019	**25,500**	-14.43%

5 Year Growth Rate	**1.91%**
Avg. 1 Year Growth Rate	**2.91%**
Actual Count Growth Rate	**-7.50%**



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APPENDIX D

Intersection Volume Worksheets

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1
Northlake Pkwy at Lavista Rd

AM PEAK HOUR

	Northlake Pkwy				Northlake Pkwy				Lavista Rd				Lavista Rd			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	421	252	72	0	76	127	47	1	83	485	394	1	147	1,058	70
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	16	5	3	0	1	2	3	0	1	9	13	0	2	50	1
Heavy Vehicle %	2%	4%	2%	4%	2%	2%	2%	6%	2%	2%	2%	3%	2%	2%	5%	2%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	**0**	**463**	**277**	**79**	**0**	**84**	**140**	**52**	**1**	**91**	**534**	**433**	**1**	**162**	**1,164**	**77**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	491	294	84	0	89	149	55	1	97	567	460	1	172	1235	82
Background Growth Trips (Design Year)	0	463	277	79	0	84	140	52	1	91	534	433	1	162	1164	77
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**491**	**294**	**84**	**0**	**89**	**149**	**55**	**1**	**97**	**567**	**460**	**1**	**172**	**1,235**	**82**
Trip Distribution IN							20%					40%		10%		
Trip Distribution OUT		(40%)	(20%)	(10%)												
Residential Trips	0	49	24	12	0	0	9	0	0	0	0	18	0	4	0	0
Trip Distribution IN							15%					35%		15%		
Trip Distribution OUT		(35%)	(15%)	(15%)												
Office Trips	0	4	2	2	0	0	10	0	0	0	0	24	0	10	0	0
Project Trips (Unbalanced)	0	53	26	14	0	0	19	0	0	0	0	42	0	14	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	53	26	14	0	0	19	0	0	0	0	42	0	14	0	0
2024 Build Traffic	**0**	**544**	**320**	**98**	**0**	**89**	**168**	**55**	**1**	**97**	**567**	**502**	**1**	**186**	**1,235**	**82**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1
Northlake Pkwy at Lavista Rd

PM PEAK HOUR

	Northlake Pkwy				Northlake Pkwy				Lavista Rd				Lavista Rd			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	526	194	236	0	255	370	106	0	107	1,034	544	0	153	740	44
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	7	3	6	0	7	7	0	0	1	23	14	0	4	12	1
Heavy Vehicle %	2%	2%	2%	3%	2%	3%	2%	2%	2%	2%	2%	3%	2%	3%	2%	2%
Peak Hour Factor	0.964				0.96				0.96				0.96			
Adjustment Factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Adjusted 2021 Volumes	**0**	**631**	**233**	**283**	**0**	**306**	**444**	**127**	**0**	**128**	**1,241**	**653**	**0**	**184**	**888**	**53**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	670	247	300	0	325	471	135	0	136	1317	693	0	195	942	56
Background Growth Trips (Design Year)	0	631	233	283	0	306	444	127	0	128	1241	653	0	184	888	53
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**670**	**247**	**300**	**0**	**325**	**471**	**135**	**0**	**136**	**1,317**	**693**	**0**	**195**	**942**	**56**
Trip Distribution IN							20%					40%		10%		
Trip Distribution OUT		(40%)	(20%)	(10%)												
Residential Trips	0	32	16	8	0	0	25	0	0	0	0	51	0	13	0	0
Trip Distribution IN							15%					35%		15%		
Trip Distribution OUT		(35%)	(15%)	(15%)												
Office Trips	0	20	9	9	0	0	1	0	0	0	0	3	0	1	0	0
Project Trips (Unbalanced)	0	52	25	17	0	0	26	0	0	0	0	54	0	14	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	52	25	17	0	0	26	0	0	0	0	54	0	14	0	0
2024 Build Traffic	**0**	**722**	**272**	**317**	**0**	**325**	**497**	**135**	**0**	**136**	**1,317**	**747**	**0**	**209**	**942**	**56**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2
Northlake Pkwy at Crescent Centre Blvd/E Exchange Pl

AM PEAK HOUR

	Northlake Pkwy				Northlake Pkwy				Crescent Centre Blvd				E Exchange Pl			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	109	651	61	0	116	321	230	0	92	3	39	0	5	1	8
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	16	1	0	1	16	0	0	8	0	1	0	0	1	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	2%	2%	9%	2%	3%	2%	2%	100%	13%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	**0**	**120**	**716**	**67**	**0**	**128**	**353**	**253**	**0**	**101**	**3**	**43**	**0**	**6**	**1**	**9**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	127	760	71	0	136	375	268	0	107	3	46	0	6	1	10
Background Growth Trips (Design Year)	0	120	716	67	0	128	353	253	0	101	3	43	0	6	1	9
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**127**	**760**	**71**	**0**	**136**	**375**	**268**	**0**	**107**	**3**	**46**	**0**	**6**	**1**	**10**
Trip Distribution IN				5%		55%	15%									
Trip Distribution OUT			(60%)											(20%)		(10%)
Residential Trips	0	0	73	2	0	24	7	0	0	0	0	0	0	24	0	12
Trip Distribution IN				10%		55%	10%									
Trip Distribution OUT			(5%)											(30%)		(60%)
Office Trips	0	0	1	7	0	38	7	0	0	0	0	0	0	3	0	7
Project Trips (Unbalanced)	0	0	74	9	0	62	14	0	0	0	0	0	0	27	0	19
Balancing Adjustment																
Total Vehicular Project Trips	0	0	74	9	0	62	14	0	0	0	0	0	0	27	0	19
2024 Build Traffic	**0**	**127**	**834**	**80**	**0**	**198**	**389**	**268**	**0**	**107**	**3**	**46**	**0**	**33**	**1**	**29**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2
Northlake Pkwy at Crescent Centre Blvd/E Exchange Pl

PM PEAK HOUR

	Northlake Pkwy				Northlake Pkwy				Crescent Centre Blvd				E Exchange Pl			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	58	586	6	1	21	855	159	0	195	2	104	0	69	1	140
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	5	0	0	1	17	3	0	4	1	2	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	50%	2%	2%	2%	2%	2%
Peak Hour Factor	0.877				0.88				0.88				0.88			
Adjustment Factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Adjusted 2021 Volumes	**0**	**70**	**703**	**7**	**1**	**25**	**1,026**	**191**	**0**	**234**	**2**	**125**	**0**	**83**	**1**	**168**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	74	746	7	1	27	1089	203	0	248	2	133	0	88	1	178
Background Growth Trips (Design Year)	0	70	703	7	1	25	1026	191	0	234	2	125	0	83	1	168
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**74**	**746**	**7**	**1**	**27**	**1,089**	**203**	**0**	**248**	**2**	**133**	**0**	**88**	**1**	**178**
Trip Distribution IN				5%		45%	15%									
Trip Distribution OUT			(60%)											(20%)		(10%)
Residential Trips	0	0	47	6	0	57	19	0	0	0	0	0	0	16	0	8
Trip Distribution IN				10%		55%	10%									
Trip Distribution OUT			(5%)											(30%)		(60%)
Office Trips	0	0	3	1	0	4	1	0	0	0	0	0	0	17	0	34
Project Trips (Unbalanced)	0	0	50	7	0	61	20	0	0	0	0	0	0	33	0	42
Balancing Adjustment																
Total Vehicular Project Trips	0	0	50	7	0	61	20	0	0	0	0	0	0	33	0	42
2024 Build Traffic	**0**	**74**	**796**	**14**	**1**	**88**	**1,109**	**203**	**0**	**248**	**2**	**133**	**0**	**121**	**1**	**220**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3
Northlake Pkwy at Firestone Driveway/Driveway A

AM PEAK HOUR

	Northlake Pkwy				Northlake Pkwy				Firestone Driveway				Driveway A			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	15	0	826	6	5	7	358	0	0	0	0	0	0	0	0	1
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	18	0	0	0	17	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	**17**	**0**	**909**	**7**	**6**	**8**	**394**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	18	0	965	7	6	8	418	0	0	0	0	0	0	0	0	1
Background Growth Trips (Design Year)	17	0	909	7	6	8	394	0	0	0	0	0	0	0	0	1
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**18**	**0**	**965**	**7**	**6**	**8**	**418**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Trip Distribution IN			5%	25%		15%										
Trip Distribution OUT							(20%)							(10%)		(60%)
Residential Trips	0	0	2	11	0	7	24	0	0	0	0	0	0	12	0	73
Trip Distribution IN			10%	25%		10%										
Trip Distribution OUT							(30%)							(5%)		(5%)
Office Trips	0	0	7	17	0	7	3	0	0	0	0	0	0	1	0	1
Project Trips (Unbalanced)	0	0	9	28	0	14	27	0	0	0	0	0	0	13	0	74
Balancing Adjustment																
Total Vehicular Project Trips	0	0	9	28	0	14	27	0	0	0	0	0	0	13	0	74
2024 Build Traffic	**18**	**0**	**974**	**35**	**6**	**22**	**445**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**75**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3
Northlake Pkwy at Firestone Driveway/Driveway A

PM PEAK HOUR

	Northlake Pkwy				Northlake Pkwy				Firestone Driveway				Driveway A			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	7	0	622	0	4	0	1,020	2	0	3	0	4	0	4	0	6
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	7	0	0	0	20	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.882				0.88				0.88				0.88			
Adjustment Factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Adjusted 2021 Volumes	**8**	**0**	**746**	**0**	**5**	**0**	**1,224**	**2**	**0**	**4**	**0**	**5**	**0**	**5**	**0**	**7**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	8	0	792	0	5	0	1299	2	0	4	0	5	0	5	0	7
Background Growth Trips (Design Year)	8	0	746	0	5	0	1224	2	0	4	0	5	0	5	0	7
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**8**	**0**	**792**	**0**	**5**	**0**	**1,299**	**2**	**0**	**4**	**0**	**5**	**0**	**5**	**0**	**7**
Trip Distribution IN			25%	5%		15%										
Trip Distribution OUT							(20%)							(10%)		(60%)
Residential Trips	0	0	32	6	0	19	16	0	0	0	0	0	0	8	0	47
Trip Distribution IN			10%	25%		10%										
Trip Distribution OUT							(30%)							(5%)		(5%)
Office Trips	0	0	1	2	0	1	17	0	0	0	0	0	0	3	0	3
Project Trips (Unbalanced)	0	0	33	8	0	20	33	0	0	0	0	0	0	11	0	50
Balancing Adjustment																
Total Vehicular Project Trips	0	0	33	8	0	20	33	0	0	0	0	0	0	11	0	50
2024 Build Traffic	**8**	**0**	**825**	**8**	**5**	**20**	**1,332**	**2**	**0**	**4**	**0**	**5**	**0**	**16**	**0**	**57**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4
Lawrenceville Hwy at Cooledge Rd/Northlake Pkwy

AM PEAK HOUR

	Cooledge Rd				Northlake Pkwy				Lawrenceville Hwy				Lawrenceville Hwy			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	97	481	73	1	114	92	88	0	235	538	53	0	79	805	241
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	5	6	4	0	9	2	5	0	5	40	4	0	3	50	10
Heavy Vehicle %	2%	5%	2%	5%	2%	8%	2%	6%	2%	2%	7%	8%	2%	4%	6%	4%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	**0**	**107**	**529**	**80**	**1**	**125**	**101**	**97**	**0**	**259**	**592**	**58**	**0**	**87**	**886**	**265**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	114	561	85	1	133	107	103	0	275	628	62	0	92	940	281
Background Growth Trips (Design Year)	0	107	529	80	1	125	101	97	0	259	592	58	0	87	886	265
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**114**	**561**	**85**	**1**	**133**	**107**	**103**	**0**	**275**	**628**	**62**	**0**	**92**	**940**	**281**
Trip Distribution IN			10%							10%						10%
Trip Distribution OUT						(10%)	(10%)	(10%)								
Residential Trips	0	0	4	0	0	12	12	12	0	4	0	0	0	0	0	4
Trip Distribution IN			15%							10%						10%
Trip Distribution OUT						(10%)	(15%)	(10%)								
Office Trips	0	0	10	0	0	1	2	1	0	7	0	0	0	0	0	7
Project Trips (Unbalanced)	0	0	14	0	0	13	14	13	0	11	0	0	0	0	0	11
Balancing Adjustment																
Total Vehicular Project Trips	0	0	14	0	0	13	14	13	0	11	0	0	0	0	0	11
2024 Build Traffic	**0**	**114**	**575**	**85**	**1**	**146**	**121**	**116**	**0**	**286**	**628**	**62**	**0**	**92**	**940**	**292**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4
Lawrenceville Hwy at Cooledge Rd/Northlake Pkwy

PM PEAK HOUR

	Cooledge Rd				Northlake Pkwy				Lawrenceville Hwy				Lawrenceville Hwy			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	61	264	94	0	154	593	305	0	143	923	125	0	101	761	184
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	10	0	9	11	4	0	1	38	1	0	1	49	4
Heavy Vehicle %	2%	2%	2%	11%	2%	6%	2%	2%	2%	2%	4%	2%	2%	2%	6%	2%
Peak Hour Factor	0.932				0.93				0.93				0.93			
Adjustment Factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Adjusted 2021 Volumes	**0**	**73**	**317**	**113**	**0**	**185**	**712**	**366**	**0**	**172**	**1,108**	**150**	**0**	**121**	**913**	**221**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	77	336	120	0	196	756	388	0	183	1176	159	0	128	969	235
Background Growth Trips (Design Year)	0	73	317	113	0	185	712	366	0	172	1108	150	0	121	913	221
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**77**	**336**	**120**	**0**	**196**	**756**	**388**	**0**	**183**	**1,176**	**159**	**0**	**128**	**969**	**235**
Trip Distribution IN			10%							10%						10%
Trip Distribution OUT						(10%)	(10%)	(10%)								
Residential Trips	0	0	13	0	0	8	8	8	0	13	0	0	0	0	0	13
Trip Distribution IN			15%							10%						10%
Trip Distribution OUT						(10%)	(15%)	(10%)								
Office Trips	0	0	1	0	0	6	9	6	0	1	0	0	0	0	0	1
Project Trips (Unbalanced)	0	0	14	0	0	14	17	14	0	14	0	0	0	0	0	14
Balancing Adjustment																
Total Vehicular Project Trips	0	0	14	0	0	14	17	14	0	14	0	0	0	0	0	14
2024 Build Traffic	**0**	**77**	**350**	**120**	**0**	**210**	**773**	**402**	**0**	**197**	**1,176**	**159**	**0**	**128**	**969**	**249**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5
E Exchange Pl @ Driveway B

AM PEAK HOUR

	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											180				14	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes											**198**				**15**	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	210	0	0	0	16	0
Background Growth Trips (Design Year)	0	0	0	0	0	0	0	0	0	0	198	0	0	0	15	0
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**210**	**0**	**0**	**0**	**16**	**0**
Trip Distribution IN											25%	35%				
Trip Distribution OUT		(15%)													(15%)	
Residential Trips	0	18	0	0	0	0	0	0	0	0	11	15	0	0	18	0
Trip Distribution IN											25%	40%				
Trip Distribution OUT		(60%)													(30%)	
Office Trips	0	7	0	0	0	0	0	0	0	0	17	28	0	0	3	0
Project Trips (Unbalanced)	0	25	0	0	0	0	0	0	0	0	28	43	0	0	21	0
Balancing Adjustment																
Total Vehicular Project Trips	0	25	0	0	0	0	0	0	0	0	28	43	0	0	21	0
2024 Build Traffic	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**238**	**43**	**0**	**0**	**37**	**0**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5
E Exchange Pl @ Driveway B

PM PEAK HOUR

	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											29				210	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Adjusted 2021 Volumes											**35**				**252**	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	37	0	0	0	267	0
Background Growth Trips (Design Year)	0	0	0	0	0	0	0	0	0	0	35	0	0	0	252	0
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**267**	**0**
Trip Distribution IN											15%	30%				
Trip Distribution OUT		(15%)													(15%)	
Residential Trips	0	12	0	0	0	0	0	0	0	0	19	38	0	0	12	0
Trip Distribution IN											25%	45%				
Trip Distribution OUT		(30%)													(30%)	
Office Trips	0	17	0	0	0	0	0	0	0	0	2	4	0	0	17	0
Project Trips (Unbalanced)	0	29	0	0	0	0	0	0	0	0	21	42	0	0	29	0
Balancing Adjustment																
Total Vehicular Project Trips	0	29	0	0	0	0	0	0	0	0	21	42	0	0	29	0
2024 Build Traffic	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**42**	**0**	**0**	**296**	**0**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6
E Exchange Pl @ Driveway C

AM PEAK HOUR

	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											180				14	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes											**198**				**15**	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	210	0	0	0	16	0
Background Growth Trips (Design Year)	0	0	0	0	0	0	0	0	0	0	198	0	0	0	15	0
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**210**	**0**	**0**	**0**	**16**	**0**
Trip Distribution IN												15%				
Trip Distribution OUT		(15%)														
Residential Trips	0	18	0	0	0	0	0	0	0	0	0	7	0	0	0	0
Trip Distribution IN												25%				
Trip Distribution OUT		(30%)														
Office Trips	0	3	0	0	0	0	0	0	0	0	0	17	0	0	0	0
Project Trips (Unbalanced)	0	21	0	0	0	0	0	0	0	0	0	24	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	21	0	0	0	0	0	0	0	0	0	24	0	0	0	0
2024 Build Traffic	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**210**	**24**	**0**	**0**	**16**	**0**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6
E Exchange Pl @ Driveway C

PM PEAK HOUR

	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											29				210	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Adjusted 2021 Volumes											**35**				**252**	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	37	0	0	0	267	0
Background Growth Trips (Design Year)	0	0	0	0	0	0	0	0	0	0	35	0	0	0	252	0
New Road Adjustment																
Approved Development Trips 1																
Approved Development Trips 2																
Approved Development Trips 3																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**267**	**0**
Trip Distribution IN												15%				
Trip Distribution OUT		(15%)														
Residential Trips	0	12	0	0	0	0	0	0	0	0	0	19	0	0	0	0
Trip Distribution IN												25%				
Trip Distribution OUT		(30%)														
Office Trips	0	17	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Project Trips (Unbalanced)	0	29	0	0	0	0	0	0	0	0	0	21	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	29	0	0	0	0	0	0	0	0	0	21	0	0	0	0
2024 Build Traffic	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**21**	**0**	**0**	**267**	**0**

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APPENDIX E

Synchro Analysis Reports

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	534	433	163	1164	77	463	277	79	84	140	52
Future Volume (veh/h)	92	534	433	163	1164	77	463	277	79	84	140	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1826	1870	1841	1870	1841	1870	1870	1811
Adj Flow Rate, veh/h	98	568	296	173	1238	81	493	295	19	89	149	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	3	2	5	2	4	2	4	2	2	6
Cap, veh/h	144	1821	806	198	1923	126	552	664	277	135	210	91
Arrive On Green	0.04	0.51	0.51	0.11	0.58	0.58	0.16	0.18	0.18	0.04	0.06	0.06
Sat Flow, veh/h	3456	3554	1572	1781	3306	216	3506	3741	1560	3456	3554	1535
Grp Volume(v), veh/h	98	568	296	173	649	670	493	295	19	89	149	2
Grp Sat Flow(s),veh/h/ln	1728	1777	1572	1781	1735	1787	1753	1870	1560	1728	1777	1535
Q Serve(g_s), s	4.2	13.9	17.0	14.3	37.5	37.7	20.7	10.6	1.5	3.8	6.2	0.2
Cycle Q Clear(g_c), s	4.2	13.9	17.0	14.3	37.5	37.7	20.7	10.6	1.5	3.8	6.2	0.2
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	1821	806	198	1009	1040	552	664	277	135	210	91
V/C Ratio(X)	0.68	0.31	0.37	0.88	0.64	0.64	0.89	0.44	0.07	0.66	0.71	0.02
Avail Cap(c_a), veh/h	207	1821	806	309	1009	1040	654	1097	458	207	592	256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.9	21.2	22.0	65.7	21.0	21.0	62.0	55.1	51.4	71.1	69.3	66.5
Incr Delay (d2), s/veh	5.5	0.4	1.3	15.6	3.2	3.1	12.4	0.4	0.1	5.4	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.9	6.6	7.3	15.3	15.8	10.2	5.1	0.6	1.8	2.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	21.7	23.2	81.3	24.1	24.1	74.3	55.5	51.4	76.5	73.6	66.6
LnGrp LOS	E	C	C	F	C	C	E	E	D	E	E	E
Approach Vol, veh/h		962			1492			807			240	
Approach Delay, s/veh		27.7			30.7			66.9			74.6	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	93.3	29.6	14.9	22.6	82.9	11.9	32.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	64.0	28.0	25.0	26.0	47.0	9.0	44.0
Max Q Clear Time (g_c+I1), s	6.2	39.7	22.7	8.2	16.3	19.0	5.8	12.6
Green Ext Time (p_c), s	0.1	9.2	0.9	0.7	0.3	5.1	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	3	43	6	1	9	120	716	67	128	353	253
Future Volume (veh/h)	101	3	43	6	1	9	120	716	67	128	353	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1870	1856	1870	418	1707	1870	1870	1870	1870	1826	1870
Adj Flow Rate, veh/h	103	3	44	6	1	9	122	731	68	131	360	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	9	2	3	2	100	13	2	2	2	2	5	2
Cap, veh/h	265	8	122	10	2	42	727	1910	178	496	2010	
Arrive On Green	0.08	0.08	0.08	0.03	0.03	0.03	0.06	0.58	0.58	0.06	0.58	0.00
Sat Flow, veh/h	3264	102	1498	344	57	1447	1781	3287	306	1781	3561	0
Grp Volume(v), veh/h	103	0	47	7	0	9	122	395	404	131	360	0
Grp Sat Flow(s),veh/h/ln	1632	0	1601	401	0	1447	1781	1777	1815	1781	1735	0
Q Serve(g_s), s	2.9	0.0	2.7	1.7	0.0	0.6	2.5	11.6	11.6	2.8	4.7	0.0
Cycle Q Clear(g_c), s	2.9	0.0	2.7	1.7	0.0	0.6	2.5	11.6	11.6	2.8	4.7	0.0
Prop In Lane	1.00		0.94	0.86		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	265	0	130	12	0	42	727	1033	1055	496	2010	
V/C Ratio(X)	0.39	0.00	0.36	0.60	0.00	0.22	0.17	0.38	0.38	0.26	0.18	
Avail Cap(c_a), veh/h	1013	0	497	124	0	449	801	1033	1055	665	2010	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.1	0.0	42.0	46.4	0.0	45.9	6.8	10.9	10.9	7.6	9.5	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.7	41.5	0.0	2.5	0.1	1.1	1.1	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.1	0.3	0.0	0.2	0.8	4.3	4.4	1.0	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	0.0	43.7	87.9	0.0	48.4	6.9	12.0	12.0	7.9	9.7	0.0
LnGrp LOS	D	A	D	F	A	D	A	B	B	A	A	
Approach Vol, veh/h		150			16			921			491	A
Approach Delay, s/veh		43.2			65.7			11.3			9.2	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	62.0		8.8	11.8	62.2		13.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	10.0	56.0		30.0	15.0	51.0		30.0
Max Q Clear Time (g_c+I1), s	4.5	6.7		3.7	4.8	13.6		4.9
Green Ext Time (p_c), s	0.1	2.7		0.0	0.2	5.3		0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	1	17	909	7	14	394	0
Future Vol, veh/h	0	0	0	0	0	1	17	909	7	14	394	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	5	2
Mvmt Flow	0	0	0	0	0	1	18	947	7	15	410	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	950	1430	205	1222	1427	477	410	0	0	954	0	0
Stage 1	440	440	-	987	987	-	-	-	-	-	-	-
Stage 2	510	990	-	235	440	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	215	133	802	136	134	534	1145	-	-	716	-	-
Stage 1	566	576	-	265	324	-	-	-	-	-	-	-
Stage 2	514	323	-	747	576	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	209	128	802	132	129	534	1145	-	-	716	-	-
Mov Cap-2 Maneuver	209	128	-	132	129	-	-	-	-	-	-	-
Stage 1	557	564	-	261	319	-	-	-	-	-	-	-
Stage 2	505	318	-	731	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.8	0.1	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1145	-	-	-	534	716	-	-
HCM Lane V/C Ratio	0.015	-	-	-	0.002	0.02	-	-
HCM Control Delay (s)	8.2	-	-	0	11.8	10.1	-	-
HCM Lane LOS	A	-	-	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	592	58	87	886	265	107	529	80	126	101	97
Future Volume (veh/h)	259	592	58	87	886	265	107	529	80	126	101	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1781	1841	1811	1841	1826	1870	1826	1781	1870	1811
Adj Flow Rate, veh/h	285	651	62	96	974	220	118	581	84	138	111	19
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	8	4	6	4	5	2	5	8	2	6
Cap, veh/h	338	1635	156	398	1572	713	377	676	97	200	427	350
Arrive On Green	0.10	0.52	0.52	0.04	0.46	0.46	0.06	0.22	0.22	0.08	0.23	0.23
Sat Flow, veh/h	1781	3149	300	1753	3441	1560	1739	3117	450	1697	1870	1535
Grp Volume(v), veh/h	285	352	361	96	974	220	118	331	334	138	111	19
Grp Sat Flow(s),veh/h/ln	1781	1706	1742	1753	1721	1560	1739	1777	1789	1697	1870	1535
Q Serve(g_s), s	13.5	20.0	20.1	4.1	34.3	14.3	8.2	28.6	28.8	10.0	7.8	1.5
Cycle Q Clear(g_c), s	13.5	20.0	20.1	4.1	34.3	14.3	8.2	28.6	28.8	10.0	7.8	1.5
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	338	886	904	398	1572	713	377	385	388	200	427	350
V/C Ratio(X)	0.84	0.40	0.40	0.24	0.62	0.31	0.31	0.86	0.86	0.69	0.26	0.05
Avail Cap(c_a), veh/h	482	886	904	462	1572	713	418	600	604	221	631	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	23.3	23.3	18.0	32.9	27.5	43.2	60.3	60.3	46.8	50.7	48.3
Incr Delay (d2), s/veh	9.1	0.3	0.3	0.3	1.8	1.1	0.5	7.5	7.7	7.8	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	8.0	8.2	1.7	14.4	5.5	3.6	13.6	13.8	4.7	3.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	23.6	23.6	18.3	34.8	28.6	43.7	67.8	68.1	54.6	51.0	48.3
LnGrp LOS	D	C	C	B	C	C	D	E	E	D	D	D
Approach Vol, veh/h		998			1290			783			268	
Approach Delay, s/veh		27.3			32.5			64.3			52.7	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	79.1	16.3	42.5	12.2	89.1	18.1	40.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	39.0	14.0	54.0	12.0	56.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	15.5	36.3	10.2	9.8	6.1	22.1	12.0	30.8
Green Ext Time (p_c), s	0.7	1.7	0.1	0.6	0.1	4.4	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1241	653	184	888	53	631	233	283	306	444	127
Future Volume (veh/h)	128	1241	653	184	888	53	631	233	283	306	444	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	133	1293	423	192	925	52	657	254	125	319	462	13
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	3	3	2	2	2	2	3	3	2	2
Cap, veh/h	177	1466	649	188	1599	90	690	836	351	370	489	218
Arrive On Green	0.05	0.41	0.41	0.11	0.47	0.47	0.19	0.22	0.22	0.11	0.14	0.14
Sat Flow, veh/h	3456	3554	1572	1767	3420	192	3563	3741	1572	3428	3554	1585
Grp Volume(v), veh/h	133	1293	423	192	481	496	657	254	125	319	462	13
Grp Sat Flow(s),veh/h/ln	1728	1777	1572	1767	1777	1836	1781	1870	1572	1714	1777	1585
Q Serve(g_s), s	6.1	53.8	34.6	17.0	31.6	31.6	29.2	9.1	10.7	14.6	20.6	1.1
Cycle Q Clear(g_c), s	6.1	53.8	34.6	17.0	31.6	31.6	29.2	9.1	10.7	14.6	20.6	1.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	1466	649	188	831	858	690	836	351	370	489	218
V/C Ratio(X)	0.75	0.88	0.65	1.02	0.58	0.58	0.95	0.30	0.36	0.86	0.95	0.06
Avail Cap(c_a), veh/h	259	1466	649	188	831	858	690	836	351	493	489	218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	43.4	37.8	71.5	31.1	31.1	63.8	51.8	52.4	70.2	68.4	60.0
Incr Delay (d2), s/veh	6.8	8.0	5.0	71.7	2.9	2.8	21.0	0.2	0.5	11.6	27.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	25.0	14.3	11.3	13.9	14.3	15.3	4.3	4.3	7.0	11.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	51.4	42.8	143.2	34.0	33.9	84.8	51.9	52.9	81.8	95.9	60.1
LnGrp LOS	F	D	D	F	C	C	F	D	D	F	F	E
Approach Vol, veh/h		1849			1169			1036			794	
Approach Delay, s/veh		51.6			51.9			72.9			89.7	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	80.8	37.0	28.0	23.0	72.0	23.2	41.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	71.0	31.0	22.0	17.0	66.0	23.0	30.0
Max Q Clear Time (g_c+I1), s	8.1	33.6	31.2	22.6	19.0	55.8	16.6	12.7
Green Ext Time (p_c), s	0.1	6.6	0.0	0.0	0.0	7.0	0.6	1.8

Intersection Summary	
HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	2	125	83	1	168	70	703	7	26	1026	191
Future Volume (veh/h)	234	2	125	83	1	168	70	703	7	26	1026	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1159	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	266	2	142	94	1	191	80	799	8	30	1166	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	50	2	2	2	2	2	2	2	5	2	2
Cap, veh/h	581	2	163	247	3	222	233	1718	17	324	1639	
Arrive On Green	0.17	0.17	0.17	0.14	0.14	0.14	0.05	0.48	0.48	0.03	0.46	0.00
Sat Flow, veh/h	3456	14	971	1763	19	1585	1781	3605	36	1739	3647	0
Grp Volume(v), veh/h	266	0	144	95	0	191	80	394	413	30	1166	0
Grp Sat Flow(s),veh/h/ln	1728	0	984	1782	0	1585	1781	1777	1864	1739	1777	0
Q Serve(g_s), s	9.0	0.0	18.6	6.3	0.0	15.3	3.0	19.4	19.4	1.2	34.2	0.0
Cycle Q Clear(g_c), s	9.0	0.0	18.6	6.3	0.0	15.3	3.0	19.4	19.4	1.2	34.2	0.0
Prop In Lane	1.00		0.99	0.99		1.00	1.00		0.02	1.00		0.00
Lane Grp Cap(c), veh/h	581	0	165	250	0	222	233	847	888	324	1639	
V/C Ratio(X)	0.46	0.00	0.87	0.38	0.00	0.86	0.34	0.46	0.47	0.09	0.71	
Avail Cap(c_a), veh/h	797	0	227	411	0	365	233	847	888	351	1639	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.8	0.0	52.7	50.8	0.0	54.7	21.9	22.9	22.9	18.3	28.1	0.0
Incr Delay (d2), s/veh	0.6	0.0	22.5	1.0	0.0	10.6	0.9	1.8	1.7	0.1	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	5.6	2.9	0.0	6.8	1.3	8.3	8.7	0.5	15.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	0.0	75.2	51.8	0.0	65.3	22.8	24.7	24.6	18.4	30.8	0.0
LnGrp LOS	D	A	E	D	A	E	C	C	C	B	C	
Approach Vol, veh/h		410			286			887			1196	A
Approach Delay, s/veh		58.4			60.8			24.5			30.5	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	66.0		24.2	10.0	68.0		27.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	60.0		30.0	6.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	5.3	36.2		17.3	3.2	21.4		20.6
Green Ext Time (p_c), s	0.0	9.5		0.9	0.0	5.3		1.3

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	5	5	0	7	8	746	0	5	1224	2
Future Vol, veh/h	4	0	5	5	0	7	8	746	0	5	1224	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	6	6	0	8	9	848	0	6	1391	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1846	2270	697	1574	2271	424	1393	0	0	848	0	0
Stage 1	1404	1404	-	866	866	-	-	-	-	-	-	-
Stage 2	442	866	-	708	1405	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	46	40	383	74	40	579	487	-	-	785	-	-
Stage 1	147	204	-	314	369	-	-	-	-	-	-	-
Stage 2	564	369	-	392	204	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	39	383	71	39	579	487	-	-	785	-	-
Mov Cap-2 Maneuver	44	39	-	71	39	-	-	-	-	-	-	-
Stage 1	144	202	-	308	362	-	-	-	-	-	-	-
Stage 2	546	362	-	383	202	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.8	32.4	0.1	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	487	-	-	87	145	785	-	-
HCM Lane V/C Ratio	0.019	-	-	0.118	0.094	0.007	-	-
HCM Control Delay (s)	12.5	-	-	51.8	32.4	9.6	-	-
HCM Lane LOS	B	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1108	150	121	913	221	73	317	113	185	712	366
Future Volume (veh/h)	172	1108	150	121	913	221	73	317	113	185	712	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1811	1870	1870	1870	1737	1811	1870	1870
Adj Flow Rate, veh/h	185	1191	156	130	982	134	78	341	105	199	766	294
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	6	2	2	2	11	6	2	2
Cap, veh/h	217	1202	157	147	1330	612	114	849	258	399	690	584
Arrive On Green	0.06	0.39	0.39	0.06	0.39	0.39	0.04	0.32	0.32	0.09	0.37	0.37
Sat Flow, veh/h	1781	3110	406	1781	3441	1585	1781	2686	815	1725	1870	1585
Grp Volume(v), veh/h	185	668	679	130	982	134	78	224	222	199	766	294
Grp Sat Flow(s),veh/h/ln	1781	1749	1768	1781	1721	1585	1781	1777	1724	1725	1870	1585
Q Serve(g_s), s	9.0	60.7	61.2	7.4	39.2	9.1	4.3	15.8	16.2	12.4	59.0	23.0
Cycle Q Clear(g_c), s	9.0	60.7	61.2	7.4	39.2	9.1	4.3	15.8	16.2	12.4	59.0	23.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	217	676	683	147	1330	612	114	562	545	399	690	584
V/C Ratio(X)	0.85	0.99	0.99	0.89	0.74	0.22	0.69	0.40	0.41	0.50	1.11	0.50
Avail Cap(c_a), veh/h	217	676	683	147	1330	612	145	562	545	446	690	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	48.7	48.9	41.5	42.1	32.9	40.3	42.8	42.9	32.8	50.5	39.1
Incr Delay (d2), s/veh	26.7	31.6	32.9	42.8	3.7	0.8	8.9	0.5	0.5	1.0	68.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	31.6	32.4	4.9	17.0	3.6	2.2	7.0	7.0	5.3	40.1	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	80.3	81.8	84.4	45.9	33.7	49.2	43.3	43.4	33.8	119.3	39.8
LnGrp LOS	E	F	F	F	D	C	D	D	D	C	F	D
Approach Vol, veh/h		1532			1246			524			1259	
Approach Delay, s/veh		79.3			48.6			44.2			87.2	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.8	12.2	65.0	15.0	67.8	20.6	56.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	59.0	9.0	59.0	9.0	59.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	11.0	41.2	6.3	61.0	9.4	63.2	14.4	18.2
Green Ext Time (p_c), s	0.0	6.5	0.0	0.0	0.0	0.0	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	69.1
HCM 6th LOS	E

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	567	460	173	1235	82	491	294	84	89	149	55
Future Volume (veh/h)	98	567	460	173	1235	82	491	294	84	89	149	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1826	1870	1841	1870	1841	1870	1870	1811
Adj Flow Rate, veh/h	104	603	200	184	1314	84	522	313	19	95	159	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	3	2	5	2	4	2	4	2	2	6
Cap, veh/h	150	1762	780	208	1886	120	578	700	292	138	221	96
Arrive On Green	0.04	0.50	0.50	0.12	0.57	0.57	0.16	0.19	0.19	0.04	0.06	0.06
Sat Flow, veh/h	3456	3554	1572	1781	3311	211	3506	3741	1560	3456	3554	1535
Grp Volume(v), veh/h	104	603	200	184	687	711	522	313	19	95	159	2
Grp Sat Flow(s),veh/h/ln	1728	1777	1572	1781	1735	1788	1753	1870	1560	1728	1777	1535
Q Serve(g_s), s	4.5	15.5	11.0	15.3	42.4	42.6	21.9	11.1	1.5	4.1	6.6	0.2
Cycle Q Clear(g_c), s	4.5	15.5	11.0	15.3	42.4	42.6	21.9	11.1	1.5	4.1	6.6	0.2
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	1762	780	208	988	1018	578	700	292	138	221	96
V/C Ratio(X)	0.69	0.34	0.26	0.88	0.70	0.70	0.90	0.45	0.07	0.69	0.72	0.02
Avail Cap(c_a), veh/h	207	1762	780	309	988	1018	654	1097	458	207	592	256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.8	23.0	21.8	65.2	23.0	23.1	61.5	54.1	50.2	71.1	69.0	66.0
Incr Delay (d2), s/veh	5.7	0.5	0.8	17.8	4.0	4.0	13.8	0.4	0.1	5.9	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.6	4.3	7.8	17.5	18.1	10.9	5.3	0.6	1.9	3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	23.5	22.6	83.0	27.1	27.1	75.3	54.5	50.3	77.0	73.4	66.1
LnGrp LOS	E	C	C	F	C	C	E	D	D	E	E	E
Approach Vol, veh/h		907			1582			854			256	
Approach Delay, s/veh		29.4			33.6			67.1			74.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	91.4	30.7	15.3	23.6	80.4	12.0	34.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	64.0	28.0	25.0	26.0	47.0	9.0	44.0
Max Q Clear Time (g_c+I1), s	6.5	44.6	23.9	8.6	17.3	17.5	6.1	13.1
Green Ext Time (p_c), s	0.1	9.0	0.8	0.8	0.3	5.1	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	3	46	6	1	10	127	760	71	136	375	268
Future Volume (veh/h)	107	3	46	6	1	10	127	760	71	136	375	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1870	1856	1870	418	1707	1870	1870	1870	1870	1826	1870
Adj Flow Rate, veh/h	109	3	47	6	1	10	130	776	72	139	383	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	9	2	3	2	100	13	2	2	2	2	5	2
Cap, veh/h	266	8	123	10	2	44	711	1906	177	475	2006	
Arrive On Green	0.08	0.08	0.08	0.03	0.03	0.03	0.06	0.58	0.58	0.06	0.58	0.00
Sat Flow, veh/h	3264	96	1504	344	57	1447	1781	3287	305	1781	3561	0
Grp Volume(v), veh/h	109	0	50	7	0	10	130	419	429	139	383	0
Grp Sat Flow(s),veh/h/ln	1632	0	1600	401	0	1447	1781	1777	1815	1781	1735	0
Q Serve(g_s), s	3.1	0.0	2.9	1.7	0.0	0.7	2.7	12.6	12.6	3.0	5.1	0.0
Cycle Q Clear(g_c), s	3.1	0.0	2.9	1.7	0.0	0.7	2.7	12.6	12.6	3.0	5.1	0.0
Prop In Lane	1.00		0.94	0.86		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	266	0	130	12	0	44	711	1030	1053	475	2006	
V/C Ratio(X)	0.41	0.00	0.38	0.58	0.00	0.23	0.18	0.41	0.41	0.29	0.19	
Avail Cap(c_a), veh/h	1011	0	496	124	0	448	784	1030	1053	643	2006	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.3	0.0	42.2	46.3	0.0	45.8	6.9	11.2	11.2	7.9	9.7	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.8	36.5	0.0	2.6	0.1	1.2	1.2	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.2	0.3	0.0	0.3	0.9	4.7	4.8	1.1	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	0.0	44.0	82.8	0.0	48.4	7.0	12.4	12.4	8.2	9.9	0.0
LnGrp LOS	D	A	D	F	A	D	A	B	B	A	A	
Approach Vol, veh/h		159			17			978			522	A
Approach Delay, s/veh		43.5			62.6			11.7			9.4	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	62.0		8.9	11.9	62.1		13.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	10.0	56.0		30.0	15.0	51.0		30.0
Max Q Clear Time (g_c+I1), s	14.7	7.1		3.7	5.0	14.6		5.1
Green Ext Time (p_c), s	0.1	2.8		0.0	0.2	5.7		0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	1	18	965	7	14	418	0
Future Vol, veh/h	0	0	0	0	0	1	18	965	7	14	418	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	5	2
Mvmt Flow	0	0	0	0	0	1	19	1005	7	15	435	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1006	1515	218	1295	1512	506	435	0	0	1012	0	0
Stage 1	465	465	-	1047	1047	-	-	-	-	-	-	-
Stage 2	541	1050	-	248	465	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	195	118	786	120	119	512	1121	-	-	681	-	-
Stage 1	547	561	-	244	303	-	-	-	-	-	-	-
Stage 2	493	302	-	734	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	189	113	786	117	114	512	1121	-	-	681	-	-
Mov Cap-2 Maneuver	189	113	-	117	114	-	-	-	-	-	-	-
Stage 1	538	549	-	240	298	-	-	-	-	-	-	-
Stage 2	484	297	-	718	549	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12	0.2	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1121	-	-	-	512	681	-	-
HCM Lane V/C Ratio	0.017	-	-	-	0.002	0.021	-	-
HCM Control Delay (s)	8.3	-	-	0	12	10.4	-	-
HCM Lane LOS	A	-	-	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	628	62	92	940	281	114	561	85	134	107	103
Future Volume (veh/h)	275	628	62	92	940	281	114	561	85	134	107	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1781	1841	1811	1841	1826	1870	1826	1781	1870	1811
Adj Flow Rate, veh/h	302	690	65	101	1033	174	125	616	86	147	118	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	8	4	6	4	5	2	5	8	2	6
Cap, veh/h	329	1586	149	370	1494	677	391	713	99	205	448	368
Arrive On Green	0.11	0.50	0.50	0.04	0.43	0.43	0.07	0.23	0.23	0.08	0.24	0.24
Sat Flow, veh/h	1781	3153	297	1753	3441	1560	1739	3132	436	1697	1870	1535
Grp Volume(v), veh/h	302	373	382	101	1033	174	125	349	353	147	118	18
Grp Sat Flow(s),veh/h/ln	1781	1706	1743	1753	1721	1560	1739	1777	1792	1697	1870	1535
Q Serve(g_s), s	14.9	22.3	22.3	4.5	38.8	11.4	8.6	30.2	30.3	10.5	8.2	1.4
Cycle Q Clear(g_c), s	14.9	22.3	22.3	4.5	38.8	11.4	8.6	30.2	30.3	10.5	8.2	1.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	329	858	877	370	1494	677	391	404	408	205	448	368
V/C Ratio(X)	0.92	0.43	0.44	0.27	0.69	0.26	0.32	0.86	0.87	0.72	0.26	0.05
Avail Cap(c_a), veh/h	456	858	877	430	1494	677	428	600	605	220	631	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	25.3	25.3	19.5	36.6	28.8	41.7	59.4	59.4	45.8	49.4	46.8
Incr Delay (d2), s/veh	18.9	0.3	0.3	0.4	2.7	0.9	0.5	8.5	8.6	9.8	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	8.9	9.1	1.8	16.5	4.4	3.7	14.4	14.6	5.0	3.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	25.6	25.7	19.9	39.3	29.8	42.2	67.9	68.1	55.6	49.7	46.9
LnGrp LOS	D	C	C	B	D	C	D	E	E	E	D	D
Approach Vol, veh/h		1057			1308			827			283	
Approach Delay, s/veh		32.5			36.5			64.1			52.6	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	75.4	16.6	44.3	12.6	86.5	18.6	42.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	39.0	14.0	54.0	12.0	56.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	16.9	40.8	10.6	10.2	6.5	24.3	12.5	32.3
Green Ext Time (p_c), s	0.7	0.0	0.1	0.7	0.1	4.6	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	1317	693	195	942	56	670	247	300	325	471	135
Future Volume (veh/h)	136	1317	693	195	942	56	670	247	300	325	471	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	142	1372	465	203	981	55	698	280	136	339	491	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	3	3	2	2	2	2	3	3	2	2
Cap, veh/h	186	1466	649	188	1591	89	690	815	343	389	489	218
Arrive On Green	0.05	0.41	0.41	0.11	0.46	0.46	0.19	0.22	0.22	0.11	0.14	0.14
Sat Flow, veh/h	3456	3554	1572	1767	3421	192	3563	3741	1572	3428	3554	1585
Grp Volume(v), veh/h	142	1372	465	203	510	526	698	280	136	339	491	14
Grp Sat Flow(s),veh/h/ln	1728	1777	1572	1767	1777	1836	1781	1870	1572	1714	1777	1585
Q Serve(g_s), s	6.5	59.1	39.5	17.0	34.4	34.4	31.0	10.1	11.8	15.6	22.0	1.2
Cycle Q Clear(g_c), s	6.5	59.1	39.5	17.0	34.4	34.4	31.0	10.1	11.8	15.6	22.0	1.2
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	1466	649	188	826	854	690	815	343	389	489	218
V/C Ratio(X)	0.76	0.94	0.72	1.08	0.62	0.62	1.01	0.34	0.40	0.87	1.00	0.06
Avail Cap(c_a), veh/h	259	1466	649	188	826	854	690	815	343	493	489	218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.7	45.0	39.2	71.5	32.1	32.1	64.5	52.9	53.6	69.8	69.0	60.0
Incr Delay (d2), s/veh	8.4	12.5	6.7	89.0	3.4	3.3	34.4	0.2	0.6	13.1	41.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	36.9	23.2	18.6	21.6	22.2	23.9	8.2	8.1	12.0	18.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.1	57.5	45.9	160.5	35.5	35.4	98.9	53.1	54.2	82.9	110.9	60.2
LnGrp LOS	F	E	D	F	D	D	F	D	D	F	F	E
Approach Vol, veh/h		1979			1239			1114			844	
Approach Delay, s/veh		56.6			56.0			81.9			98.8	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	80.4	37.0	28.0	23.0	72.0	24.1	40.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	71.0	31.0	22.0	17.0	66.0	23.0	30.0
Max Q Clear Time (g_c+I1), s	8.5	36.4	33.0	24.0	19.0	61.1	17.6	13.8
Green Ext Time (p_c), s	0.1	7.1	0.0	0.0	0.0	3.9	0.6	2.0

Intersection Summary	
HCM 6th Ctrl Delay	68.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	2	133	88	1	178	74	746	7	28	1089	203
Future Volume (veh/h)	248	2	133	88	1	178	74	746	7	28	1089	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1159	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	282	2	151	100	1	202	84	848	8	32	1238	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	50	2	2	2	2	2	2	2	5	2	2
Cap, veh/h	609	2	171	259	3	233	206	1678	16	298	1604	
Arrive On Green	0.18	0.18	0.18	0.15	0.15	0.15	0.05	0.47	0.47	0.03	0.45	0.00
Sat Flow, veh/h	3456	13	971	1764	18	1585	1781	3607	34	1739	3647	0
Grp Volume(v), veh/h	282	0	153	101	0	202	84	418	438	32	1238	0
Grp Sat Flow(s),veh/h/ln	1728	0	984	1782	0	1585	1781	1777	1864	1739	1777	0
Q Serve(g_s), s	9.7	0.0	20.2	6.8	0.0	16.6	3.3	21.9	21.9	1.3	39.0	0.0
Cycle Q Clear(g_c), s	9.7	0.0	20.2	6.8	0.0	16.6	3.3	21.9	21.9	1.3	39.0	0.0
Prop In Lane	1.00		0.99	0.99		1.00	1.00		0.02	1.00		0.00
Lane Grp Cap(c), veh/h	609	0	173	262	0	233	206	827	867	298	1604	
V/C Ratio(X)	0.46	0.00	0.88	0.39	0.00	0.87	0.41	0.51	0.51	0.11	0.77	
Avail Cap(c_a), veh/h	780	0	222	402	0	358	206	827	867	322	1604	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.1	0.0	53.4	51.3	0.0	55.5	24.7	24.9	24.9	19.7	30.7	0.0
Incr Delay (d2), s/veh	0.5	0.0	26.5	0.9	0.0	13.3	1.3	2.2	2.1	0.2	3.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	0.0	10.4	5.6	0.0	12.0	2.5	14.5	15.1	1.0	24.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	0.0	79.9	52.2	0.0	68.7	26.0	27.1	27.0	19.9	34.4	0.0
LnGrp LOS	D	A	E	D	A	E	C	C	C	B	C	
Approach Vol, veh/h		435			303			940			1270	A
Approach Delay, s/veh		60.3			63.2			26.9			34.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	66.0		25.5	10.2	67.8		29.4
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	60.0		30.0	6.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	5.3	41.0		18.6	3.3	23.9		22.2
Green Ext Time (p_c), s	0.0	9.1		0.9	0.0	5.7		1.3

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	5	5	0	7	8	792	0	5	1299	2
Future Vol, veh/h	4	0	5	5	0	7	8	792	0	5	1299	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	6	6	0	8	9	900	0	6	1476	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1957	2407	739	1668	2408	450	1478	0	0	900	0	0
Stage 1	1489	1489	-	918	918	-	-	-	-	-	-	-
Stage 2	468	918	-	750	1490	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	33	360	63	33	556	452	-	-	751	-	-
Stage 1	130	186	-	292	349	-	-	-	-	-	-	-
Stage 2	545	349	-	369	186	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	32	360	61	32	556	452	-	-	751	-	-
Mov Cap-2 Maneuver	37	32	-	61	32	-	-	-	-	-	-	-
Stage 1	127	185	-	286	342	-	-	-	-	-	-	-
Stage 2	527	342	-	360	185	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	61.3	36.7	0.1	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	452	-	-	74	127	751	-	-
HCM Lane V/C Ratio	0.02	-	-	0.138	0.107	0.008	-	-
HCM Control Delay (s)	13.1	-	-	61.3	36.7	9.8	-	-
HCM Lane LOS	B	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.4	0	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1176	159	128	969	235	77	336	120	196	756	388
Future Volume (veh/h)	183	1176	159	128	969	235	77	336	120	196	756	388
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1811	1870	1870	1870	1737	1811	1870	1870
Adj Flow Rate, veh/h	197	1265	165	138	1042	116	83	361	112	211	813	317
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	6	2	2	2	11	6	2	2
Cap, veh/h	202	1197	155	145	1323	609	117	839	257	393	690	584
Arrive On Green	0.06	0.38	0.38	0.06	0.38	0.38	0.04	0.31	0.31	0.10	0.37	0.37
Sat Flow, veh/h	1781	3113	404	1781	3441	1585	1781	2680	820	1725	1870	1585
Grp Volume(v), veh/h	197	708	722	138	1042	116	83	238	235	211	813	317
Grp Sat Flow(s),veh/h/ln	1781	1749	1768	1781	1721	1585	1781	1777	1723	1725	1870	1585
Q Serve(g_s), s	9.0	61.5	61.5	8.3	42.8	7.8	4.6	17.0	17.4	13.2	59.0	25.2
Cycle Q Clear(g_c), s	9.0	61.5	61.5	8.3	42.8	7.8	4.6	17.0	17.4	13.2	59.0	25.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	202	672	680	145	1323	609	117	557	540	393	690	584
V/C Ratio(X)	0.98	1.05	1.06	0.95	0.79	0.19	0.71	0.43	0.44	0.54	1.18	0.54
Avail Cap(c_a), veh/h	202	672	680	145	1323	609	145	557	540	432	690	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	49.2	49.2	44.6	43.5	32.7	40.2	43.6	43.7	33.0	50.5	39.8
Incr Delay (d2), s/veh	56.0	49.5	52.2	59.7	4.8	0.7	11.3	0.5	0.6	1.1	95.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	46.7	48.1	10.0	25.8	5.6	4.2	12.0	12.0	9.5	62.8	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.7	98.7	101.5	104.3	48.3	33.4	51.4	44.1	44.3	34.2	145.5	40.9
LnGrp LOS	F	F	F	F	D	C	D	D	D	C	F	D
Approach Vol, veh/h		1627			1296			556			1341	
Approach Delay, s/veh		100.1			52.9			45.3			103.3	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.5	12.5	65.0	15.0	67.5	21.4	56.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	59.0	9.0	59.0	9.0	59.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	11.0	44.8	6.6	61.0	10.3	63.5	15.2	19.4
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.0	0.0	0.2	2.8

Intersection Summary	
HCM 6th Ctrl Delay	82.0
HCM 6th LOS	F

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	628	62	92	940	281	114	561	85	134	107	103
Future Volume (veh/h)	275	628	62	92	940	281	114	561	85	134	107	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1781	1841	1811	1841	1826	1870	1826	1781	1870	1811
Adj Flow Rate, veh/h	302	690	65	101	1033	174	125	616	86	147	118	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	8	4	6	4	5	2	5	8	2	6
Cap, veh/h	329	1717	759	380	1494	677	391	713	99	205	448	368
Arrive On Green	0.11	0.50	0.50	0.04	0.43	0.43	0.07	0.23	0.23	0.08	0.24	0.24
Sat Flow, veh/h	1781	3413	1510	1753	3441	1560	1739	3132	436	1697	1870	1535
Grp Volume(v), veh/h	302	690	65	101	1033	174	125	349	353	147	118	18
Grp Sat Flow(s),veh/h/ln	1781	1706	1510	1753	1721	1560	1739	1777	1792	1697	1870	1535
Q Serve(g_s), s	14.9	20.2	3.6	4.5	38.8	11.4	8.6	30.2	30.3	10.5	8.2	1.4
Cycle Q Clear(g_c), s	14.9	20.2	3.6	4.5	38.8	11.4	8.6	30.2	30.3	10.5	8.2	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	329	1717	759	380	1494	677	391	404	408	205	448	368
V/C Ratio(X)	0.92	0.40	0.09	0.27	0.69	0.26	0.32	0.86	0.87	0.72	0.26	0.05
Avail Cap(c_a), veh/h	456	1717	759	439	1494	677	428	600	605	220	631	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	24.8	20.7	19.1	36.6	28.8	41.7	59.4	59.4	45.8	49.4	46.8
Incr Delay (d2), s/veh	18.9	0.2	0.0	0.4	2.7	0.9	0.5	8.5	8.6	9.8	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	8.1	1.3	1.8	16.5	4.4	3.7	14.4	14.6	5.0	3.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	24.9	20.7	19.5	39.3	29.8	42.2	67.9	68.1	55.6	49.7	46.9
LnGrp LOS	D	C	C	B	D	C	D	E	E	E	D	D
Approach Vol, veh/h		1057			1308			827			283	
Approach Delay, s/veh		31.7			36.5			64.1			52.6	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	75.4	16.6	44.3	12.6	86.5	18.6	42.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	39.0	14.0	54.0	12.0	56.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	16.9	40.8	10.6	10.2	6.5	22.2	12.5	32.3
Green Ext Time (p_c), s	0.7	0.0	0.1	0.7	0.1	5.0	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1176	159	128	969	235	77	336	120	196	756	388
Future Volume (veh/h)	183	1176	159	128	969	235	77	336	120	196	756	388
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1811	1870	1870	1870	1737	1811	1870	1870
Adj Flow Rate, veh/h	197	1265	165	138	1042	116	83	361	112	211	813	317
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	6	2	2	2	11	6	2	2
Cap, veh/h	202	1345	609	159	1323	609	117	839	257	393	690	584
Arrive On Green	0.06	0.38	0.38	0.06	0.38	0.38	0.04	0.31	0.31	0.10	0.37	0.37
Sat Flow, veh/h	1781	3497	1585	1781	3441	1585	1781	2680	820	1725	1870	1585
Grp Volume(v), veh/h	197	1265	165	138	1042	116	83	238	235	211	813	317
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1721	1585	1781	1777	1723	1725	1870	1585
Q Serve(g_s), s	9.0	55.8	11.4	7.5	42.8	7.8	4.6	17.0	17.4	13.2	59.0	25.2
Cycle Q Clear(g_c), s	9.0	55.8	11.4	7.5	42.8	7.8	4.6	17.0	17.4	13.2	59.0	25.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	202	1345	609	159	1323	609	117	557	540	393	690	584
V/C Ratio(X)	0.98	0.94	0.27	0.87	0.79	0.19	0.71	0.43	0.44	0.54	1.18	0.54
Avail Cap(c_a), veh/h	202	1345	609	159	1323	609	145	557	540	432	690	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	47.5	33.8	38.7	43.5	32.7	40.2	43.6	43.7	33.0	50.5	39.8
Incr Delay (d2), s/veh	56.0	14.0	1.1	37.1	4.8	0.7	11.3	0.5	0.6	1.1	95.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	34.6	8.1	8.4	25.8	5.6	4.2	12.0	12.0	9.5	62.8	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.7	61.4	34.9	75.8	48.3	33.4	51.4	44.1	44.3	34.2	145.5	40.9
LnGrp LOS	F	E	C	E	D	C	D	D	D	C	F	D
Approach Vol, veh/h		1627			1296			556			1341	
Approach Delay, s/veh		63.4			49.9			45.3			103.3	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.5	12.5	65.0	15.0	67.5	21.4	56.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	59.0	9.0	59.0	9.0	59.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	11.0	44.8	6.6	61.0	9.5	57.8	15.2	19.4
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.0	0.9	0.2	2.8

Intersection Summary	
HCM 6th Ctrl Delay	68.8
HCM 6th LOS	E

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	567	502	187	1235	82	544	320	98	89	168	55
Future Volume (veh/h)	98	567	502	187	1235	82	544	320	98	89	168	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1826	1870	1856	1870	1841	1870	1870	1811
Adj Flow Rate, veh/h	104	603	208	199	1314	84	579	340	23	95	179	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	3	2	5	2	3	2	4	2	2	6
Cap, veh/h	150	1665	737	223	1823	116	628	770	321	138	243	105
Arrive On Green	0.04	0.47	0.47	0.13	0.55	0.55	0.18	0.21	0.21	0.04	0.07	0.07
Sat Flow, veh/h	3456	3554	1572	1781	3311	211	3534	3741	1560	3456	3554	1535
Grp Volume(v), veh/h	104	603	208	199	687	711	579	340	23	95	179	2
Grp Sat Flow(s),veh/h/ln	1728	1777	1572	1781	1735	1788	1767	1870	1560	1728	1777	1535
Q Serve(g_s), s	4.5	16.3	12.1	16.5	44.2	44.5	24.2	11.9	1.8	4.1	7.4	0.2
Cycle Q Clear(g_c), s	4.5	16.3	12.1	16.5	44.2	44.5	24.2	11.9	1.8	4.1	7.4	0.2
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	1665	737	223	955	984	628	770	321	138	243	105
V/C Ratio(X)	0.69	0.36	0.28	0.89	0.72	0.72	0.92	0.44	0.07	0.69	0.74	0.02
Avail Cap(c_a), veh/h	207	1665	737	309	955	984	660	1097	458	207	592	256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.8	25.5	24.4	64.6	25.1	25.2	60.7	52.0	48.0	71.1	68.5	65.2
Incr Delay (d2), s/veh	5.7	0.1	0.2	20.6	4.7	4.6	16.2	0.3	0.1	5.9	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.9	4.7	8.7	18.5	19.2	12.3	5.7	0.7	1.9	3.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	25.6	24.6	85.2	29.7	29.7	76.8	52.4	48.1	77.0	72.9	65.2
LnGrp LOS	E	C	C	F	C	C	E	D	D	E	E	E
Approach Vol, veh/h		915			1597			942			276	
Approach Delay, s/veh		31.2			36.7			67.3			74.2	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	88.6	32.6	16.3	24.8	76.3	12.0	36.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	64.0	28.0	25.0	26.0	47.0	9.0	44.0
Max Q Clear Time (g_c+I1), s	6.5	46.5	26.2	9.4	18.5	18.3	6.1	13.9
Green Ext Time (p_c), s	0.1	8.5	0.5	0.8	0.3	5.1	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	3	46	33	1	29	127	834	80	198	389	268
Future Volume (veh/h)	107	3	46	33	1	29	127	834	80	198	389	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1870	1856	1870	166	1841	1870	1870	1870	1870	1826	1870
Adj Flow Rate, veh/h	109	3	47	34	1	30	130	851	82	202	397	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	9	2	3	2	117	4	2	2	2	2	5	2
Cap, veh/h	235	7	108	23	1	231	601	1590	153	385	1760	
Arrive On Green	0.07	0.07	0.07	0.15	0.15	0.15	0.06	0.49	0.49	0.08	0.51	0.00
Sat Flow, veh/h	3264	96	1504	154	5	1560	1781	3275	316	1781	3561	0
Grp Volume(v), veh/h	109	0	50	35	0	30	130	462	471	202	397	0
Grp Sat Flow(s),veh/h/ln	1632	0	1600	158	0	1560	1781	1777	1814	1781	1735	0
Q Serve(g_s), s	3.5	0.0	3.3	16.3	0.0	1.8	4.0	19.9	19.9	6.2	7.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	3.3	16.3	0.0	1.8	4.0	19.9	19.9	6.2	7.0	0.0
Prop In Lane	1.00		0.94	0.97		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	235	0	115	23	0	231	601	863	881	385	1760	
V/C Ratio(X)	0.46	0.00	0.43	1.49	0.00	0.13	0.22	0.54	0.54	0.53	0.23	
Avail Cap(c_a), veh/h	887	0	435	43	0	424	664	863	881	489	1760	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.2	0.0	49.1	47.0	0.0	40.9	12.7	19.7	19.7	14.7	15.1	0.0
Incr Delay (d2), s/veh	1.4	0.0	2.6	331.8	0.0	0.3	0.2	2.4	2.3	1.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.4	2.8	0.0	0.7	1.5	8.3	8.5	2.5	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	0.0	51.7	378.8	0.0	41.1	12.8	22.1	22.1	15.8	15.4	0.0
LnGrp LOS	D	A	D	F	A	D	B	C	C	B	B	
Approach Vol, veh/h		159			65			1063			599	A
Approach Delay, s/veh		50.9			222.9			21.0			15.6	
Approach LOS		D			F			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	62.0		22.2	14.5	59.6		13.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	10.0	56.0		30.0	15.0	51.0		30.0
Max Q Clear Time (g_c+I1), s	6.3	9.0		18.3	8.2	21.9		5.5
Green Ext Time (p_c), s	0.1	3.0		0.1	0.3	6.3		0.6

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	13	0	75	18	974	35	28	445	0
Future Vol, veh/h	0	0	0	13	0	75	18	974	35	28	445	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	4	2
Mvmt Flow	0	0	0	14	0	78	19	1015	36	29	464	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1068	1611	232	1361	1593	526	464	0	0	1051	0	0
Stage 1	522	522	-	1071	1071	-	-	-	-	-	-	-
Stage 2	546	1089	-	290	522	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	176	103	770	107	106	496	1094	-	-	658	-	-
Stage 1	506	529	-	236	295	-	-	-	-	-	-	-
Stage 2	490	290	-	694	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	97	770	102	100	496	1094	-	-	658	-	-
Mov Cap-2 Maneuver	141	97	-	102	100	-	-	-	-	-	-	-
Stage 1	497	506	-	232	290	-	-	-	-	-	-	-
Stage 2	406	285	-	663	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	21	0.1	0.6
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	-	316	658	-	-
HCM Lane V/C Ratio	0.017	-	-	-	0.29	0.044	-	-
HCM Control Delay (s)	8.3	-	-	0	21	10.7	-	-
HCM Lane LOS	A	-	-	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.1	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	628	62	92	940	292	114	575	85	147	121	116
Future Volume (veh/h)	286	628	62	92	940	292	114	575	85	147	121	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1781	1841	1811	1841	1826	1870	1826	1796	1870	1826
Adj Flow Rate, veh/h	314	690	65	101	1033	181	125	632	86	162	133	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	8	4	6	4	5	2	5	7	2	5
Cap, veh/h	338	1552	146	362	1409	639	392	730	99	216	469	388
Arrive On Green	0.12	0.49	0.49	0.04	0.41	0.41	0.07	0.23	0.23	0.08	0.25	0.25
Sat Flow, veh/h	1781	3153	297	1753	3441	1560	1739	3143	427	1711	1870	1547
Grp Volume(v), veh/h	314	373	382	101	1033	181	125	357	361	162	133	22
Grp Sat Flow(s),veh/h/ln	1781	1706	1743	1753	1721	1560	1739	1777	1793	1711	1870	1547
Q Serve(g_s), s	17.2	22.7	22.8	4.6	40.5	12.4	8.5	30.9	31.0	11.4	9.2	1.7
Cycle Q Clear(g_c), s	17.2	22.7	22.8	4.6	40.5	12.4	8.5	30.9	31.0	11.4	9.2	1.7
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	338	840	858	362	1409	639	392	412	416	216	469	388
V/C Ratio(X)	0.93	0.44	0.45	0.28	0.73	0.28	0.32	0.87	0.87	0.75	0.28	0.06
Avail Cap(c_a), veh/h	440	840	858	420	1409	639	429	600	605	222	631	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	26.4	26.4	20.4	39.9	31.6	40.6	59.0	59.1	45.1	48.4	45.6
Incr Delay (d2), s/veh	22.4	0.4	0.4	0.4	3.4	1.1	0.5	8.9	9.0	12.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	9.2	9.4	1.9	17.4	4.9	3.7	14.8	15.0	5.6	4.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	26.8	26.8	20.8	43.3	32.7	41.1	67.9	68.1	58.0	48.7	45.6
LnGrp LOS	E	C	C	C	D	C	D	E	E	E	D	D
Approach Vol, veh/h		1069			1315			843			317	
Approach Delay, s/veh		35.8			40.1			64.0			53.3	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.9	71.5	16.5	46.1	12.6	84.8	19.5	43.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	39.0	14.0	54.0	12.0	56.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	19.2	42.5	10.5	11.2	6.6	24.8	13.4	33.0
Green Ext Time (p_c), s	0.6	0.0	0.1	0.8	0.1	4.6	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

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Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	43	0	38	25	0
Future Vol, veh/h	238	43	0	38	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	259	47	0	41	27	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	304	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	-	-	6.6	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	0	-	680	755
Stage 1	-	-	0	-	770	-
Stage 2	-	-	0	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	680	755
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	680	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-
HCM Control Delay (s)	10.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	24	0	17	21	0
Future Vol, veh/h	210	24	0	17	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	228	26	0	18	23	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	250	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	-	-	6.6	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	0	-	733	797
Stage 1	-	-	0	-	804	-
Stage 2	-	-	0	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	733	797
Mov Cap-2 Maneuver	-	-	-	-	733	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	733	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	10.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	1317	747	209	942	56	722	272	317	325	497	135
Future Volume (veh/h)	136	1317	747	209	942	56	722	272	317	325	497	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	142	1372	500	218	981	55	752	315	152	339	518	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	2	2
Cap, veh/h	186	1466	654	189	1591	89	690	815	345	389	489	218
Arrive On Green	0.05	0.41	0.41	0.11	0.46	0.46	0.19	0.22	0.22	0.11	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	1781	3421	192	3563	3741	1585	3428	3554	1585
Grp Volume(v), veh/h	142	1372	500	218	510	526	752	315	152	339	518	14
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1836	1781	1870	1585	1714	1777	1585
Q Serve(g_s), s	6.5	59.1	43.3	17.0	34.4	34.4	31.0	11.5	13.3	15.6	22.0	1.2
Cycle Q Clear(g_c), s	6.5	59.1	43.3	17.0	34.4	34.4	31.0	11.5	13.3	15.6	22.0	1.2
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	1466	654	189	826	854	690	815	345	389	489	218
V/C Ratio(X)	0.76	0.94	0.76	1.15	0.62	0.62	1.09	0.39	0.44	0.87	1.06	0.06
Avail Cap(c_a), veh/h	259	1466	654	189	826	854	690	815	345	493	489	218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.7	45.0	40.3	71.5	32.1	32.1	64.5	53.4	54.1	69.8	69.0	60.0
Incr Delay (d2), s/veh	8.4	11.5	5.4	112.2	3.4	3.3	57.6	0.2	0.7	13.1	57.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	28.0	17.9	13.6	15.2	15.7	19.6	5.5	5.4	7.5	13.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.1	56.5	45.7	183.7	35.5	35.4	122.1	53.7	54.8	82.9	126.6	60.2
LnGrp LOS	F	E	D	F	D	D	F	D	D	F	F	E
Approach Vol, veh/h		2014			1254			1219			871	
Approach Delay, s/veh		55.7			61.3			96.0			108.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	80.4	37.0	28.0	23.0	72.0	24.1	40.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	71.0	31.0	22.0	17.0	66.0	23.0	30.0
Max Q Clear Time (g_c+I1), s	8.5	36.4	33.0	24.0	19.0	61.1	17.6	15.3
Green Ext Time (p_c), s	0.1	7.1	0.0	0.0	0.0	3.9	0.6	2.2

Intersection Summary	
HCM 6th Ctrl Delay	74.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	2	133	121	1	220	74	796	14	89	1109	203
Future Volume (veh/h)	248	2	133	121	1	220	74	796	14	89	1109	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	952	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	282	2	151	138	1	250	84	905	16	101	1260	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	64	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	698	2	161	308	2	276	166	1485	26	256	1478	
Arrive On Green	0.20	0.20	0.20	0.17	0.17	0.17	0.04	0.42	0.42	0.04	0.42	0.00
Sat Flow, veh/h	3456	11	797	1769	13	1585	1781	3573	63	1781	3647	0
Grp Volume(v), veh/h	282	0	153	139	0	250	84	450	471	101	1260	0
Grp Sat Flow(s),veh/h/ln	1728	0	808	1782	0	1585	1781	1777	1859	1781	1777	0
Q Serve(g_s), s	10.2	0.0	26.9	10.1	0.0	22.3	3.9	28.6	28.6	4.7	46.3	0.0
Cycle Q Clear(g_c), s	10.2	0.0	26.9	10.1	0.0	22.3	3.9	28.6	28.6	4.7	46.3	0.0
Prop In Lane	1.00		0.99	0.99		1.00	1.00		0.03	1.00		0.00
Lane Grp Cap(c), veh/h	698	0	163	311	0	276	166	739	773	256	1478	
V/C Ratio(X)	0.40	0.00	0.94	0.45	0.00	0.90	0.51	0.61	0.61	0.39	0.85	
Avail Cap(c_a), veh/h	718	0	168	370	0	330	166	739	773	256	1478	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.0	0.0	56.7	53.4	0.0	58.4	31.5	33.0	33.0	25.9	38.2	0.0
Incr Delay (d2), s/veh	0.4	0.0	50.7	1.0	0.0	24.5	2.5	3.7	3.6	1.0	6.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	7.8	4.6	0.0	10.8	1.7	12.9	13.4	2.1	21.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	0.0	107.4	54.4	0.0	82.9	34.0	36.7	36.5	26.9	44.6	0.0
LnGrp LOS	D	A	F	D	A	F	C	D	D	C	D	
Approach Vol, veh/h		435			389			1005			1361	A
Approach Delay, s/veh		70.4			72.7			36.4			43.3	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	66.0		31.2	12.0	66.0		35.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	60.0		30.0	6.0	60.0		30.0
Max Q Clear Time (g_c+I1), s	5.9	48.3		24.3	6.7	30.6		28.9
Green Ext Time (p_c), s	0.0	6.8		0.8	0.0	6.1		0.3

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	5	16	0	57	8	825	8	25	1332	2
Future Vol, veh/h	4	0	5	16	0	57	8	825	8	25	1332	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	6	18	0	65	9	938	9	28	1514	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2058	2536	758	1774	2533	474	1516	0	0	947	0	0
Stage 1	1571	1571	-	961	961	-	-	-	-	-	-	-
Stage 2	487	965	-	813	1572	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	32	27	350	52	27	537	437	-	-	721	-	-
Stage 1	115	169	-	275	333	-	-	-	-	-	-	-
Stage 2	531	331	-	339	169	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	25	350	49	25	537	437	-	-	721	-	-
Mov Cap-2 Maneuver	27	25	-	49	25	-	-	-	-	-	-	-
Stage 1	113	162	-	269	326	-	-	-	-	-	-	-
Stage 2	457	324	-	321	162	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	84.8	45.3	0.1	0.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	437	-	-	55	169	721	-	-
HCM Lane V/C Ratio	0.021	-	-	0.186	0.491	0.039	-	-
HCM Control Delay (s)	13.4	-	-	84.8	45.3	10.2	-	-
HCM Lane LOS	B	-	-	F	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	2.4	0.1	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1176	159	128	969	249	77	350	120	210	773	402
Future Volume (veh/h)	197	1176	159	128	969	249	77	350	120	210	773	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1811	1870	1870	1870	1737	1826	1870	1870
Adj Flow Rate, veh/h	212	1265	166	138	1042	156	83	376	113	226	831	331
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	6	2	2	2	11	5	2	2
Cap, veh/h	200	1196	156	145	1323	609	117	831	246	394	690	584
Arrive On Green	0.06	0.38	0.38	0.06	0.38	0.38	0.04	0.31	0.31	0.10	0.37	0.37
Sat Flow, veh/h	1781	3110	406	1781	3441	1585	1781	2701	802	1739	1870	1585
Grp Volume(v), veh/h	212	708	723	138	1042	156	83	246	243	226	831	331
Grp Sat Flow(s),veh/h/ln	1781	1749	1768	1781	1721	1585	1781	1777	1726	1739	1870	1585
Q Serve(g_s), s	9.0	61.5	61.5	8.3	42.8	10.8	4.6	17.8	18.2	14.1	59.0	26.7
Cycle Q Clear(g_c), s	9.0	61.5	61.5	8.3	42.8	10.8	4.6	17.8	18.2	14.1	59.0	26.7
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	200	672	680	145	1323	609	117	546	531	394	690	584
V/C Ratio(X)	1.06	1.05	1.06	0.95	0.79	0.26	0.71	0.45	0.46	0.57	1.20	0.57
Avail Cap(c_a), veh/h	200	672	680	145	1323	609	145	546	531	423	690	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	49.2	49.2	44.6	43.5	33.6	40.2	44.5	44.7	33.5	50.5	40.3
Incr Delay (d2), s/veh	80.6	49.7	52.5	59.7	4.8	1.0	11.3	0.6	0.6	1.6	105.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	35.3	36.2	6.0	18.7	4.3	2.4	7.9	7.9	6.1	47.2	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.9	99.0	101.8	104.3	48.3	34.6	51.4	45.1	45.3	35.1	156.1	41.6
LnGrp LOS	F	F	F	F	D	C	D	D	D	D	F	D
Approach Vol, veh/h		1643			1336			572			1388	
Approach Delay, s/veh		103.6			52.5			46.1			109.1	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.5	12.5	65.0	15.0	67.5	22.3	55.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	59.0	9.0	59.0	9.0	59.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	11.0	44.8	6.6	61.0	10.3	63.5	16.1	20.2
Green Ext Time (p_c), s	0.0	6.3	0.0	0.0	0.0	0.0	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	84.6
HCM 6th LOS	F

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Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	42	0	296	29	0
Future Vol, veh/h	57	42	0	296	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	62	46	0	322	32	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	246	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	161	-
Critical Hdwy	-	-	-	-	6.6	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	0	-	737	973
Stage 1	-	-	0	-	943	-
Stage 2	-	-	0	-	857	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	737	973
Mov Cap-2 Maneuver	-	-	-	-	737	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	737	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	10.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	21	0	267	29	0
Future Vol, veh/h	36	21	0	267	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	39	23	0	290	32	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	196	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	-	-	6.6	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	0	-	789	1017
Stage 1	-	-	0	-	977	-
Stage 2	-	-	0	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	789	1017
Mov Cap-2 Maneuver	-	-	-	-	789	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	789	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-
HCM Control Delay (s)	9.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	628	62	92	940	292	114	575	85	147	121	116
Future Volume (veh/h)	286	628	62	92	940	292	114	575	85	147	121	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1781	1841	1811	1841	1826	1870	1826	1796	1870	1826
Adj Flow Rate, veh/h	314	690	65	101	1033	186	125	632	86	162	133	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	8	4	6	4	5	2	5	7	2	5
Cap, veh/h	338	1680	743	371	1408	638	389	730	99	216	469	388
Arrive On Green	0.12	0.49	0.49	0.04	0.41	0.41	0.07	0.23	0.23	0.08	0.25	0.25
Sat Flow, veh/h	1781	3413	1510	1753	3441	1560	1739	3143	427	1711	1870	1547
Grp Volume(v), veh/h	314	690	65	101	1033	186	125	357	361	162	133	32
Grp Sat Flow(s),veh/h/ln	1781	1706	1510	1753	1721	1560	1739	1777	1793	1711	1870	1547
Q Serve(g_s), s	17.3	20.6	3.7	4.6	40.6	12.8	8.5	30.9	31.0	11.4	9.2	2.5
Cycle Q Clear(g_c), s	17.3	20.6	3.7	4.6	40.6	12.8	8.5	30.9	31.0	11.4	9.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	338	1680	743	371	1408	638	389	412	416	216	469	388
V/C Ratio(X)	0.93	0.41	0.09	0.27	0.73	0.29	0.32	0.87	0.87	0.75	0.28	0.08
Avail Cap(c_a), veh/h	439	1680	743	430	1408	638	427	600	605	222	631	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	25.9	21.6	20.0	39.9	31.7	40.6	59.0	59.1	45.1	48.4	45.9
Incr Delay (d2), s/veh	22.5	0.2	0.1	0.4	3.4	1.2	0.5	8.9	9.0	12.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	8.3	1.3	1.9	17.4	5.0	3.7	14.8	15.0	5.6	4.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	26.0	21.6	20.4	43.3	32.9	41.1	67.9	68.1	58.0	48.7	46.0
LnGrp LOS	E	C	C	C	D	C	D	E	E	E	D	D
Approach Vol, veh/h		1069			1320			843			327	
Approach Delay, s/veh		35.1			40.1			64.0			53.1	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.9	71.5	16.5	46.1	12.6	84.8	19.5	43.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	39.0	14.0	54.0	12.0	56.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	19.3	42.6	10.5	11.2	6.6	22.6	13.4	33.0
Green Ext Time (p_c), s	0.6	0.0	0.1	0.8	0.1	5.0	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1176	159	128	969	249	77	350	120	210	773	402
Future Volume (veh/h)	197	1176	159	128	969	249	77	350	120	210	773	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1811	1870	1870	1870	1737	1826	1870	1870
Adj Flow Rate, veh/h	212	1265	165	138	1042	131	83	376	112	226	831	332
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	6	2	2	2	11	5	2	2
Cap, veh/h	201	1345	609	159	1323	609	117	832	245	394	690	584
Arrive On Green	0.06	0.38	0.38	0.06	0.38	0.38	0.04	0.31	0.31	0.10	0.37	0.37
Sat Flow, veh/h	1781	3497	1585	1781	3441	1585	1781	2707	796	1739	1870	1585
Grp Volume(v), veh/h	212	1265	165	138	1042	131	83	245	243	226	831	332
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1721	1585	1781	1777	1727	1739	1870	1585
Q Serve(g_s), s	9.0	55.8	11.4	7.5	42.8	8.9	4.6	17.7	18.1	14.1	59.0	26.8
Cycle Q Clear(g_c), s	9.0	55.8	11.4	7.5	42.8	8.9	4.6	17.7	18.1	14.1	59.0	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	201	1345	609	159	1323	609	117	546	531	394	690	584
V/C Ratio(X)	1.05	0.94	0.27	0.87	0.79	0.21	0.71	0.45	0.46	0.57	1.20	0.57
Avail Cap(c_a), veh/h	201	1345	609	159	1323	609	145	546	531	424	690	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	47.5	33.8	38.7	43.5	33.0	40.2	44.5	44.6	33.5	50.5	40.3
Incr Delay (d2), s/veh	78.3	14.0	1.1	37.1	4.8	0.8	11.3	0.6	0.6	1.6	105.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.1	34.6	8.1	8.4	25.8	6.4	4.2	12.5	12.4	10.2	66.2	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.8	61.4	34.9	75.8	48.3	33.8	51.4	45.1	45.3	35.1	156.1	41.6
LnGrp LOS	F	E	C	E	D	C	D	D	D	D	F	D
Approach Vol, veh/h		1642			1311			571			1389	
Approach Delay, s/veh		66.7			49.7			46.1			109.0	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.5	12.5	65.0	15.0	67.5	22.3	55.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	59.0	9.0	59.0	9.0	59.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	11.0	44.8	6.6	61.0	9.5	57.8	16.1	20.1
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.0	0.9	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	71.7
HCM 6th LOS	E

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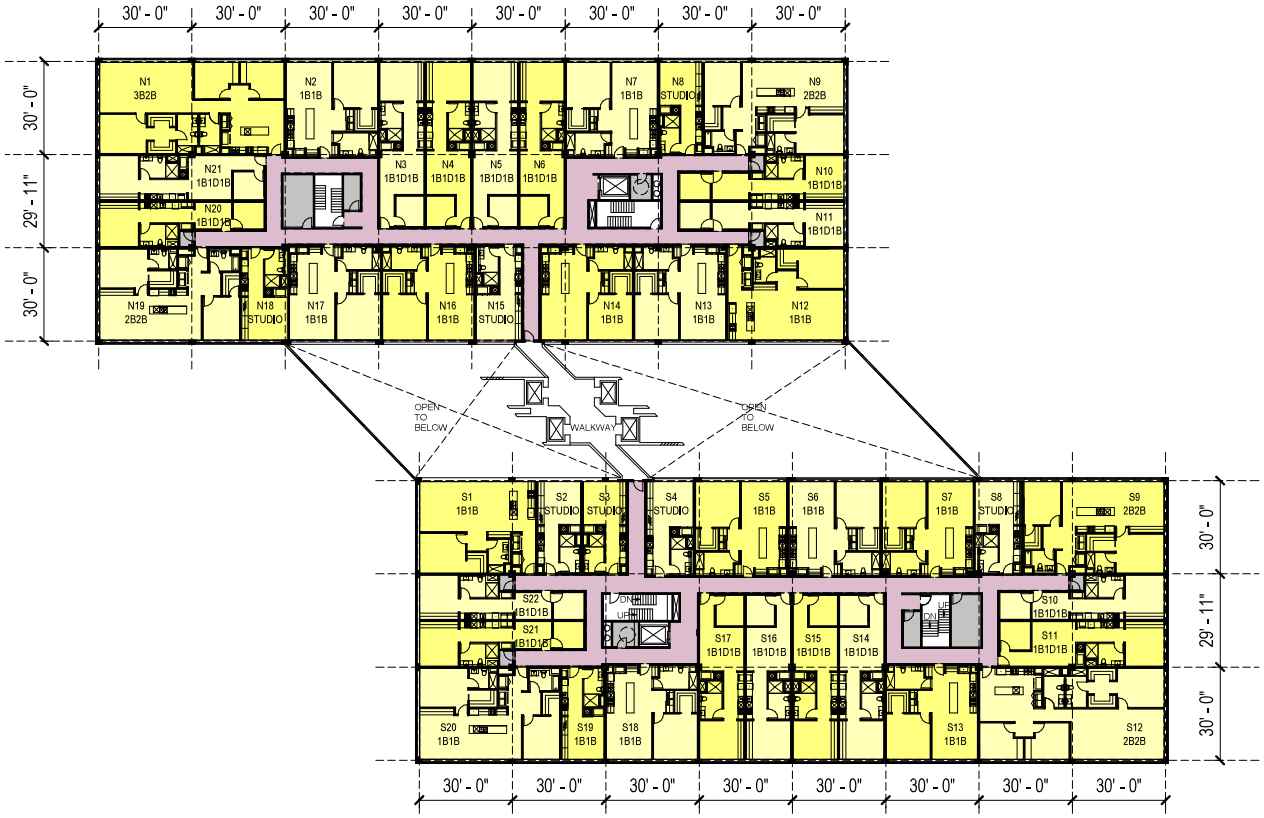

LEVEL 02 - 04 1"=40'

UNIT TYPE:

STUDIO: AVG 460 SF,
1BED+1DEN+1BATH: AVG 780 SF
1BED + 1BATH: AVG 920 SF
2BED + 2BATH: AVG 1350 SF
3BED + 2BATH: AVG 1760 SF

UNIT MIX:

STUDIO: 19%
8 UNITS / LEVEL, TOTAL EST. 24 UNITS
1 BED + 1 DEN + 1 BATH: 37%
16 UNITS / LEVEL, TOTAL EST. 48 UNITS
1 BED + 1 BATH: 30%
13 UNITS / LEVEL, TOTAL EST. 39 UNITS
2 BED + 2 BATH: 9%
4 UNITS / LEVEL, TOTAL EST. 12 UNITS
3 BED + 2 BATH: 5%
2 UNITS / LEVEL, TOTAL EST. 6 UNITS

TOTAL: 43 UNITS / LEVEL, EST. 129 UNITS

TOTAL RSF / WING: 19430 SF
GSF /WING: 22250 SF

FLOOR RSF EFF: 87.3%

EXISTING BUILDING REUSE - LIVE /WORK

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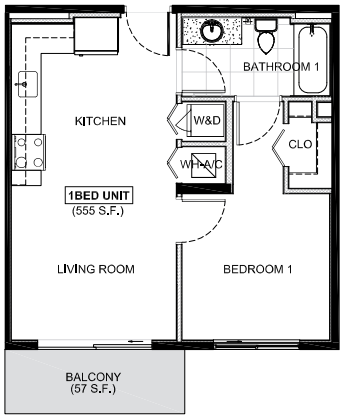
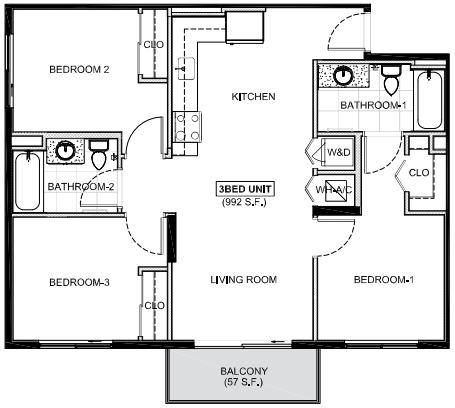


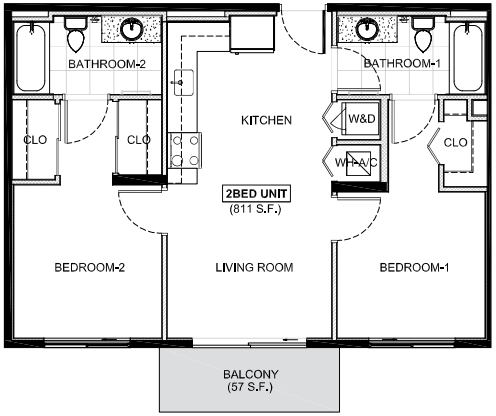
TYP. ONE BEDROOM UNIT 612 S.F.

SCALE: 1/4" = 1'-0"



TYP. THREE BEDROOM UNIT 1,049 S.F.

SCALE: 1/4" = 1'-0"



TYP. TWO BEDROOM UNIT 868 S.F.

SCALE: 1/4" = 1'-0"

NEW TYPICAL RESIDENTIAL - UNIT PLAN AND ELEVATION

TUCKER EXCHANGE

Gensler

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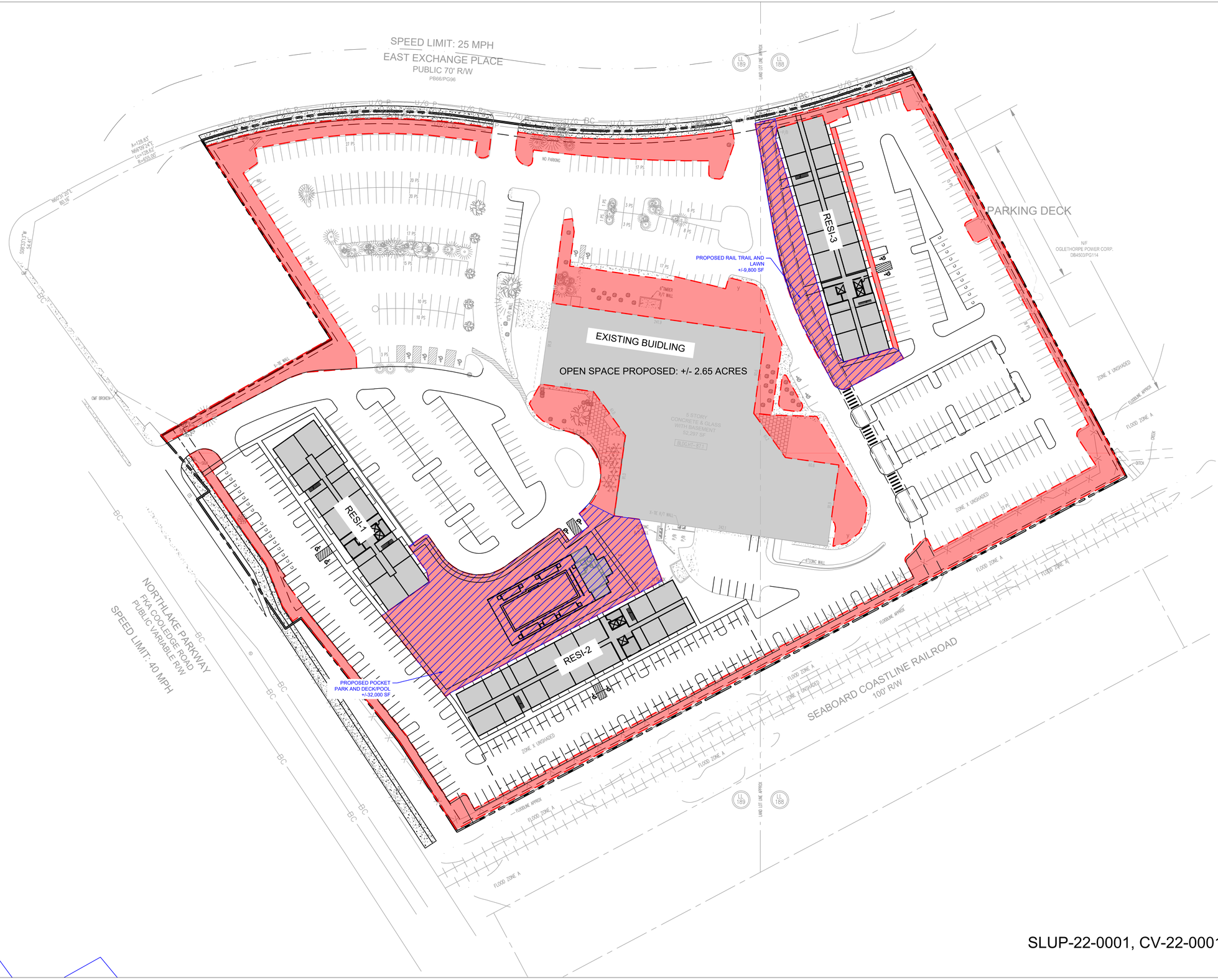

LEGEND:

OPEN SPACE:

OUTDOOR SPACE:

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	NL-2	
PROPOSED ZONING:	NL-2	
SITE AREA:	13.00	ACRES
OPEN SPACE:	2.65	ACRES (20.4%)
OUTDOOR SPACE:	0.90	ACRES (7.0%)

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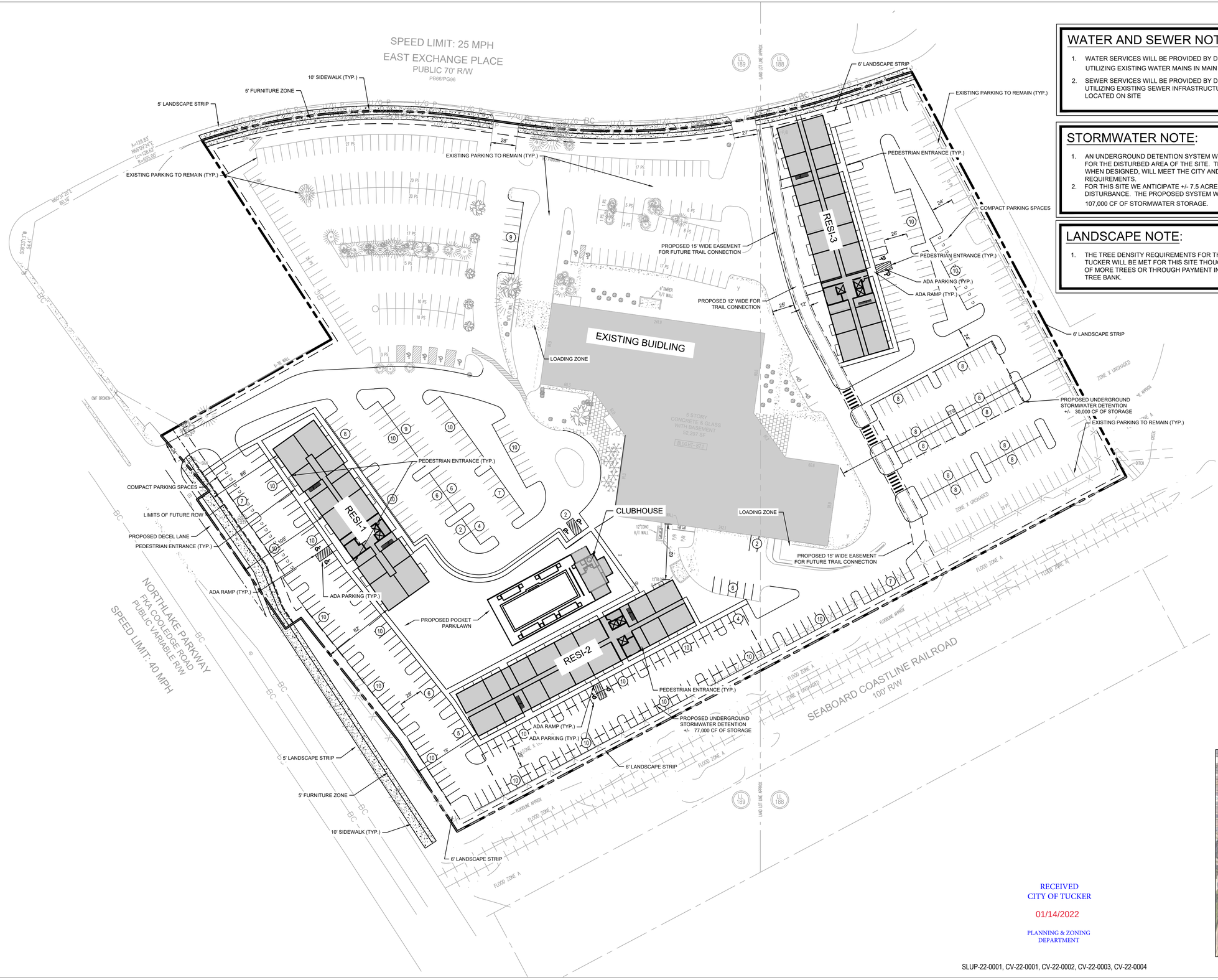
Kimley»Horn

AHS TUCKER

OPEN SPACE PLAN
January 14, 2022

0 25 50 100 150

NORTH



WATER AND SEWER NOTES:

1. WATER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING WATER MAINS IN MAIN ROAD
2. SEWER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING SEWER INFRASTRUCTURE CURRENTLY LOCATED ON SITE

STORMWATER NOTE:

1. AN UNDERGROUND DETENTION SYSTEM WILL BE PROVIDED FOR THE DISTURBED AREA OF THE SITE. THIS SYSTEM WHEN DESIGNED, WILL MEET THE CITY AND STATE REQUIREMENTS.
2. FOR THIS SITE WE ANTICIPATE +/- 7.5 ACRES OF DISTURBANCE. THE PROPOSED SYSTEM WILL PROVIDE +/- 107,000 CF OF STORMWATER STORAGE.

LANDSCAPE NOTE:

1. THE TREE DENSITY REQUIREMENTS FOR THE CITY OF TUCKER WILL BE MET FOR THIS SITE THOUGH THE ADDITION OF MORE TREES OR THROUGH PAYMENT INTO THE CITY TREE BANK.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	NL-2
PROPOSED ZONING:	NL-2
SITE AREA:	13.00 ACRES
DISTURBED AREA:	+/- 5.50 ACRES
LOT COVERAGE	10.3 ACRES (79.2%)
OPEN SPACE:	2.7 ACRES (20.7%)
REQUIRED BUILDING HEIGHT :	135 FT 9 STORIES
PROPOSED BUILDING HEIGHT:	89' FT (RES 3) 9 STORIES 83' FT (RES 1 AND RES 2) 8 STORIES
EXISTING BUILDING HEIGHT:	87.1' FT 5 STORIES

BUILDING SETBACK REQUIREMENTS:

FRONT (MIN)	0 FT
FRONT (MAX)	30 FT
SIDE (MIN)	20 FT
BACK (MIN)	20 FT

LANDSCAPE SETBACK:

FRONT (MIN)	6 FT
SIDE (MIN)	6 FT
BACK (MIN)	6 FT

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	368 UNITS
LIVE WORK	129 UNITS
OFFICE/COWORKING SPACE:	97,240 SF

TOTAL FLOOR SPACE: 579,951 GSF
RESIDENTIAL: 482,711 SF
OFFICE/LOBBY/AMENITY: 97,240

PROPOSED DENSITY: 39 UNITS/ACRE

PARKING SUMMARY:

REQUIRED PARKING (MINIMUM):	**616 SPACES** (TOTAL)
MULTIFAMILY (368 UNITS):	368 SPACES (1.00/UNIT)
LIVE WORK (129 UNITS):	129 SPACES (1.00/UNIT)
OFFICE/COWORKING (59,315 SF):	119 SPACES (1.0/500 SF)
REQUIRED PARKING (MAXIMUM):	**1,729 SPACES** (TOTAL)
MULTIFAMILY (368 UNITS):	1,104 SPACES (3.00/UNIT)
LIVE WORK (129 UNITS):	387 SPACES (3.00/UNIT)
OFFICE/COWORKING (59,315 SF):	238 SPACES (1.0/500 SF)
PROPOSED PARKING:	**694 SPACES** (TOTAL)
STANDARD:	651 SPACES
COMPACT:	10 SPACES
HANDICAP:	33 SPACES

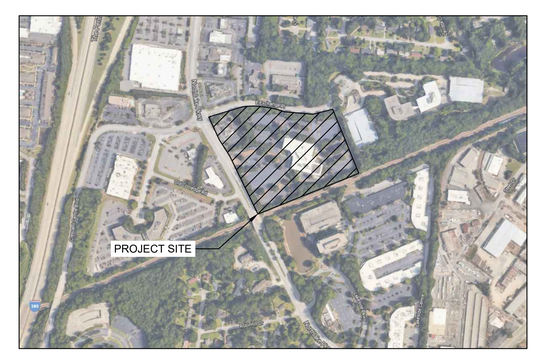
PARKING LOT LANDSCAPING:

REQUIRED:	10% MIN.
PROPOSED:	10%

ALTERNATIVE VEHICLE AND BIKE PARKING:

1. THE SITE WILL PROVIDE BIKE/MOPED PARKING AS REQUIRED BY CODE. THE EXACT LOCATION WILL BE DETERMINED DURING THE PERMITTING PHASE. FOR THIS SITE, 36 BIKE/MOPED SPACES WILL BE PROVIDED (1 PER 20).
2. THE SITE WILL PROVIDE ALTERNATIVE VEHICLE PARKING THROUGHOUT THE SITE AS REQUIRED BY CODE. THE EXACT LOCATION WILL BE DETERMINED DURING THE PERMITTING PHASE. FOR THIS SITE, 15 ALTERNATIVE FUEL SPACES WILL BE PROVIDED (2% OF TOTAL).

SITE LOCATION MAP



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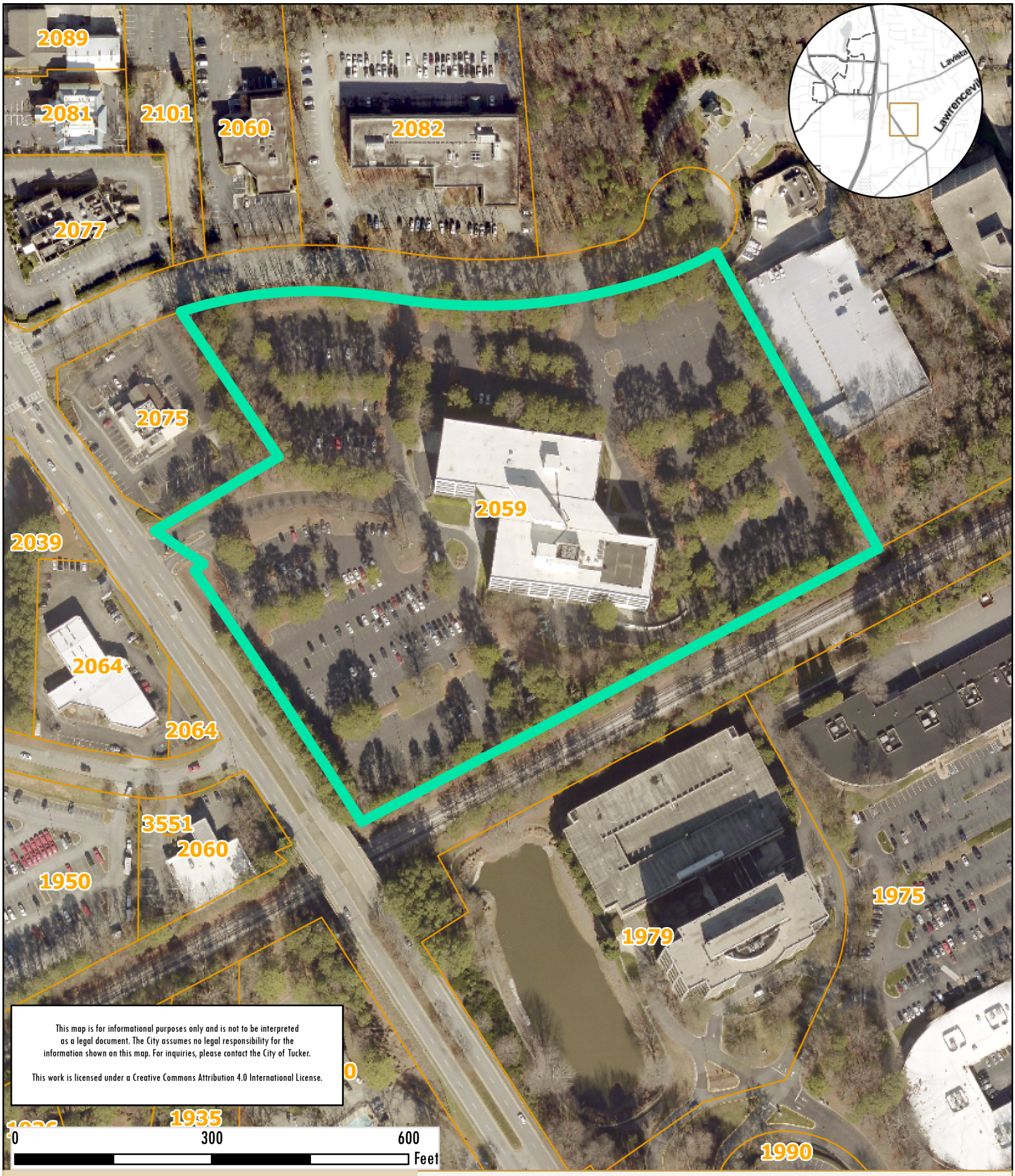
Kimley»Horn

AHS TUCKER

ZONING PLAN
January 14, 2022

0 25 50 100 150

NORTH



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City of Tucker

Aerial
SLUP-22-0001,CV-22-0001, CV-22-0002
CV-22-0003, CV-22-0004
2059 Northlake Parkway

SLUP

Date Produced: 1/11/2022 2:12 PM Credit: City of Tucker, DeKalb County, OpenStreetMap, Mapbox, Atlanta Regional Commision Folder S:\GIS\PlanningZoning\Projects\SLUP\SLUP-20-0001\

Land Use Petition: SLUP-22-0001
Date of Staff Recommendation Preparation: February 10, 2021
Planning Commission: February 17, 2022
Mayor and City Council, 1st Read: March 14, 2022
Mayor and City Council, 2nd Read: April 11, 2022

PROJECT LOCATION:	2059 Northlake Parkway
APPLICATION NUMBER	SLUP-22-0001, CV-22-0001, CV-22-0002, CV-22-0003, & CV-22-0004
DISTRICT/LANDLOT(S):	Land District 18, Land Lot 189
ACREAGE:	13.1 acres
EXISTING ZONING	NL-2 (Northlake Office Park)
EXISTING LAND USE	Office Building
FUTURE LAND USE MAP DESIGNATION:	Regional Activity Center
OVERLAY DISTRICT:	N/A
APPLICANT:	AHS Residential, LLC c/o Dennis Webb Jr. – Smith, Gambrell & Russell, LLP
OWNER:	Tucker Exchange, LLC
PROPOSED DEVELOPMENT:	SLUP for multi-family development over 24 units per acre with concurrent variances for increased front yard setbacks, parking in the front yard, the elimination of block and street stub-out requirements, and the elimination of inter parcel access requirements.
STAFF RECOMMENDATION:	**DENIAL of SLUP-22-0001** **APPROVAL of CV-22-0001** (if SLUP-22-0001 is approved) **APPROVAL of CV-22-0002** (if SLUP-22-0001 is approved) **APPROVAL of CV-22-0003** (if SLUP-22-0001 is approved) **APPROVAL of CV-22-0004** (if SLUP-22-0001 is approved)

PROJECT DATA

The applicant is requesting a Special Land Use Permit (SLUP) to allow for a mixed-use, multi-family development (office-residential) with a density greater than 24 units per acre (497 total residential units/38.2 units per acre). The subject parcel is approximately 13 acres, located on the eastern side of Northlake Parkway and is zoned NL-2 (Northlake Office Park). While multi-family residential developments are permitted by right in the NL-2 zoning district, the density is capped at 24 units per acre. If a density of over 24 dwelling units per acre is proposed, a SLUP is required.

The property is currently developed as an office complex, known as the Tucker Exchange, with a 252,091 sq.ft., "z" shaped office building, that was constructed in 1975. The property is fully developed and is accessed via three full-access drive aisles, two from East Exchange Place and one from Northlake Parkway. The subject property is bounded to the north by East Exchange Place and a rail line to the south. East of the subject property is Oglethorpe Power Corporation and west is Northlake Parkway. Hudson Grille is located to the northwest of the subject property. The existing office building is vacant, with the exception of one lease with Bank of America. The lease, which expires in a few months, is for 50,000 sq. ft., but they only have 20-30 people in the building.

The proposed development will contain a total of 497 residential units spread across three new residential buildings (368 units) and the existing office building (129 units). The two residential buildings shown along Northlake Parkway are proposed to be eight stories (approximately 83' tall). The third residential building on the northeastern side of the property, is proposed to be nine-stories (approximately 89' tall). The existing office building, which is located between the residential buildings, is five stories and 87.1' tall.

An adaptive reuse project is planned for the existing office building. The first floor would contain a mix of co-working space, dedicated office space for the 129 residential units within the building, and an amenity area that would serve the development as a whole. The 2nd through 4th floors would contain 129 residential units. The applicant has stated that these will be "live-work units" because of the integrated workspace on the first floor. However, the city of Tucker zoning ordinance requires a workspace to be within the unit for it to be considered "live-work." The 5th floor would be reserved for traditional office space, in which the applicant (AHS) intends to occupy part of.

In discussions with the applicant, the unit breakdown of the 368 units in the three residential buildings includes 184 one-bedroom apartments (approximately 550 sq. ft), 152 two-bedroom apartments (approximately 810 sq. ft.), and 32 three-bedroom apartments (under 1,000 sq. ft). The unit breakdown of the 129 residential units in the existing office building includes 24 studio units, 48 one bedroom/one den/one bath units, 39 one bedroom/one bath units, 12 two bedroom/two bath units, and 6 three bedroom/two bath units.

A large, 32,000-square foot pocket park is located central to the development that will consist of a greenspace and pool. The clubhouse building shown on the site plan is actually an open-air bathroom building that includes no conditioned space. A 10-foot sidewalk/multiuse trail is shown along both Northlake Parkway and East Exchange Place. No trail connection is proposed through the site, but the applicant has shown a 15-foot wide easement for future trail connection that runs from the rail line through the development to East Exchange Place. The Trail Master Plan shows the trail running along the rail line and then cuts northwest to run along East Exchange Place.

The applicant is proposing approximately 694 surface level parking spaces, which will consist of 651 standard, 10 compact, and 33 handicapped spaces dispersed throughout the site. It should be noted that a parking variance (V-19-0003) and a Land Disturbance Permit (PLD20-0006) were previously granted to allow for the construction of a four level, 700-space parking deck. The parking deck approval was done in an attempt to market the site to a large office tenant. While the deck was never constructed and is not required, a development of this size would typically include a parking deck. Staff is concerned that the proposed development is under parked. The Northlake Special Zoning District allows for a minimum of one car per unit, which is unrealistic, especially given the mix of unit types in this proposal. If you calculate one parking space per bedroom the development would need 738 spaces just for the residential units, which far exceeds the 694 spaces provided for the entire mixed-use development. Staff is concerned about the marketability of the office floor if insufficient parking is provided. The site plan also does not appear to comply with all of the parking lot landscaping requirements. While one island is provided for every 10 spaces, the code also requires one tree per 8 spaces, which is typically provided by a landscape strip running along – or between – the rows of parking. This is provided around the perimeter of the site, but not on the parking spaces in the interior or the development or abutting the buildings.

The proposed elevations show the residential buildings being constructed of a mixture of stucco and exposed concrete with a two-story brick base, painted to match the existing office building. Staff has worked with the applicant on several revisions to the architectural designs so that the proposal is more in line with the standards of the zoning ordinance and the design of the existing office building on site. The following was requested of the applicant:

- Incorporate building articulation with a clearly defined base, middle, and top.
- Provide step backs or recesses to make the building appear as more than one long continuous façade.
- Incorporate retail at the base or incorporate larger residential ceiling heights and architectural features to have a stronger base.
- Could incorporate a prominent corner design feature, depending how the other standards are implemented.
- Use more traditional building materials.
- Incorporate more glass to tie in with the office focus of the NL-2 zoning district.
- Incorporate prominent roofline design to add visual appeal.

Note that several of these items were not able to be incorporated because of the concrete form construction type that the developer uses.

The developer has offered that a minimum of 15% of the units will qualify as workforce housing units, defined as housing that is affordable to households earning between 80 and 140 percent of area median income (AMI). AMI shall be defined as the area median income for the area within a 3-mile radius of the subject property at the time of Certificate of Occupancy issuance. In this location, the AMI is $64,678. 15% of the units equates to 75 workforce housing units.

USE ANALYSIS AND DEVELOPMENT PERMISSIONS

The subject property is located within the NL-2 (Northlake Office Park) zoning district. The intent of the Northlake Zoning Districts is to encourage development and redevelopment of properties in order to achieve a mixed-use community; provide for the development of sidewalks and walkways in order to promote safe and convenient pedestrian access and to reduce dependence on automobile travel; encourage mixed-use developments containing commercial and residential uses in order to create a pedestrian-oriented community where people can live, work, and play; to improve the visual appearance and increase property values; promote uniform and visually aesthetic architectural features which serve to unify the distinctive visual quality of the Northlake area; to ensure a stable and healthy tax base. Taken together these items serve to unify the distinctive visual quality of the Northlake area.

CHARACTER AREA (Future Land Use)

The subject parcel is in the Regional Activity Center Character Area on the Future Land Use Map. Development strategies of the Regional Activity Center designation include encouraging a relatively high-density mixture of retail, office, services, and employment to serve a regional market area; developing a diverse mix of higher-density housing types, including affordable and workforce housing; designing streetscapes to be pedestrian-oriented and making connections to nearby networks of greenspace or

trails. Because the Northlake area is readily accessible from the highway and is already more developed, redeveloping and retrofitting the area to include more residential uses in this portion of the city is considered both desirable and appropriate. Primary land uses include townhomes, higher density multi-family including apartments and condominiums, retail and service commercial, office, entertainment and cultural facilities, and public and private recreational uses.

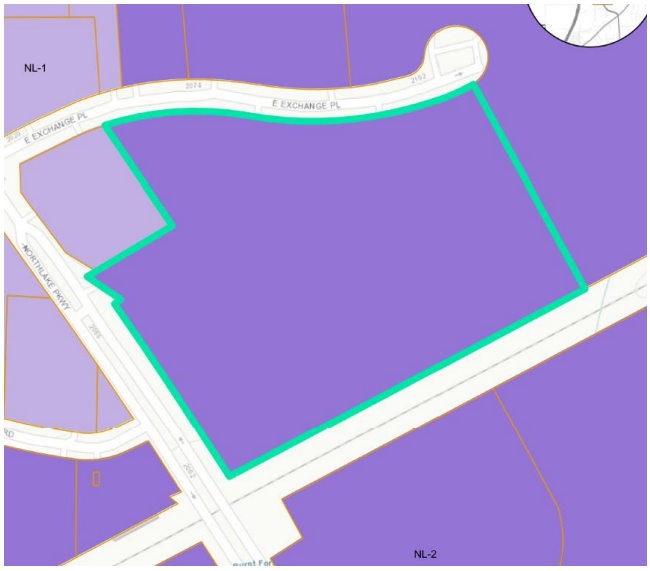
PUBLIC PARTICIPATION PLAN REPORT

The applicant hosted a public participation meeting on December 9, 2021. The meeting was held in the ground floor common area of the existing office building on the subject property and lasted approximately one hour. Prior to the meeting, the applicant mailed a letter and site plan explaining the proposed project to all property owners within 500 feet of the subject parcel. 15 people were in attendance.

During the meeting the project and site plan were explained to the audience, and the applicant gave an overview of the proposed development as well as an explanation of the requested SLUP and concurrent variances. Several questions were asked regarding architecture of the proposed apartments, parking, traffic, affordable housing, compliance with the Tucker Trail Master Plan and proximity of the residential units to the railroad tracks. The size of the units, amenities, and rental rates were also discussed. It does not appear that any changes were made to the site plan as a result of the Public Participation Meeting, however it should be noted that no revisions to the proposed site plan were requested.

NEARBY/SURROUNDING LAND ANALYSIS

Adjacent & Surrounding Properties	Zoning (Petition Number)	Existing Land Use
Adjacent: North (across East Exchange Place)	NL-2 (Northlake Office Park)	Georgia Student Finance Commission
Adjacent: East	NL-2 (Northlake Office Park)	Oglethorpe Power Corporation
Adjacent: South (across the railroad tracks)	NL-2 (Northlake Office Park)	Lakeside Centre Office Development
Adjacent: West (across Northlake Parkway)	NL-1 (Northlake High Intensity Commercial)	Firestone Auto, DeKalb County Police Headquarters
Adjacent: Northwest	NL-1 (Northlake High Intensity Commercial)	Hudson Grille



Zoning and Aerial Exhibits showing surrounding land uses.

SLUP-22-0001 DENSITY

CRITERIA TO BE APPLIED – SPECIAL LAND USE PERMIT

Criteria (standards and factors) for special land use decisions are provided in Section 46-1594 of the City of Tucker Zoning Ordinance. The applicant is required to address these criteria (see application); below are staff's findings which are independent of the applicant's responses to these criteria.

1. **Adequacy of the size of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located.**

   The subject property is approximately 13 acres and consists of a 252,091-square foot office building and associated parking. The site is adequate in terms of land area; however, the size of the parcel would typically yield lower story buildings spread out across more of the parcel. While NL-2 allows for 9 story buildings, that height is typically seen on smaller, more compact properties. 9 story buildings also typically include parking decks instead of surface parking, which would assist with the appearance of the site being under parked.

   If approved, this development would have the third highest unit count in Tucker after East Ponce Village (1,071 units on 94.9 acres) and The Park at East Ponce (722 units on 64.9 acres).

   Recent Northlake multifamily development include Northlake Senior (90 units on 1.67 acres/53.89 units per acre), The Reid (245 units on 8.65 acres/28.32 units per acre), and Green Park (310 units on 15.57 acres/19.91 units per acre). Staff will note that Northlake Senior was entitled under the old Northlake Overlay which had language referencing up to 60 units per acre with a SLUP in Tier 1.

While the applicant is requesting four concurrent variances with the SLUP request, the variances do not directly speak to the adequacy of the size of the site, but of existing site issues and ways to mitigate the mass and scale of the proposed development.

2. **Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district.**

From a land use standpoint, the proposed development is compatible with the land uses and development of adjacent properties. The variety of multi-family units will support the office development that currently exists on the property, as well as other uses within the Northlake Corridor. While the site does not directly abut single-family detached residential, single-family homes are located approximately 285-feet to the southwest and approximately 397-feet to the north.

3. **Adequacy of public services, public facilities, and utilities to serve the proposed use.**

Schools. When fully constructed, the proposed development would be expected to add 49 students to DeKalb Schools, which includes 19 at Midvale Elementary, 8 at Tucker Middle, 12 at Tucker High, 8 at other DCSD schools, and 2 at private schools. DeKalb County School District stated that "enrollment at Tucker Middle School is already over capacity and this development may cause additional strain on the facility."

Stormwater management. Owner/developer shall provide stormwater management in compliance with Tucker's Post Construction Stormwater Management Ordinance.

Water and sewer. Water and sewer approval is required by the DeKalb County Department of Watershed Management. Approval of the SLUP shall be conditional to Watershed approval.

4. **Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area.**

The subject property has three existing full-access curb cuts, one along Northlake Parkway and two along East Exchange Place. The applicant is requesting that all three curb cuts remain. If the project is approved, the City Engineer has included a condition that the full access curb cut along Northlake Parkway be limited to a right-in/right-out only curb cut. A deceleration lane would also be required along Northlake Parkway, if approved.

The traffic study shows that the proposed project is estimated to generate a net of 3,390 total daily trips, which includes 246 AM peak hour trips and 271 PM peak hour trips.
The applicant submitted a trip generation comparison memo which analyzed the traffic generated by the existing office building with the proposed development, however, the office building is not fully leased so the numbers do not accurately reflect what would be occurring at the site, if fully leased. The trip generation comparison memo also allows for a mixed-use reduction, which shows the net new trips at 3,334, with 243 AM peak and 267 PM peak.

5. **Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use.**

   Land Uses along Northlake Parkway could be adversely affected as the character of the vehicles and the volume of traffic generated by the proposed use is likely to increase significantly along Northlake Parkway and East Exchange Place with the increase of 497 residential units.

6. **Adequacy of ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency.**

   The proposed development meets this standard. The ingress and egress to the site will change slightly in that the drive along Northlake Parkway will be reconfigured from a full-access drive to a right-in/right-out only drive. This will direct all left turns to the traffic signal at Northlake Parkway and East Exchange Place. Sufficient access is currently provided for emergency vehicles.

7. **Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration generated by the proposed use.**

   The proposed development will not generate excessive noise, nor will it emit smoke, odor, dust or vibration. Therefore, no adverse impacts on adjoining land uses are anticipated.

8. **Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use.**

   The residential portion of the development, if approved, will not result in unusual hours of activity. Additionally, the applicant's letter of intent states the site's office component will have hours of operation similar to those of other office uses in the surrounding area.

9. **Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use.**

   Allowing a density of over 38 units per acre could affect the existing use or usability of nearby properties. If the proposed development is approved, the remaining office building would only be accessible through the new development. Additionally, Northlake Parkway and East Exchange Place would see an increase in traffic as a result of the new residential and live/work units.

10. **Whether or not the proposed use is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located.**

    The proposed use is not entirely consistent with the zoning district requirements. Issues include the four concurrent variances, parking concerns, and the "live-work" units not meeting the definition of this use by incorporated an integrated work space. Sufficient information has not been provided regarding residents partaking in the co-working spaces will comply with Occupational Tax Certificate requirements (OTC) of the city. The development will require further

review regarding landscaping, exterior building materials, crosswalks, etc., at the time of Site & Land Development Review, if approved.

11. Whether or not the proposed use is consistent with the policies of the comprehensive plan.

The subject property and the surrounding immediate area are located in the Regional Activity Center on the Future Land Use Map. Uses typically include a higher-density mix of retail, office, housing, and services, and employment to serve a regional market area. Because the location is readily accessible from the highway, future development in the Northlake area is considered both desirable and appropriate. Primary land uses include townhomes, higher density multi-family, including apartments and condominiums, retail and service commercial, office, entertainment and cultural facilities, and public and private recreational uses.

The proposed redevelopment of a higher-density mixed-use development (residential and office) with workforce housing meets the intent of the Comprehensive Plan.

12. Whether or not the proposed use provides for all required buffer zones and transitional buffer zones where required by the regulations of the zoning district in which the use is proposed to be located.

Not applicable.

13. Whether or not there is adequate provision of refuse and service areas.

The submitted site plan does not show dumper locations, however the applicant's letter of intent states adequate refuse and services areas will be provided. It should be noted that the location of dumpster facilities will be required and vetted during the site/development review process, should the application be approved. The addition of several dumpsters could decrease the number of parking spaces or open space.

14. Whether the length of time for which the special land use permit is granted should be limited in duration.

No limits on the length of time on the special land use permit are recommended, if granted.

15. Whether or not the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings.

The proposed development would result in the residential building along East Exchange Place to be set close to the road activating a more pedestrian oriented streetscape. While the two residential buildings fronting Northlake would be setback a maximum of 105 feet (Residential 1) and 78 feet (Residential 2) from the property line, the location of these buildings would be appropriate because of the cohesiveness this setback would create. By pushing the buildings closer to the existing office building, more usable green space and a large amenity area have been added, central to the development.

Because of the topography and the location of the property, bordered by a rail line and overpass, buildings set closer to Northlake Parkway would not be as appropriate here as at other locations within the Northlake Area. The massing of 8-story buildings would also not be as appropriate directly abutting this portion of Northlake Parkway. Setting them back would create less impact on adjacent properties as it will help to minimize the massing and scale of the building from a pedestrian experience. It is staff's opinion that the building size, mass, and scale will be the most appropriate in relation to surrounding land uses as presented on the January 14, 2022 site plan.

16. **Whether the proposed use will adversely affect historic buildings, sites, districts, or archaeological resources.**

    There are no known historic buildings, sites, districts or archaeological resources on the subject properties. Therefore, no adverse effects are anticipated (meets standard).

17. **Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit.**

    Not applicable.

18. **Whether or not the proposed use will create a negative shadow impact on any adjoining lot or building as a result of the proposed building height.**

    The height of the proposed residential buildings would be approximately eight stories, for the two buildings fronting Northlake Parkway, and nine stories, for the residential building adjacent to East Exchange Place, with the submitted site plan showing the proposed building heights to be 83' tall and 89' tall, respectively. The existing office building on the property is a five-story concrete and glass building approximately 87' tall. While the site does sit lower than Northlake Parkway, the grade change is not significant enough for the proposed residential buildings to sit that much lower than the road. The proposed apartments would likely create a shadow impact on adjoining lots or buildings as there are no buildings of a similar height, other than the existing office building on the subject property, in the area. However; the proposed residential apartment buildings that would front Northlake Parkway would be setback over 75 feet, which will help to reduce the amount of negative shadow that they would create.

19. **Whether the proposed use would result in a disproportionate proliferation of that or similar uses in the subject character area.**

    Although there is a small existing apartment complex located diagonally across Northlake Parkway, staff would not consider the redevelopment of the site with 497 residential units to be a proliferation of this use in the area as no other multifamily developments exist in this quadrant of Northlake.

20. **Whether the proposed use would be consistent with the needs of the neighborhood or the community as a whole, be compatible with the neighborhood, and would not be in conflict with the overall objective of the comprehensive plan.**

The proposed mixed-use development could be considered consistent with the needs of the Northlake corridor, specifically the southeastern quadrant. The project will offer a unique blend of office and residential on the same site. Integrating workspace into each of the 129 units in the existing office building would make the development more unique by offering a housing type that does not currently exist in the City of Tucker. It would also ensure residents who move into the units work from home or have their own businesses, further ensuring success of the development as a whole.

CONCLUSION

Although the request meets the intent of the Comprehensive Plan in terms of primary land uses and development strategies, the massing, scale, and density of the proposed development does not comply with the surrounding area. A parking deck, reduced unit count, integrating work space into the 129 units in the existing office building, and improved architectural features would make the development more compatible with the character of the area. Smaller building massing would also be more appropriate to locate abutting the street, creating a more pedestrian oriented community.

However, the proposal would cater to a demographic who wants the option to live and work in the same location and provide an important workforce housing component in the city.

Therefore, Staff recommends **DENIAL** of **SLUP-22-0001**.

Concurrent Variance (CV-22-0001) MAXIMUM FRONT SETBACK

A concurrent variance has been requested to Table 3.10, *Northlake District Dimensional Requirements*, in order to increase the front setback along Northlake Parkway for the proposed development. The NL-2 zoning district allows for a 0' minimum front setback and a 30' maximum front setback for all buildings. The applicant is proposing that residential building-1 be setback a maximum of 105-feet from Northlake Parkway and that residential building-2 be setback a maximum of 78-feet from Northlake Parkway.

Staff would like to note that the existing office currently sits approximately 347 feet back from Northlake Parkway. The proposed apartment building along East Exchange Place would be located approximately 15' back from the property line, in compliance with the setback requirements.

Staff has recommended approval of the concurrent variance should the SLUP be recommended for approval by PC or approved by City Council. If the SLUP is denied, then the concurrent variances should be denied.

Criteria for variance approval are provided in Section 46-1633 of the City of Tucker Zoning Ordinance.

CRITERIA TO BE APPLIED – CONCURRENT VARIANCE

1. **By reason of exceptional narrowness, shallowness, or shape of a specific lot, or by reason of exceptional topographic and other site conditions (such as, but not limited to, floodplain, major stand of trees, steep slopes), which were not created by the owner or applicant, the strict application of the requirements of this chapter would deprive the property owner of rights and privileges enjoyed by other property owners in the same zoning district.**

The approximately 13-acre parcel is not exceptionally narrow or shallow, nor is there exceptional topography on the lot. While the property does sit lower than Northlake Parkway, the change in grade is not significant enough to warrant a hardship. That said, the property is already developed and graded. The intent of the maximum setback requirement is to push buildings closer to the street to activate the street and to provide a safer, more interesting experience for residents and citizens that would be using the sidewalk along Northlake Parkway. While the two residential buildings fronting Northlake are proposed to be setback approximately 78-105 feet from the street, having these buildings set closer to the existing office building helps to soften the height of the proposed 8 story buildings along Northlake Parkway and creates a more cohesive development by connecting three of the buildings with green space. This property is uniquely situated between the Northlake Parkway overpass, East Exchange Place, and a rail line. While buildings closer to the street are recommended within the Northlake zoning districts, the location of the subject site may not be the best candidate for this requirement as this could create unsafe conditions for the residents of the apartments and employees of the office building, as Northlake Parkway is a heavily trafficked and high-speed road within the City.

2. **The requested variance does not go beyond the minimum necessary to afford relief, and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the zoning district in which the subject property is located.**

   The requested variance does not go beyond the minimum necessary to afford relief, however the variance may grant the applicant a special privilege. While the property has some grade change, it isn't a significant enough change to limit the applicant from being able to locate the residential buildings closer to the street and tuck the parking behind the apartment buildings.

3. **The grant of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the zoning district in which the subject property is located.**

   Granting the requested variance will not be materially detrimental to the public welfare or injurious to the property. Although two of the buildings will not be located within 30' of Northlake Parkway, the proximity of the two residential buildings fronting Northlake and the existing office building will create a sense of place and a large open space/amenity area for the residents and employees. By pushing the buildings closer to each other, the development will have a more residential feel and will create an interconnected development. Additionally, the building along East Exchange Place will not need a variance and is compliant with the maximum front yard setback. Staff finds that it is much more appropriate to set the residential building along East Exchange Place closer to the road than the two buildings that will front Northlake.

4. **The literal interpretation and strict** application **of the applicable provisions or requirements of this chapter would cause undue and unnecessary hardship.**

   The literal interpretation and strict application of the applicable provisions or requirements of this chapter would not cause undue and unnecessary hardship for the applicant as the property is already developed and graded. The apartment buildings and parking along Northlake Parkway could be flipped with minimal effort, causing the apartments to sit closer to Northlake Parkway.

5. **The requested variance would be consistent with the spirit and purpose of this chapter and the Comprehensive Plan text.**

   The variance request and site plan are not consistent with the intent of the comprehensive plan in that Northlake Parkway will not be activated and parking will be visible from the road. By complying with the maximum front setback, the applicant could provide connections from the proposed units to the sidewalk along Northlake Parkway which could create a unique and activated streetscape.

   Conclusion: Staff recommends **APPROVAL of CV-22-0001** if SLUP-22-0001 is recommended for approval/approved.

Concurrent Variance (CV-22-0002) PARKING IN THE FRONT YARD

A concurrent variance has been requested to Section 46-1419, *Additional standards for multifamily, nonresidential, large-scale retail, live/work and mixed-use buildings,* in order to allow parking in the front yard. The applicant is proposing two rows of parking along Northlake Parkway and 7 spaces in the front yard along East Exchange Place.

Staff would like to note that the site is currently constructed with a large amount of parking in the front yard along East Exchange Place and Northlake Parkway, in front of the existing office building. With the proposed development, a significant amount of the existing parking spaces will be reconfigured or eliminated.

Staff has recommended approval of the concurrent variance should the SLUP be recommended for approval by PC or approved by City Council. If the SLUP is denied, then the concurrent variances should be denied.

Criteria for variance approval are provided in Section 46-1633 of the City of Tucker Zoning Ordinance.

CRITERIA TO BE APPLIED – CONCURRENT VARIANCE

1. **By reason of exceptional narrowness, shallowness, or shape of a specific lot, or by reason of exceptional topographic and other site conditions (such as, but not limited to, floodplain, major stand of trees, steep slopes), which were not created by the owner or applicant, the strict application of the requirements of this chapter would deprive the property owner of rights and privileges enjoyed by other property owners in the same zoning district.**

   Although it could be argued the property is oddly shaped, at 13 acres, the parcel is quite large, not exceptionally narrow or shallow and there is no exceptional topography on the lot, as the property is already developed and graded. The applicant has worked thoroughly with staff to create a sense of place within this unique type of development. By allowing parking in the front yard, along Northlake Parkway, the residential buildings will be pushed more towards the center of the parcel, creating a larger open space and amenity area. Additionally, the applicant intends to heavily screen the parking along Northlake Parkway. The applicant is also proposing seven parking spaces in the front yard along East Exchange Place. While parking along Northlake Parkway may be necessary for the development and not as easily reconfigured, the seven parking spaces east of the third residential building could be

eliminated and used as green space. It is of staff's opinion that the parking spaces along East Exchange Place be removed to incorporate an additional green space or amenity feature.

2. **The requested variance does not go beyond the minimum necessary to afford relief, and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the zoning district in which the subject property is located.**

   The requested variance does not go beyond the minimum necessary to afford relief, and the variance would not grant the applicant a special privilege. The subject property is very unique in its location and that it is already completely developed. The amount of parking between the building the street will be reduced, bringing the property more into compliance than it is currently. The intent of the code is to have the building at the street with the parking in the rear in order to activate a pedestrian oriented streetscape. A nine-story building that sits slightly below grade will not achieve this.

3. **The grant of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the zoning district in which the subject property is located.**

   Granting the requested variance will not be materially detrimental to the public welfare, as the site is currently developed with parking in the front yard, along both Northlake Parkway and East Exchange Place. While parking would still be located within the front yard along both streets, the applicant is proposing to remove a significant amount of parking, which will break up the existing parking lot and create a more attractive development.

4. **The literal interpretation and strict application of the applicable provisions or requirements of this chapter would cause undue and unnecessary hardship.**

   The literal interpretation and strict application of the applicable provisions or requirements of this chapter would not cause undue and unnecessary hardship.

5. **The requested variance would be consistent with the spirit and purpose of this chapter and the Comprehensive Plan text.**

   The subject property is located within the Regional Activity Center Character Area, which specifically states "development strategies should focus on redeveloping and retrofitting the area to include more residential uses." The applicant has worked to create a plan that meets the intent of the Comprehensive Plan and is compliant with the standards of the NL-2 zoning district. While the applicant is proposing parking in the front yard with the redevelopment of the site, the subject property is uniquely situated. Additionally, as the site is currently developed, parking exists in the front yard.

   Conclusion: Staff recommends **APPROVAL of CV-22-0002.**

Concurrent Variance (CV-22-0003) BLOCKS AND LOTS

A concurrent variance has been requested to Section 46-1037 of the City of Tucker Zoning Ordinance, *Blocks and lots*, in order to eliminate block and street stub-out requirements. This section requires a maximum 300-foot block length, which would result in the property needing another curb cut along

Northlake Parkway or the reconfiguration of the existing curb cut. The applicant is proposing to leave the existing curb cut along Northlake Parkway as is and eliminate this requirement.

Staff has recommended approval of the concurrent variance should the SLUP be recommended for approval by PC or approved by City Council. If the SLUP is denied, then the concurrent variances should be denied.

Criteria for variance approval are provided in Section 46-1633 of the City of Tucker Zoning Ordinance.

CRITERIA TO BE APPLIED – CONCURRENT VARIANCE

1. **By reason of exceptional narrowness, shallowness, or shape of a specific lot, or by reason of exceptional topographic and other site conditions (such as, but not limited to, floodplain, major stand of trees, steep slopes), which were not created by the owner or applicant, the strict application of the requirements of this chapter would deprive the property owner of rights and privileges enjoyed by other property owners in the same zoning district.**

   The subject property is approximately 13 acres and while the parcel is not exceptionally narrow or shallow, and there is no exceptional topography on the lot, the site is already graded and developed with three access points; two from East Exchange Place and one via Northlake Parkway. Because of the existing curb cuts, the property does present a unique situation and shape that may impact the applicant's ability to add an additional curb cut along Northlake Parkway.

2. **The requested variance does not go beyond the minimum necessary to afford relief, and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the zoning district in which the subject property is located.**

   The requested variance does not go beyond the minimum necessary to afford relief and the variance would not grant the applicant a special privilege. The property was developed in the 70's and currently has three access points. The applicant would need to reconfigure the existing curb cut along Northlake Parkway or add an additional curb cut along Northlake Parkway. The City Engineer has concluded that the existing full access curb cut along Northlake be reconfigured to only be a right in/right out curb cut, which would help limit the number of unsafe left turns that could be anticipated as a result of this development. The existing curb cut along Northlake lines up with the drive to Firestone Automotive, changing this could lead to unsafe conditions and would add an additional curb cut to Northlake Parkway, which doesn't comply with the goals and intent of the Comprehensive Plan.

3. **The grant of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the zoning district in which the subject property is located.**

   Granting the requested variance will not be materially detrimental to the public welfare, as the site is currently developed with a curb cut along Northlake Parkway. The City Engineer has stated the reconfiguration of the existing drive aisle, from full access to right-in/right-out only, is imperative to the safety of the site.

4. **The literal interpretation and strict application of the applicable provisions or requirements of this chapter would cause undue and unnecessary hardship.**

The literal interpretation and strict application of the applicable provisions or requirements of this chapter may cause undue and unnecessary hardship for the applicant as meeting the 300' block length requirement would require significant reconfiguration of the property.

5. **The requested variance would be consistent with the spirit and purpose of this chapter and the Comprehensive Plan text.**

   The variance request and site plan are consistent with the intent of the comprehensive plan in that they limit the number of curb cuts along Northlake Parkway to one curb cut.

   Conclusion: Staff recommends **APPROVAL of CV-21-0003.**

Concurrent Variance (CV-22-0004) INTER-PARCEL ACCESS

A concurrent variance has been requested to Section 46-1039 of the Tucker Zoning Ordinance regarding inter-parcel access for properties located within the Northlake Zoning districts. Section 46-1039(a) states inter-parcel access shall be required for all new development.

Inter-parcel access for vehicles between abutting and nearby properties should be provided as an alternative to forcing all movement onto highways and public roads, unless the community development director during the land disturbance permitting process determines that it is unnecessary to provide inter-parcel access due to the unlikelihood of patrons traveling among abutting or nearby sites, or due to inability after reasonable efforts by the property owner to obtain legal permission.

Staff has recommended approval of the concurrent variance should the SLUP be recommended for approval by PC or approved by City Council. If the SLUP is denied, then the concurrent variances should be denied.

Criteria for variance approval are provided in Section 46-1633 of the City of Tucker Zoning Ordinance.

CRITERIA TO BE APPLIED – CONCURRENT VARIANCE

1. **By reason of exceptional narrowness, shallowness, or shape of a specific lot, or by reason of exceptional topographic and other site conditions (such as, but not limited to, floodplain, major stand of trees, steep slopes), which were not created by the owner or applicant, the strict application of the requirements of this chapter would deprive the property owner of rights and privileges enjoyed by other property owners in the same zoning district.**

   The subject property is a large, 13-acre parcel that is not exceptionally narrow or shallow, and there is no exceptional topography on the lot. The property is surrounded to the north by East Exchange Place, to the south by a railroad, to the west by Hudson Grille and Northlake Parkway, and to the east by Oglethorpe Power Corporation. Some differences in topography exists between Tucker Exchange and Hudson Grille, making a vehicular connection difficult. Inter-parcel access to the property to the west would not be feasible, as the only point of connection to the subject property is near Oglethorpe Power Corporation's parking deck, which sits significantly lower than the subject property. While vehicular access to adjacent properties may not be achievable, pedestrian access to the parcel west of the site, Hudson Grille would be appropriate and would be an added benefit to the residents of the

proposed apartment buildings and employees of the Tucker Exchange office building, as these patrons would be able to safely walk from the subject property to Hudson Grille without getting on a major road.

2. **The requested variance does not go beyond the minimum necessary to afford relief, and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the zoning district in which the subject property is located.**

   The requested variance does not go beyond the minimum necessary to afford relief, nor would the variance grant the applicant a special privilege. The subject property already has three access points from two different roads and the inter-parcel access may be more of a detriment to the neighboring property, Hudson Grille, than it would be a benefit. Additionally, the property is surrounded by two roads and a railroad track, creating a limited amount of space in which vehicular inter-parcel access could occur. Staff does believe the applicant could incorporate a pedestrian connection to Hudson Grille.

3. **The grant of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the zoning district in which the subject property is located.**

   Granting the requested variance will not be materially detrimental to the public welfare, however requiring the inter-parcel access could be problematic for the patrons of Hudson Grille. Per the submitted traffic impact study, the project is expected to create over 3,400 daily trips, which could greatly impact the neighboring property's infrastructure.

4. **The literal interpretation and strict application of the applicable provisions or requirements of this chapter would cause undue and unnecessary hardship.**

   The literal interpretation and strict application of the applicable provisions or requirements of this chapter may cause undue and unnecessary hardship for the applicant as providing vehicular access to adjacent sites may be difficult due to the grade change and the subject property sitting at a lower elevation than its neighbors. However, providing pedestrian access to the Hudson Grille parcel to the west may be feasible.

5. **The requested variance would be consistent with the spirit and purpose of this chapter and the Comprehensive Plan text.**

   The variance request and site plan are consistent with the intent of the Comprehensive Plan in that the submitted site plan provides connections from the proposed units to the sidewalk along Northlake Parkway using the internal sidewalk system. Additional sidewalks shall be added by the residential building along East Exchange Place to connect those units to the East Exchange Place sidewalk. While a trail easement is shown through the site, it will need to be constructed by the developer in order to meet the spirit and purpose of this chapter and the comprehensive plan.

   Conclusion: Staff recommends **APPROVAL of CV-22-0004.**

Staff Recommendation

Based upon the findings and conclusions herein, Staff recommends **DENIAL** of Land Use Petition **SLUP-22-0001.**

If the SLUP is denied, the concurrent variances should be denied as well. However, if the SLUP is recommended for approval/approved, staff recommends approval of the four concurrent variances (CV-22-0001, CV-22-0002, CV-22-0003, & CV-22-0004).

Should the governing bodies choose to approve the Special Land Use Permit request, Staff recommends the request be approved subject to the following conditions:

1. The property shall be developed in general conformance with the site plan received by the City of Tucker Planning and Zoning Department on January 14, 2022, with changes to meet these conditions and other requirements of the code.

2. The use of the development shall be limited to office, co-working space, and multifamily residential, which shall consist of a maximum of 368 multi-family units in three residential buildings and a maximum of 129 residential units in the existing office building.

3. The 129 residential units in the existing office building shall be limited to one- and two-bedroom units with dedicated workspace within each unit.

4. The two apartment buildings closest to Northlake Parkway shall be limited to a maximum height of 8 stories or 83' and the third apartment building, closest to East Exchange Place shall be limited to 9 stories or 89'.

5. Building elevations shall be constructed in general conformance with the architectural designs received by the City of Tucker Planning and Zoning Department on January 18, 2022.

6. Additional parking shall be provided, as well as additional parking lot landscaping that complies with the regulations of the Zoning Ordinance.

7. All ground floor units fronting Northlake Parkway shall have a patio with direct access to an internal sidewalk.

8. All ground floor units abutting the common amenity space shall have a patio with direct access to the amenity space.

9. All signage shall comply with the Sign Ordinance.

10. Utilities shall be located underground.

11. The minimum lease term shall not be shorter than 6 months.

12. An on-site leasing office with property maintenance staff shall be provided to serve as a contact point for residents and local authorities.

13. All businesses operating at this location, including the office spaces and residential units, shall comply with the City of Tucker requirements for Occupational Tax Certificates.

14. 15% of the units shall qualify as workforce housing units, defined as housing that is affordable to households earning between 80 and 140 percent of area median income (AMI). AMI shall be defined as the area median income for the area within a 3-mile radius of the subject property at the time of Certificate of Occupancy issuance.

15. Owner/Developer shall allow for future interparcel access to the adjacent properties to the east and west. Wheel stops may be temporarily put in drive aisle radius to allow parking until the adjacent properties are redeveloped. Owner/Developer shall grant a construction easement to adjacent property owner when the future interparcel access to the east and/or west is constructed.

16. Owner/Developer shall construct a ten foot (10') wide concrete trail and a five foot (5') landscape strip along the entire frontage of Northlake and East Exchange Place. An additional five foot (5') wide street furniture zone shall be provided along Northlake Parkway.

17. Owner/Developer shall construct a ten foot (10') wide concrete trail through the center of the development and shall provide the city with a permanent easement for the trail. The easement shall be dedicated at no cost to the City by time of LDP issuance.

18. Owner/Developer shall construct ADA compliant internal sidewalks and crosswalks that will provide pedestrian connectivity from all apartment buildings to the sidewalk along Northlake Parkway and East Exchange Place. A pedestrian Circulation plan shall be subject to review and approval of the Planning and Zoning Director.

19. A maximum of twenty percent (20%) of parking spaces may be compact spaces. A compact space shall be defined as any space narrower than nine feet (9') in width. Compact spaces shall be identified with appropriate signage.

20. The Development shall be limited to a maximum of one (1) right in / right out only curb cut on Northlake Parkway and two (2) full access curb cuts on East Exchange Place.

21. Owner/Developer shall construct a deceleration lane at the site entrance on Northlake Parkway.

22. Owner/Developer shall dedicate at no cost to the City of Tucker such additional right-of-way along the entire frontage of Northlake Parkway such that there is a minimum of seventy-five feet (75') from centerline, twelve feet (12') from back of curb, or two feet (2') from back of sidewalk, whichever is greater.

PLANNING COMMISSION RECOMMENDATION

Based upon the findings and conclusions herein, at its February 17, 2022 public hearing, the Planning Commission recommends **APPROVAL WITH CONDITIONS** of **RZ-22-0001, CV-22-0001, CV-22-0002, CV-22-0003, and CV-22-0004** subject to the following amended staff conditions: (additions = **bold**; deletions = ~~strikethrough~~).

1. The property shall be developed in general conformance with the site plan received by the City of Tucker Planning and Zoning Department on January 14, 2022, with changes to meet these conditions and other requirements of the code.

2. The use of the development shall be limited to office, **retail/restaurant,** co-working space, and multifamily residential, which shall consist of a maximum of 368 multi-family units in three residential buildings and a maximum of 129 residential units in the existing office building.

3. ~~The 129 residential units in the existing office building shall be limited to one- and two-bedroom units with dedicated workspace within each unit.~~

4. The two apartment buildings closest to Northlake Parkway shall be limited to a maximum height of 8 stories or 83' and the third apartment building, closest to East Exchange Place shall be limited to 9 stories or 89'.

5. Building elevations shall be constructed in general conformance with the architectural designs received by the City of Tucker Planning and Zoning Department on January 18, 2022.

6. ~~Additional parking shall be provided, as well as~~ **A minimum of 694 spaces shall be provided, but planning commission recommends that the applicant attempt to provide more spaces before the first read.** Additional parking lot landscaping that complies with the regulations of the Zoning Ordinance.

7. All ground floor units fronting Northlake Parkway shall have a patio with direct access to an internal sidewalk.

8. All ground floor units abutting the common amenity space shall have a patio with direct access to the amenity space.

9. All signage shall comply with the Sign Ordinance.

10. Utilities shall be located underground.

11. The minimum lease term shall not be shorter than 6 months.

12. An on-site leasing office with property maintenance staff shall be provided to serve as a contact point for residents and local authorities.

13. All businesses operating at this location, including the office spaces and residential units, shall comply with the City of Tucker requirements for Occupational Tax Certificates.

14. **A minimum of** 15% of the units shall qualify as workforce housing units, defined as housing that is affordable to households earning between 80 and 140 percent of area median income (AMI). AMI shall be defined as the area median income for the area within a 3-mile radius of the subject property at the time of Certificate of Occupancy issuance.

15. ~~Owner/Developer shall allow for future interparcel access to the adjacent properties to the east and west. Wheel stops may be temporarily put in drive aisle radius to allow parking until the adjacent properties are redeveloped.~~ Owner/Developer shall grant a construction easement to adjacent property owner when the future interparcel access to the east and/or west is constructed.

16. Owner/Developer shall construct a ten foot (10') wide concrete trail and a five foot (5') landscape strip along the entire frontage of Northlake and East Exchange Place. An additional five foot (5') wide street furniture zone shall be provided along Northlake Parkway.

17. Owner/Developer shall construct a ten foot (10') wide concrete trail through the center of the development and shall provide the city with a permanent easement for the trail. The easement shall be dedicated at no cost to the City by time of LDP issuance.

18. Owner/Developer shall construct ADA compliant internal sidewalks and crosswalks that will provide pedestrian connectivity from all apartment buildings to the sidewalk along Northlake Parkway and East Exchange Place. A pedestrian Circulation plan shall be subject to review and approval of the Planning and Zoning Director.

19. A maximum of twenty percent (20%) of parking spaces may be compact spaces. A compact space shall be defined as any space narrower than nine feet (9') in width. Compact spaces shall be identified with appropriate signage.

20. The Development shall be limited to a maximum of one (1) right in / right out only curb cut on Northlake Parkway and two (2) full access curb cuts on East Exchange Place.

21. Owner/Developer shall construct a deceleration lane at the site entrance on Northlake Parkway.

22. Owner/Developer shall dedicate at no cost to the City of Tucker such additional right-of-way along the entire frontage of Northlake Parkway such that there is a minimum of seventy-five

feet (75') from centerline, twelve feet (12') from back of curb, or two feet (2') from back of sidewalk, whichever is greater.

Department Comments

DEKALB COUNTY DEPARTMENT OF WATERSHED MANAGEMENT

- Sewer capacity approval is needed.
- This location is upstream of capacity sewer spills. Because of this, approval will need to be granted using the upcoming sewer credit bank.

DEKALB COUNTY FIRE MARSHAL OFFICE

- Please provide fire apparatus turn-simulation.
- Access roads shall be in accordance with IFC appendix D
- All hydrants and fire lines shall be shown on the plans.
- Fire line serving hydrants, and fire sprinkler system shall be 8"
- FDC shall be remote and visible.
- If structure is more than 30 feet in height, 26 feet wide fire lanes needed.
- If project is over 62,000 sq.ft. then will need to have two forms of fire access (exceptions depend on if building has sprinkler system can be up to 124,000 sq.ft. without sprinkler).
- Fire lane shall be minimum 26 feet wide and on at least one long side of building fire lane shall fall between 15 to 30 feet for aerial. 2 sides or more preferred best practice.
- All high rises shall have minimum 2 FDC's and hydrants shall be within 100 feet of fdc.
- No overhead walkway shall be less than 13 feet if over fire lane.
- All transformers shall be more than 14 feet from any exits or passageways and 20 feet from any generators.
- Any overhead power lines shall not interfere with aerial operations.
- Any part of fire lane where fire apparatus has to travel more than 150 feet, a turn around in accord with 2018 IFC appendix D103.1 shall be provided.
- Any gates over fire lane shall be in accord with Dekalb municode Fire chapter 12. Fire lane slop max is 10%.
- All retaining walls shall not obstruct use of any fire safeguards fdc, hydrant etc.
- Any project over 12,000 sq.ft. now required to have fire radio test to meet requirements of 2018 IFC chapter 5.

DEKALB COUNTY SCHOOL SYSTEM

When fully constructed, this development would be expected to generate 49 students: 19 at Midvale Elementary, 8 at Tucker Middle School, 12 at Tucker High School, 8 at other DCSD schools, and 2 at private schools. Although enrollment at Tucker MS is over capacity, the development is expected to have minimal impact.

CITY ENGINEER

- The traffic study should be sealed/signed by a registered Professional Engineer.
- Project DK-160 is not supported by the City of Tucker and we have requested that ARC remove it from the TIP.

- Revise the trip distribution to show the driveway on Northlake Pkwy as a right in / right out only.
- The southbound approach of Northlake Pkwy @ Lawrenceville Hwy is currently operating ay a Level of Service F. No recommendations were given to improve this movement. Please re-evaluate.

LAND DEVELOPMENT

- LDP will be required, including landscape plans and tree density calculations.
- Detention will need to be vetted as it is unclear if the proposed underground detention will be tied to the existing system.

STATE OF GEORGIA **ORDINANCE O2022-02-36**
CITY OF TUCKER

AN ORDINANCE FOR SPECIAL LAND USE PERMIT 22-0001 IN LAND LOT 189 OF THE 18th DISTRICT TO ALLOW FOR DENSITY OVER 24 UNITS PER ACRE.

WHEREAS: Notice to the public regarding said rezoning have been duly published in The Champion, the Official News Organ of Tucker; and

WHEREAS: A Public Hearing was held by the Mayor and City Council of Tucker on March 14, 2022, and April 11, 2022;

WHEREAS: The Mayor and City Council is the governing authority for the City of Tucker;

WHEREAS: The Mayor and City Council has reviewed the special land use request and concurrent variances based on the criteria found in Section 46-1594 and 46-1633 of the Zoning Ordinance of the City of Tucker;

NOW THEREFORE, the Mayor and City Council of the City of Tucker while in Regular Session on April 11, 2022 hereby ordains and approves Special Land Use Permit 22-0001 to allow for a mixed-use, multifamily development with a density over 24 units per acre, subject to the following conditions:

1. The property shall be developed in general conformance with the site plan received by the City of Tucker Planning and Zoning Department on January 14, 2022, with changes to meet these conditions and other requirements of the code.

2. The use of the development shall be limited to office, co-working space, and multifamily residential, which shall consist of a maximum of 368 multi-family units in three residential buildings and a maximum of 129 residential units in the existing office building.

3. The 129 residential units in the existing office building shall be limited to one- and two-bedroom units with dedicated workspace within each unit.

4. The two apartment buildings closest to Northlake Parkway shall be limited to a maximum height of 8 stories or 83' and the third apartment building, closest to East Exchange Place shall be limited to 9 stories or 89'.

5. Building elevations shall be constructed in general conformance with the architectural designs received by the City of Tucker Planning and Zoning Department on January 18, 2022.

6. Additional parking shall be provided, as well as additional parking lot landscaping that complies with the regulations of the Zoning Ordinance.

7. All ground floor units fronting Northlake Parkway shall have a patio with direct access to an internal sidewalk.

8. All ground floor units abutting the common amenity space shall have a patio with direct access to the amenity space.

9. All signage shall comply with the Sign Ordinance.

10. Utilities shall be located underground.

11. The minimum lease term shall not be shorter than 6 months.

12. An on-site leasing office with property maintenance staff shall be provided to serve as a contact point for residents and local authorities.

13. All businesses operating at this location, including the office spaces and residential units, shall comply with the City of Tucker requirements for Occupational Tax Certificates.

14. 15% of the units shall qualify as workforce housing units, defined as housing that is affordable to households earning between 80 and 140 percent of area median income (AMI). AMI shall be defined as the area median income for the area within a 3-mile radius of the subject property at the time of Certificate of Occupancy issuance.

15. Owner/Developer shall allow for future interparcel access to the adjacent properties to the east and west. Wheel stops may be temporarily put in drive aisle radius to allow parking until the adjacent properties are redeveloped. Owner/Developer shall grant a construction easement to adjacent property owner when the future interparcel access to the east and/or west is constructed.

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21. Owner/Developer shall construct a deceleration lane at the site entrance on Northlake Parkway.

22. Owner/Developer shall dedicate at no cost to the City of Tucker such additional right-of-way along the entire frontage of Northlake Parkway such that there is a minimum of seventy-five feet (75') from centerline, twelve feet (12') from back of curb, or two feet (2') from back of sidewalk, whichever is greater.

SO EFFECTIVE this 11th day of April 2022.

Approved by:

_____
Frank Auman, Mayor

Attest:

_____
Bonnie Warne, City Clerk SEAL

RECEIVED
CITY OF TUCKER

04/05/2022

PLANNING & ZONING
DEPARTMENT

SLUP-22-0001, CV-22-0001, CV-22-0002, CV-22-0003, CV-22-0004

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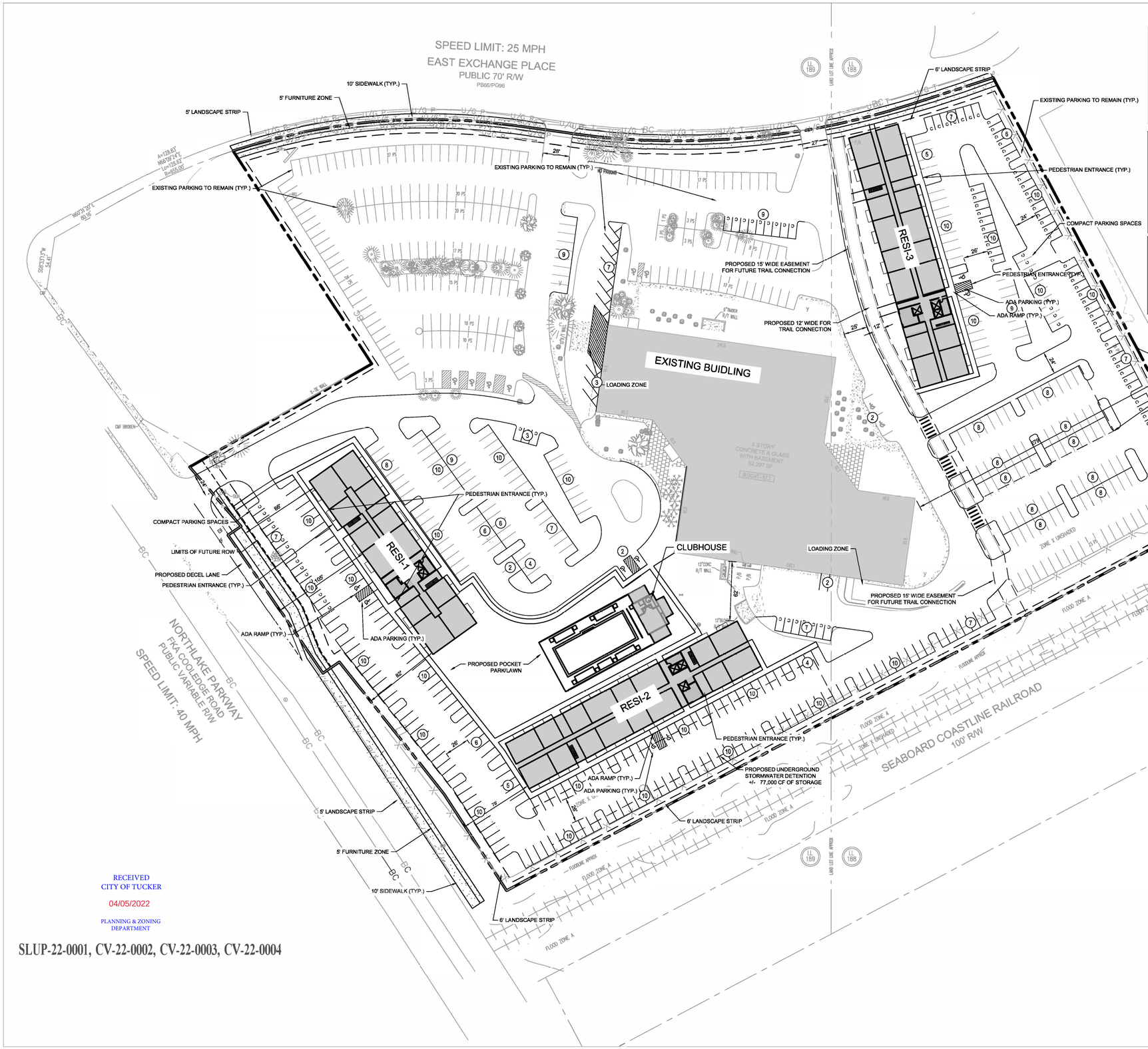


WATER AND SEWER NOTES:

1. WATER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING WATER MAINS IN MAIN ROAD
2. SEWER SERVICES WILL BE PROVIDED BY DEKALB COUNTY UTILIZING EXISTING SEWER INFRASTRUCTURE CURRENTLY LOCATED ON SITE

STORMWATER NOTE:

1. AN UNDERGROUND DETENTION SYSTEM WILL BE PROVIDED FOR THE DISTURBED AREA OF THE SITE. THIS SYSTEM WHEN DESIGNED, WILL MEET THE CITY AND STATE REQUIREMENTS.
2. FOR THIS SITE WE ANTICIPATE +/- 7.5 ACRES OF DISTURBANCE. THE PROPOSED SYSTEM WILL PROVIDE +/- 107,000 CF OF STORMWATER STORAGE.

LANDSCAPE NOTE:

1. THE TREE DENSITY REQUIREMENTS FOR THE CITY OF TUCKER WILL BE MET FOR THIS SITE THOUGH THE ADDITION OF MORE TREES OR THROUGH PAYMENT INTO THE CITY TREE BANK.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	NL-2
PROPOSED ZONING:	NL-2
SITE AREA:	13.00 ACRES
DISTURBED AREA:	+/- 5.50 ACRES
LOT COVERAGE	10.3 ACRES (79.2%)
OPEN SPACE:	2.7 ACRES (20.7%)
REQUIRED BUILDING HEIGHT :	135 FT 9 STORIES
PROPOSED BUILDING HEIGHT:	89' FT (RES 3) 9 STORIES 73' FT (RES 1 AND RES 2) 7 STORIES
EXISTING BUILDING HEIGHT:	87.1' FT 5 STORIES
BUILDING SETBACK REQUIREMENTS:	
FRONT (MIN)	0 FT
FRONT (MAX)	30 FT
SIDE (MIN)	20 FT
BACK (MIN)	20 FT
LANDSCAPE SETBACK:	
FRONT (MIN)	6 FT
SIDE (MIN)	6 FT
BACK (MIN)	6 FT

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	340 UNITS
LIVE WORK	129 UNITS
OFFICE/COWORKING SPACE:	97,240 SF

TOTAL FLOOR SPACE: 579,951 GSF
RESIDENTIAL: 482,711 SF
OFFICE/LOBBY/AMENITY: 97,240

PROPOSED DENSITY: 36.07 UNITS/ACRE

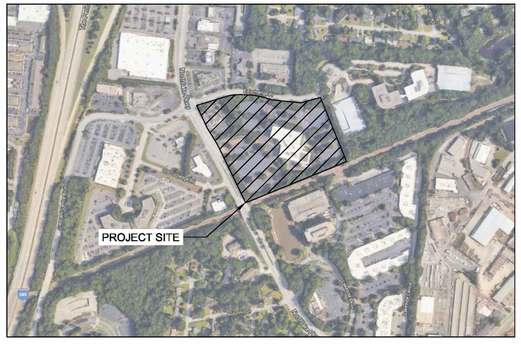
PARKING SUMMARY:

REQUIRED PARKING (MINIMUM):	**588 SPACES** (TOTAL)
MULTIFAMILY (340 UNITS):	340 SPACES (1.00/UNIT)
LIVE WORK (129 UNITS):	129 SPACES (1.00/UNIT)
OFFICE/COWORKING (59,315 SF):	119 SPACES (1.0/500 SF)
REQUIRED PARKING (MAXIMUM):	**1,645 SPACES** (TOTAL)
MULTIFAMILY (340 UNITS):	1,020 SPACES (3.00/UNIT)
LIVE WORK (129 UNITS):	387 SPACES (3.00/UNIT)
OFFICE/COWORKING (59,315 SF):	238 SPACES (1.0/250 SF)
PROPOSED PARKING:	**706 SPACES** (TOTAL)
STANDARD:	590 SPACES
COMPACT:	100 SPACES
HANDICAP:	16 SPACES
PARKING LOT LANDSCAPING:	
REQUIRED:	10% MIN.
PROPOSED:	10%

ALTERNATIVE VEHICLE AND BIKE PARKING:

1. THE SITE WILL PROVIDE BIKE/MOPED PARKING AS REQUIRED BY CODE. THE EXACT LOCATION WILL BE DETERMINED DURING THE PERMITTING PHASE. FOR THIS SITE, 36 BIKE/MOPED SPACES WILL BE PROVIDED (1 PER 20).
2. THE SITE WILL PROVIDE ALTERNATIVE VEHICLE PARKING THROUGHOUT THE SITE AS REQUIRED BY CODE. THE EXACT LOCATION WILL BE DETERMINED DURING THE PERMITTING PHASE. FOR THIS SITE, 15 ALTERNATIVE FUEL SPACES WILL BE PROVIDED (2% OF TOTAL).

SITE LOCATION MAP



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04/05/2022
PLANNING & ZONING DEPARTMENT

SLUP-22-0001, CV-22-0002, CV-22-0003, CV-22-0004

Kimley»Horn

AHS TUCKER

ZONING PLAN
April 1, 2022

0 25 50 100 150

NORTH

MEMO

To: Honorable Mayor and City Council Members

From: Courtney Smith, Planning and Zoning Director; Kylie Thomas, Planner

CC: Tami Hanlin, City Manager

Date: April 6, 2022

RE: City rezoning of RZ-21-0007 1220 Richardson Street

APRIL 6, 2022 UPDATE

Staff received an updated site plan on April 5, 2022 that covers the majority of comments staff sent previously. While the revised site plan shows general conformance (including note section) with the zoning regulations, the use of the property cannot be grandfathered until the improvements are actually constructed.

Staff has asked the applicant for information regarding his understanding of the scope of work and associated costs, as well as the timing for construction. Timing includes the time it will take for his engineer to complete the LDP plan set, the permitting time frame, and the actual construction timeframe. All of this information is not available at the time of this memo, but we've advised the applicant to be prepared to discuss these elements at the April 11, 2022 meeting.

UPDATE

This case was deferred at the December 13, 2021 City Council meeting to give the property owner of this parcel (and the abutting parcel at 1250 Richardson Street) time to come up with a plan for compliance. The owners were advised to draft a plan and submit it to staff for review. The initial plan that was submitted on January 23, 2022 yielded several comments from staff, which are outlined below. The property owner was told the plan would need to be revised and resubmitted before any work could be approved.

Cursory Comments based on January 23, 2022 Site Plan

- A 75' transitional buffer is required when an M zoned parcel abuts any residential property.
- Gravel is not a permitted paving material.
- Show required screening along all perimeter property lines.
- Show 10' wide evergreen landscape buffer around outside perimeter of the screening area on north, west, and south property lines.
- Note relocation of fence that encroaches into ROW.
- Relocate fence that encroaches onto neighboring property. Ensure finished side faces out.
- Add proposed lot coverage to site data table
- No outdoor storage permitted within 50' of the right-of-way. Reduce area and show measurement line.
- Where will property be spilt for cell tower? Is your proposed outdoor storage area within the proposed boundaries of the new cell tower parcel?
- Disturbance over 5,000 sq feet requires an LDP
- Demo permits are required for all building demolition

Staff reached out to the property owners on March 1, 2022 for an update on the revised plans. At the time of this memo, no new plans have been submitted.

The first read for RZ-21-0007 (1220 Richardson) is scheduled for March 14, 2022 and the second read is scheduled for April 11, 2022. We have advised the property owners that they should be prepared to discuss the status of the revised plans and a possible timeframe for implementation (demolition, planting, paving, etc) at the city council meeting since this information is not available at this time.

City Council has the following options at the April 11, 2022 meeting:

- If the improvements are completed by the second read on April 11, 2022, City Council could choose to withdraw the city initiated rezoning, meaning that industrial uses (including that of RM Concrete) would be allowed to continue on the site so long as they are in compliance with the code/OTC requirements.
- If the improvements are not completed by the second read on April 11, 2022, City Council could choose to approve the city-initiated rezoning, meaning that any industrial uses (including that of RM Concrete) would not be permitted on this parcel.
- If the improvements are not completed by the second read on April 11, 2022, City Council could choose to defer the application to give more time for compliance.

Staff would note that the application for the city-initiated rezoning should not be denied as it would place a 2-year hold on the property for any future rezonings. This would be an issue should the property owner or a developer choose to rezone the property for residential uses at a later date.

Issue and Background:

The City of Tucker strives to follow the goals and policies of the Tucker Tomorrow Comprehensive Plan, which include bolstering the economic base, improving transportation connections, and preserving and improving neighborhoods. This includes enhancing zoning to preserve existing neighborhoods; guiding future development to the most appropriate places; and implementing other measures to enhance neighborhoods such as improving external and internal connections.

In the City of Tucker's Zoning Ordinance Article 7 (*Administration*), Division 3 outlines Zoning and Comprehensive Plan Amendments and Procedures. Section 46-1556 states that in addition to property owners of a subject propertyhaving the opportunity to initiate rezoning, a proposed amendment to the text of this chapter, the official zoning map, or the comprehensive plan may be introduced by the planning and zoning director. City initiated rezoning's can occur for various reasons including resolving discrepancies between zoning districts and the comprehensive plan character areas, changing conditions, or the implementation of new zoning districts.

1220 Richardson Street has been identified for potential rezoning as it is currently zoned M (Light Industrial) and is located in the Suburban Character Area of the Comprehensive Plan. The .57-acre parcel is located on the western side of Richardson Street, off of East Ponce de Leon Avenue. It is long and narrow, relatively flat, and developed with several dilapidated buildings, gravel, and broken asphalt.

Article 1 of the City of Tucker zoning ordinance outlines the relationship between the Comprehensive Plan and zoning districts. Table 1.2 Character Areas and Permitted Zoning Districts states that the following zoning districts are appropriate in the Suburban Character Area: RE, RLG, R-100, R-85, R-75, R-60, RNC, MHP, and RSM. M (light industrial) zoning is neither a permitted zoning district or an appropriate designation given the surrounding residential development in the Juliette Road/Richardson Street corridor.

The City of Tucker has been working to improve crime and resolve property issues in the Juliette Road/Richardson Street

corridor, including trying to provide better access to the community along Richardson Street and ensuring development is compatible with the goals of the Comprehensive Plan. This city-initiated rezoning in one step in the process to improve the neighborhood and protect its residents by ensuring the use and zoning of the parcel is compatible with the Comprehensive Plan and the surrounding area.

Rezoning this parcel to RSM (Small Lot Residential Mix) would align the parcel with surrounding zoning districts and would allow it to be consistent with the Suburban Character Area. The Suburban Character Area allows residential development of 4-6 units per acre, and on this parcel, up to 6 units per acre would be appropriate given its location and densities of the neighboring properties.

Staff believes that rezoning the property will allow for the highest and best use of the property and would improve the neighborhood as a whole.

Recommendation:

Staff recommends approval of RZ-21-0007

Planning Commission recommended approval of RZ-21-0007 at their Oct. 21, 2021 meeting

Summary:

Staff finds that the proposed zoning district, RSM (Small Lot Residential Mix), aligns with the surrounding zoning districts, residential uses, and the Suburban Character Area. In order to be mindful of the surrounding neighbors and maintain zoning that matches the Suburban character area, this parcel should be compatibly zoned with those around it – RSM (Small Lot Residential Mix). This ensures the surrounding residents will not be negatively impacted by an encroaching industrial development.

Land Use Petition: RZ-21-0007
Date of Staff Recommendation Preparation: October 7, 2021
Planning Commission: October 21, 2021
Mayor and City Council, 1st Read: November 8, 2021
Mayor and City Council, 2nd Read: December 13, 2021

PROJECT LOCATION:	1220 Richardson Street
APPLICATION NUMBER	RZ-21-0007
DISTRICT/LANDLOT(S):	Land District 18, Land Lot 125
ACREAGE:	0.57 acres
EXISTING ZONING	M (Light Industrial)
PROPOSED ZONING	RSM (Small Lot Residential Mix)
EXISTING LAND USE	Partially Vacant; Owned by Concrete Company
FUTURE LAND USE MAP DESIGNATION:	Suburban
OVERLAY DISTRICT:	N/A
APPLICANT:	City of Tucker
OWNER:	RM Concrete Specialist, LLC
PROPOSED DEVELOPMENT:	None
STAFF RECOMMENDATION:	**Approval**

Project Data and Background

The City of Tucker strives to follow the goals and policies of the Tucker Tomorrow Comprehensive Plan, which include bolstering the economic base, improving transportation connections, and preserving and improving neighborhoods. This includes enhancing zoning to preserve existing neighborhoods; guiding future development to the most appropriate places; and implementing other measures to enhance neighborhoods such as improving external and internal connections.

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The City of Tucker has been working to improve crime and resolve property issues in the Juliette Road/Richardson Street corridor, including trying to provide better access to the community along Richardson Street and ensuring development is compatible with the goals of the Comprehensive Plan. This city-initiated rezoning in one step in the process to improve the neighborhood and protect its residents by ensuring the use and zoning of the parcel is compatible with the Comprehensive Plan and the surrounding area.

Rezoning this parcel to RSM (Small Lot Residential Mix) would align the parcel with surrounding zoning districts and would allow it to be consistent with the Suburban Character Area. The Suburban Character Area allows residential development of 4-6 units per acre, and on this parcel, up to 6 units per acre would be appropriate given its location and densities of the neighboring properties.

Staff believes that rezoning the property will allow for the highest and best use of the property and would improve the neighborhood as a whole.

A moratorium (R2021-09-16) for all M (light industrial) properties in the area bounded by E. Ponce De Leon Avenue, Juliette Road, US. 78 and Georgia 10 was put into effect on September 13, 2021 so that

the city could study the area and draft the proposed zoning amendments. The moratorium is in effect until December 14, 2021. A certified letter was sent to the property owner, RM Concrete Specialist, LLC, regarding the justification for, and timeline of the rezoning process. City staff has met with the owner to discuss the rezoning process and options for the property. Staff will continue to communicate with the owner of the property throughout the public hearing process.

CHARACTER AREA (Future Land Use)

The subject parcel is in the Suburban Character Area on the Future Land Use Map. Primary Land Uses in the Suburban Character Area include single-family residential, townhomes, lower density multi-family uses, and institutional uses, such as places of worship and schools. Development strategies include:

- Giving special care to managing land use transitions along the periphery of residential neighborhoods to ensure that new development does not diminish the character of existing neighborhoods.
- Enhancing the quality of residential neighborhoods be adding traffic calming improvements, sidewalks, and increased street interconnections to improve walkability within existing neighborhoods.

The Suburban Character Area aligns with the 'Preserve and Improve Neighborhoods' goal of the comprehensive plan.

NEARBY/SURROUNDING LAND ANALYSIS

Adjacent & Surrounding Properties	Zoning (Petition Number)	Existing Land Use
Adjacent: North	M	Former Landscaping Company
Adjacent: East	M	Undeveloped
Adjacent: South	M	Vacant land being developed with a gas station and retail building
Adjacent: West	MR-1	East Ponce Village Apartments

Rezoning (RZ-21-0007)

Criteria (standards and factors) for rezoning decisions are provided in Section 46-1560 of the City of Tucker Zoning Ordinance. The applicant is required to address these criteria (see application); below are staff's findings which are independent of the applicant's responses to these criteria.

1. **Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan.**

   The proposed zoning classification meets the policy and intent of the Tucker Tomorrow comprehensive plan. Rezoning this parcel to RSM (Small Lot Residential Mix) would align the parcel with surrounding zoning districts and would allow it to be consistent with the Suburban Character Area. It would also meet the goal of preserving and improving neighborhoods.

2. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property or properties.**

   The subject property is located within a pocket of industrially zoned properties, surrounded by parcels zoned MR-1 (Medium Density Residential – 1) that are developed as multifamily and single-family attached residential uses. If 1220 Richardson Street is rezoned to RSM (Small Lot Residential Mix), it would permit similar, compatible development to that which is existing nearby. The property abuts M (light industrial) zoned properties to the north and south, however those parcels are also being proposed for rezoning as part of this city-initiated process. M (light industrial) zoning does not align with the Suburban Character Area, the adjacent zoning districts, or the surrounding residential uses.

   If the property was developed under RSM (Small Lot Residential Mix), it would align with the nearby and adjacent zonings. Rezoning this parcel from M (light industrial) to RSM (Small Lot Residential Mix) would allow for the possibility of future medium-density growth, compatible with existing nearby developments.

3. **Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.**

   The subject property would have a reasonable economic use under both the M (light industrial) and RSM (Small Lot Residential Mix) zoning designations. Staff believes that rezoning the property will allow for the highest and best use of the property and would improve the neighborhood as a whole. Rezoning from M (light industrial) to RSM (Small Lot Residential Mix) also provides each landowner with more developable area, as transitional buffers would no longer be required.

4. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property or properties.**

   The proposed zoning will not adversely affect the existing use or usability of adjacent or nearby properties. Rezoning this parcel to RSM (Small Lot Residential Mix) will help to protect the nearby residential developments from possible negative impacts of industrially zoned properties.

5. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.**

   The City of Tucker's initiative to try and improve crime and resolve property issues in the Juliette Road/Richardson Street corridor is a condition that supports approving the zoning proposal.

6. **Whether the zoning proposal will adversely affect historic buildings, site, districts, or archaeological resources.**

   There are no known historic buildings, sites, districts or archaeological resources on the subject properties.

7. **Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.**

   The proposed zoning will not result in excessive or burdensome use of existing street, transportation facilities, utilizes, or schools as no development is proposed. However, the city has recently acquired the northern portion of Richardson Street, which was privately owned, and is studying potential road improvement/connection projects.

8. **Whether the zoning proposal adversely impacts the environment or surrounding natural resources.**

   The proposed zoning request will not adversely impact the environment or surrounding natural resources. Residential uses typically have less impact than a majority of industrial uses.

CONCLUSION

Staff finds that the proposed zoning district, RSM (Small Lot Residential Mix), aligns with the surrounding zoning districts, residential uses, and the Suburban Character Area. In order to be mindful of the surrounding neighbors and maintain zoning that matches the Suburban character area, this parcel should be compatibly zoned with those around it – RSM (Small Lot Residential Mix). This ensures the surrounding residents will not be negatively impacted by an encroaching industrial development.

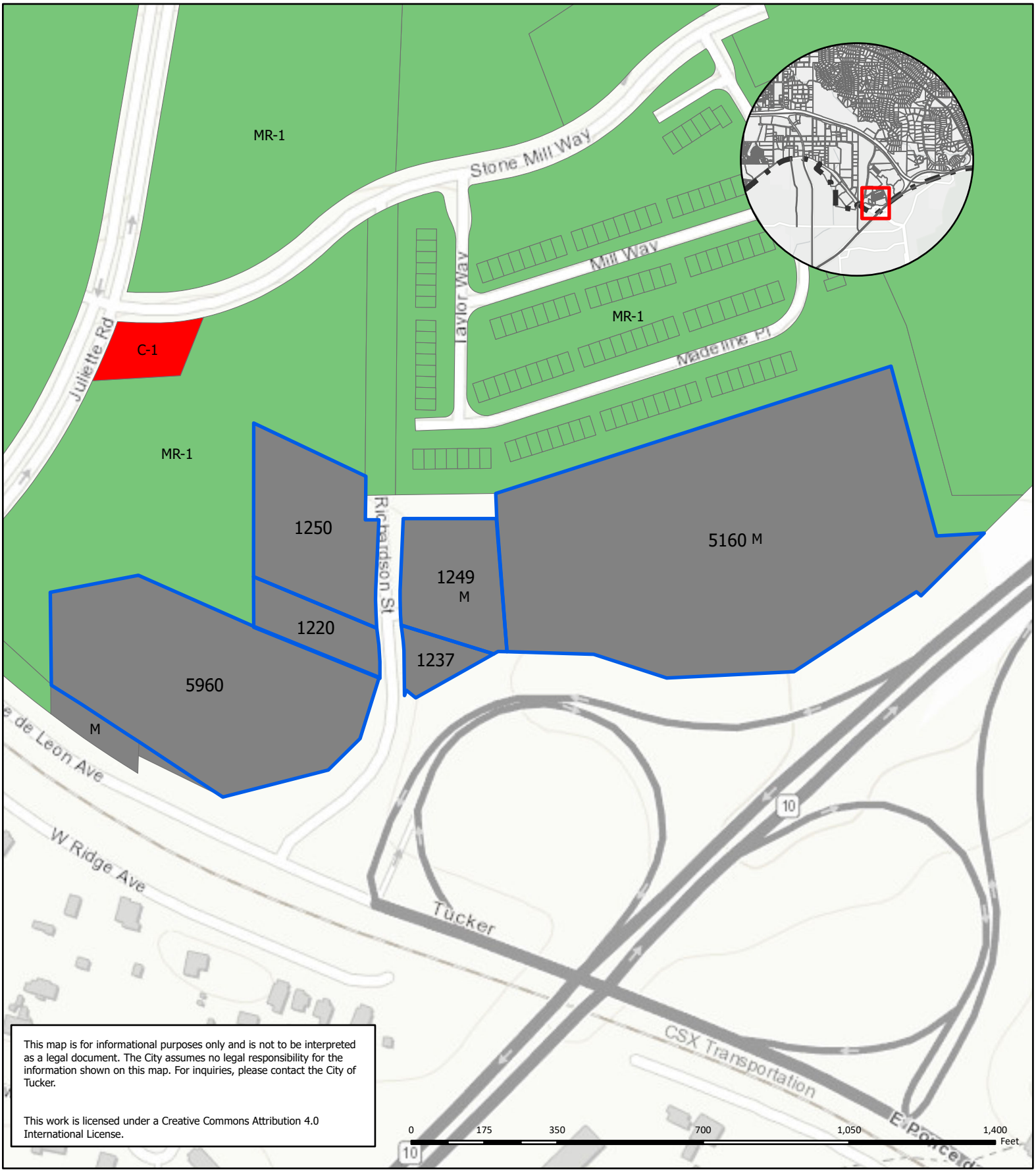
Therefore, Staff recommends **APPROVAL** of the requested rezoning.

Staff Recommendation

Based upon the findings and conclusions herein, Staff recommends **APPROVAL** of Land Use Petition **RZ-21-0007**.

Planning Commission Recommendation

Based upon the findings and conclusions herein, at its October 21, 2021 public hearing, the Planning Commission recommends **APPROVAL** of **RZ-21-0007**.



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5960 E Ponce De Leon Avenue
1220 Richardson Street
1250 Richardson Street
1237 Richardson Street
1249 Richardson Street
5160 Spring View Avenue

MR-1 (Medium Density Residential-1)
C-1 (Local Commercial)
M (Light Industrial)

N

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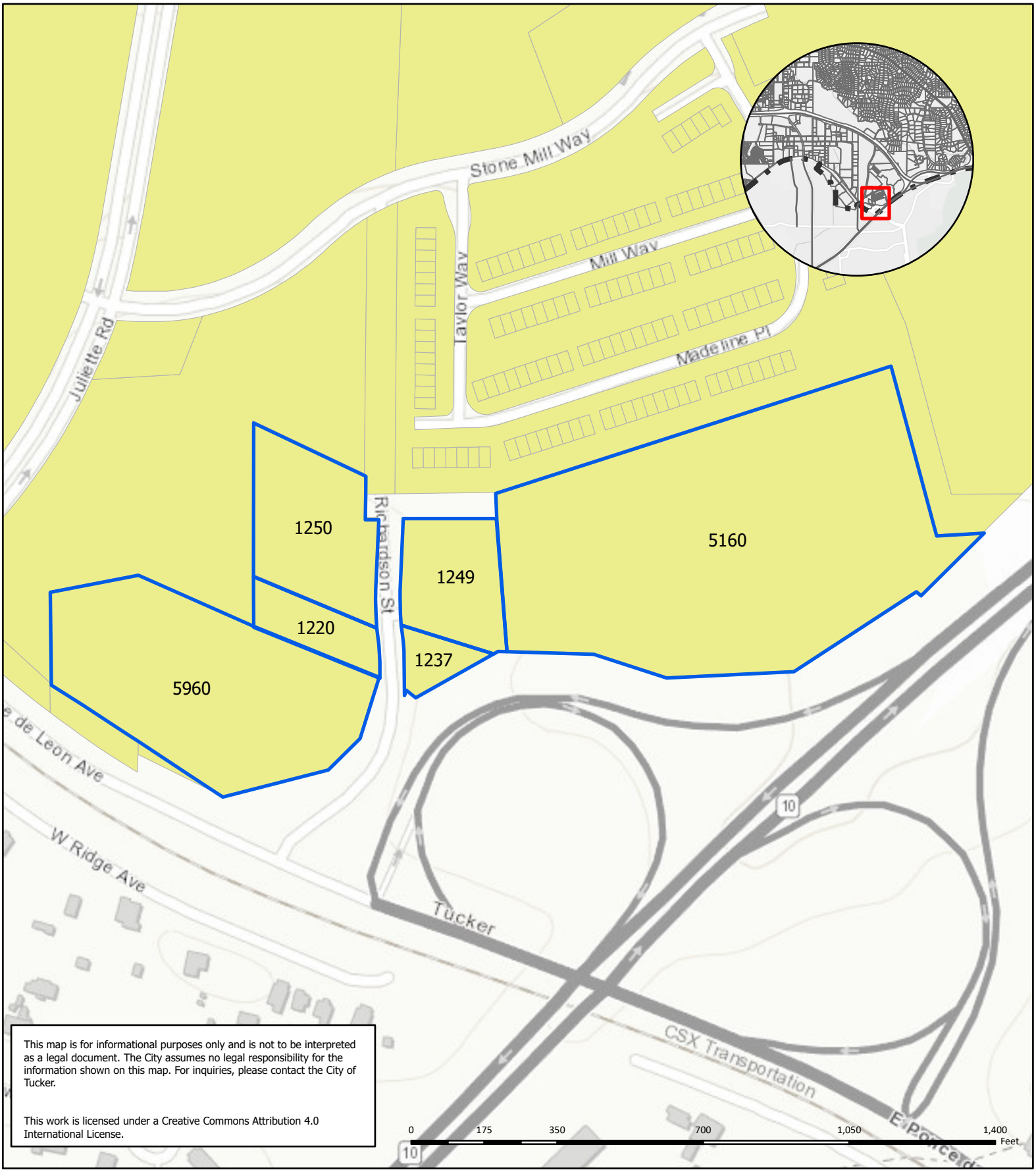

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5960 E Ponce De Leon Avenue
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5160 Spring View Avenue

Suburban

N

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Apr 30, 2021 at 10:03:18 AM
1220 Richardson St
Stone Mountain GA 30083
United States
GMC
RCE0801

Penn, Hastings & Associates

Real Estate Appraisers and Consultants

4228 First Avenue; Suite 7
Tucker, GA 30084

404-547-8842
770-939-6781 fax

RECEIVED
CITY OF TUCKER

10/15/2021
10/25/2021

PLANNING & ZONING
DEPARTMENT

September 23, 2021

Mr. Brandon L. Bowen
Jenkins, Bowen & Walker, PC.
15 South Public Square
Cartersville, Georgia 30120

Re: Feasibility Analysis of City of Tucker Zoning Case RZ-21-0007
1220 Richardson Street, Stone Mountain, Georgia
DeKalb County Tax Parcel No. 18-125-01-005
Land Lot 125, 18rd Land District, City of Tucker, DeKalb County

Dear Mr. Bowen;

As you requested, I have inspected the above referenced property and evaluated any economic impact resulting from the proposed change in zoning by the City of Tucker of the subject property. I have estimated a reasonable range of market value of the unencumbered fee simple interest in the subject property as currently zoned as well as a reasonable range of value of the subject considering the change in zoning by the City of Tucker. The comparison of these values will represent any increase or decrease, if any, to the value of these property as a result of the proposed change in zoning. The difference will indicate any economic impacts to the subject by the change in zoning contemplated by the City of Tucker.

Intended Client(s) and User(s) This analysis is intended for use only by the client, Mr. Brandon L. Bowen of Jenkins, Bowen & Walker, PC., his representatives and assignees, representing the City of Tucker. Use of this analysis by others is not intended by the appraiser.

Intended Use of the Analysis This appraisal report is intended only for use by the client, Mr. Brandon L. Bowen of Jenkins, Bowen & Walker, PC., representing the City of Tucker in anticipation of a potential rezoning of the subject properties. This analysis is not intended for any other use.

The term **"market value"**, as utilized within this report, is defined by the Office of the Comptroller of the Currency, 12CFR, part 34 and utilized in accordance with Federal and State law as the most probable price in terms of money which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyer and seller are typically motivated.
2. Both parties are well informed or well advised, and both are acting in what they consider to be their own best interest.
3. A reasonable time is allowed for exposure in the open market.
4. Payment is made in terms of cash in United States Dollars or in financial arrangements comparable hereto.
5. The price represents a normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The basis of this analysis is the highest and best use of the property as currently zoned and as proposed. Highest and Best Use is defined as "The reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity." Alternatively, the probable use of land or improved property—specific with respect to the user and timing of the use—that is adequately supported and results in the highest present value. A streamlined definition was developed more recently for the Appraisal Institute course General Appraiser Market Analysis and Highest & Best Use, reducing the ambiguous language while eliminating direct reference to the four traditional tests of highest and best use: highest and best use "The reasonably probable use that produces the most benefits and highest land value at any given time."[1]

General Location and Description of the Subject Property The property that is the subject of this analysis is described as a 0.57 acre tract of land (per legal description) located on the west side of Richardson Street just north of East Ponce De Leon Avenue.

The subject is rectangular in shape with 100 feet of road frontage along Richardson Street. The property is level at road grade and slopes very gently upward from road grade. On the date of inspection, the property was largely cleared and level. The property is improved with an old commercial building which contributes no value to the property. The building has several forms of functional obsolescence and is out of code compliance.

Zoning The subject is currently zoned M; Light Industrial Use by the City of Tucker. The minimum lot size in the Light Industrial category is 30,000 square feet. The subject's size of 25,000 square feet does not meet the legal minimum lot size. As such, the subject is considered a lot of record by the City of Tucker.

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[1]The Appraisal of Real Estate. -- Fourteenth edition; 2013; page 333.

Proposed Zoning The City of Tucker is contemplating zoning the subject property to RSM; Small Lot Residential Mix. This zoning category allows for development of up to 6 single family units per acre. The minimum lot size in the RSM district is 1,000 square feet for an attached townhome and 6,000 square feet for a detached residential home. The subject property would no longer be a legally non-conforming lot in the RSM zoning category. However, due to the subject's small size, only three homes would be allowed on the property.

Predominate Values of Industrial Land The following chart demonstrates the relative values of industrial zoned land in the Tucker Summit Industrial Area. The chart provides the most recent sales of industrial land in the area.

No. & Location	*Sale Date*	*Size*	*Sale Price*	*Price/Acre*
1. 1731 Mountain Industrial Blvd	10/2020	0.95 acre	$100,000	$105,263
2. 4561 Greer Circle	11/2017	14.42 acres	$1,200,000	$83,218
3. 2460 Mountain Industrial Blvd	12/2015	6.96 acres	$730,695	$104,985

The Tucker Summit Industrial area is almost completely built out with very little land available for purchase or development. The sales selected represent the most recent sales of industrial oriented land in the subject's area. Based on these sales, the value of the industrial land in the Tucker Summit Industrial area ranges from $85,000 per acre to $106,000 per acre. This would provide a range of value for the subject's 0.57 acre of $48,450 to $60,420.

However, these sales are legally conforming. For these reasons, it is reasonable to assume that the subject would have a value lower than the range of values provided by these sales.

Value of Low Density Multi-family or Single Family Residential Land The following chart demonstrates the relative values of multi-family or higher density single family detached residential sales in the City of Tucker.

No. & Location	*Sale Date*	*Size*	*Sale Price*	*Price/Unit*
1. Behind Rehoboth Baptist Church	5/2019	12.187ac	$2,579,800	$34,397
2. 1409 Ashbrooke Trace	2/2019	22.49 acres	$2,895,755	$36,168*
3 Midvale @ LaVista Roads	10/2020	22.49 acres	$4,261,705	$67,650

* represents unit value of the attached residential portion

These sales demonstrate a relative value of around $35,000 to $60,000 per unit. The subject could accommodate three residential structures, resulting in a likely land value of $105,000 to $180,000.

Conclusions Based on this analysis, the change in zoning contemplated by the City of Tucker will not have any economic detriment to the subject property.

I hope this information is satisfactory and serves your purposes. This appraisal business is certainly appreciated and I trust that if you have any questions, or if I can be of any additional help to you on this project, please don't hesitate to contact me.

Sincerely,

Bruce R. Penn
Ga. Certified Appraiser No. 228

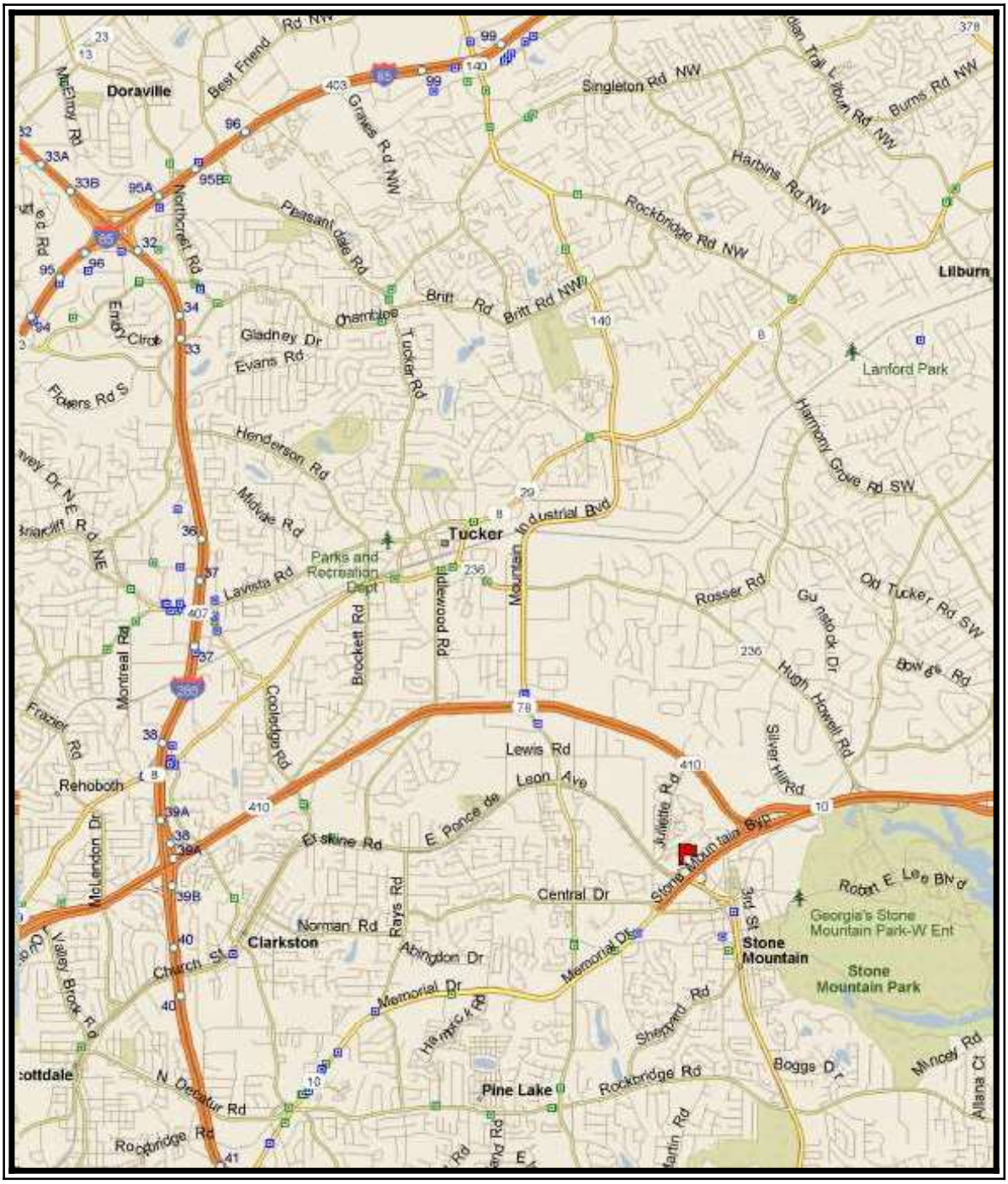
EXHIBITS & ADDENDA

APPENDIX A: SUBJECT PROPERTY

Subject Photographs
Subject Location Map
Subject Tax Plat Map
Flood Plain Map
Zoning Map
Zoning Excerpts from City of Tucker
Most Recent Transfer Documents

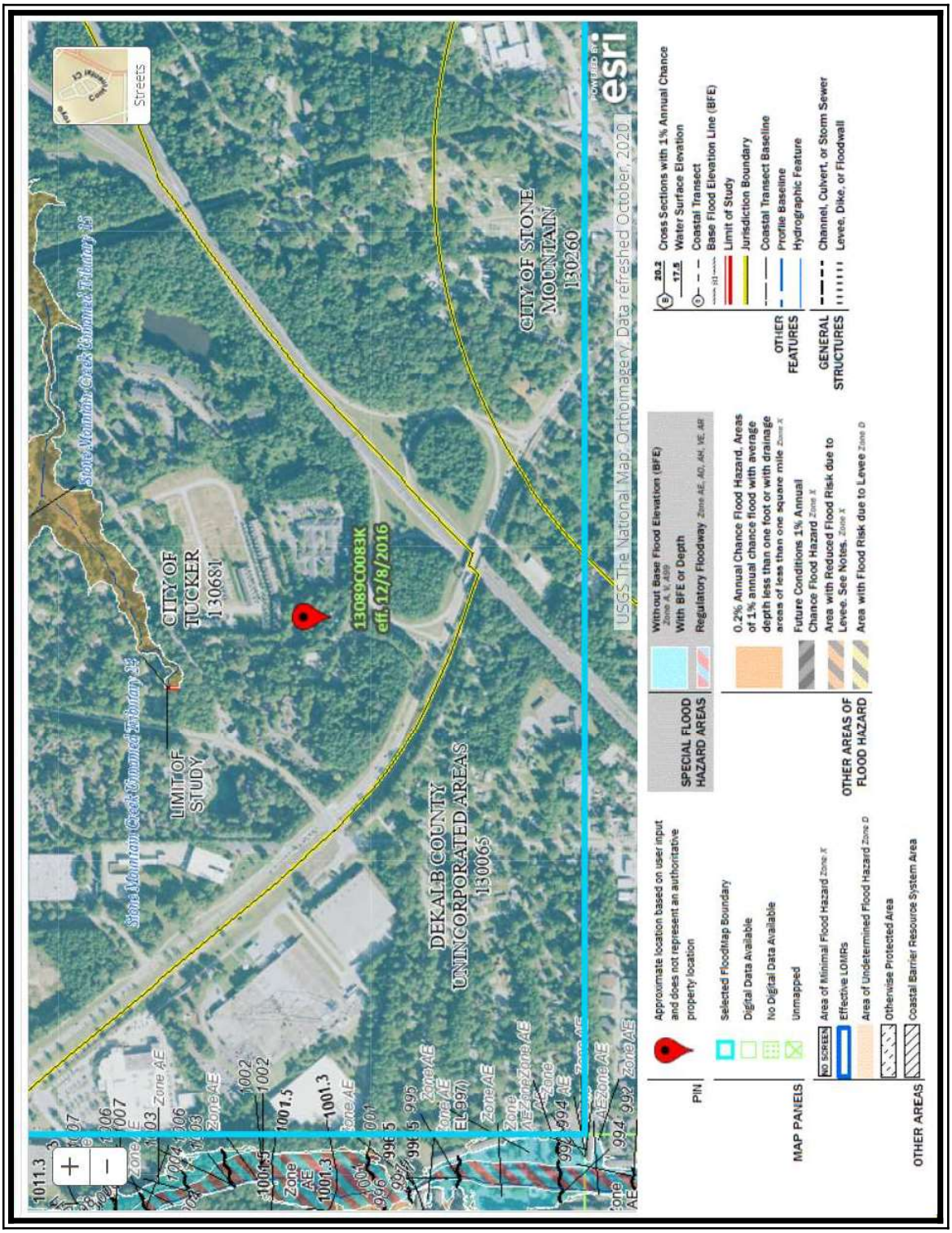
SUBJECT PHOTOGRAPHS

SUBJECT LOCATION MAP



AERIAL TAX PLAT MAP

FLOOD PLAIN MAP



ZONING MAP

Legend
R-75 (Residential Medium Lot -75)
R-60 (Residential Small Lot)
RSM (Small Lot Residential Mix)
MR-1 (Medium Density Residential-1)
MR-2 (Medium Density Residential-2)
HR-2 (High Density Residential-2)
NS (Neighborhood Shopping)
C-1 (Local Commercial)
C-2 (General Commercial)
O-D (Office-Distribution)
O-I (Office-Institution)
M (Light Industrial)
M-2 (Heavy Industrial)
MZ (Multiple Zoning)
PARK
Stone Mill Way
Spring
Richardson St
Stone Mountain Trail
E Ponce de Leon Ave
W Ridge Ave
10

DIVISION 31. - M (LIGHT INDUSTRIAL) DISTRICT

Sec. 46-896. - Statement of purpose and intent.

The purpose and intent of the mayor and city council in establishing the M (Light Industrial) District is as follows:

(1) To provide areas for the establishment of businesses engaged in the manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise, or equipment and the sale and distribution of such goods, merchandise or equipment in locations so designated in the comprehensive plan;

(2) To provide an environment for light industrial uses that produces no appreciable impact on adjacent properties and preserve the appeal and appearance of residential and commercial areas;

(3) To ensure that all establishments located within the M (Light Industrial) District operate in compliance with the noise standards contained in this chapter and that any negative noise impact resulting from the use of land within the M (Light Industrial) District is contained within the boundaries of said district and does not create noise problems for adjoining residential, office or commercial districts;

(4) To provide an area within the city for recycling and green businesses to locate;

(5) To generate employment opportunities and economic development;

(6) To ensure that M (Light Industrial) Districts are so located that transportation access to thoroughfares and freeways is available;

(7) To allow for the conversion of industrial buildings which are 50 years of age or older to multifamily dwellings so as to promote living and working space as well as historic preservation;

(8) To implement the future development map of the county's most current comprehensive plan.

(Ord. No. 2016-06-07, att. (2.31.1), 7-11-2016)

Sec. 46-897. - Permitted and special land uses.

Permitted uses and uses requiring special land use permits shall be as provided in table 4.1. In cases where a use is permitted but there are supplemental use regulations for that use specified in article IV of this chapter, such regulations shall also apply and must be complied with.

(Ord. No. 2016-06-07, att. (2.31.2), 7-11-2016)

Sec. 46-898. - Dimensional requirements.

Dimensional requirements for the M (Light Industrial) District shall be as provided in table 2.24, nonresidential zoning districts dimensional requirements.

(Ord. No. 2016-06-07, att. (2.31.3), 7-11-2016)

Sec. 46-899. - Site and building design standards.

Site and building design standards and regulations to be applied in this zoning district shall be as provided in article V of this chapter.

(Ord. No. 2016-06-07, att. (2.31.4), 7-11-2016)

Sec. 46-900. - Multifamily use provisions for industrial conversion.

The conversion of industrial buildings to residential use shall be permitted by a special land use permit. The following shall be considered:

(1) Whether the building is located on the interior or periphery of an established industrial park or area;

(2) Whether the building or area should no longer be used for industrial uses;

(3) Adequate parking is provided in accordance with article VI of this chapter, for multifamily or live-work.

(Ord. No. 2016-06-07, att. (2.31.5), 7-11-2016)

Secs. 46-901—46-918. - Reserved.

Sec. 46-702. Dimensional requirements.

Dimensional requirements including overall site requirements, lot dimensions, setbacks, and heights for nonresidential districts are provided in table 2.24, nonresidential zoning districts dimensional requirements. Building setback, height and lot width may be tied to lot size compatibility, averaging as defined and required in article V of this chapter.

Table 2.24. Nonresidential Zoning Districts Dimensional Requirements

Element	*OIT*	*OI*	*NS*	*C-1*	*C-2*	*OD*	*M*	*M-2*
Overall Site Requirements (minimum unless specified)								
Dimensional Requirements								
Lot Area (min. sq. ft.)	7,500	20,000	20,000	20,000	30,000	30,000	30,000	2 acres for heavy ind. and uses req'g. SLUP; 1 acre for all other uses
Single-Family Attached Lot Area (Avg. per dwelling unit sq. ft.)	4,000	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted
Lot Width, Street Frontage (feet)	75	100	100	100	100	100	100	150
Lot Coverage (max. %)	80	80	80	80	80	80	80	80
Open Space Requirements								
Sites with 5,000—39,999 sq. ft. gross floor area (min. %)	15	15	15	10	10	15	15	15
Sites with 40,000 gross floor area or more (min. %)	20	20	20	20	20	20	20	20
Transitional Buffer (ft.)	See division 4, article V of this chapter							
Building Setback Requirements (min., unless specified)								

Front—Thoroughfares and Arterials (ft.)	40	60*	30	60	60	75	60	60
Front—all other streets (ft.)	30	50*	20	50	50	75	60	60
Side—interior lot (ft.)	20	20*	20	20	20	20	20	20
Side—corner lot on public street (ft.)	40	50*	15	50	50	50	60	60
Rear (ft.)	30	30*	20	30	30	30	30	30
Unit Size (Residential: Heated Living Area)								
Floor Area of Attached Dwelling Unit of Multifamily (min. sq. ft.)	1,000	1,000	Not Permitted	Not Permitted	Not Permitted	Not Permitted	1,000	Not Permitted
Floor Area of Live/Work Dwelling Unit (residential portion only—min. sq. ft.)	650	650	650	650	Not Permitted	Not Permitted	650	Not Permitted
Floor area per individual building (max. sq. ft.) (non-res.)	N/A	N/A	50,000	No Max.	No Max.	No Max.	No Max.	No Max. Height (max. without a Special Land Use Permit (SLUP))**
Height (ft.)	2 story/35 ft.	5 story/70 ft.***	2 story/35 ft.	2 story/35 ft.	2 story/35 ft.	2 story/35 ft.	**	**
Transitional Height Plane (see article V of this chapter)	No	Yes	No	No	No	Yes	Yes	Yes

*If located next to single-family residential and the building will exceed 35 feet, the building setback from SF residential shall be increased 50 percent.

**Fire department and rescue services must approve over three stories to ensure adequacy of fire protection facilities.

***Five story/70 feet if in an activity node, two story/35 feet outside an activity node, unless obtaining a special land use permit for up to five story/70 feet.

(Ord. No. 2016-06-07, att. (2.24.1), 7-11-2016; Ord. No. 2018-12-40, 1-14-2019)

Sec. 46-1338. Transitional buffers.

(a) *Intent.* Transitional buffers are intended to create a visual screen in order to diminish the potential negative impacts of nonresidential and mixed land uses on adjacent residential land uses. Similarly, transitional buffers diminish the potential negative impacts of higher intensity residential development on adjacent single-family residential land uses.

(b) *General requirements.* Natural or planted transitional buffers required by this division shall be established and permanently maintained by the property owner as follows:

(1) The required transitional buffer shall be depicted in detail on each site plan or plat prior to final approval. Type and location of natural and planted vegetation shall be included.

(2) Within the transitional buffer, the natural topography of the land shall be preserved and existing growth shall not be disturbed except where necessary to remove dead or diseased trees and undergrowth or to enhance the buffer with additional landscaping in order to provide a screen so as to prevent view of the higher density development from the lower density development.

(3) Grading or construction adjacent to the transitional buffer zone shall not disturb or encroach upon the transitional buffer zone.

(4) Notwithstanding subsection (b)(3) of this section, if grading is required in the transitional buffer in order to prevent or control erosion, the area of such grading shall cover no more than 20 percent of the required transitional buffer, shall be immediately replanted upon completion of easement improvements and shall avoid disturbance of the soil within the dripline of trees within the transitional buffer.

(5) Any approved utility crossings shall be perpendicular to the transitional buffer.

(6) A pedestrian walkway, a maximum width of five feet, may be located in the buffer to provide pedestrian access to the adjoining property. Where a pedestrian walkway is provided, a gate shall be installed in the required screening fence.

(7) If existing vegetation in a buffer area does not meet the transitional buffer standards, a five foot high, landscaped berm may be installed subject to the approval of the city arborist. Grading to construct the berm shall not remove significant plants designated by the city arborist as part of the approval of the landscaped berm.

(c) *Buffer planting and materials.* When the conditions of the existing natural topography and vegetation are insufficient to achieve the visual screening required by this section, a landscape planting plan to enhance the transitional buffer shall be prepared and implemented to supplement existing natural growth or to provide new plant materials of such growth characteristics as will provide a screen meeting the standards below:

(1) *Planting height.* Proposed planting as part of an enhanced transitional buffer shall have a height of at least six feet at the time of planting and planted in a minimum of two rows, with staggered on center spacing such that a continuous opaque screen is created within two years of planting.

(2) *Plant types.* Plant species in an enhanced transitional buffer shall be evergreen, native, naturalized or other species well-adapted to the local climate and rainfall patterns, disease and pest-free, healthy and vigorous, and meet standard for American Nursery Stock, ANSI Z60.1.

(3) *Plant functions.* Plants shall be approved from a list made available from the planning and zoning department, but shall not be exclusive of other plants which may be suitable, provided they can provide a continuous opaque screen.

(4) *Fences.* Fences are required with transitional buffers and shall meet the requirements of section 46-1340.

(5) *Wall and fence finishes.* Walls and fences shall be constructed with the finished or decorative side facing outward from the property.

(d) *Buffer dimensions and specifications.* Table 5.2(a) identifies the transitional buffer class required for each zoning district based on the zoning district to which it is adjacent. Table 5.2(b) summarizes the minimum width of the required transitional buffer for each transitional buffer class (A-E).

Table 5.2(a). Transitional Buffer Class by District

Districts	*Adjacent District*											
Residential Districts	R*	MHP	RNC	RSM	MR-1	MR-2	HR-1-3	MU-1	MU-2	MU-3	MU-4	MU-5
MHP	C	-	-	-	-	-	-	-	-	-	-	-
RNC	B	-	-	-	-	-	-	-	-	-	-	-
Mixed Residential Districts												
RSM**	A	C	A	-	-	-	-	-	-	-	-	-
MR-1**	B	C	B	B	-	-	-	-	-	-	-	-
MR-2**	C	C	C	C	C	-	-	-	-	-	-	-
HR-1-3**	C	C	C	C	B	B	-	-	-	-	-	-
Mixed-Use Districts												
MU-1	B	B	B	B	-	-	-	-	-	-	-	-
MU-2	C	B	B	B	B	-	-	-	-	-	-	-
MU-3	C	C	C	B	A	B	B	B	B	-	-	-
MU-4	C	C	C	B	A	B	B	B	B	-	-	-
MU-5	C	C	C	B	A	B	B	B	B	-	-	-
Nonresidential Districts												
OI	C	C	C	C	C	C	C	B	B	B	-	-
OIT	C	C	C	C	C	C	C	B	B	B	-	-
NS	C	C	C	C	C	C	C	A	A	A	-	-
C-1	C	C	C	C	C	C	C	B	B	B	-	-
OD	D	D	D	D	D	D	D	D	D	D	D	D
C-2	C	C	C	C	C	C	C	B	B	B	B	B
M	D	D	D	D	D	D	D	D	D	D	D	D
M-2	E	E	E	E	E	E	E	E	E	E	E	E

*R= RE, RLG, R-100, R-85, R-75, R-60 (except when R-60 use is single-family attached).

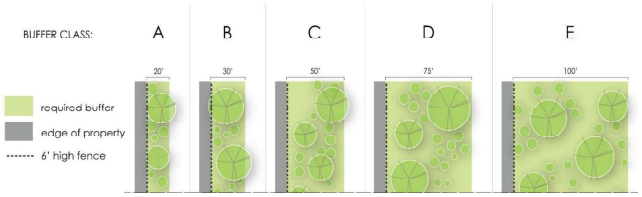
**Where the Mixed Residential District has single-family units along an adjacent residential (R) boundary, then a transitional buffer is not required.

Table 5.2(b). Transitional Buffer Minimum by Buffer Class

Buffer Class	*Width*
A	20'
B	30'

C	50'
D	75'
E	100' with fence

Transitional Buffers Figure



(Ord. No. 2016-06-07, att. (5.4.5), 7-11-2016; Ord. No. O2020-03-07 , exh. A, 3-23-2020)

DIVISION 12. RSM (SMALL LOT RESIDENTIAL MIX) DISTRICT

Sec. 46-359. Statement of purpose and intent.

The purpose and intent of the mayor and city council in establishing the RSM (Small Lot Residential Mix) District is as follows:

(1) To provide for the creation of residential neighborhoods that allow a mix of single-family attached and detached housing options;

(2) To provide flexibility in design and product on the interior of new development while protecting surrounding neighborhoods;

(3) To implement the future development map of the city's most current comprehensive plan.

(Ord. No. 2016-06-07, att. (2.12.1), 7-11-2016)

Sec. 46-360. Permitted and special land uses.

Permitted uses and uses requiring special land use permits shall be as provided in table 4.1. In cases where a use is permitted but there are supplemental use regulations for that use specified in article IV of this chapter, such regulations shall also apply.

(Ord. No. 2016-06-07, att. (2.12.2), 7-11-2016)

Sec. 46-361. Dimensional requirements.

Dimensional requirements for the RSM (Small Lot Residential Mix) District shall be as provided in table 2.4, medium and high density residential zoning districts dimensional requirements.

(Ord. No. 2016-06-07, att. (2.12.3), 7-11-2016)

Sec. 46-362. Site and building design standards.

Site and building design standards and regulations to be applied in this zoning district shall be as provided in article V of this chapter.

(Ord. No. 2016-06-07, att. (2.12.4), 7-11-2016)

Secs. 46-363—46-388. Reserved.

Sec. 46-334. Medium and high density.

The medium and high density residential zoning districts allow cottage housing, attached, multifamily and mixed residential developments at the densities illustrated in table 2.3:

Table 2.3. Summary of Density Ranges for Medium and High Density Residential Zoning Districts

Zoning District Name	*Density (units/acre)*	*Eligible Character Areas*
Small Lot Residential Mix RSM	4-6	Suburban, Downtown, Medical area, Regional activity center, Commercial redevelopment corridor
Medium Density Residential-1 MR-1	8	Downtown, Medical area, Regional activity center, Commercial redevelopment corridor
Medium Density Residential-2 MR-2	12	Downtown, Medical area, Regional activity center, Commercial redevelopment corridor
High Density Residential-1 HR-1	24	Downtown, Medical area, Regional activity center
High Density Residential-2 HR-2	40	Downtown, Regional activity center
High Density Residential-3 HR-3	60	Regional activity center

(Ord. No. 2016-06-07, att. (2.11.1), 7-11-2016; Ord. No. O2018-03-7, exh. A(2.11.1), 4-9-2018; Ord. No. 2018-12-40, 1-14-2019)

Return Recorded Document to:
SERRANO UMPIERRE, LLC
3190 NORTHEAST EXPRESSWAY
STE 310
ATLANTA, GA 30341
File No: 2021253smu
TAX ID 18-125-01-005

2020131854 DEED BOOK 28635 Pg 205

Real Estate Transfer Tax $375.00

Filed and Recorded:
9/15/2020 9:33:35 AM
Debra DeBerry
Clerk of Superior Court
DeKalb County, Georgia

LIMITED WARRANTY DEED

STATE OF GEORGIA

COUNTY OF DEKALB

THIS INDENTURE, made the 20th **of August, 2020,** between **ROY LAMAR NELMS JR** of the State of Georgia and County of **DeKalb** party of the first part, and **RM CONCRETE SPECIALIST, LLC** of the State of **Georgia** and County of **DeKalb** party of the second part,

WITNESSETH That: the said party of the first part, for and in consideration of the sum of **TEN AND 00/100 DOLLARS ($10.00)** and other goods and valuable considerations in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said party of the second part, his heirs and assigns,

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 125 of the 18th District of DeKalb County, Georgia, and being more particularly described as follows: BEGINNING at a point on the west side of Richardson Street (sometimes also known as Richardson Road), 250 feet north of the northwest corner of the intersection of Moore Street and Richardson Street; running thence north along the west side of Richardson Street a distance of 100 feet; running thence northwesterly a distance of 250 feet to a point; extending thence southerly 100 feet to a point; running thence in a southeasterly direction a distance of 250 feet to the west side of Richardson Street and the POINT OF BEGINNING; further being known as Lot 6 of the R.C. Knox property, and being improved with a house located thereon known as 1220 Richardson Street, according to the present system of numbering houses in DeKalb County.
Property is less and except Right of Way Easement to Georgia DOT as recorded in DB 1586 Page 741, Dekalb County, Georgia Records.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said party of the second part, his heirs and assigns, forever, in FEE SIMPLE.

AND THE SAID party of the first part, for his heirs, executors and administrators, will warrant and forever defend the right and title to the above described property, unto the said party of the second part, his heirs and assigns, against claims of all persons owning, holding or claiming by, through or under the said party of the first part.

IN WITNESS WHEREOF, the said party of the first part has hereunto set his hand and seal, the day and year above written.

Signed, sealed and delivered in the presence of:

_____ **(Seal)**
ROY LAMAR NELMS JR

_____
Unofficial Witness

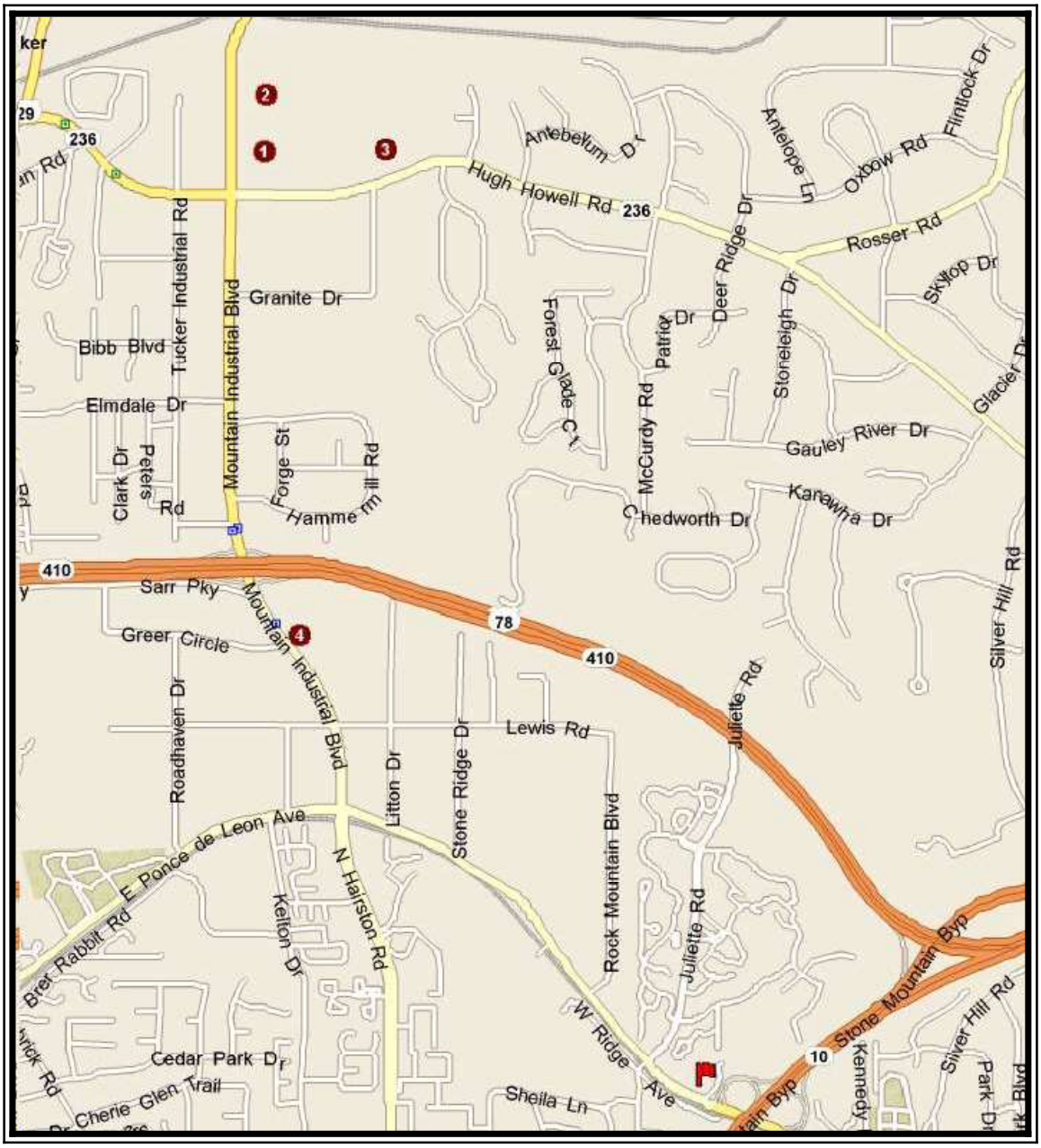
_____
Notary Public

PETER SERRANO
NOTARY PUBLIC
DEKALB COUNTY, GEORGIA
MY COMMISSION EXPIRES FEBRUARY 19, 2023

APPENDIX B: INDUSTRIAL LAND SALES

Industrial Land Sales Map
Industrial Land Sales

COMPARABLE INDUSTRIAL LAND SALES LOCATION MAP



COMPARABLE NO. 1
INDUSTRIAL LAND SALE

GRANTOR: VRE Stone Mountain, LLC

GRANTEE: LVL Investments, Inc.

RECORDED: **BOOK:** 28692 **PAGE:** 197 **COUNTY:** Dekalb

DATE OF TRANSACTION: 10/1/2020

CONSIDERATION: $100,000 **PRICE PER ACRE:** $105,263

LOCATION: 1731 Mountain Industrial Boulevard, Stone Mountain, GA

PARCEL ID: 18 170 01 011

ZONING: C1 - Local Commercial District

TOTAL AREA: 0.95 Acres Per Warranty Deed

DESCRIPTION OF PROPERTY

Access: Good Access
Frontage: Frontage along Private Drive
Utilities: All utilities available
Drainage: Adequate
Topography: Basically Level

COMPARABLE NO. 2
INDUSTRIAL LAND SALE

GRANTOR: GA Power Company

GRANTEE: HPC Seefreid Tucker, LLC

RECORDED: **BOOK:** 26623 **PAGE:** 260 **COUNTY:** Dekalb

DATE OF TRANSACTION: 11/28/2017

CONSIDERATION: $1,200,000 **PRICE PER ACRE:** $83,218

LOCATION: 4561 Greer Circle, Stone Mountain, GA

PARCEL ID: 18 170 02 024

ZONING: M - Light Industrial District

TOTAL AREA: 14.42 Acres per recorded survey

DESCRIPTION OF PROPERTY

Access: Good Access
Frontage: 954' along Greer Circle and 530' along Roadhaven Drive
Utilities: All utilities available
Drainage: Adequate
Topography: Level to gently rolling

COMPARABLE NO. 3
INDUSTRIAL LAND SALE

GRANTOR: Ricoh Americas Corporation

GRANTEE: Atlanta Mountain Industrial Real Estate, Inc.

RECORDED: **BOOK:** 25308 **PAGE:** 26 **COUNTY:** Dekalb

DATE OF TRANSACTION: 12/15/2015

CONSIDERATION: $730,695 **PRICE PER ACRE:** $104,985

LOCATION: 2460 Mountain Industrial Boulevard, Tucker, GA

PARCEL ID: 18 224 03 003

ZONING: M - Light Industrial District

TOTAL AREA: 6.96 Acres Per Warranty Deed

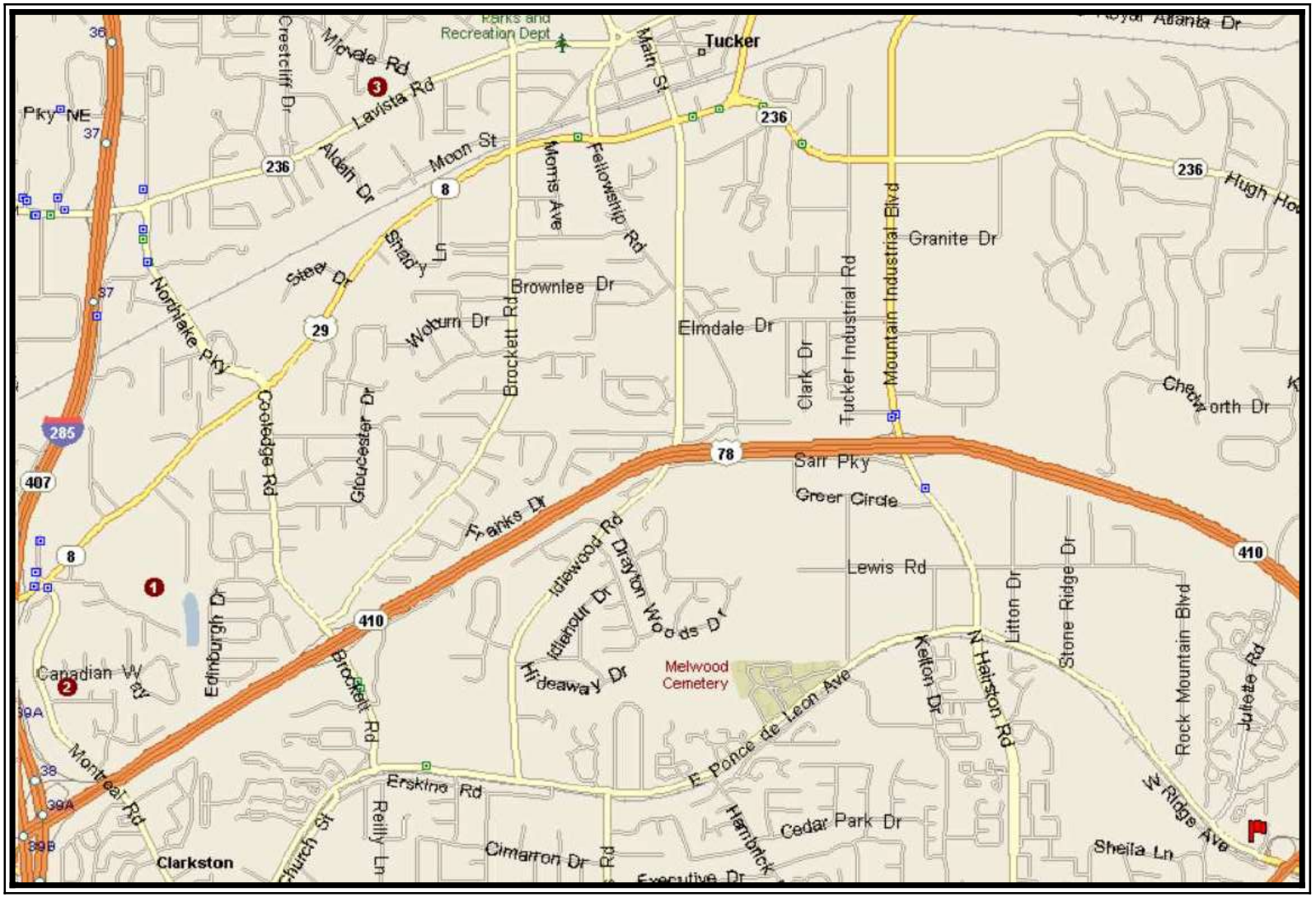
DESCRIPTION OF PROPERTY

Access: Good Access
Frontage: 706' along Mountain Industrial Boulevard and 473' along Tuckerstone Parkway
Utilities: All utilities available
Drainage: Adequate
Topography: Level to gently rolling

APPENDIX C: MULTI-FAMILY LAND SALES

Multi-Family Land Sales Map
Multi-Family Land Sales

COMPARABLE MULTI-FAMILY LAND SALES LOCATION MAP



COMPARABLE NO. 1
MULTI-FAMILY LAND SALE

GRANTOR: Rehoboth Baptist Church, Inc.

GRANTEE: MH Settlement, LLC

RECORDED: **BOOK:** 27558 **PAGE:** 244 **COUNTY:** Dekalb

DATE OF TRANSACTION: 5/17/2019

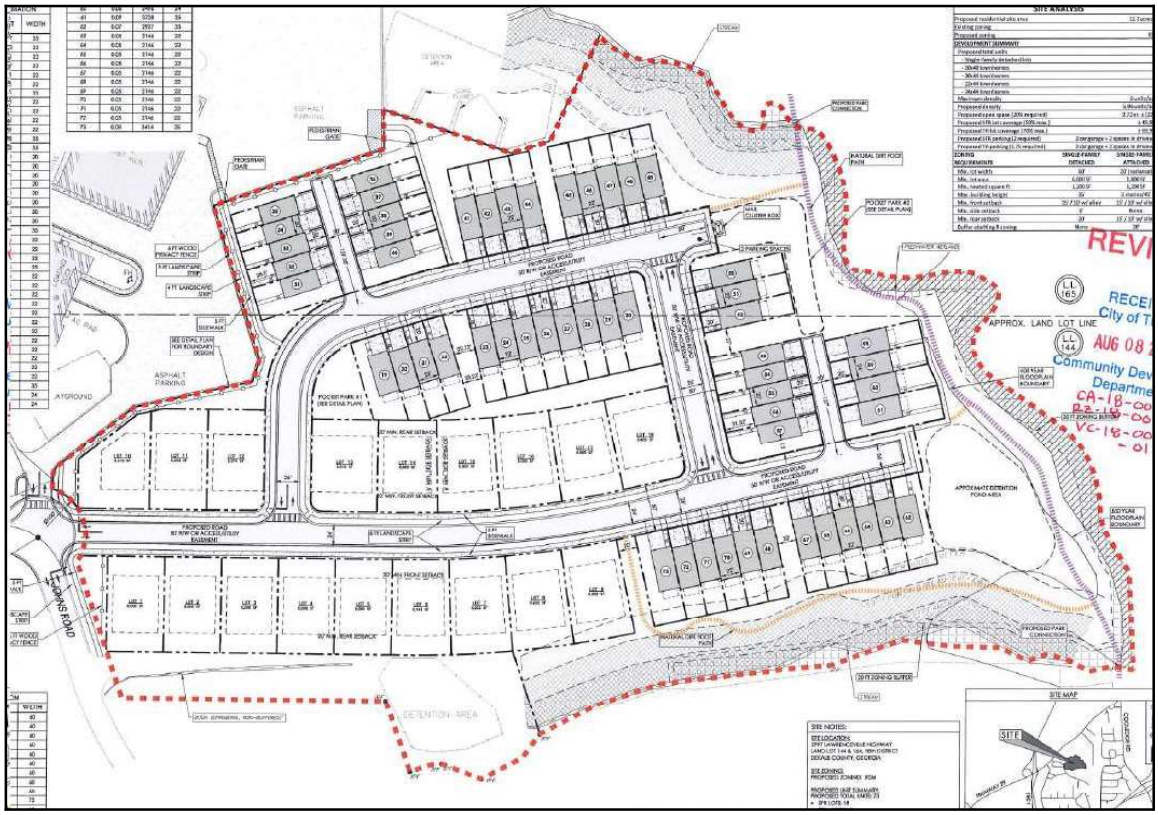
CONSIDERATION: $2,579,800 **PRICE PER UNIT:** $34,397

LOCATION: Behind Rehoboth Baptist Church at 2997 Lawrenceville Hwy.

PARCEL ID: 18 144 03 233

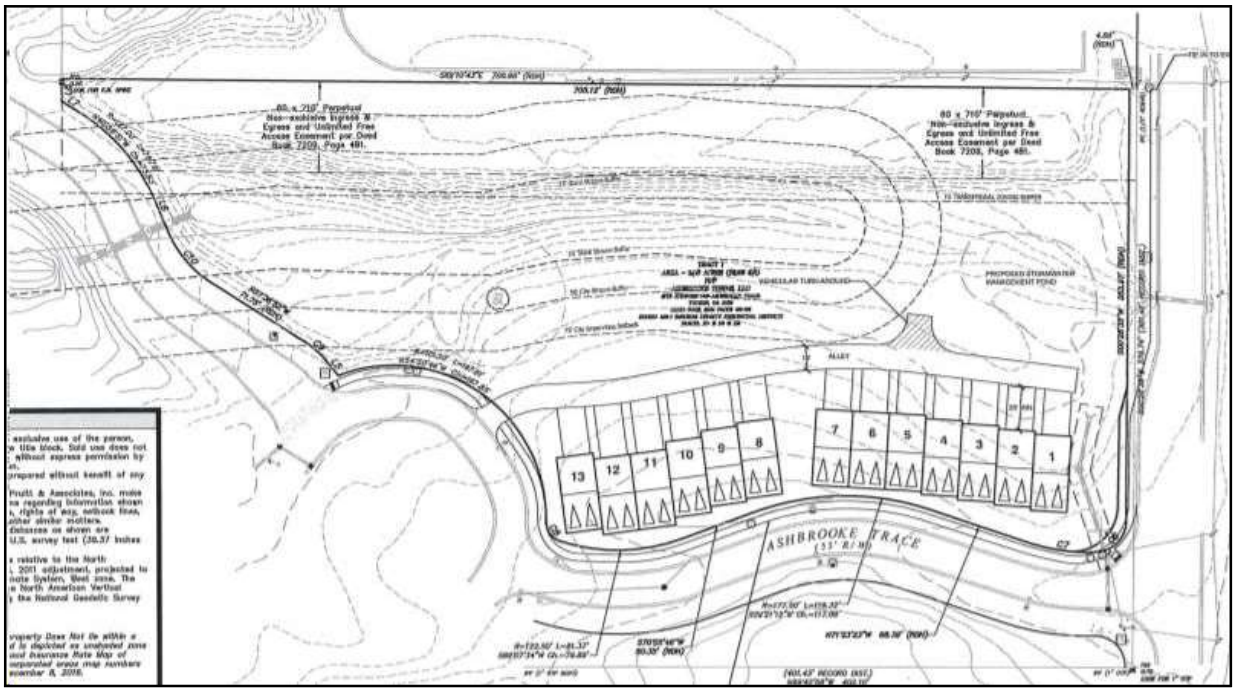
ZONING: RSM; Small Lot Residential Mix

TOTAL AREA: 12.187 acres per survey



COMPARABLE NO. 2
MULTI-FAMILY LAND SALE

GRANTOR:	Ashbrooke Towns, LLC
GRANTEE:	Ashbrooke Home Builders, Inc.
RECORDED:	**BOOK:** 27725 **PAGE:** 52 **COUNTY:** Dekalb
DATE OF TRANSACTION:	2/11/2019
CONSIDERATION:	$2,895,755 **PRICE PER UNIT:** $36,168
LOCATION:	1409 Ashbrooke Trace
PARCEL ID:	18 140 01 226
ZONING:	MR-1 Medium Density Residential; This tract was modified for townhome development.
TOTAL AREA:	22.49 acres per survey



COMPARABLE NO. 3
SINGLE FAMILY LAND SALE

GRANTOR: Charles A Orth, Trustiee, etal.

GRANTEE: JWC Lavista, LLC

RECORDED: **BOOK:** 28788 **PAGE:** 210 **COUNTY:** Dekalb

DATE OF TRANSACTION: 10/30/2020

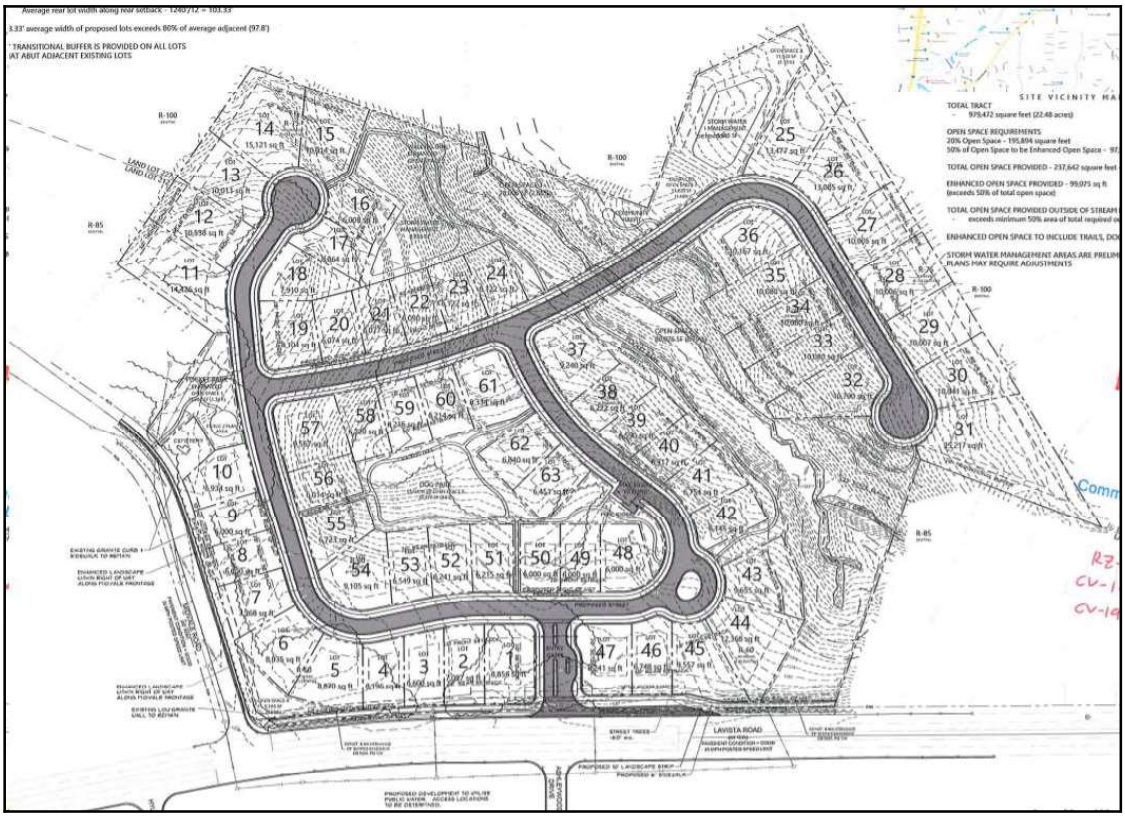
CONSIDERATION: $4,261,705 **PRICE PER UNIT:** $67,650

LOCATION: Intersection of Midvale Road at Lavista Road

PARCEL ID: 18 212-01-002, 006, 018, 019, 042

ZONING: MZ Multiple Zoning.

TOTAL AREA: 22.49 acres per survey



APPENDIX D

Certification
Assumptions & Limiting Conditions
Qualifications of the Appraiser

CERTIFICATE OF APPRAISER

I certify that to the best of my knowledge and belief:

1. The statements of fact contained in this report are true and correct.

2. The report analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.

3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

4. My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of this report.

5. My analyses, opinions and conclusions were developed and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice.

6. The reported analyses, opinions and conclusions were developed and this report has been prepared in conformity with the requirements of the Uniform Standards of Professional Appraisal Practice, the Georgia Real Estate Appraiser Classification and Regulation Act and the rules and regulations of the Georgia Appraisers Board.

7. I have made a personal inspection of the property that is the subject of this report.

8. I certify that I have not performed any service on the subject property as an appraiser or any other capacity in the past three years.

9. I acknowledge that I serve on the Tucker Downtown Development Authority

Bruce R. Penn
Georgia Certified General Real Property Appraiser #000228

ASSUMPTIONS AND LIMITING CONDITIONS

This report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.

2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.

3. Responsible ownership and competent property management are assumed.

4. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.

5. All engineering is assumed to be correct. The plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.

6. It is assumed that there are no hidden or unapparent conditions of the property and subsoil that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.

7. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined and considered in the report.

8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in the report.

9. It is assumed that all required licences, consents or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

ASSUMPTIONS AND LIMITING CONDITIONS
Continued

10. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraiser, and in any event only with proper written qualification and only in its entirety. Therefore, the liablity of the appraiser shall be expressly limited to the person for whom the report was addressed and any reliance thereon by any third party shall not be justifiable and therefore shall be at the peril of such third party.

11. The appraiser is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless such arrangements have been previously made.

12. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm with which the appraiser is connected) shall be disseminated to the public through advertising, public relation, news sales, or other media without the prior written consent and approval of the appraiser.

13. It is a condition of this appraisal that the subject property, including any proposed improvement, meets all governmental regulations and restrictions including but not limited to zoning requirements, building and development codes, drainage requirements and all fire safety laws.

14. It is a condition of this report that the property is subject to typical easements such as right of way for electrical power lines, sewer easements, natural gas lines, as well as telephone lines and water lines.

15. It is a condition of the report that no soil boring test has been made and the stated value would be subject to such a test.

16. It is a condition of this report that any marketing of the subject property would expressly require effective and aggressive sales methods and techniques, reasonable pricing, market exposure and coverage, and unless stated any suggested improvements or repairs must be completed in order to market the property.

ASSUMPTIONS AND LIMITING CONDITIONS
Continued

17. The subject is specifically conditioned on present market conditions, any change may affect the market value stated.

18. Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as, but not limited to, asbestos, urea-formaldehyde foam insulation, leaking underground storage tanks, contaminated areas, hazardous wastes, dangerous substances, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

QUALIFICATIONS
Bruce R. Penn

SPECIAL QUALIFICATIONS (PRESENT & HISTORICAL)

- State of Georgia, Certified General Real Estate Appraiser No. CG- 000228
- South Carolina, Certified General Real Estate Appraiser No. CG-3575 (retired)
- Senior Member, National Association of Real Estate Appraisers, Designated as Certified Commercial Real Estate Appraiser (#38173) retired
- Appraisal Institute - MAI Candidate (#M86-3542) (retired)
- State of Georgia, Department of Transportation; Approved Appraiser; retired
- Hartsfield Airport Noise Abatement Program Approved Appraiser
- Fulton County, Approved Appraiser
- Dekalb County Approved Appraiser
- Cobb County Department of Transportation, Approved Appraiser
- Cobb County Water Department, Approved Appraiser
- Floyd County Approved Appraiser
- Chatham County Approved Appraiser
- Rockdale County Approved Appraiser
- Cherokee County Approved Appraiser
- City of Atlanta Approved Appraiser
- Jasper County Approved Appraiser

SPECIALIZED REAL ESTATE TRAINING

-Atlanta Institute of Real Estate
Principles and Practices of Real Estate; Sales I, Sales II, Sales III
-Appraisal Institute (FKA American Institute of Real Estate Appraisers)
Course lAl, Basic Appraisal Principles, Methods and Techniques
Course 1A2, Basic Valuation Procedures
Course 023, Standards of Professional Practice
Course 1BA, Capitalization Theory and Techniques (Part A)
Course 1BB, Capitalization Theory and Techniques (Part B)
Business Valuation
Valuation in Litigation
-Columbia Institute
Condemnation Appraising
- Society of Real Estate Appraisers
Course 101, An Introduction to Appraising Real Property
Course 102, Applied Residential Property Valuation
- Georgia State University
RE 410, Real Estate Valuation
RE 310, Real Estate Principles and Practices
RE 460, Income Property Valuation

GENERAL EDUCATION

- Georgia State University: Bachelor of Business Administration (1987)
- South Georgia College; Associate of Science in Business Administration (1979)

EXPERIENCE

1989- Present Penn, Hastings & Associates, Partner, Commercial/ Condemnation Appraiser.
Responsibilities include project manager for all acquisition projects as well appraisals of condemnation properties and commercial properties in the southern United States.

1988-1989 Acquisition Consultants, Chief Appraiser.
Responsibilities include appraising for various condemnation properties and commercial properties in the southern United States.

1986-1988 Scott Appraisal Service, Commercial Appraiser.
Responsible for appraising all types of commercial appraisals in the Atlanta area and the southern United States. Also specialized training in appraising of special purpose properties.

1984-1986 Certified Commercial Investments, Inc., Research & income property analyst.
Responsibilities included analyzing cash flow from commercial properties in the southeastern United States. Also responsible for researching neighborhoods in the Atlanta area for large scale buy-outs for commercial developments.

REPRESENTATIVE CLIENT LIST: LENDING INSTITUTIONS

- Wachovia Bank
- Bartow County Bank
- West Georgia National Bank
- United Community Bank;
- First National Bank of Cherokee
- RBC Centura
- Home Bank
- Century Bank
- Community Bank of Pickens County

REPRESENTATIVE CLIENT LIST: LITIGATION ATTORNEYS

- Charles Pursley
- Richard Hubert
- Warren Coppedge
- Jenkins & Bowen
- Jack Wilson, Webb, Tanner & Powell
- James SS Howell III,
- Moore, Ingram Johnson & Steele
- Flint, Conolly & Walker
- Paul Kesmodel, Duluth
- Michael D. McRae
- Michael Sumner
- Tom Bowman, Maddox Nix Bowman & Zoeckler
- Donald Evans
- George Butler
- Walter Hotz
- Christian Torgrimson
- Luther Beck, Chandler & Britt
- Weiner, Yancey, Dimpsey & Diggs,
- Sams, Larkin & Huff
- Banks, Stubbs, Neville & Cunat
- James Ledbetter, Calhoun
- Sal Serio
- John C. Whiting

REPRESENTATIVE GENERAL WORK EXPERIENCE

- Vacant Land
- Remnant Properties
- Small Income Residential Properties
- Commercial Properties
- Industrial and Build to Suit Properties
- Rural Properties
- Farm Properties
- Vacant Land Leases
- Residential Properties
- Multi-family Properties
- Income Producing Properties
- Shopping Centers
- Residential Subdivision Analysis
- Business Valuation
- Specialty Studies for Evaluation of Economic Obsolescence in Residential Properties
- Specialty Studies for Evaluation of Economic Obsolescence in Commercial Properties

REPRESENTATIVE SPECIALIZED PROPERTIES EXPERIENCE

- C&D Landfill
- Mixed Use Developments
- Regional Hospital
- Wetlands Valuation
- Motel/Hotel
- Historic Loft Buildings
- Commercial Property in a Watershed District
- Greenspace Valuations
- Land Under A Lake
- Log Homes
- Car Dealership
- Contaminated Properties
- Family Farm Valuation (2032) for IRS
- Chicken Farms
- Nudist Colonies
- DeKalb County Courthouse
- Library
- Leasehold Valuations
- Geodetic Dome Homes
- Air Rights
- Mobile Home Parks
- Equestrian Properties
- Retirement Facility
- Railroad Right of Way
- Billboards
- Mass Appraisals for Tax Assessments
- Mineral Rights
- Adult Entertainment Establishment
- Historic Properties
- Elementary Schools
- Conservation Subdivisions
- Radio Stations
- Golf Course
- Fire Station
- Manufactured Housing Plant
- Solid Waste Facility
- Steel Plant
- Churches
- Regional Malls
- Parking Lots
- Airport
- Leased Fee Valuations
- Telecom Facility
- Water Rights
- R/V Park
- Skating Ring
- Recording Studio

REPRESENTATIVE MUNICIPALITY WORK: APPRAISAL

TRANSPORTATION PROJECTS

Georgia Department of Transportation Projects Under Federal Guidelines (Partial Listing)

- Outer Perimeter, Gwinnett County & Forsyth County
- Riverside Parkway, Floyd County
- Georgia Highway 42, Clayton County
- Georgia Highway 314, Fayette County
- Highway 138 Extension, Fulton County
- Georgia Highway 316, Barrow County & Oconee County
- Watkinsville By-Pass (advanced acquisitions)
- Dawsonville Highway, Hall County
- Fairburn Industrial Boulevard, Fulton County
- Thornton Road By-Pass, Douglas County
- Cedartown By-Pass, Polk County
- Macland Road, Cobb County
- Reinhardt College Parkway; Cherokee County
- State Route 124; Scenic Highway, Gwinnett County
- U.S. 80; Talbot-Muscogee Counties
- U.S. 278; DeKalb County
- State Route 20; Rockdale County
- State Route; 29; Rockdale County
- Pumpkinvine Creek Bridge; Bartow County
- State Route 120; Gwinnett County

Virginia Department of Transportation Projects Under Federal Guidelines:

- Virginia Beach Boulevard, Virginia Beach
- Haycock Road, Fairfax County

Airport Projects Per Federal (Funding) Guidelines:

- Aerial Easements of Commercial Property Inside Flight Impacted Areas in the vicinity of Atlanta-Hartsfield Airport
- Residential appraisals for Expansion of DeKalb Peachtree Airport
- Aviation Easements, Hartsfield-Atlanta Airport
- Relocation Appeals Program, Hartsfield-Atlanta Airport

Department of Housing and Urban Development Grant Projects

- Thompson Street, Alpharetta, Fulton County
- Scottdale Mill Road, Dekalb County
- Canton Street, Cherokee County

Local Government Transportation Projects (Partial Listing)

- Presidential Parkway, City of Atlanta
- Roxboro Road, Dekalb County & Fulton County
- Skidaway Road, Savannah, Chatham County
- Jones Shaw Road, Cobb County
- Lawrenceville-Suwannee Road, Phases I & II, Gwinnett County
- Sandy Plains Road, Cobb County
- Johnson Ferry Road Phase I & Phase III, Cobb County
- Holly Springs Road, Cobb County
- Gordon Road, Floyd County
- Blackburn Road Extension, Cobb County
- Chastain Road; Cobb County
- Milford Church Road; Cobb County

NON-TRANSPORTATION PROJECTS

Utility Projects (Client List)

- Oglethorpe Power Corporation
- Georgia Power Company
- Cobb Electrical Municipal Corporation
- Municipal Electric Association of Georgia (MEAG)
- Atlanta Gas Light Company
- Southern Bell

Reservoir Appraisals

- Bear Creek Reservoir, Newton County
- Yellow Creek Reservoir, Cherokee County

Municipal Appraisals

- East Point Development Authority, Fulton County; downtown redevelopment
- State Properties Commission; Improved Property; Georgia Dome Stadium, Atlanta.
- Paulding County Board of Education; Land for new school complex
- Spalding County Board of Education: East Griffin Elementary School
- Spalding County Board of Education: Third Ward Elementary School
- Spalding County Board of Education: Fourth Ward Elementary School
- Solid Waste Management Authority of Crisp County; Solid Waste Processing Facility, Crisp County
- Solid Waste Management Authority of Crisp County; Transfer Station, Coffee County
- Solid Waste Management Authority of Crisp County; Transfer Station, Houston County
- Solid Waste Management Authority of Crisp County; Transfer Station, Sumter County
- Solid Waste Management Authority of Crisp County; Transfer Station, Terrell County
- Waste Management; Landfill, Doraville, Georgia
- Cobb County Water Authority; Land for Expansion; R.L. Sutton Treatment Facility

Water & Sewer Authorities (Client List)

- Gwinnett County
- Paulding County
- City of Atlanta
- City of Buford
- Rockdale County
- Cobb County
- Fulton County
- City of Roswell

Impact Studies for Court Testimony (Partial Listing)

- Study on the Proximity of Interstate Highways to Residential Property; Georgia Highway 400 extension, Fulton County and City of Atlanta.
- Study on the Impact to Residential Property Values from Increased Road Proximity
- Study on the Impact to Residential Property Values from the Elimination of a Wooded Buffer
- Study on the Impact to Residential Property Values from Increased Slopes
- Study on the Impact to Commercial Property Values from Increased Slopes and Installation of Guardrails.
- Study on the Impact to Residential Property Values from Floodplain
- Study of the Impact to Residential Property Values from Loss of Access
- Study of the Impact to Commercial Property Values from Loss of Access
- Various Parking Studies to Show Loss of Value to Commercial Properties from Loss of Parking
- Study of the Impact to Residential Property Values from Proximity to a Sewage Treatment Plant
- Study of the Impact to Residential Property Values from Particulate Contamination
- Study of the Impact to Residential Property Values from Proximity to Large Manufacturing Facilities
- Study of the Impact to Residential Property Values from Proximity to an Airport

APPRAISAL/TESTIMONY EXPERIENCE/REFERENCES
(Partial Listing)
Bruce R. Penn

Initial Training:	James S.S. Howell III (deceased)
	Dana Jackel, Cobb County
	Fred Bently Sr. & Jr./Cobb County

Regional Court Work Experience (For Municipalities):

Dalton:	Warren Coppedge; private case against developer
Pickens County:	Wills Picket for Pickens County & City of Jasper
Cherokee County:	Jonathan Pope, for Georgia Power
	Mark Mahler, County Attorney for Cherokee DOT
Bartow County:	Boyd Petit, County Attorney, for Georgia Power
	Rick Wells, for Georgia Power
Paulding County:	Mason Roundtree (against Paulding County/Reservoir)
Fayette County:	Tom Camp for Georgia Power
	Jack Parks for Georgia DOT
Clayton County:	Steve Fincher for Clayton Water Authority
Fulton County:	Numerous Attorneys, for Fulton County Land Department
	Robert Diggs, for Georgia DOT & against Hartsfield Airport
	Barrell Weiner, for Georgia DOT
	Anne Sapp, against Georgia DOT
Cobb County:	Linda Brunt (retired); County Attorney/DOT
	Dana Jackel for Cobb DOT
	John Moore; against Cobb DOT
	Kevin Moore; against Cobb DOT
	Parks Huff; zoning cases and against Cobb DOT
	Garvis Sams Jr.; zoning cases and against Cobb DOT
Rockdale County:	Tom Bowman, County Attorney for Tax Assessor, State DOT, Rockdale Water Authority
Newton County:	William Thomas Craig for Bear Creek Reservoir
	Scott Cole for Bear Creek Reservoir

Benchmark Cases:	Swanson v. DOT
	Ga. Power v. Mosteller Mill
	DOT v. Bowles
	City of Marietta v. Sumerour
	Duron Davis v. Toyo Tire

COMMUNITY DEVELOPMENT EXPERIENCE

- Chairperson of Community Council, District 1, DeKalb County.
  Community Council is an approval board with board members appointed by County Commissioner of that District. Board members are representative of the communities of that Commission District and charged with representing the interests of the community and oversight of community goals in the zoning and land use and development process. Community Council is the 1st in the zoning approval process.

- Member, Downtown Development Authority of the City of Tucker

- Member, Transportation Committee; Tucker Northlake Community Improvement District (Tucker Northlake CID)

- Member (former chairperson) of the Proactive Planning, Land Use and Zoning Committee of the Tucker Civic Association.

- Served as member of the Mainstreet Tucker Alliance in the LCI approval process and ARC grants for redevelopment of downtown Tucker.

- Testified as a value witness in zoning and land use matters in DeKalb County, Cobb County, Cherokee County, Gilmer County and Pickens County.

City of Tucker

DeKalb County Police - Juliette Rd. Corridor Crime Report

11/01/2020 Through 11/01/2021

City of Tucker

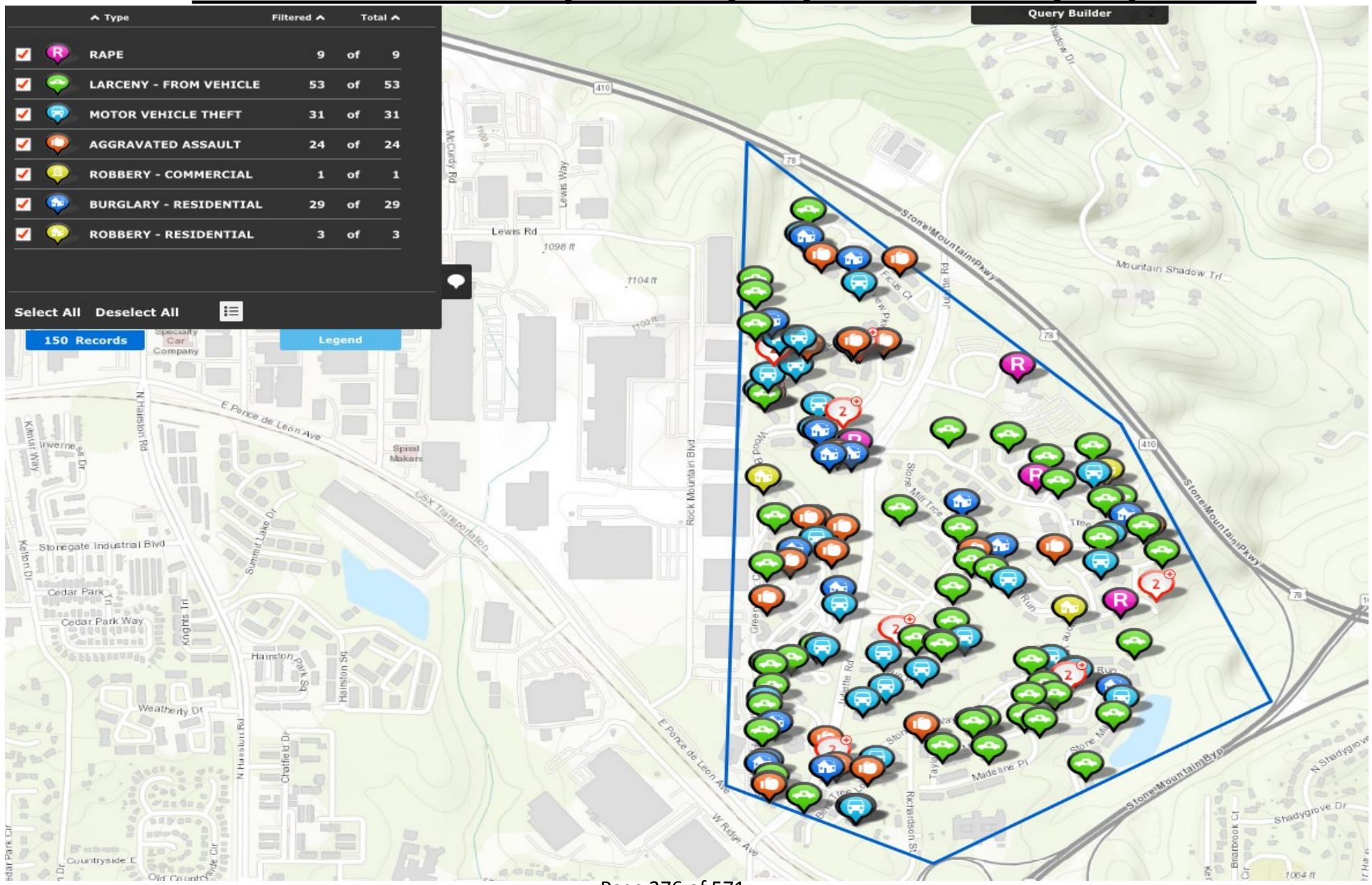
Part 1 Crime Summary for 11/01/20 to 11/01/21

Selected Crimes	10-03 to 10-16			
Homicide	0			
Aggravated Assault	24			
Robbery – Pedestrian	0			
Robbery – Business	1			
Robbery – Residential	3			
Rape or Attempt	9			
Burglary Residential	29			
Burglary – Business	0			
Auto Theft	31			
Entering Autos	53			

Crime Analysis figures are preliminary and subject to further analysis and revision. Incidents listed represent only the selected crime types and do not constitute totals for crime reporting purposes. All Crime type numbers were gathered from RMS.

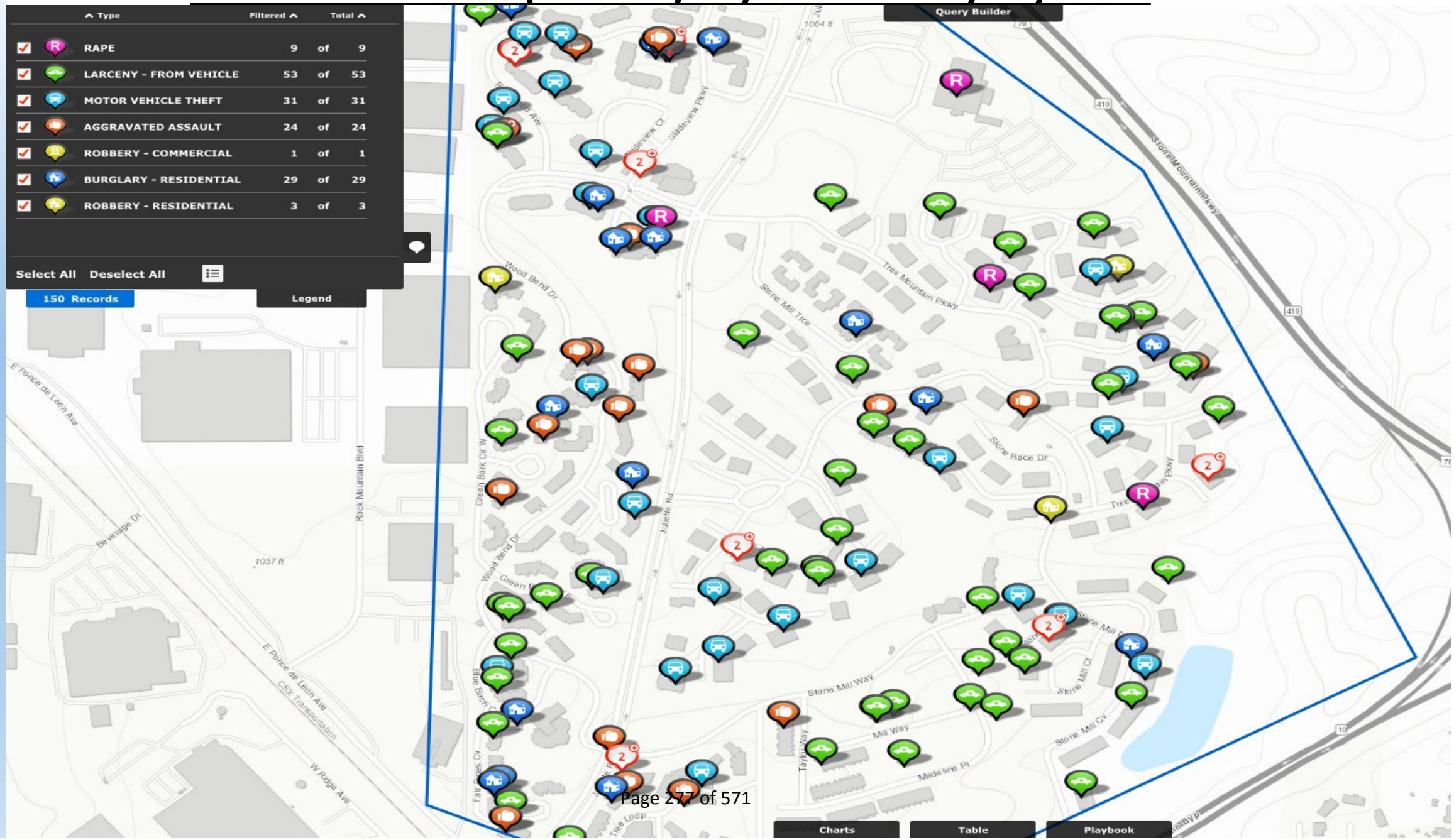
City of Tucker

Part 1 Crimes Map for 11/01/2020 to 11/01/2021



Part 1 Crimes Map for 11/01/2020 to 11/01/2021

City of Tucker



Part 1 City Crime Summary Year 2019 to 2020 & 2020 to 2021

City of Tucker

Selected Crimes	11/2019 - 11/2020	11/2020 - 11/2021	Difference	% Change
Homicide	1	0	-1	-100%
Aggravated Assault	11	24	13	118%
Robbery – Pedestrian	1	0	-1	-100%
Robbery – Business	0	1	1	100%
Robbery – Residential	2	3	1	50%
Rape or Attempt	4	9	5	125%
Burglary Residential	16	29	13	81%
Burglary – Business	0	0	0	0%
Auto Theft	20	31	11	55%
Entering Autos	19	53	34	179%
Violent Crime:	95%	Property Crime:		105%

Crime Analysis figures are preliminary and subject to further analysis and revision. Incidents listed represent only the selected crime types and do not constitute totals for crime reporting purposes. All Crime type numbers were gathered from RMS.

STATE OF GEORGIA **ORDINANCE O2021-11-29**
CITY OF TUCKER

AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF 1220 RICHARDSON STREET IN LAND LOT 125 OF THE 18th DISTRICT FROM M TO RSM (RZ-21-0007).

WHEREAS: Notice to the public regarding said rezoning have been duly published in The Champion, the Official News Organ of Tucker; and

WHEREAS: A Public Hearing was held by the Mayor and City Council of Tucker on March 14, 2022 and April 11, 2022;

WHEREAS: The Mayor and City Council is the governing authority for the City of Tucker;

WHEREAS: The Mayor and City Council has reviewed the rezoning request based on the criteria found in Section 46-1560 of the Zoning Ordinance of the City of Tucker;

NOW THEREFORE, the Mayor and City Council of the City of Tucker while in Regular Session on April 11, 2022 hereby ordains and approves Rezoning 21-0007 with no conditions.

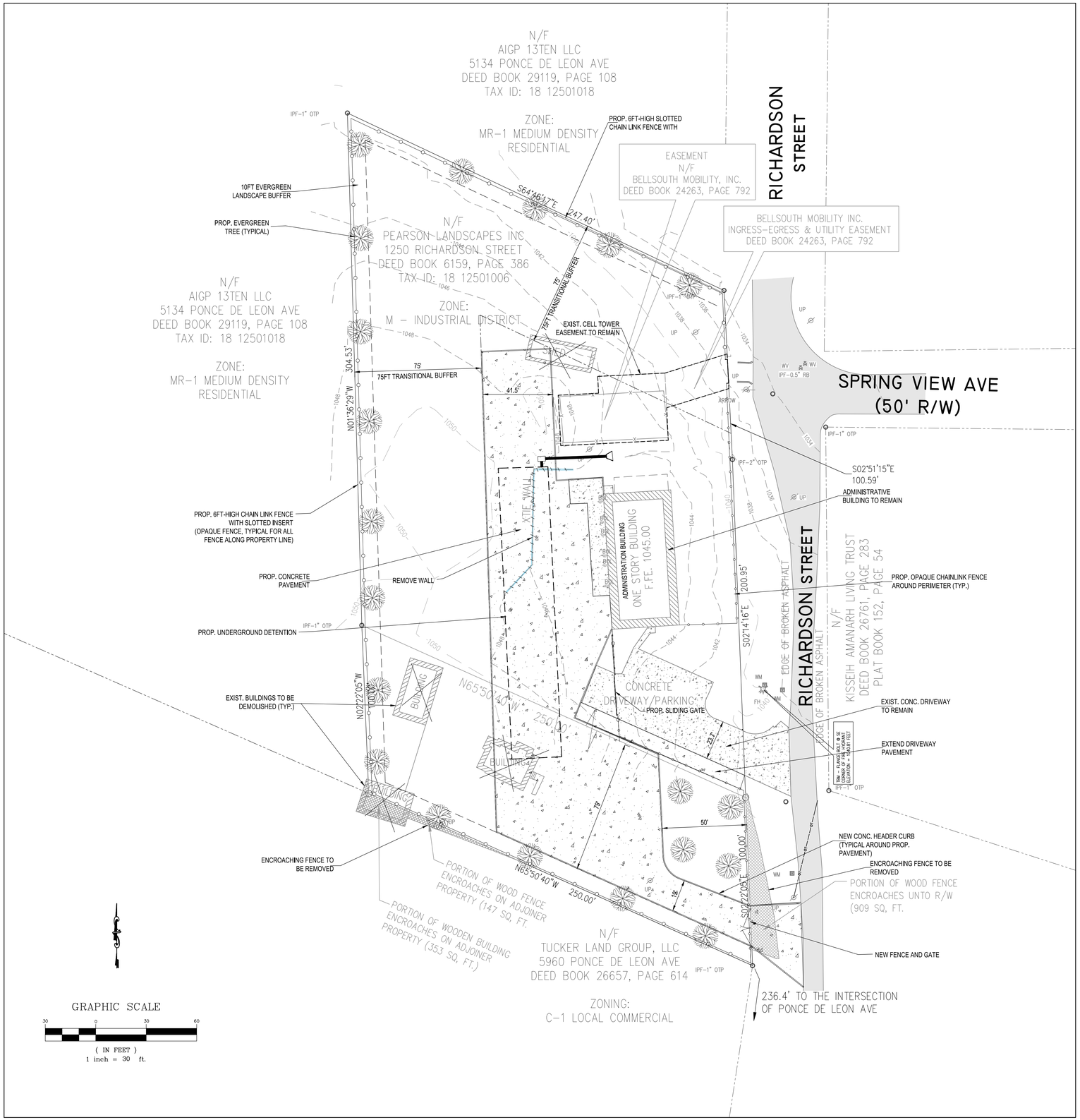
So effective this 11th day of April 2022.

Approved by:

_____
Frank Auman, Mayor

Attest:

_____
Bonnie Warne, City Clerk SEAL



SITE LOCATION MAP

SCALE: N.T.S.

PROJECT INFORMATION

SITE LOCATION:	1220 & 1250 RICHARDSON STREET, TUCKER, GA
PARCEL ID:	18 125 01 005 & 18 125 01 106
LAND LOT	125
DISTRICT:	18
ZONING:	M
SITE AREA:	2.06AC
DISTURBED AREA:	0.77AC
IMPERVIOUS AREAS:	
EXIST. BUILDINGS:	3,228SF
EXIST. WALKWAYS:	872SF
EXIST. DRIVEWAY	3,365SF
PROP. PAVEMENT:	19,428SF
PROP. DRIVEWAY:	1,114SF
TOTAL IMPERVIOUS:	28,007SF (0.64AC)
LOT COVERAGE:	0.64/2.06 = 31%

PROJECT DESCRIPTION

THE PROJECT WILL OCCUPY TWO ADJACENT LOTS, WITH A COMBINED AREA OF 2.06 ACRES. THE SITE IS CURRENTLY DEVELOPED WITH A MAIN ADMINISTRATIVE BUILDING, SEVERAL AUXILIARY BUILDINGS, CONCRETE DRIVEWAY AND GRAVEL PAVEMENT. THE SITE IS CURRENTLY BEING USED FOR CONSTRUCTION VEHICLE PARKING.

THE PROPOSED CONSTRUCTION WORK WILL INCLUDE:
(1) REMOVE ALL EXISTING WOODEN AND CHAIN LINK FENCES
(2) REMOVE THE AUXILIARY BUILDINGS
(3) INSTALL NEW CHAINLINK FENCE WITH SLOTTED INSERTS ALONG THE PERIMETER OF THE PROPERTY
(4) INSTALL NEW PAVEMENT AND A NEW DRIVEWAY
(5) INSTALL STORMWATER MANAGEMENT FACILITY, STORM INLETS AND PIPES
(6) LANDSCAPING, INCLUDING PLANTING WITHN REQUIRED TRANSITIONAL BUFFERS.

CONCEPTUAL SITE PLAN

DATE	REV. NO.	REVISION
xx/xx/xxx		

CIVTECH CONSULTING, LLC
4221 GRANT FOREST CIRCLE
ELLENWOOD, GA 30294
TEL: 770-756-4699

RICHARDSON STREET CONCEPT PLAN
1220 & 1250 RICHARDSON STREET
TUCKER, GA, DEKALB COUNTY

SCALE: As Shown
DESIGNED BY: SMc
DRAWN BY: CK
CHECKED BY:
APPROVED BY: SMc
DATE: 3/30/2022
SHEET OF SHEETS
DRAWING NO:

CONCEPTUAL, NOT ISSUED FOR CONSTRUCTION

MEMO

To: Honorable Mayor and City Council Members

From: Courtney Smith, Planning and Zoning Director; Kylie Thomas, Planner

CC: Tami Hanlin, City Manager

Date: April 6, 2022

RE: City rezoning RZ-21-0008 1250 Richardson Street

APRIL 6, 2022 UPDATE

Staff received an updated site plan on April 5, 2022 that covers the majority of comments staff sent previously. While the revised site plan shows general conformance (including note section) with the zoning regulations, the use of the property cannot be grandfathered until the improvements are actually constructed.

Staff has asked the applicant for information regarding his understanding of the scope of work and associated costs, as well as the timing for construction. Timing includes the time it will take for his engineer to complete the LDP plan set, the permitting time frame, and the actual construction timeframe. All of this information is not available at the time of this memo, but we've advised the applicant to be prepared to discuss these elements at the April 11, 2022 meeting.

UPDATE

This case was deferred at the December 13, 2021 City Council meeting to give the property owner and tenant of this parcel (and the abutting parcel at 1220 Richardson Street) time to come up with a plan for compliance. The owners were advised to draft a plan and submit it to staff for review. The initial plan that was submitted on January 23, 2022 yielded several comments from staff, which are outlined below. The property owner and tenant were told the plan would need to be revised and resubmitted before any work could be approved.

Cursory Comments based on January 23, 2022 Site Plan

- A 75' transitional buffer is required when an M zoned parcel abuts any residential property.
- Gravel is not a permitted paving material.
- Show required screening along all perimeter property lines.
- Show 10' wide evergreen landscape buffer around outside perimeter of the screening area on north, west, and south property lines.
- Note relocation of fence that encroaches into ROW.
- Relocate fence that encroaches onto neighboring property. Ensure finished side faces out.
- Add proposed lot coverage to site data table
- No outdoor storage permitted within 50' of the right-of-way. Reduce area and show measurement line.
- Where will property be spilt for cell tower? Is your proposed outdoor storage area within the proposed boundaries of the new cell tower parcel?
- Disturbance over 5,000 sq feet requires an LDP
- Demo permits are required for all building demolition

Staff reached out to the property owners on March 1, 2022 for an update on the revised plans. At the time of this memo, no new plans have been submitted.

The first read for RZ-21-0008 (1250 Richardson) is scheduled for March 14, 2022 and the second read is scheduled for April 11, 2022. We have advised the property owners that they should be prepared to discuss the status of the revised plans and a possible timeframe for implementation (demolition, planting, paving, etc) at the city council meeting since this information is not available at this time.

City Council has the following options at the April 11, 2022 meeting:

- If the improvements are completed by the second read on April 11, 2022, City Council could choose to withdraw the city-initiated rezoning, meaning that industrial uses (including that of RM Concrete) would be allowed to continue on the site so long as they are in compliance with the code/OTC requirements.
- If the improvements are not completed by the second read on April 11, 2022, City Council could choose to approve the city-initiated rezoning, meaning that any industrial uses (including that of RM Concrete) would not be permitted on this parcel.
- If the improvements are not completed by the second read on April 11, 2022, City Council could choose to defer the application to give more time for compliance.

Staff would note that the application for the city-initiated rezoning should not be denied as it would place a 2-year hold on the property for any future rezonings. This would be an issue should the property owner or a developer choose to rezone the property for residential uses at a later date.

Issue and Background:

The City of Tucker strives to follow the goals and policies of the Tucker Tomorrow Comprehensive Plan, which include bolstering the economic base, improving transportation connections, and preserving and improving neighborhoods. This includes enhancing zoning to preserve existing neighborhoods; guiding future development to the most appropriate places; and implementing other measures to enhance neighborhoods such as improving external and internal connections.

In the City of Tucker's Zoning Ordinance Article 7 (*Administration*), Division 3 outlines Zoning and Comprehensive Plan Amendments and Procedures. Section 46-1556 states that in addition to property owners of a subject propertyhaving the opportunity to initiate rezoning, a proposed amendment to the text of this chapter, the official zoning map, or the comprehensive plan may be introduced by the planning and zoning director. City initiated rezoning's can occur for various reasons including resolving discrepancies between zoning districts and the comprehensive plan character areas, changing conditions, or the implementation of new zoning districts.

1250 Richardson Street has been identified for potential rezoning as it currently zoned M (Light Industrial) and is located in the Suburban Character Area of the Comprehensive Plan. The property is on the western side of Richardson Street, south of its intersection with Spring View Avenue and north of its intersection with E Ponce de Leon Avenue. The subject property is a medium sized, developed parcel, with a wireless communications tower, a metal building, and concrete parking areas. The subject property is owned by and was previously used for Pearson Landscapes Inc., a landscaping company. The owners closed the business in 2020 and the site is being used for storage by the neighboring owner of 1220 Richardson Street.

Article 1 of the City of Tucker zoning ordinance outlines the relationship between the Comprehensive Plan and zoning districts. Table 1.2 Character Areas and Permitted Zoning Districts states that the following zoning districts are appropriate in the Suburban Character Area: RE, RLG, R-100, R-85, R-75, R-60, RNC, MHP, and RSM. M (light industrial) zoning is neither a permitted zoning district or an appropriate designation given the surrounding residential development in the Juliette

Road/Richardson Street corridor.

The City of Tucker has been working to improve crime and resolve property issues in the Juliette Road/Richardson Street corridor, including trying to provide better access to the community along Richardson Street and ensuring development is compatible with the goals of the Comprehensive Plan. This city-initiated rezoning in one step in the process to improve the neighborhood and protect its residents by ensuring the use and zoning of the parcel is compatible with the Comprehensive Plan and the surrounding area.

Rezoning this parcel to RSM (Small Lot Residential Mix) would align the parcel with surrounding zoning districts and would allow it to be consistent with the Suburban Character Area. The Suburban Character Area allows residential development of 4-6 units per acre, and on this parcel, up to 6 units per acre would be appropriate given its location and densities of the neighboring properties.

Staff believes that rezoning the property will allow for the highest and best use of the property and would improve the neighborhood as a whole.

Recommendation:

Staff recommends approval of RZ-21-0008

Planning Commission recommended approval of RZ-21-0008 at their Oct. 21, 2021 meeting

Summary:

Staff finds that the proposed zoning district, RSM (Small Lot Residential Mix), aligns with the surrounding zoning districts, residential uses, and the Suburban Character Area. In order to be mindful of the surrounding neighbors and maintain zoning that matches the Suburban character area, this parcel should be compatibly zoned with those around it – RSM (Small Lot Residential Mix). This ensures the surrounding residents will not be negatively impacted by an encroaching industrial development.

Land Use Petition: RZ-21-0008
Date of Staff Recommendation Preparation: October 7, 2021
Planning Commission: October 21, 2021
Mayor and City Council, 1st Read: November 8, 2021
Mayor and City Council, 2nd Read: December 13, 2021

PROJECT LOCATION:	1250 Richardson Street
APPLICATION NUMBER	RZ-21-0008
DISTRICT/LANDLOT(S):	Land District 18, Land Lot 125
ACREAGE:	1.64 acres
EXISTING ZONING	M (Light Industrial)
PROPOSED ZONING	RSM (Small Lot Residential Mix)
EXISTING LAND USE	Former Landscaping Business
FUTURE LAND USE MAP DESIGNATION:	Suburban
OVERLAY DISTRICT:	N/A
APPLICANT:	City of Tucker
OWNER:	Pearson Landscapes, Inc.
PROPOSED DEVELOPMENT:	None
STAFF RECOMMENDATION:	**Approval**

Project Data and Background

The City of Tucker strives to follow the goals and policies of the Tucker Tomorrow Comprehensive Plan, which include bolstering the economic base, improving transportation connections, and preserving and improving neighborhoods. This includes enhancing zoning to preserve existing neighborhoods; guiding future development to the most appropriate places; and implementing other measures to enhance neighborhoods such as improving external and internal connections.

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Staff believes that rezoning the property will allow for the highest and best use of the property and would improve the neighborhood as a whole.

A moratorium (R2021-09-16) for all M (light industrial) properties in the area bounded by E. Ponce De Leon Avenue, Juliette Road, US. 78 and Georgia 10 was put into effect on September 13, 2021 so that the city could study the area and draft the proposed zoning amendments. The moratorium is in effect until December 14, 2021. A certified letter was sent to the property owner, Pearson Landscapes, LLC, regarding the justification for, and timeline of the rezoning process. City staff has met with the owners to discuss the rezoning process and options for the property. Staff will continue to communicate with the owners of the property throughout the public hearing process.

CHARACTER AREA (Future Land Use)

The subject parcel is in the Suburban Character Area on the Future Land Use Map. Primary Land Uses in the Suburban Character Area include single-family residential, townhomes, lower density multi-family uses, and institutional uses, such as places of worship and schools. Development strategies include:

- Giving special care to managing land use transitions along the periphery of residential neighborhoods to ensure that new development does not diminish the character of existing neighborhoods.
- Enhancing the quality of residential neighborhoods be adding traffic calming improvements, sidewalks, and increased street interconnections to improve walkability within existing neighborhoods.

The Suburban Character Area aligns with the 'Preserve and Improve Neighborhoods' goal of the comprehensive plan.

NEARBY/SURROUNDING LAND ANALYSIS

Adjacent & Surrounding Properties	Zoning (Petition Number)	Existing Land Use
Adjacent: North	MR-1	East Ponce Village Apartments
Adjacent: East	M	Undeveloped
Adjacent: South	M	Undeveloped
Adjacent: West	MR-1	East Ponce Village Apartments

Rezoning (RZ-21-0008)

Criteria (standards and factors) for rezoning decisions are provided in Section 46-1560 of the City of Tucker Zoning Ordinance. The applicant is required to address these criteria (see application); below are staff's findings which are independent of the applicant's responses to these criteria.

1. **Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan.**

   The proposed zoning classification meets the policy and intent of the Tucker Tomorrow comprehensive plan. Rezoning this parcel to RSM (Small Lot Residential Mix) would align the parcel with surrounding zoning districts and would allow it to be consistent with the Suburban Character Area. It would also meet the goal of preserving and improving neighborhoods.

2. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property or properties.**

   The subject property is located within a pocket of industrially zoned properties, surrounded by parcels zoned MR-1 (Medium Density Residential – 1) that are developed as multifamily and single-family attached residential uses. If 1250 Richardson Street is rezoned to RSM (Small Lot Residential Mix), it would permit similar, compatible development to that which is existing nearby. The property abuts M (light industrial) zoned properties to the south and east, however those parcels are also being proposed for rezoning as part of this city-initiated process. M (light industrial) zoning does not align with the Suburban Character Area, the adjacent zoning districts, or the surrounding residential uses.

   If the property was developed under RSM (Small Lot Residential Mix), it would align with the nearby and adjacent zonings. Rezoning this parcel from M (light industrial) to RSM (Small Lot Residential Mix) would allow for the possibility of future medium-density growth, compatible with existing nearby developments.

3. **Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.**

   The subject property would have a reasonable economic use under both the M (light industrial) and RSM (Small Lot Residential Mix) zoning designations. Staff believes that rezoning the property will allow for the highest and best use of the property and would improve the neighborhood as a whole. Rezoning from M (light industrial) to RSM (Small Lot Residential Mix) also provides each landowner with more developable area, as transitional buffers would no longer be required.

4. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property or properties.**

The proposed zoning will not adversely affect the existing use or usability of adjacent or nearby properties. Rezoning this parcel to RSM (Small Lot Residential Mix) will help to protect the nearby residential developments from possible negative impacts of industrially zoned properties.

5. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.**

   The City of Tucker's initiative to try and improve crime and resolve property issues in the Juliette Road/Richardson Street corridor is a condition that supports approving the zoning proposal.

6. **Whether the zoning proposal will adversely affect historic buildings, site, districts, or archaeological resources.**

   There are no known historic buildings, sites, districts or archaeological resources on the subject properties.

7. **Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.**

   The proposed zoning will not result in excessive or burdensome use of existing street, transportation facilities, utilizes, or schools as no development is proposed. However, the city has recently acquired the northern portion of Richardson Street, which was privately owned, and is studying potential road improvement/connection projects.

8. **Whether the zoning proposal adversely impacts the environment or surrounding natural resources.**

   The proposed zoning request will not adversely impact the environment or surrounding natural resources. Residential uses typically have less impact than a majority of industrial uses.

CONCLUSION

Staff finds that the proposed zoning district, RSM (Small Lot Residential Mix), aligns with the surrounding zoning districts, residential uses, and the Suburban Character Area. In order to be mindful of the surrounding neighbors and maintain zoning that matches the Suburban character area, this parcel should be compatibly zoned with those around it – RSM (Small Lot Residential Mix). This ensures the surrounding residents will not be negatively impacted by an encroaching industrial development.

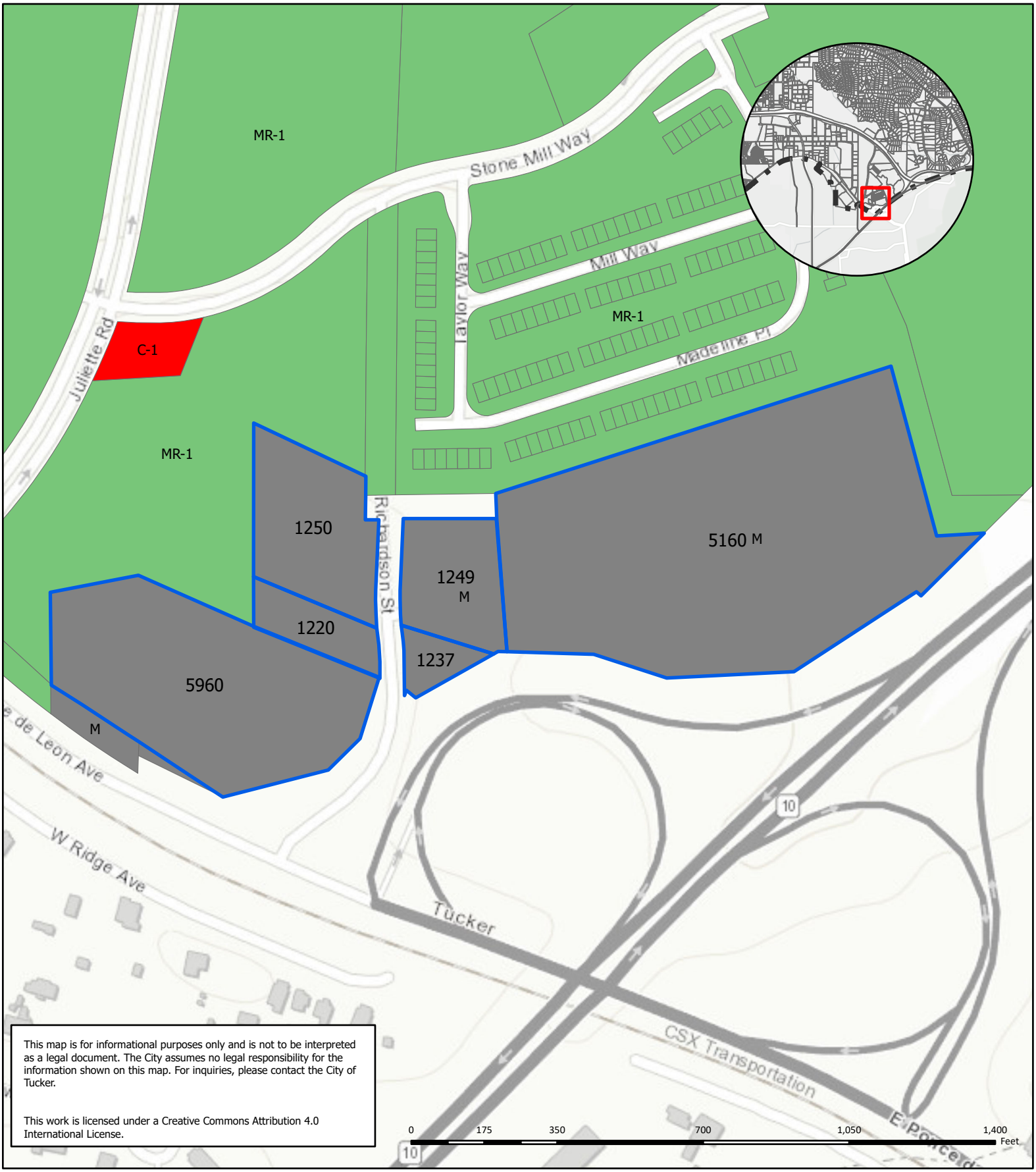
Therefore, Staff recommends **APPROVAL** of the requested rezoning.

Staff Recommendation

Based upon the findings and conclusions herein, Staff recommends **APPROVAL** of Land Use Petition **RZ-21-0008**.

Planning Commission Recommendation

Based upon the findings and conclusions herein, at its October 21, 2021 public hearing, the Planning Commission recommends **APPROVAL** of **RZ-21-0008**.



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5960 E Ponce De Leon Avenue
1220 Richardson Street
1250 Richardson Street
1237 Richardson Street
1249 Richardson Street
5160 Spring View Avenue

MR-1 (Medium Density Residential-1)
C-1 (Local Commercial)
M (Light Industrial)

N

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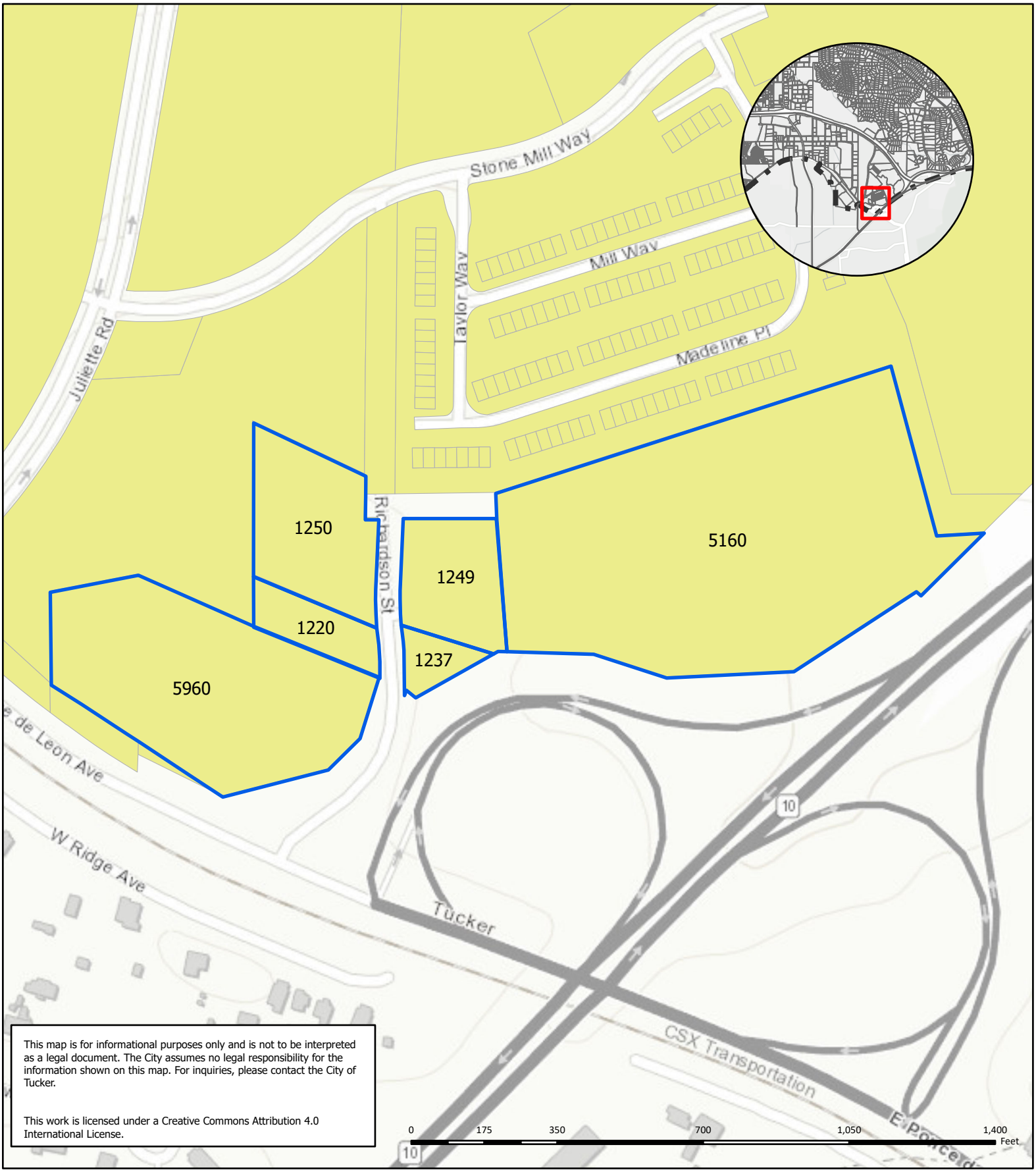

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5960 E Ponce De Leon Avenue
1220 Richardson Street
1250 Richardson Street
1237 Richardson Street
1249 Richardson Street
5160 Spring View Avenue

Suburban

N

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Aug 20, 2021 at 9:23:36 AM
1237 Richardson St
Stone Mountain GA 30083
United States

Aug 20, 2021 at 9:23:54 AM
1250 Richardson St
Stone Mountain GA 30083
United States
NO TRESPASSING
NO TRESPASSING

Penn, Hastings & Associates

Real Estate Appraisers and Consultants

4228 First Avenue; Suite 7
Tucker, GA 30084

404-547-8842
770-939-6781 fax

September 23, 2021

RECEIVED
CITY OF TUCKER

10/27/2021
10/28/2021

PLANNING & ZONING
DEPARTMENT

Mr. Brandon L. Bowen
Jenkins, Bowen & Walker, PC.
15 South Public Square
Cartersville, Georgia 30120

Re: Feasibility Analysis of City of Tucker Zoning Case RZ-21-0008
1250 Richardson Street, Stone Mountain, Georgia
DeKalb County Tax Parcel No. 18-125-01-006
Land Lot 125, 18rd Land District, City of Tucker, DeKalb County

Dear Mr. Bowen;

As you requested, I have inspected the above referenced property and evaluated any economic impact resulting from the proposed change in zoning by the City of Tucker of the subject property. I have estimated a reasonable range of market value of the unencumbered fee simple interest in the subject property as currently zoned as well as a reasonable range of value of the subject considering the change in zoning by the City of Tucker. The comparison of these values will represent any increase or decrease, if any, to the value of these property as a result of the proposed change in zoning. The difference will indicate any economic impacts to the subject by the change in zoning contemplated by the City of Tucker.

Intended Client(s) and User(s) This analysis is intended for use only by the client, Mr. Brandon L. Bowen of Jenkins, Bowen & Walker, PC., his representatives and assignees, representing the City of Tucker. Use of this analysis by others is not intended by the appraiser.

Intended Use of the Analysis This appraisal report is intended only for use by the client, Mr. Brandon L. Bowen of Jenkins, Bowen & Walker, PC., representing the City of Tucker in anticipation of a potential rezoning of the subject properties. This analysis is not intended for any other use.

The term **"market value"**, as utilized within this report, is defined by the Office of the Comptroller of the Currency, 12CFR, part 34 and utilized in accordance with Federal and State law as the most probable price in terms of money which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyer and seller are typically motivated.
2. Both parties are well informed or well advised, and both are acting in what they consider to be their own best interest.
3. A reasonable time is allowed for exposure in the open market.
4. Payment is made in terms of cash in United States Dollars or in financial arrangements comparable hereto.
5. The price represents a normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The basis of this analysis is the highest and best use of the property as currently zoned and as proposed. Highest and Best Use is defined as "The reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity." Alternatively, the probable use of land or improved property—specific with respect to the user and timing of the use—that is adequately supported and results in the highest present value. A streamlined definition was developed more recently for the Appraisal Institute course General Appraiser Market Analysis and Highest & Best Use, reducing the ambiguous language while eliminating direct reference to the four traditional tests of highest and best use: highest and best use "The reasonably probable use that produces the most benefits and highest land value at any given time."[1]

General Location and Description of the Subject Property The property that is the subject of this analysis is described as a 1.67 acre tract of land (per tax records) located on the west side of Richardson Street at its termination. The subject is a rectangular tract of land with an estimated 300 feet along the Richardson Street Right of Way. The property is level at road grade, then slopes upward for the improvements on the property.

The property is improved with a one story building of prefabricated metal construction containing 5,008 square feet of building area constructed in 1989. Building is an office warehouse design with approximately 3,200 square feet of office and 1,808 square feet of unfinished building area. The rear of the property is fenced in and used for storage of vehicles and large equipment. Presently, the subject is being leased for $2,500 per month to RM Concrete Specialists.

Zoning The subject is currently zoned M; Light Industrial Use by the City of Tucker. The subject is a legal non-conforming use in the M: Light Industrial zoning category due to the location of the improvements being in the required undisturbed buffer area required by the City of Tucker. Any

[1]The Appraisal of Real Estate. -- Fourteenth edition; 2013; page 333.

modifications, updates or upgrades to the property would require the owner to bring the property into compliance with the requirements of the Light Industrial Zoning District of the City of Tucker.

Proposed Zoning The City of Tucker is contemplating zoning the subject property to RSM; Small Lot Residential Mix. This zoning category allows for development of up to 6 single family units per acre. The subject will continue to be a legal non-conforming use if rezoned.

Predominate Values of Industrial Land The following chart demonstrates the relative values of industrial zoned land in the Tucker Summit Industrial Area. The chart provides the most recent sales of industrial land in the area.

No. & Location	*Sale Date*	*Size*	*Sale Price*	*Price/Acre*
1. 1731 Mountain Industrial Blvd	10/2020	0.95 acre	$100,000	$105,263
2. 4561 Greer Circle	11/2017	14.42 acres	$1,200,000	$83,218
3. 2460 Mountain Industrial Blvd	12/2015	6.96 acres	$730,695	$104,985

The Tucker Summit Industrial area is almost completely built out with very little land available for purchase or development. The sales selected represent the most recent sales of industrial oriented land in the subject's area. Based on these sales, the value of the industrial land in the Tucker Summit Industrial area ranges from $85,000 per acre to $106,000 per acre. This would provide a range of value for the subject's 1.67 acres of $142,000 ($141,950 rounded) to $177,000 ($177,020 rounded).

Value of Low Density Multi-family or Single Family Residential Land The following chart demonstrates the relative values of multi-family or higher density single family detached residential sales in the City of Tucker.

No. & Location	*Sale Date*	*Size*	*Sale Price*	*Price/Unit*
1. Behind Rehoboth Baptist Church	5/2019	12.187ac	$2,579,800	$34,397
2. 1409 Ashbrooke Trace	2/2019	22.49 acres	$2,895,755	$36,168*
3 Midvale @ LaVista Roads	10/2020	22.49 acres	$4,261,705	$67,650

* represents unit value of the attached residential portion

These sales demonstrate a relative value of around $35,000 to $60,000 per unit. The subject could accommodate 10 residential structures, resulting in a likely land value of $350,000 to $600,000.

Value of the Subject as Improved In estimating the value of improved real estate, three (3) Approaches to Value are typically used. These Approaches are the Depreciated Replacement Cost Approach, the Income Approach and the Market Data/Direct Sales Comparison Approach. The three (3) approaches provide indications of value which are reconciled by the appraiser to a final value estimate according to the relative reliability.

In this analysis, the Market Approach and Income Approach will be used.

Income Approach This procedure converts dollar income to be derived from the ownership of property into a value estimate. Anticipated future income is discounted to a present worth figure through the capitalization process. The gross income, occupancy rate, operating expenses, and overall rate, is derived from a study of properties in the immediate area of the subject or properties that are similar to the subject investment characteristics. This data is then analyzed and adjusted to the subject property to render an indication of value based on this study and analysis.

For purposes of this analysis, the appraiser utilized the actual lease income and property taxes for the subject property. The expenses are based on similar properties in the market area of the subject. The capitalization rate or Overall Rate (OAR) was obtained from Realty Rates, a national data base for real estate financial information. The valuation of the subject by the Income Approach is as follows:

Income $2,500 per month X 12 months	$30,000
Less Expenses	-$8,400
Property taxes of $3,200	
Property insurance of $3,000	
Repairs of $950	
Reserves of $1,250	
Net Operating Income	$21,600
$21,600 (NOI) ÷ 8.4% =	$257,143
Rounded	$257,500

Market Data/Direct Sales Comparison Approach An analysis was made of recent sales of similar properties in the area of the subject. Adjustments were made to each sale for the dissimilarities between the sales and the subject. The adjusted sales price of each property was then correlated to arrive at an indication of market value for the subject property. The following sales were considered for the retail building on the subject property:

Comparable Improved Sales			
Location	***Size (sq ft.)***	***Sale Date***	***Sale Price/Sq Ft Bldg Area***
2030 Tucker Industrial Rd	8,845 sf	12/2019	$66.70
2058 Kilman Drive	23,314 sf	4/2021	$60.00
2527 Commerce Place	57,512 sf	1/2019	$57.96

The subject would fall in the upper range of value established by the comparable sales due to its smaller size and the economies of scale associated with properties like the subject. Based on these sales, the value of the subject property would be around $70 per square foot of building area. Therefore, the value of the subject based on the market sales of similar properties is calculated as follows:

5,008 sf of building area X $70 per sf of bldg area = $350,560

Conclusions The change in zoning will not alter the subject's status of legal non-conformance under the Tucker Development Code. The current value of the subject is between $257,500 to $350,560. The value of the subject under its proposed zoning category is $350,000 to $600,000.

Based on this analysis, the change in zoning contemplated by the City of Tucker will not have any economic detriment to the subject property.

I hope this information is satisfactory and serves your purposes. This appraisal business is certainly appreciated and I trust that if you have any questions, or if I can be of any additional help to you on this project, please don't hesitate to contact me.

Sincerely,

Bruce R. Penn
Ga. Certified Appraiser No. 228

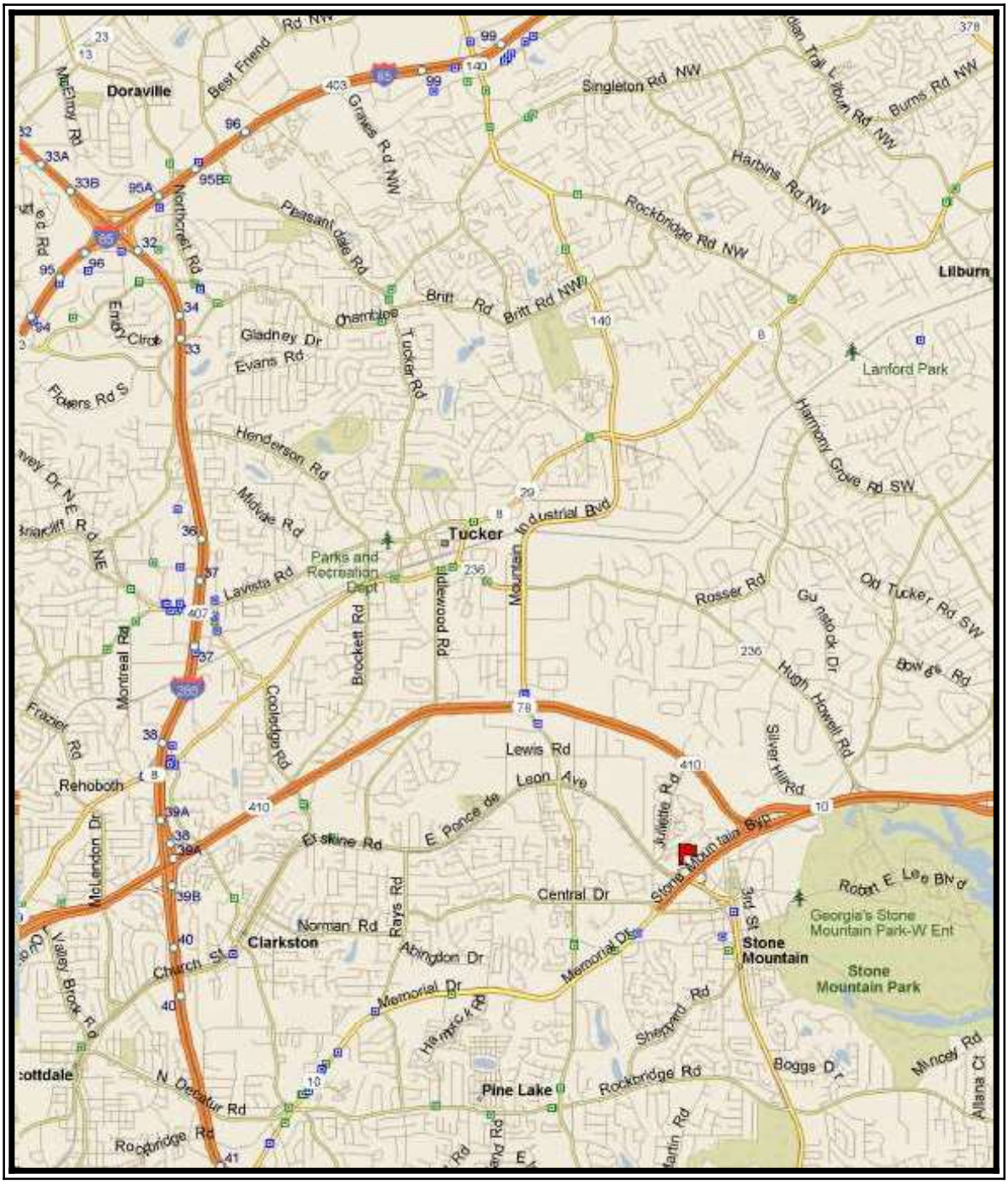
EXHIBITS & ADDENDA

APPENDIX A: SUBJECT PROPERTY

Subject Photographs
Subject Location Map
Subject Tax Plat Map
Flood Plain Map
Zoning Map
Zoning Excerpts from City of Tucker
Most Recent Transfer Documents

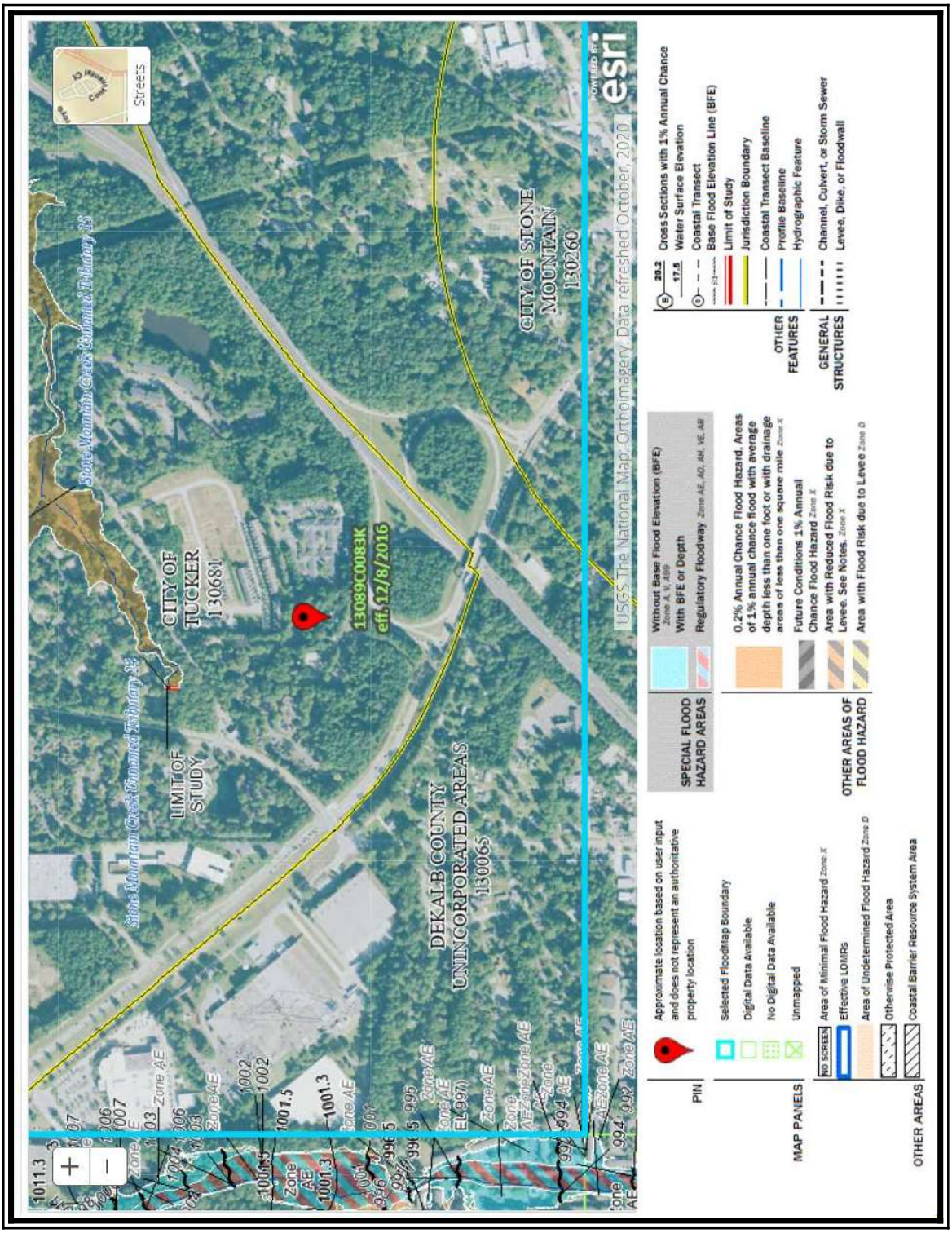
SUBJECT PHOTOGRAPHS

SUBJECT LOCATION MAP



AERIAL TAX PLAT MAP

FLOOD PLAIN MAP



ZONING MAP

Legend
R-75 (Residential Medium Lot -75)
R-60 (Residential Small Lot)
RSM (Small Lot Residential Mix)
MR-1 (Medium Density Residential-1)
MR-2 (Medium Density Residential-2)
HR-2 (High Density Residential-2)
NS (Neighborhood Shopping)
C-1 (Local Commercial)
C-2 (General Commercial)
O-D (Office-Distribution)
O-I (Office-Institution)
M (Light Industrial)
M-2 (Heavy Industrial)
MZ (Multiple Zoning)
PARK
Stone Mill Way
Magnolia Pl
Spring
Richardson St
Richardson St
Stone Mountain Trail
E Ponce de Leon Ave
W Ridge Ave
10
10

DIVISION 31. - M (LIGHT INDUSTRIAL) DISTRICT

Sec. 46-896. - Statement of purpose and intent.

The purpose and intent of the mayor and city council in establishing the M (Light Industrial) District is as follows:

(1) To provide areas for the establishment of businesses engaged in the manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise, or equipment and the sale and distribution of such goods, merchandise or equipment in locations so designated in the comprehensive plan;

(2) To provide an environment for light industrial uses that produces no appreciable impact on adjacent properties and preserve the appeal and appearance of residential and commercial areas;

(3) To ensure that all establishments located within the M (Light Industrial) District operate in compliance with the noise standards contained in this chapter and that any negative noise impact resulting from the use of land within the M (Light Industrial) District is contained within the boundaries of said district and does not create noise problems for adjoining residential, office or commercial districts;

(4) To provide an area within the city for recycling and green businesses to locate;

(5) To generate employment opportunities and economic development;

(6) To ensure that M (Light Industrial) Districts are so located that transportation access to thoroughfares and freeways is available;

(7) To allow for the conversion of industrial buildings which are 50 years of age or older to multifamily dwellings so as to promote living and working space as well as historic preservation;

(8) To implement the future development map of the county's most current comprehensive plan.

(Ord. No. 2016-06-07, att. (2.31.1), 7-11-2016)

Sec. 46-897. - Permitted and special land uses.

Permitted uses and uses requiring special land use permits shall be as provided in table 4.1. In cases where a use is permitted but there are supplemental use regulations for that use specified in article IV of this chapter, such regulations shall also apply and must be complied with.

(Ord. No. 2016-06-07, att. (2.31.2), 7-11-2016)

Sec. 46-898. - Dimensional requirements.

Dimensional requirements for the M (Light Industrial) District shall be as provided in table 2.24, nonresidential zoning districts dimensional requirements.

(Ord. No. 2016-06-07, att. (2.31.3), 7-11-2016)

Sec. 46-899. - Site and building design standards.

Site and building design standards and regulations to be applied in this zoning district shall be as provided in article V of this chapter.

(Ord. No. 2016-06-07, att. (2.31.4), 7-11-2016)

Sec. 46-900. - Multifamily use provisions for industrial conversion.

The conversion of industrial buildings to residential use shall be permitted by a special land use permit. The following shall be considered:

(1) Whether the building is located on the interior or periphery of an established industrial park or area;

(2) Whether the building or area should no longer be used for industrial uses;

(3) Adequate parking is provided in accordance with article VI of this chapter, for multifamily or live-work.

(Ord. No. 2016-06-07, att. (2.31.5), 7-11-2016)

Secs. 46-901—46-918. - Reserved.

Sec. 46-702. Dimensional requirements.

Dimensional requirements including overall site requirements, lot dimensions, setbacks, and heights for nonresidential districts are provided in table 2.24, nonresidential zoning districts dimensional requirements. Building setback, height and lot width may be tied to lot size compatibility, averaging as defined and required in article V of this chapter.

Table 2.24. Nonresidential Zoning Districts Dimensional Requirements

Element	*OIT*	*OI*	*NS*	*C-1*	*C-2*	*OD*	*M*	*M-2*
Overall Site Requirements (minimum unless specified)								
Dimensional Requirements								
Lot Area (min. sq. ft.)	7,500	20,000	20,000	20,000	30,000	30,000	30,000	2 acres for heavy ind. and uses req'g. SLUP; 1 acre for all other uses
Single-Family Attached Lot Area (Avg. per dwelling unit sq. ft.)	4,000	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted
Lot Width, Street Frontage (feet)	75	100	100	100	100	100	100	150
Lot Coverage (max. %)	80	80	80	80	80	80	80	80
Open Space Requirements								
Sites with 5,000—39,999 sq. ft. gross floor area (min. %)	15	15	15	10	10	15	15	15
Sites with 40,000 gross floor area or more (min. %)	20	20	20	20	20	20	20	20
Transitional Buffer (ft.)	See division 4, article V of this chapter							
Building Setback Requirements (min., unless specified)								

Front—Thoroughfares and Arterials (ft.)	40	60*	30	60	60	75	60	60
Front—all other streets (ft.)	30	50*	20	50	50	75	60	60
Side—interior lot (ft.)	20	20*	20	20	20	20	20	20
Side—corner lot on public street (ft.)	40	50*	15	50	50	50	60	60
Rear (ft.)	30	30*	20	30	30	30	30	30
Unit Size (Residential: Heated Living Area)								
Floor Area of Attached Dwelling Unit of Multifamily (min. sq. ft.)	1,000	1,000	Not Permitted	Not Permitted	Not Permitted	Not Permitted	1,000	Not Permitted
Floor Area of Live/Work Dwelling Unit (residential portion only—min. sq. ft.)	650	650	650	650	Not Permitted	Not Permitted	650	Not Permitted
Floor area per individual building (max. sq. ft.) (non-res.)	N/A	N/A	50,000	No Max.	No Max.	No Max.	No Max.	No Max. Height (max. without a Special Land Use Permit (SLUP))**
Height (ft.)	2 story/35 ft.	5 story/70 ft.***	2 story/35 ft.	2 story/35 ft.	2 story/35 ft.	2 story/35 ft.	**	**
Transitional Height Plane (see article V of this chapter)	No	Yes	No	No	No	Yes	Yes	Yes

*If located next to single-family residential and the building will exceed 35 feet, the building setback from SF residential shall be increased 50 percent.

**Fire department and rescue services must approve over three stories to ensure adequacy of fire protection facilities.

***Five story/70 feet if in an activity node, two story/35 feet outside an activity node, unless obtaining a special land use permit for up to five story/70 feet.

(Ord. No. 2016-06-07, att. (2.24.1), 7-11-2016; Ord. No. 2018-12-40, 1-14-2019)

Sec. 46-1338. Transitional buffers.

(a) *Intent.* Transitional buffers are intended to create a visual screen in order to diminish the potential negative impacts of nonresidential and mixed land uses on adjacent residential land uses. Similarly, transitional buffers diminish the potential negative impacts of higher intensity residential development on adjacent single-family residential land uses.

(b) *General requirements.* Natural or planted transitional buffers required by this division shall be established and permanently maintained by the property owner as follows:

(1) The required transitional buffer shall be depicted in detail on each site plan or plat prior to final approval. Type and location of natural and planted vegetation shall be included.

(2) Within the transitional buffer, the natural topography of the land shall be preserved and existing growth shall not be disturbed except where necessary to remove dead or diseased trees and undergrowth or to enhance the buffer with additional landscaping in order to provide a screen so as to prevent view of the higher density development from the lower density development.

(3) Grading or construction adjacent to the transitional buffer zone shall not disturb or encroach upon the transitional buffer zone.

(4) Notwithstanding subsection (b)(3) of this section, if grading is required in the transitional buffer in order to prevent or control erosion, the area of such grading shall cover no more than 20 percent of the required transitional buffer, shall be immediately replanted upon completion of easement improvements and shall avoid disturbance of the soil within the dripline of trees within the transitional buffer.

(5) Any approved utility crossings shall be perpendicular to the transitional buffer.

(6) A pedestrian walkway, a maximum width of five feet, may be located in the buffer to provide pedestrian access to the adjoining property. Where a pedestrian walkway is provided, a gate shall be installed in the required screening fence.

(7) If existing vegetation in a buffer area does not meet the transitional buffer standards, a five foot high, landscaped berm may be installed subject to the approval of the city arborist. Grading to construct the berm shall not remove significant plants designated by the city arborist as part of the approval of the landscaped berm.

(c) *Buffer planting and materials.* When the conditions of the existing natural topography and vegetation are insufficient to achieve the visual screening required by this section, a landscape planting plan to enhance the transitional buffer shall be prepared and implemented to supplement existing natural growth or to provide new plant materials of such growth characteristics as will provide a screen meeting the standards below:

(1) *Planting height.* Proposed planting as part of an enhanced transitional buffer shall have a height of at least six feet at the time of planting and planted in a minimum of two rows, with staggered on center spacing such that a continuous opaque screen is created within two years of planting.

(2) *Plant types.* Plant species in an enhanced transitional buffer shall be evergreen, native, naturalized or other species well-adapted to the local climate and rainfall patterns, disease and pest-free, healthy and vigorous, and meet standard for American Nursery Stock, ANSI Z60.1.

(3) *Plant functions.* Plants shall be approved from a list made available from the planning and zoning department, but shall not be exclusive of other plants which may be suitable, provided they can provide a continuous opaque screen.

(4) *Fences.* Fences are required with transitional buffers and shall meet the requirements of section 46-1340.

(5) *Wall and fence finishes.* Walls and fences shall be constructed with the finished or decorative side facing outward from the property.

(d) *Buffer dimensions and specifications.* Table 5.2(a) identifies the transitional buffer class required for each zoning district based on the zoning district to which it is adjacent. Table 5.2(b) summarizes the minimum width of the required transitional buffer for each transitional buffer class (A-E).

Table 5.2(a). Transitional Buffer Class by District

Districts	*Adjacent District*											
Residential Districts	R*	MHP	RNC	RSM	MR-1	MR-2	HR-1-3	MU-1	MU-2	MU-3	MU-4	MU-5
MHP	C	-	-	-	-	-	-	-	-	-	-	-
RNC	B	-	-	-	-	-	-	-	-	-	-	-
Mixed Residential Districts												
RSM**	A	C	A	-	-	-	-	-	-	-	-	-
MR-1**	B	C	B	B	-	-	-	-	-	-	-	-
MR-2**	C	C	C	C	C	-	-	-	-	-	-	-
HR-1-3**	C	C	C	C	B	B	-	-	-	-	-	-
Mixed-Use Districts												
MU-1	B	B	B	B	-	-	-	-	-	-	-	-
MU-2	C	B	B	B	B	-	-	-	-	-	-	-
MU-3	C	C	C	B	A	B	B	B	B	-	-	-
MU-4	C	C	C	B	A	B	B	B	B	-	-	-
MU-5	C	C	C	B	A	B	B	B	B	-	-	-
Nonresidential Districts												
OI	C	C	C	C	C	C	C	B	B	B	-	-
OIT	C	C	C	C	C	C	C	B	B	B	-	-
NS	C	C	C	C	C	C	C	A	A	A	-	-
C-1	C	C	C	C	C	C	C	B	B	B	-	-
OD	D	D	D	D	D	D	D	D	D	D	D	D
C-2	C	C	C	C	C	C	C	B	B	B	B	B
M	D	D	D	D	D	D	D	D	D	D	D	D
M-2	E	E	E	E	E	E	E	E	E	E	E	E

*R= RE, RLG, R-100, R-85, R-75, R-60 (except when R-60 use is single-family attached).

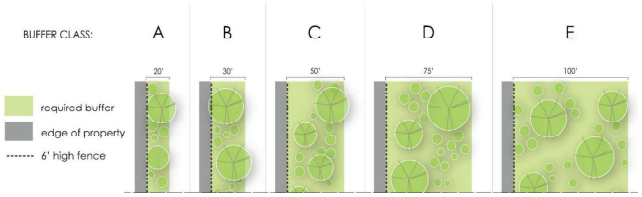
**Where the Mixed Residential District has single-family units along an adjacent residential (R) boundary, then a transitional buffer is not required.

Table 5.2(b). Transitional Buffer Minimum by Buffer Class

Buffer Class	*Width*
A	20'
B	30'

C	50'
D	75'
E	100' with fence

Transitional Buffers Figure



(Ord. No. 2016-06-07, att. (5.4.5), 7-11-2016; Ord. No. O2020-03-07 , exh. A, 3-23-2020)

DIVISION 12. RSM (SMALL LOT RESIDENTIAL MIX) DISTRICT

Sec. 46-359. Statement of purpose and intent.

The purpose and intent of the mayor and city council in establishing the RSM (Small Lot Residential Mix) District is as follows:

(1) To provide for the creation of residential neighborhoods that allow a mix of single-family attached and detached housing options;

(2) To provide flexibility in design and product on the interior of new development while protecting surrounding neighborhoods;

(3) To implement the future development map of the city's most current comprehensive plan.

(Ord. No. 2016-06-07, att. (2.12.1), 7-11-2016)

Sec. 46-360. Permitted and special land uses.

Permitted uses and uses requiring special land use permits shall be as provided in table 4.1. In cases where a use is permitted but there are supplemental use regulations for that use specified in article IV of this chapter, such regulations shall also apply.

(Ord. No. 2016-06-07, att. (2.12.2), 7-11-2016)

Sec. 46-361. Dimensional requirements.

Dimensional requirements for the RSM (Small Lot Residential Mix) District shall be as provided in table 2.4, medium and high density residential zoning districts dimensional requirements.

(Ord. No. 2016-06-07, att. (2.12.3), 7-11-2016)

Sec. 46-362. Site and building design standards.

Site and building design standards and regulations to be applied in this zoning district shall be as provided in article V of this chapter.

(Ord. No. 2016-06-07, att. (2.12.4), 7-11-2016)

Secs. 46-363—46-388. Reserved.

Sec. 46-334. Medium and high density.

The medium and high density residential zoning districts allow cottage housing, attached, multifamily and mixed residential developments at the densities illustrated in table 2.3:

Table 2.3. Summary of Density Ranges for Medium and High Density Residential Zoning Districts

Zoning District Name	*Density (units/acre)*	*Eligible Character Areas*
Small Lot Residential Mix RSM	4-6	Suburban, Downtown, Medical area, Regional activity center, Commercial redevelopment corridor
Medium Density Residential-1 MR-1	8	Downtown, Medical area, Regional activity center, Commercial redevelopment corridor
Medium Density Residential-2 MR-2	12	Downtown, Medical area, Regional activity center, Commercial redevelopment corridor
High Density Residential-1 HR-1	24	Downtown, Medical area, Regional activity center
High Density Residential-2 HR-2	40	Downtown, Regional activity center
High Density Residential-3 HR-3	60	Regional activity center

(Ord. No. 2016-06-07, att. (2.11.1), 7-11-2016; Ord. No. O2018-03-7, exh. A(2.11.1), 4-9-2018; Ord. No. 2018-12-40, 1-14-2019)

00042787

Form No. 214 WARRANTY DEED (Long Form)

FILED & RECORDED
DEKALB CO. GA.
JUN 14 3 42 PM '88
WHITFIELD C. SMITH
CLERK OF SUPERIOR COURT

STATE OF GEORGIA, County of DEKALB

THIS INDENTURE, Made this 17th day of May in the Year of Our Lord One Thousand Nine Hundred and Eighty-Eight between SAM MIDDLEBROOKS and MRS. SAM MIDDLEBROOKS of the State of Georgia and County of DeKalb of the first part, and PEARSON LANDSCAPES, INC. of the State of Georgia and County of DeKalb of the second part.

WITNESSETH: That the said parties of the first part, for and in consideration of the sum of TEN Dollars, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged, have granted, bargained, sold and conveyed, and by these presents do grant, bargain, sell and convey unto the said party of the second part, its heirs and assigns, all that tract or parcel of land lying and being in Land Lot 125 of the 18th District, DeKalb County, Georgia.

TRACT I:

Lots 7 and 8, of the Knox Subdivision, near Stone Mountain, Georgia, and being more particularly described as follows:

Lot 7 beginning at a corner with Lot 6 on Richardson Street; and running westerly 250 feet to rear of Lots 19 and 20; thence northerly 100 feet along rear of said lots; thence easterly along line with Lot 8, 250 feet to Richardson Street; thence along Richardson Street 100 feet to the point of beginning. Said Lot 8, beginning at a corner with Lot 7; running westerly 250 feet to rear of Lots 20 and 21; thence northerly 100 feet to corner with Lot 9; thence along Lot 9 easterly 250 feet to Richardson Street; thence southerly along Richardson Street to the point of beginning.

TRACT II:

Lot 9 of a tract of land near Stone Mountain, by R.C. Knox, surveyor, beginning 550 feet from corner of Moore Street and Richardson Street of said plat, measuring 100 feet, fronting on Richardson Street and extending back in equal width 250 feet. Being Lot 9 of said subdivision. 100 feet by 250 feet measurements.

Both tracts as more particularly shown on that certain survey dated May 12, 1988 by Roy E. Housworth, Jr. for Pearson Landscapes, Inc., the original of which is attached to this Warranty Deed and incorporated therein by reference.

DeKalb County, Georgia
Real Estate Transfer Tax
Paid $ 105.50
Date 6-14-88
CLERK, SUPERIOR COURT
By: Nancy L. Brown
Deputy Clerk

BOOK 6159 PAGE 386

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said party of the second part, its heirs and assigns, forever, in Fee Simple.

AND THE SAID parties of the first part, for their heirs, executors and administrators, will warrant and forever defend the right and title to the above described property, unto the said party of the second part, its heirs and assigns, against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the said parties of the first part have hereunto set their hand and seals, the day and year above written.

Signed, sealed and delivered in presence of:

Sam Middlebrooks
SAM MIDDLEBROOKS

Mrs. Sam Middlebrooks (Seal)
MRS. SAM MIDDLEBROOKS

(Seal)

(Seal)

Witness

Sworn to and Subscribed Before Me
This 17th Day of May, 1982.

Notary Public

Notary Public, Cobb County, Georgia
My Commission Expires Oct. 10, 1980

WARRANTY DEED
(Long Form)

FROM
SAM MIDDLEBROOKS
and
MRS. SAM MIDDLEBROOKS
TO
PEARSON LANDSCAPES, INC.

GEORGIA, County of

Clerk's Office, Superior Court

Filed for Record at o'clock M.

, 19

Recorded in Deed Book Folio

, 19

, Clerk

FORM NO. 214 RYAN ALLEN CO

BOOK 6159 PAGE 397

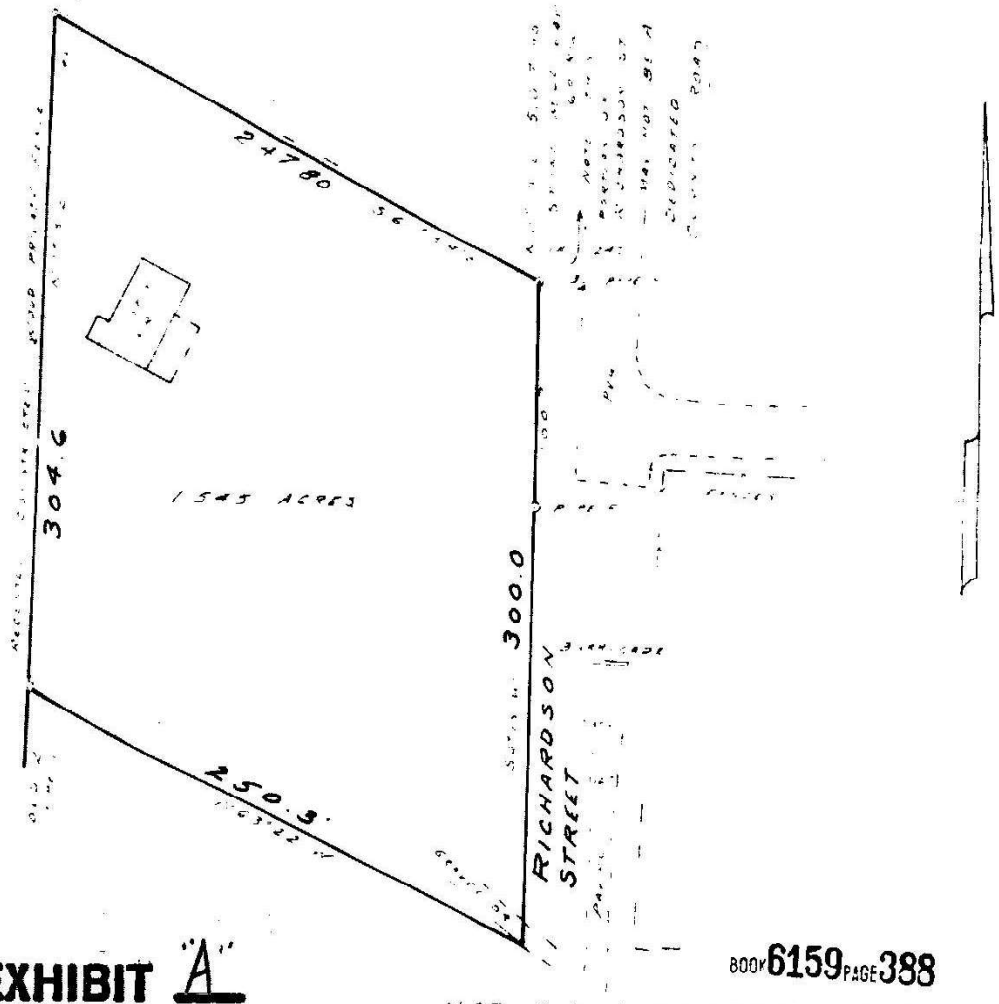


EXHIBIT "A"

BOOK 6159 PAGE 388

NOT IN A FLOOD HAZARD ZONE

PROPERTY OF PEARSON LANDSCAPES, INC.
FOR

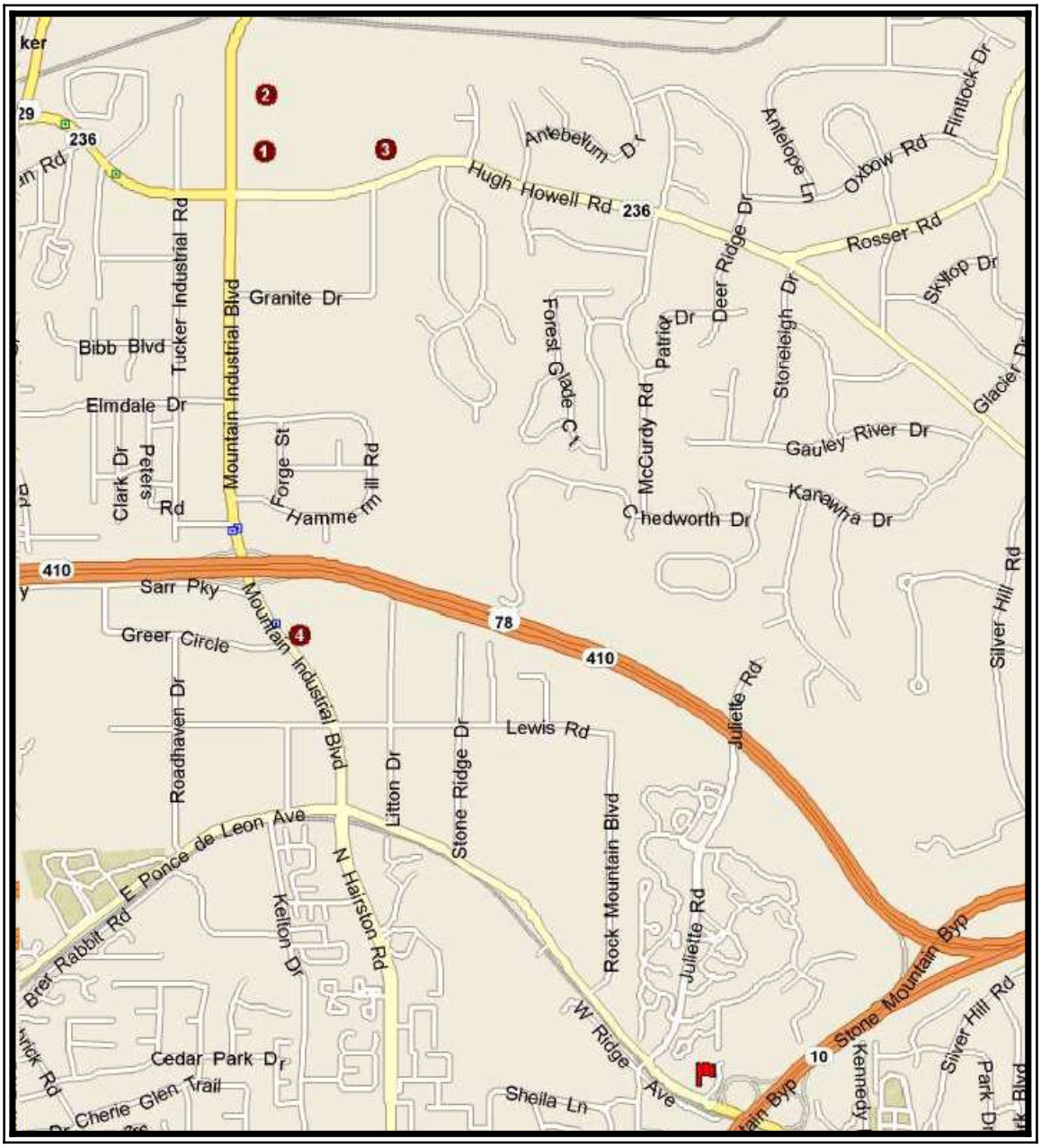
LAND LOT 125 18TH DISTRICT
COUNTY DEKALB STATE GEORGIA
CITY

SCALE 1" = 60' DATE 5-12-88
SURVEYED BY ROY E. HOUSWORTH, JR.
REGISTERED SURVEYOR NO. 1264

APPENDIX B: INDUSTRIAL LAND SALES

Industrial Land Sales Map
Industrial Land Sales

COMPARABLE INDUSTRIAL LAND SALES LOCATION MAP



COMPARABLE NO. 1
INDUSTRIAL LAND SALE

GRANTOR: VRE Stone Mountain, LLC

GRANTEE: LVL Investments, Inc.

RECORDED: **BOOK:** 28692 **PAGE:** 197 **COUNTY:** Dekalb

DATE OF TRANSACTION: 10/1/2020

CONSIDERATION: $100,000 **PRICE PER ACRE:** $105,263

LOCATION: 1731 Mountain Industrial Boulevard, Stone Mountain, GA

PARCEL ID: 18 170 01 011

ZONING: C1 - Local Commercial District

TOTAL AREA: 0.95 Acres Per Warranty Deed

DESCRIPTION OF PROPERTY

Access: Good Access
Frontage: Frontage along Private Drive
Utilities: All utilities available
Drainage: Adequate
Topography: Basically Level

COMPARABLE NO. 2
INDUSTRIAL LAND SALE

GRANTOR: GA Power Company

GRANTEE: HPC Seefreid Tucker, LLC

RECORDED: **BOOK:** 26623 **PAGE:** 260 **COUNTY:** Dekalb

DATE OF TRANSACTION: 11/28/2017

CONSIDERATION: $1,200,000 **PRICE PER ACRE:** $83,218

LOCATION: 4561 Greer Circle, Stone Mountain, GA

PARCEL ID: 18 170 02 024

ZONING: M - Light Industrial District

TOTAL AREA: 14.42 Acres per recorded survey

DESCRIPTION OF PROPERTY

Access: Good Access
Frontage: 954' along Greer Circle and 530' along Roadhaven Drive
Utilities: All utilities available
Drainage: Adequate
Topography: Level to gently rolling

COMPARABLE NO. 3
INDUSTRIAL LAND SALE

GRANTOR: Ricoh Americas Corporation

GRANTEE: Atlanta Mountain Industrial Real Estate, Inc.

RECORDED: **BOOK:** 25308 **PAGE:** 26 **COUNTY:** Dekalb

DATE OF TRANSACTION: 12/15/2015

CONSIDERATION: $730,695 **PRICE PER ACRE:** $104,985

LOCATION: 2460 Mountain Industrial Boulevard, Tucker, GA

PARCEL ID: 18 224 03 003

ZONING: M - Light Industrial District

TOTAL AREA: 6.96 Acres Per Warranty Deed

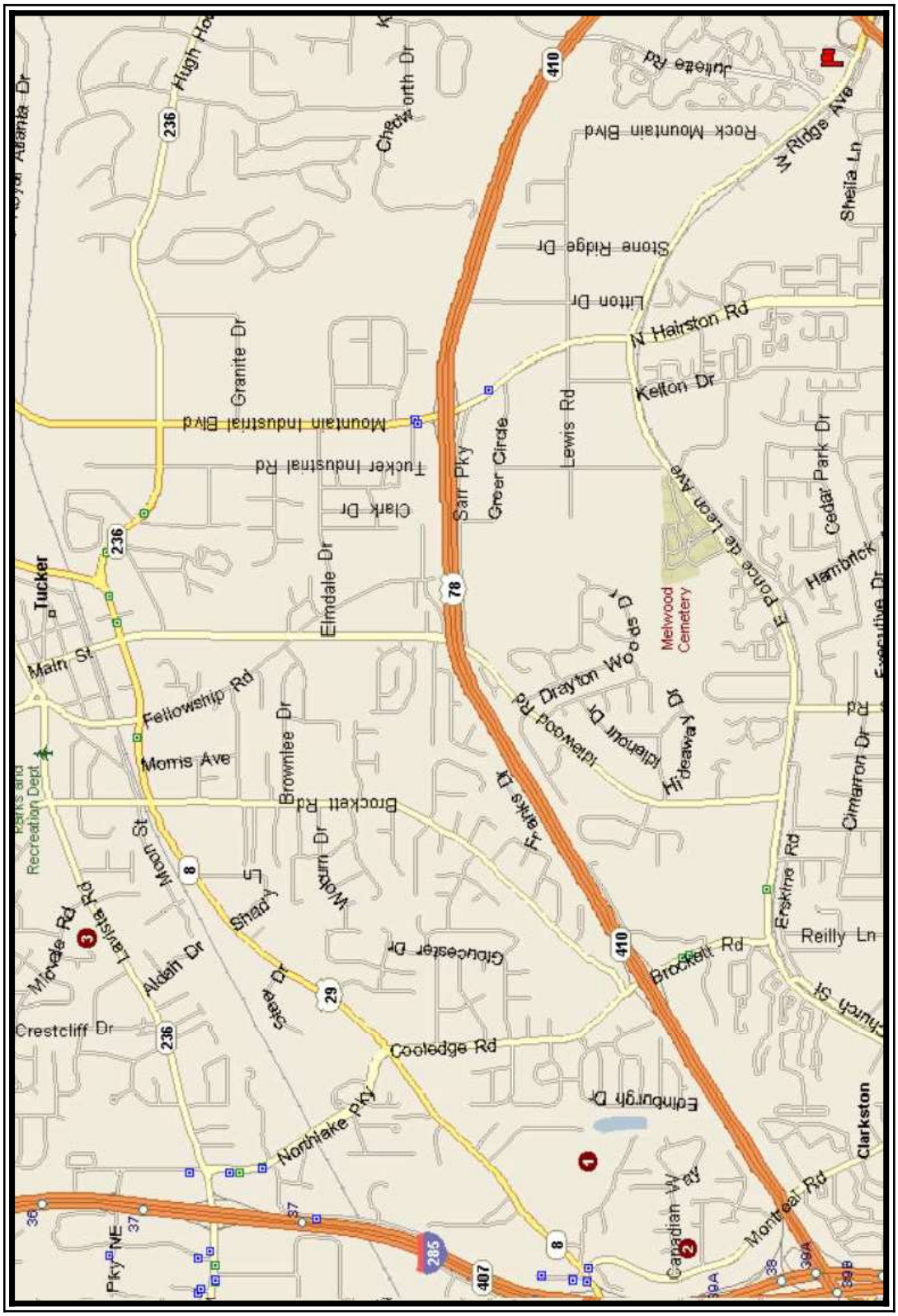
DESCRIPTION OF PROPERTY

Access: Good Access
Frontage: 706' along Mountain Industrial Boulevard and 473' along Tuckerstone Parkway
Utilities: All utilities available
Drainage: Adequate
Topography: Level to gently rolling

APPENDIX C: MULTI-FAMILY LAND SALES

Multi-Family Land Sales Map
Multi-Family Land Sales

COMPARABLE MULTI-FAMILY LAND SALES LOCATION MAP



COMPARABLE NO. 1
MULTI-FAMILY LAND SALE

GRANTOR: Rehoboth Baptist Church, Inc.

GRANTEE: MH Settlement, LLC

RECORDED: **BOOK:** 27558 **PAGE:** 244 **COUNTY:** Dekalb

DATE OF TRANSACTION: 5/17/2019

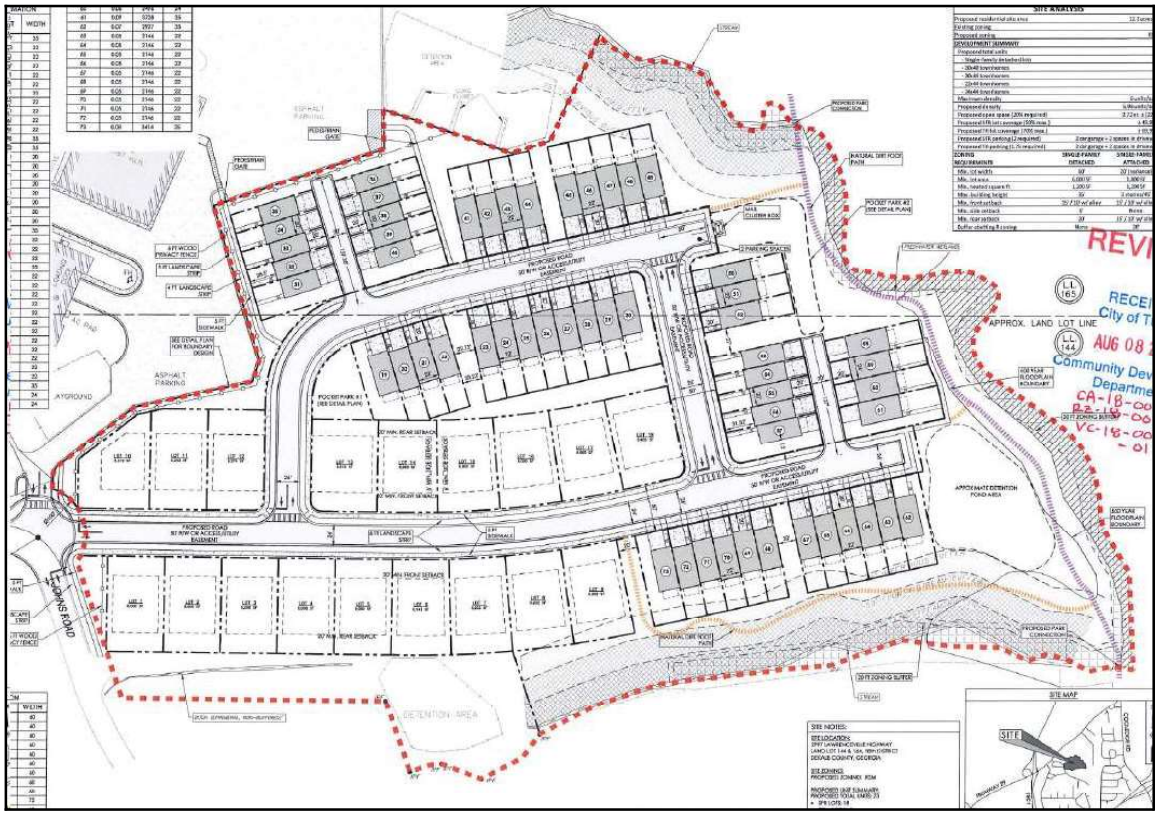
CONSIDERATION: $2,579,800 **PRICE PER UNIT:** $34,397

LOCATION: Behind Rehoboth Baptist Church at 2997 Lawrenceville Hwy.

PARCEL ID: 18 144 03 233

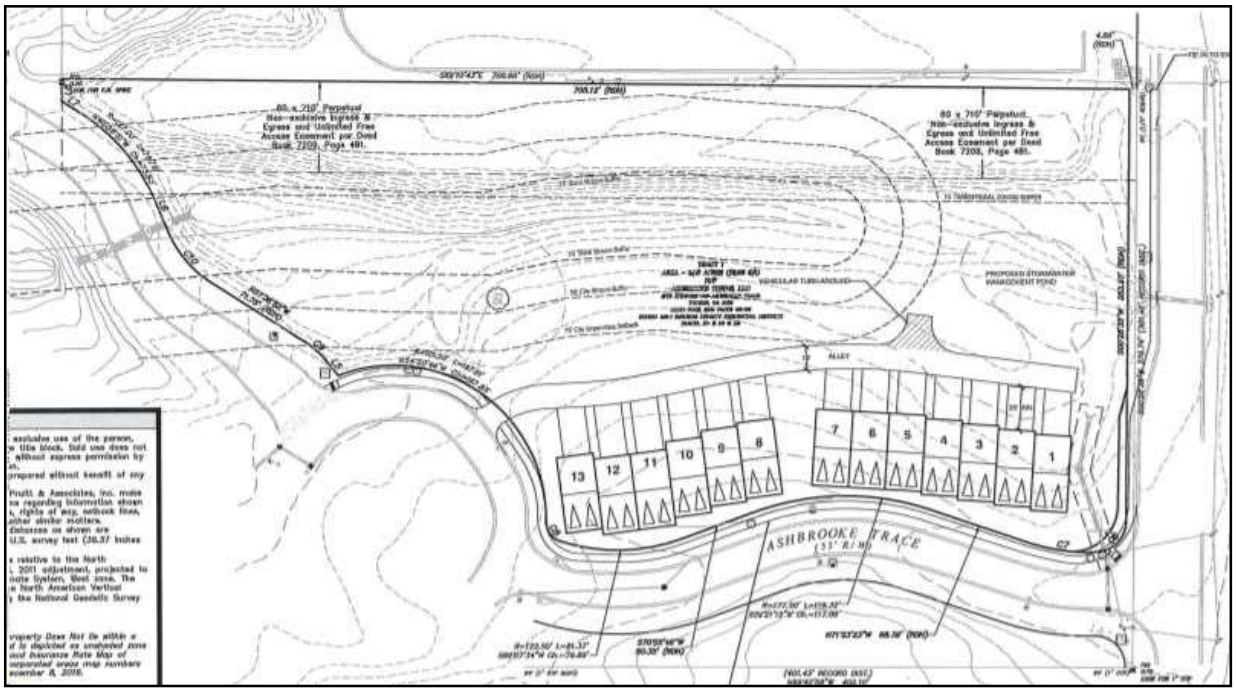
ZONING: RSM; Small Lot Residential Mix

TOTAL AREA: 12.187 acres per survey



COMPARABLE NO. 2
MULTI-FAMILY LAND SALE

GRANTOR:	Ashbrooke Towns, LLC
GRANTEE:	Ashbrooke Home Builders, Inc.
RECORDED:	**BOOK:** 27725 **PAGE:** 52 **COUNTY:** Dekalb
DATE OF TRANSACTION:	2/11/2019
CONSIDERATION:	$2,895,755 **PRICE PER UNIT:** $36,168
LOCATION:	1409 Ashbrooke Trace
PARCEL ID:	18 140 01 226
ZONING:	MR-1 Medium Density Residential; This tract was modified for townhome development.
TOTAL AREA:	22.49 acres per survey



COMPARABLE NO. 3
SINGLE FAMILY LAND SALE

GRANTOR: Charles A Orth, Trustiee, etal.

GRANTEE: JWC Lavista, LLC

RECORDED: **BOOK:** 28788 **PAGE:** 210 **COUNTY:** Dekalb

DATE OF TRANSACTION: 10/30/2020

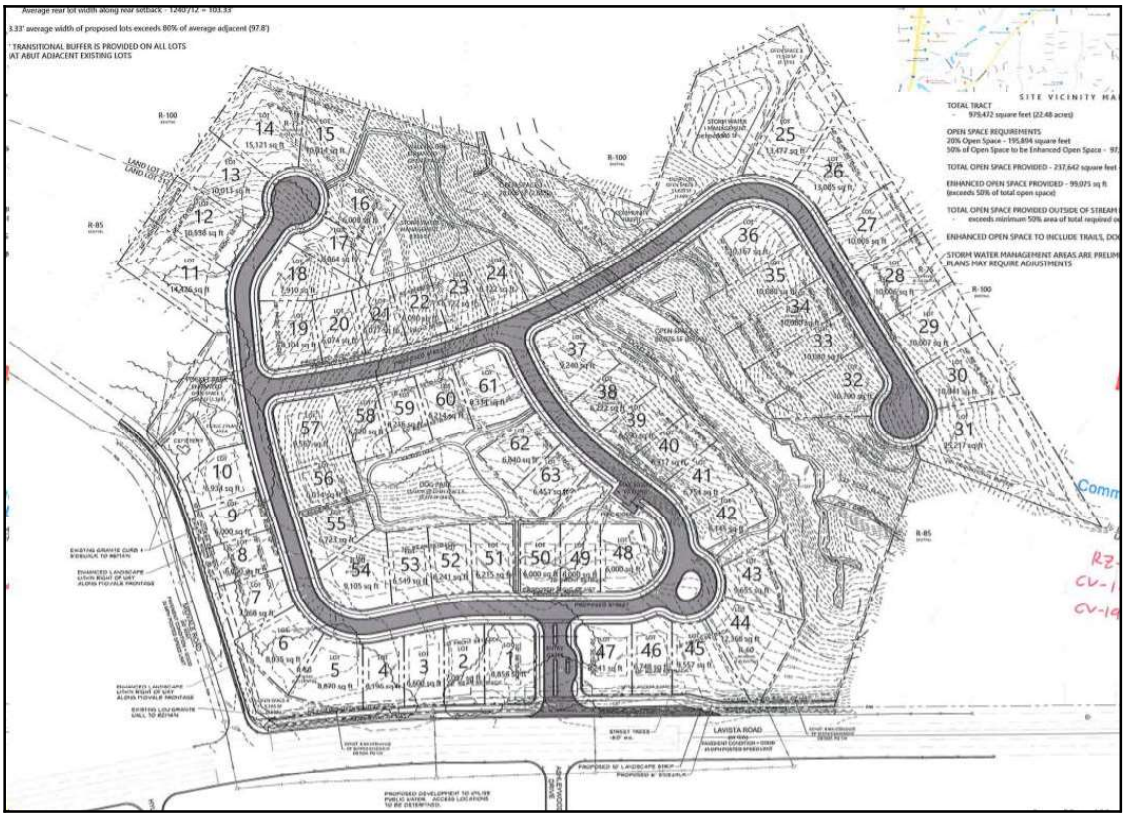
CONSIDERATION: $4,261,705 **PRICE PER UNIT:** $67,650

LOCATION: Intersection of Midvale Road at Lavista Road

PARCEL ID: 18 212-01-002, 006, 018, 019, 042

ZONING: MZ Multiple Zoning.

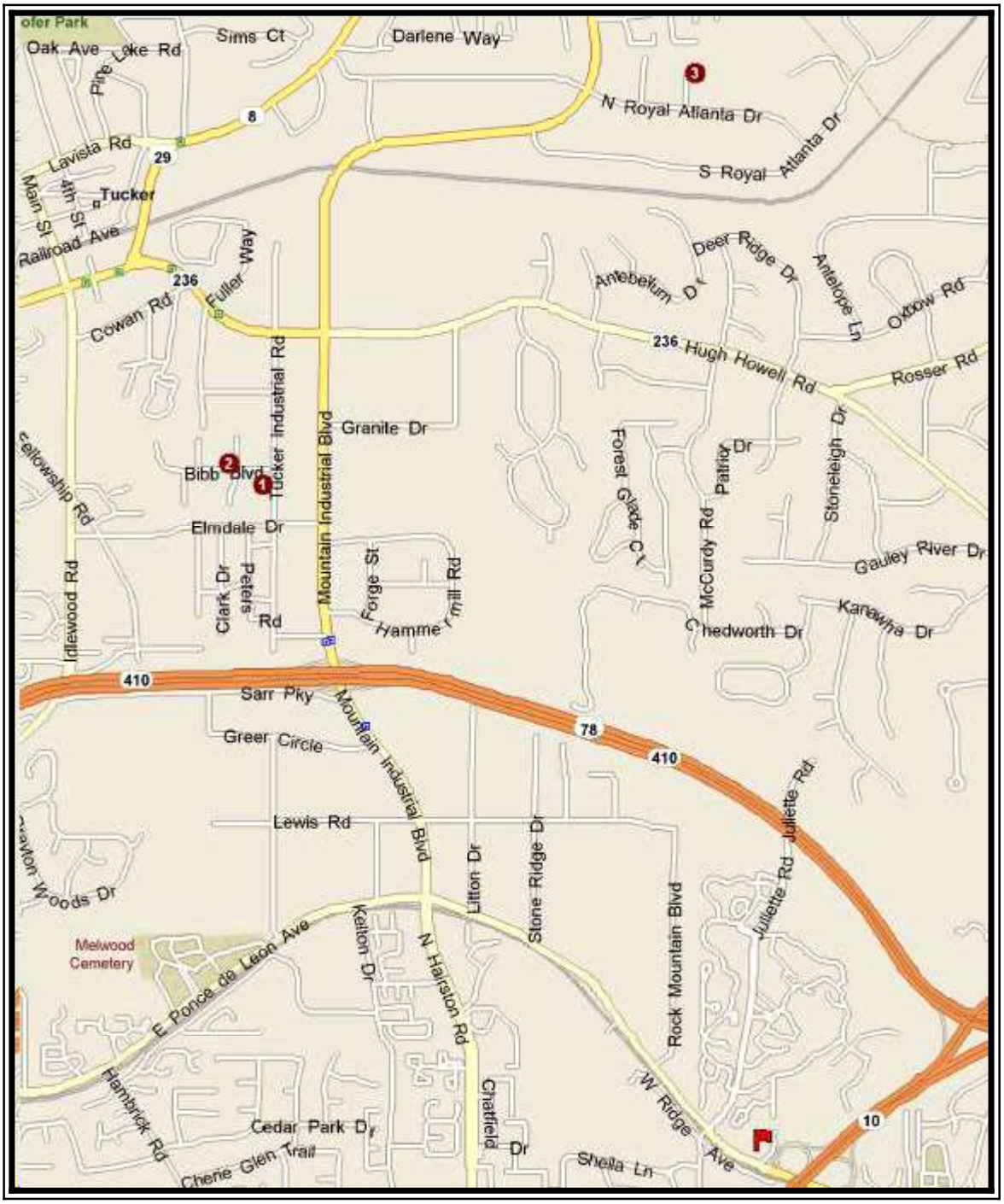
TOTAL AREA: 22.49 acres per survey



APPENDIX D: IMPROVED INDUSTRIAL SALES

Improved Industrial Sales Map
Improved Industrial Sales

COMPARABLE SALES LOCATION MAP



COMPARABLE NO. 1
IMPROVED INDUSTRIAL SALE

GRANTOR:	Tucker Industrial Road, LLC.
GRANTEE:	Bethel Mission Church Atlanta, Inc.
RECORDED:	**BOOK:** 27969 **PAGE:** 320 **COUNTY:** Dekalb
DATE OF TRANSACTION:	12/5/2019
CONSIDERATION:	$590,000 **PRICE PER SF:** $66.70
LOCATION:	2030 Tucker Industrial Road at Bibb Boulevard
PARCEL ID:	18 185 001 070
ZONING:	M; Light Industrial
IMPROVEMENTS:	The property is improved with an 8,845 square foot office warehouse building of brick and block construction built in 1973.
TOTAL AREA:	1 acre

COMPARABLE NO. 1
IMPROVED INDUSTRIAL SALE

COMPARABLE NO. 2
IMPROVED INDUSTRIAL SALE

GRANTOR:	Marinus B. Van De Kreke & Honey J. Van De Kreke
GRANTEE:	ZAZ Realty, LLC.
RECORDED:	**BOOK:** 29270 **PAGE:** 645 **COUNTY:** Dekalb
DATE OF TRANSACTION:	4/14/2021
CONSIDERATION:	$1,400,000 **PRICE PER SF:** $60.00
LOCATION:	2058 Kilman Drive, Tucker
PARCEL ID:	18 185 001 068
ZONING:	M; Light Industrial
IMPROVEMENTS:	The property is improved with a 23,314 square foot office warehouse building of brick and block construction built in phases from 1974 to 1991.
TOTAL AREA:	1.2 acre

COMPARABLE NO. 2
IMPROVED INDUSTRIAL SALE

COMPARABLE NO. 3
IMPROVED INDUSTRIAL SALE

GRANTOR:	Hart-Plaisted Building, LLC
GRANTEE:	Rivan Commerce Place, LLC
RECORDED:	**BOOK:** 27366 **PAGE:** 228 **COUNTY:** Dekalb
DATE OF TRANSACTION:	1/29/2019
CONSIDERATION:	$3,333,333 **PRICE PER SF:** $57.96
LOCATION:	2030 Tucker Industrial Road at Bibb Boulevard
PARCEL ID:	18 223 007 257
ZONING:	M; Light Industrial
IMPROVEMENTS:	The property is improved with a 57,512 square foot office warehouse building of brick and block construction built in 1994.
TOTAL AREA:	3.715 acres

COMPARABLE NO. 3
IMPROVED INDUSTRIAL SALE

APPENDIX E

Certification
Assumptions & Limiting Conditions
Qualifications of the Appraiser

CERTIFICATE OF APPRAISER

I certify that to the best of my knowledge and belief:

1. The statements of fact contained in this report are true and correct.

2. The report analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.

3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

4. My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of this report.

5. My analyses, opinions and conclusions were developed and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice.

6. The reported analyses, opinions and conclusions were developed and this report has been prepared in conformity with the requirements of the Uniform Standards of Professional Appraisal Practice, the Georgia Real Estate Appraiser Classification and Regulation Act and the rules and regulations of the Georgia Appraisers Board.

7. I have made a personal inspection of the property that is the subject of this report.

8. I certify that I have not performed any service on the subject property as an appraiser or any other capacity in the past three years.

9. I acknowledge that I serve on the Tucker Downtown Development Authority

Bruce R. Penn
Georgia Certified General Real Property Appraiser #000228

ASSUMPTIONS AND LIMITING CONDITIONS

This report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.

2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.

3. Responsible ownership and competent property management are assumed.

4. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.

5. All engineering is assumed to be correct. The plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.

6. It is assumed that there are no hidden or unapparent conditions of the property and subsoil that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.

7. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined and considered in the report.

8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in the report.

9. It is assumed that all required licences, consents or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

ASSUMPTIONS AND LIMITING CONDITIONS
Continued

10. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraiser, and in any event only with proper written qualification and only in its entirety. Therefore, the liablity of the appraiser shall be expressly limited to the person for whom the report was addressed and any reliance thereon by any third party shall not be justifiable and therefore shall be at the peril of such third party.

11. The appraiser is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless such arrangements have been previously made.

12. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm with which the appraiser is connected) shall be disseminated to the public through advertising, public relation, news sales, or other media without the prior written consent and approval of the appraiser.

13. It is a condition of this appraisal that the subject property, including any proposed improvement, meets all governmental regulations and restrictions including but not limited to zoning requirements, building and development codes, drainage requirements and all fire safety laws.

14. It is a condition of this report that the property is subject to typical easements such as right of way for electrical power lines, sewer easements, natural gas lines, as well as telephone lines and water lines.

15. It is a condition of the report that no soil boring test has been made and the stated value would be subject to such a test.

16. It is a condition of this report that any marketing of the subject property would expressly require effective and aggressive sales methods and techniques, reasonable pricing, market exposure and coverage, and unless stated any suggested improvements or repairs must be completed in order to market the property.

ASSUMPTIONS AND LIMITING CONDITIONS
Continued

17. The subject is specifically conditioned on present market conditions, any change may affect the market value stated.

18. Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as, but not limited to, asbestos, urea-formaldehyde foam insulation, leaking underground storage tanks, contaminated areas, hazardous wastes, dangerous substances, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

QUALIFICATIONS
Bruce R. Penn

SPECIAL QUALIFICATIONS (PRESENT & HISTORICAL)

- State of Georgia, Certified General Real Estate Appraiser No. CG- 000228
- South Carolina, Certified General Real Estate Appraiser No. CG-3575 (retired)
- Senior Member, National Association of Real Estate Appraisers, Designated as Certified Commercial Real Estate Appraiser (#38173) retired
- Appraisal Institute - MAI Candidate (#M86-3542) (retired)
- State of Georgia, Department of Transportation; Approved Appraiser; retired
- Hartsfield Airport Noise Abatement Program Approved Appraiser
- Fulton County, Approved Appraiser
- Dekalb County Approved Appraiser
- Cobb County Department of Transportation, Approved Appraiser
- Cobb County Water Department, Approved Appraiser
- Floyd County Approved Appraiser
- Chatham County Approved Appraiser
- Rockdale County Approved Appraiser
- Cherokee County Approved Appraiser
- City of Atlanta Approved Appraiser
- Jasper County Approved Appraiser

SPECIALIZED REAL ESTATE TRAINING

-Atlanta Institute of Real Estate
Principles and Practices of Real Estate; Sales I, Sales II, Sales III
-Appraisal Institute (FKA American Institute of Real Estate Appraisers)
Course lAl, Basic Appraisal Principles, Methods and Techniques
Course 1A2, Basic Valuation Procedures
Course 023, Standards of Professional Practice
Course 1BA, Capitalization Theory and Techniques (Part A)
Course 1BB, Capitalization Theory and Techniques (Part B)
Business Valuation
Valuation in Litigation
-Columbia Institute
Condemnation Appraising
- Society of Real Estate Appraisers
Course 101, An Introduction to Appraising Real Property
Course 102, Applied Residential Property Valuation
- Georgia State University
RE 410, Real Estate Valuation
RE 310, Real Estate Principles and Practices
RE 460, Income Property Valuation

GENERAL EDUCATION

- Georgia State University: Bachelor of Business Administration (1987)
- South Georgia College; Associate of Science in Business Administration (1979)

EXPERIENCE

1989- Present Penn, Hastings & Associates, Partner, Commercial/ Condemnation Appraiser.
Responsibilities include project manager for all acquisition projects as well appraisals of condemnation properties and commercial properties in the southern United States.

1988-1989 Acquisition Consultants, Chief Appraiser.
Responsibilities include appraising for various condemnation properties and commercial properties in the southern United States.

1986-1988 Scott Appraisal Service, Commercial Appraiser.
Responsible for appraising all types of commercial appraisals in the Atlanta area and the southern United States. Also specialized training in appraising of special purpose properties.

1984-1986 Certified Commercial Investments, Inc., Research & income property analyst.
Responsibilities included analyzing cash flow from commercial properties in the southeastern United States. Also responsible for researching neighborhoods in the Atlanta area for large scale buy-outs for commercial developments.

REPRESENTATIVE CLIENT LIST: LENDING INSTITUTIONS

- Wachovia Bank
- Bartow County Bank
- West Georgia National Bank
- United Community Bank;
- First National Bank of Cherokee
- RBC Centura
- Home Bank
- Century Bank
- Community Bank of Pickens County

REPRESENTATIVE CLIENT LIST: LITIGATION ATTORNEYS

- Charles Pursley
- Richard Hubert
- Warren Coppedge
- Jenkins & Bowen
- Jack Wilson, Webb, Tanner & Powell
- James SS Howell III,
- Moore, Ingram Johnson & Steele
- Flint, Conolly & Walker
- Paul Kesmodel, Duluth
- Michael D. McRae
- Michael Sumner
- Tom Bowman, Maddox Nix Bowman & Zoeckler
- Donald Evans
- George Butler
- Walter Hotz
- Christian Torgrimson
- Luther Beck, Chandler & Britt
- Weiner, Yancey, Dimpsey & Diggs,
- Sams, Larkin & Huff
- Banks, Stubbs, Neville & Cunat
- James Ledbetter, Calhoun
- Sal Serio
- John C. Whiting

REPRESENTATIVE GENERAL WORK EXPERIENCE

- Vacant Land
- Vacant Land Leases
- Remnant Properties
- Residential Properties
- Small Income Residential Properties
- Multi-family Properties
- Commercial Properties
- Income Producing Properties
- Industrial and Build to Suit Properties
- Shopping Centers
- Rural Properties
- Residential Subdivision Analysis
- Farm Properties
- Business Valuation
- Specialty Studies for Evaluation of Economic Obsolescence in Residential Properties
- Specialty Studies for Evaluation of Economic Obsolescence in Commercial Properties

REPRESENTATIVE SPECIALIZED PROPERTIES EXPERIENCE

- C&D Landfill
- Billboards
- Mixed Use Developments
- Mass Appraisals for Tax Assessments
- Regional Hospital
- Mineral Rights
- Wetlands Valuation
- Adult Entertainment Establishment
- Motel/Hotel
- Historic Properties
- Historic Loft Buildings
- Elementary Schools
- Commercial Property in a Watershed District
- Conservation Subdivisions
- Greenspace Valuations
- Radio Stations
- Land Under A Lake
- Golf Course
- Log Homes
- Fire Station
- Car Dealership
- Manufactured Housing Plant
- Contaminated Properties
- Solid Waste Facility
- Family Farm Valuation (2032) for IRS
- Steel Plant
- Chicken Farms
- Churches
- Nudist Colonies
- Regional Malls
- DeKalb County Courthouse
- Parking Lots
- Library
- Airport
- Leasehold Valuations
- Leased Fee Valuations
- Geodetic Dome Homes
- Telecom Facility
- Air Rights
- Water Rights
- Mobile Home Parks
- R/V Park
- Equestrian Properties
- Skating Ring
- Retirement Facility
- Recording Studio
- Railroad Right of Way

REPRESENTATIVE MUNICIPALITY WORK: APPRAISAL

TRANSPORTATION PROJECTS

Georgia Department of Transportation Projects Under Federal Guidelines (Partial Listing)

- Outer Perimeter, Gwinnett County & Forsyth County
- Riverside Parkway, Floyd County
- Georgia Highway 42, Clayton County
- Georgia Highway 314, Fayette County
- Highway 138 Extension, Fulton County
- Georgia Highway 316, Barrow County & Oconee County
- Watkinsville By-Pass (advanced acquisitions)
- Dawsonville Highway, Hall County
- Fairburn Industrial Boulevard, Fulton County
- Thornton Road By-Pass, Douglas County
- Cedartown By-Pass, Polk County
- Macland Road, Cobb County
- Reinhardt College Parkway; Cherokee County
- State Route 124; Scenic Highway, Gwinnett County
- U.S. 80; Talbot-Muscogee Counties
- U.S. 278; DeKalb County
- State Route 20; Rockdale County
- State Route; 29; Rockdale County
- Pumpkinvine Creek Bridge; Bartow County
- State Route 120; Gwinnett County

Virginia Department of Transportation Projects Under Federal Guidelines:

- Virginia Beach Boulevard, Virginia Beach
- Haycock Road, Fairfax County

Airport Projects Per Federal (Funding) Guidelines:

- Aerial Easements of Commercial Property Inside Flight Impacted Areas in the vicinity of Atlanta-Hartsfield Airport
- Residential appraisals for Expansion of DeKalb Peachtree Airport
- Aviation Easements, Hartsfield-Atlanta Airport
- Relocation Appeals Program, Hartsfield-Atlanta Airport

Department of Housing and Urban Development Grant Projects

- Thompson Street, Alpharetta, Fulton County
- Scottdale Mill Road, Dekalb County
- Canton Street, Cherokee County

Local Government Transportation Projects (Partial Listing)

- Presidential Parkway, City of Atlanta
- Roxboro Road, Dekalb County & Fulton County
- Skidaway Road, Savannah, Chatham County
- Jones Shaw Road, Cobb County
- Lawrenceville-Suwannee Road, Phases I & II, Gwinnett County
- Sandy Plains Road, Cobb County
- Johnson Ferry Road Phase I & Phase III, Cobb County
- Holly Springs Road, Cobb County
- Gordon Road, Floyd County
- Blackburn Road Extension, Cobb County
- Chastain Road; Cobb County
- Milford Church Road; Cobb County

NON-TRANSPORTATION PROJECTS

Utility Projects (Client List)

- Oglethorpe Power Corporation
- Georgia Power Company
- Cobb Electrical Municipal Corporation
- Municipal Electric Association of Georgia (MEAG)
- Atlanta Gas Light Company
- Southern Bell

Reservoir Appraisals

- Bear Creek Reservoir, Newton County
- Yellow Creek Reservoir, Cherokee County

Municipal Appraisals

- East Point Development Authority, Fulton County; downtown redevelopment
- State Properties Commission; Improved Property; Georgia Dome Stadium, Atlanta.
- Paulding County Board of Education; Land for new school complex
- Spalding County Board of Education: East Griffin Elementary School
- Spalding County Board of Education: Third Ward Elementary School
- Spalding County Board of Education: Fourth Ward Elementary School
- Solid Waste Management Authority of Crisp County; Solid Waste Processing Facility, Crisp County
- Solid Waste Management Authority of Crisp County; Transfer Station, Coffee County
- Solid Waste Management Authority of Crisp County; Transfer Station, Houston County
- Solid Waste Management Authority of Crisp County; Transfer Station, Sumter County
- Solid Waste Management Authority of Crisp County; Transfer Station, Terrell County
- Waste Management; Landfill, Doraville, Georgia
- Cobb County Water Authority; Land for Expansion; R.L. Sutton Treatment Facility

Water & Sewer Authorities (Client List)

- Gwinnett County
- Paulding County
- City of Atlanta
- City of Buford
- Rockdale County
- Cobb County
- Fulton County
- City of Roswell

Impact Studies for Court Testimony (Partial Listing)

- Study on the Proximity of Interstate Highways to Residential Property; Georgia Highway 400 extension, Fulton County and City of Atlanta.
- Study on the Impact to Residential Property Values from Increased Road Proximity
- Study on the Impact to Residential Property Values from the Elimination of a Wooded Buffer
- Study on the Impact to Residential Property Values from Increased Slopes
- Study on the Impact to Commercial Property Values from Increased Slopes and Installation of Guardrails.
- Study on the Impact to Residential Property Values from Floodplain
- Study of the Impact to Residential Property Values from Loss of Access
- Study of the Impact to Commercial Property Values from Loss of Access
- Various Parking Studies to Show Loss of Value to Commercial Properties from Loss of Parking
- Study of the Impact to Residential Property Values from Proximity to a Sewage Treatment Plant
- Study of the Impact to Residential Property Values from Particulate Contamination
- Study of the Impact to Residential Property Values from Proximity to Large Manufacturing Facilities
- Study of the Impact to Residential Property Values from Proximity to an Airport

APPRAISAL/TESTIMONY EXPERIENCE/REFERENCES
(Partial Listing)
Bruce R. Penn

Initial Training:	James S.S. Howell III (deceased)
	Dana Jackel, Cobb County
	Fred Bently Sr. & Jr./Cobb County

Regional Court Work Experience (For Municipalities):

Dalton:	Warren Coppedge; private case against developer
Pickens County:	Wills Picket for Pickens County & City of Jasper
Cherokee County:	Jonathan Pope, for Georgia Power
	Mark Mahler, County Attorney for Cherokee DOT
Bartow County:	Boyd Petit, County Attorney, for Georgia Power
	Rick Wells, for Georgia Power
Paulding County:	Mason Roundtree (against Paulding County/Reservoir)
Fayette County:	Tom Camp for Georgia Power
	Jack Parks for Georgia DOT
Clayton County:	Steve Fincher for Clayton Water Authority
Fulton County:	Numerous Attorneys, for Fulton County Land Department
	Robert Diggs, for Georgia DOT & against Hartsfield Airport
	Barrell Weiner, for Georgia DOT
	Anne Sapp, against Georgia DOT
Cobb County:	Linda Brunt (retired); County Attorney/DOT
	Dana Jackel for Cobb DOT
	John Moore; against Cobb DOT
	Kevin Moore; against Cobb DOT
	Parks Huff; zoning cases and against Cobb DOT
	Garvis Sams Jr.; zoning cases and against Cobb DOT
Rockdale County:	Tom Bowman, County Attorney for Tax Assessor, State DOT, Rockdale Water Authority
Newton County:	William Thomas Craig for Bear Creek Reservoir
	Scott Cole for Bear Creek Reservoir

Benchmark Cases:	Swanson v. DOT
	Ga. Power v. Mosteller Mill
	DOT v. Bowles
	City of Marietta v. Sumerour
	Duron Davis v. Toyo Tire

COMMUNITY DEVELOPMENT EXPERIENCE

- Chairperson of Community Council, District 1, DeKalb County.
  Community Council is an approval board with board members appointed by County Commissioner of that District. Board members are representative of the communities of that Commission District and charged with representing the interests of the community and oversight of community goals in the zoning and land use and development process. Community Council is the 1st in the zoning approval process.

- Member, Downtown Development Authority of the City of Tucker

- Member, Transportation Committee; Tucker Northlake Community Improvement District (Tucker Northlake CID)

- Member (former chairperson) of the Proactive Planning, Land Use and Zoning Committee of the Tucker Civic Association.

- Served as member of the Mainstreet Tucker Alliance in the LCI approval process and ARC grants for redevelopment of downtown Tucker.

- Testified as a value witness in zoning and land use matters in DeKalb County, Cobb County, Cherokee County, Gilmer County and Pickens County.

City of Tucker

DeKalb County Police - Juliette Rd. Corridor Crime Report

11/01/2020 Through 11/01/2021

City of Tucker

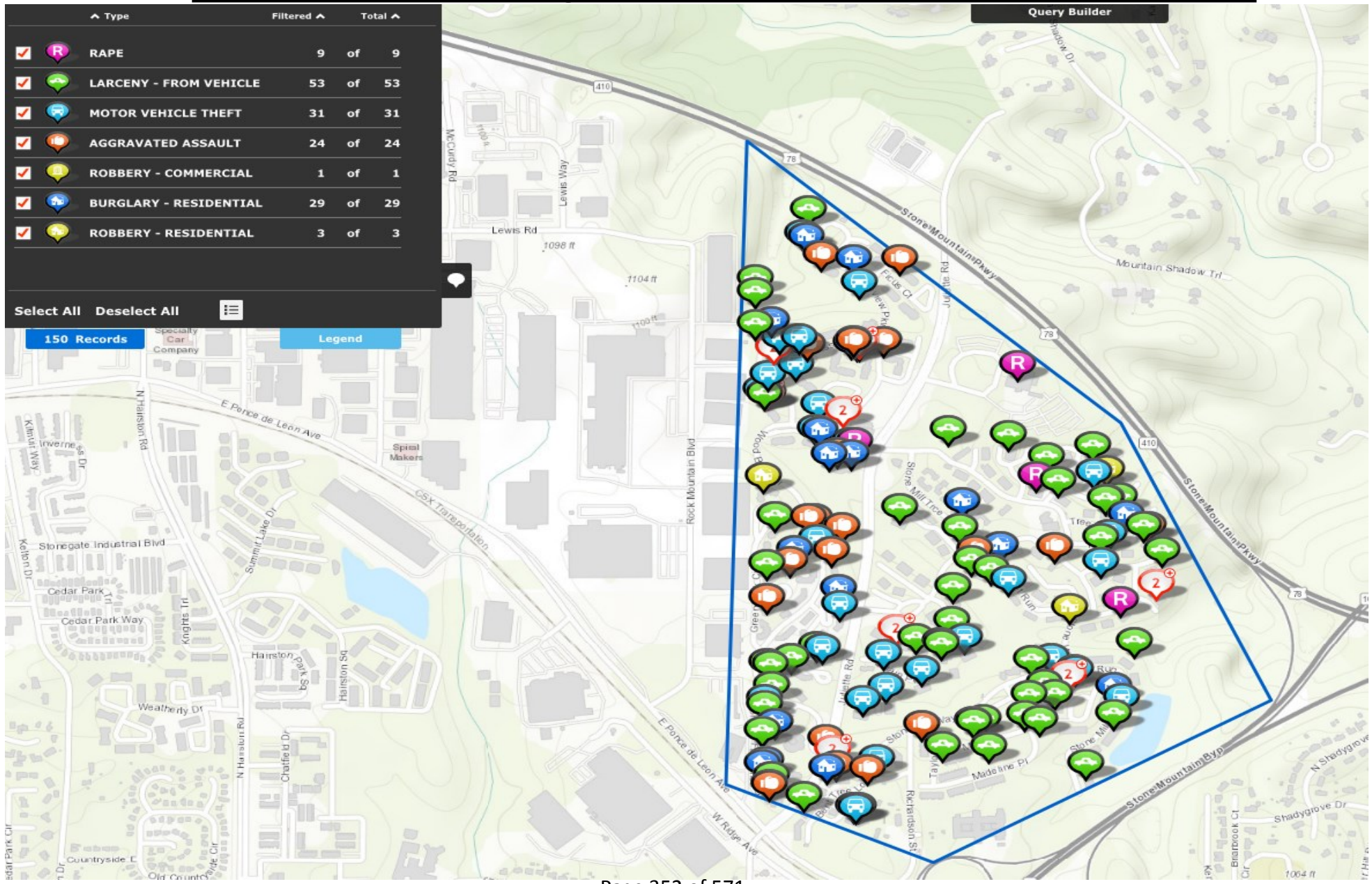
Part 1 Crime Summary for 11/01/20 to 11/01/21

Selected Crimes	10-03 to 10-16			
Homicide	0			
Aggravated Assault	24			
Robbery – Pedestrian	0			
Robbery – Business	1			
Robbery – Residential	3			
Rape or Attempt	9			
Burglary Residential	29			
Burglary – Business	0			
Auto Theft	31			
Entering Autos	53			

Crime Analysis figures are preliminary and subject to further analysis and revision. Incidents listed represent only the selected crime types and do not constitute totals for crime reporting purposes. All Crime type numbers were gathered from RMS.

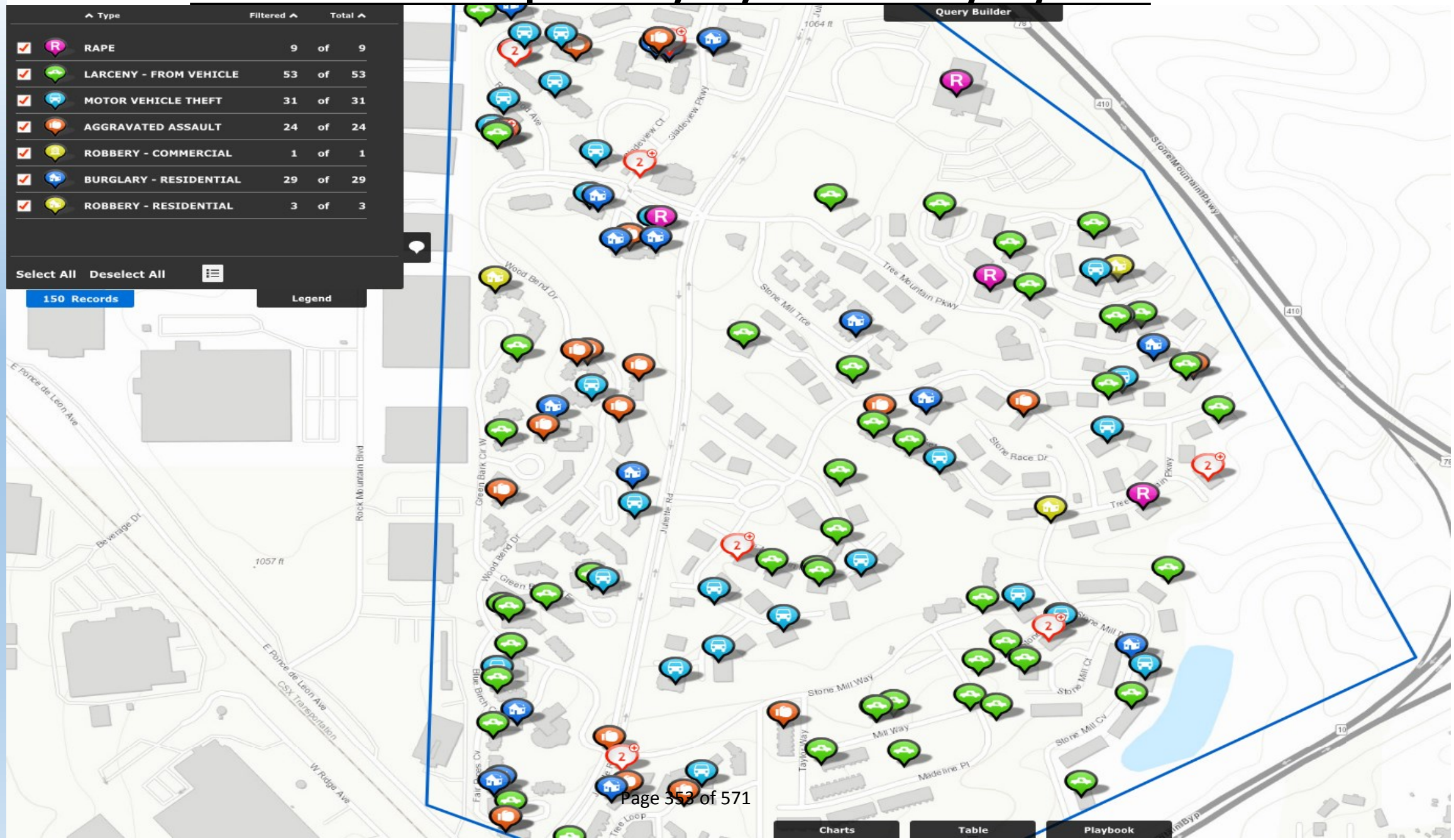
City of Tucker

Part 1 Crimes Map for 11/01/2020 to 11/01/2021



Part 1 Crimes Map for 11/01/2020 to 11/01/2021

City of Tucker



Part 1 City Crime Summary Year 2019 to 2020 & 2020 to 2021

City of Tucker

Selected Crimes	11/2019 - 11/2020	11/2020 - 11/2021	Difference	% Change
Homicide	1	0	-1	-100%
Aggravated Assault	11	24	13	118%
Robbery – Pedestrian	1	0	-1	-100%
Robbery – Business	0	1	1	100%
Robbery – Residential	2	3	1	50%
Rape or Attempt	4	9	5	125%
Burglary Residential	16	29	13	81%
Burglary – Business	0	0	0	0%
Auto Theft	20	31	11	55%
Entering Autos	19	53	34	179%
Violent Crime:	95%	Property Crime:		105%

Crime Analysis figures are preliminary and subject to further analysis and revision. Incidents listed represent only the selected crime types and do not constitute totals for crime reporting purposes. All Crime type numbers were gathered from RMS.

STATE OF GEORGIA **ORDINANCE O2021-11-30**
CITY OF TUCKER

AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF 1250 RICHARDSON STREET IN LAND LOT 125 OF THE 18th DISTRICT FROM M TO RSM (RZ-21-0008).

WHEREAS: Notice to the public regarding said rezoning have been duly published in The Champion, the Official News Organ of Tucker; and

WHEREAS: A Public Hearing was held by the Mayor and City Council of Tucker on March 14, 2022 and April 11, 2022;

WHEREAS: The Mayor and City Council is the governing authority for the City of Tucker;

WHEREAS: The Mayor and City Council has reviewed the rezoning request based on the criteria found in Section 46-1560 of the Zoning Ordinance of the City of Tucker;

NOW THEREFORE, the Mayor and City Council of the City of Tucker while in Regular Session on April 11, 2022 hereby ordains and approves Rezoning 21-0008 with no conditions.

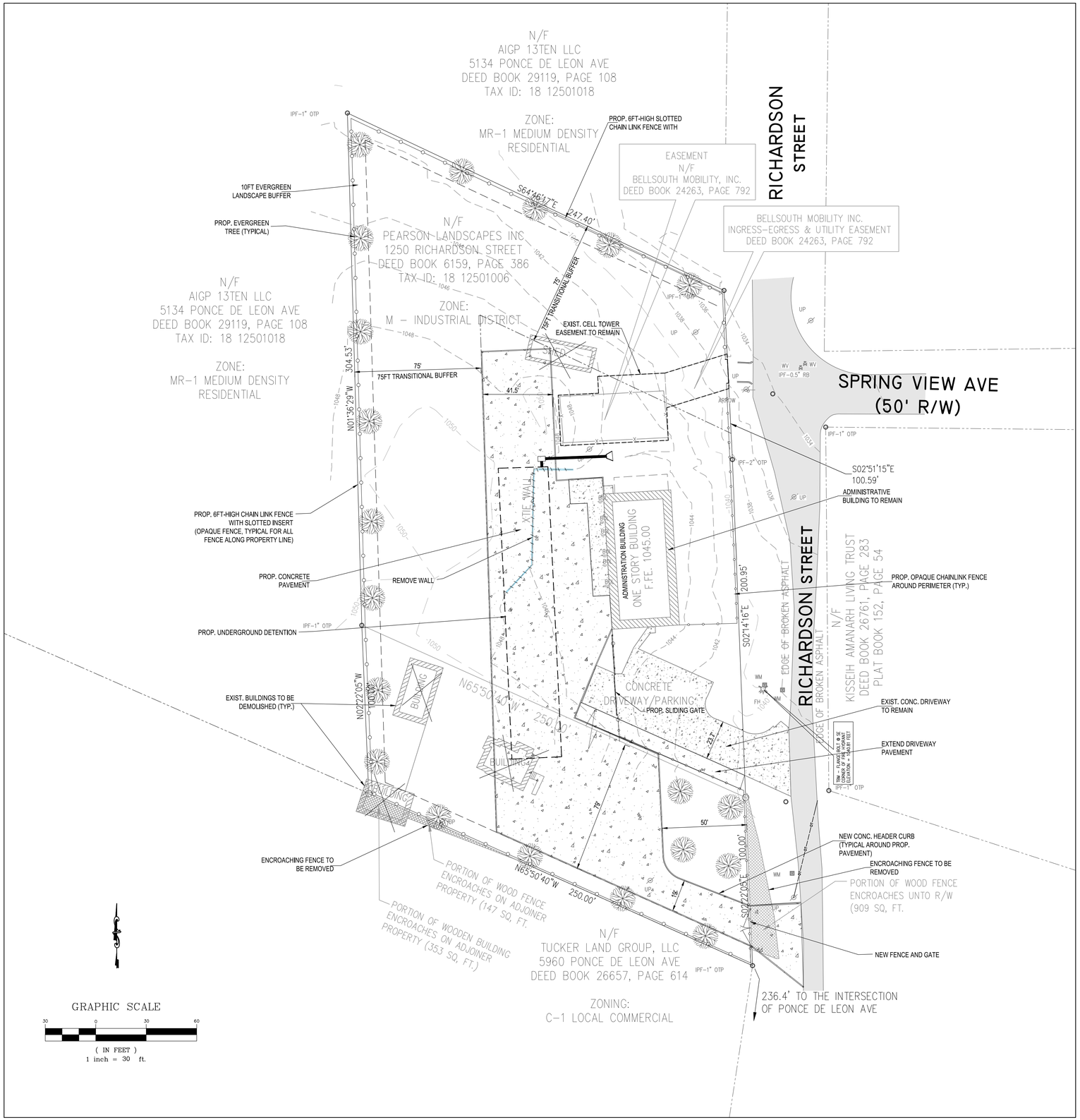
So effective this 11th day of April 2022.

Approved by:

_____
Frank Auman, Mayor

Attest:

_____
Bonnie Warne, City Clerk SEAL



SITE LOCATION MAP

SCALE: N.T.S.

PROJECT INFORMATION

SITE LOCATION:	1220 & 1250 RICHARDSON STREET, TUCKER, GA
PARCEL ID:	18 125 01 005 & 18 125 01 106
LAND LOT	125
DISTRICT:	18
ZONING:	M
SITE AREA:	2.06AC
DISTURBED AREA:	0.77AC
IMPERVIOUS AREAS:	
EXIST. BUILDINGS:	3,228SF
EXIST. WALKWAYS:	872SF
EXIST. DRIVEWAY	3,365SF
PROP. PAVEMENT:	19,428SF
PROP. DRIVEWAY:	1,114SF
TOTAL IMPERVIOUS:	28,007SF (0.64AC)
LOT COVERAGE:	0.64/2.06 = 31%

PROJECT DESCRIPTION

THE PROJECT WILL OCCUPY TWO ADJACENT LOTS, WITH A COMBINED AREA OF 2.06 ACRES. THE SITE IS CURRENTLY DEVELOPED WITH A MAIN ADMINISTRATIVE BUILDING, SEVERAL AUXILIARY BUILDINGS, CONCRETE DRIVEWAY AND GRAVEL PAVEMENT. THE SITE IS CURRENTLY BEING USED FOR CONSTRUCTION VEHICLE PARKING.

THE PROPOSED CONSTRUCTION WORK WILL INCLUDE:
(1) REMOVE ALL EXISTING WOODEN AND CHAIN LINK FENCES
(2) REMOVE THE AUXILIARY BUILDINGS
(3) INSTALL NEW CHAINLINK FENCE WITH SLOTTED INSERTS ALONG THE PERIMETER OF THE PROPERTY
(4) INSTALL NEW PAVEMENT AND A NEW DRIVEWAY
(5) INSTALL STORMWATER MANAGEMENT FACILITY, STORM INLETS AND PIPES
(6) LANDSCAPING, INCLUDING PLANTING WITHN REQUIRED TRANSITIONAL BUFFERS.

CONCEPTUAL SITE PLAN

DATE	REV. NO.	REVISION
xx/xx/xxx		

CIVTECH CONSULTING, LLC
4221 GRANT FOREST CIRCLE
ELLENWOOD, GA 30294
TEL: 770-756-4699
CivTech Consulting

RICHARDSON STREET CONCEPT PLAN
1220 & 1250 RICHARDSON STREET
TUCKER, GA, DEKALB COUNTY

SCALE: As Shown
DESIGNED BY: SMc
DRAWN BY: CK
CHECKED BY:
APPROVED BY: SMc
DATE: 3/30/2022
SHEET OF SHEETS
DRAWING NO:

CONCEPTUAL, NOT ISSUED FOR CONSTRUCTION

MEMO

To: **Honorable Mayor and City Council Members**

From: **Beverly Ragland, Finance Director**

CC: **Tami Hanlin, City Manager**

Date: **April 11, 2022**

RE: **Memo for Budget Amendment FY2022 Operating and Capital Budgets**

Issue:

1. 2022 Budget Amendment-Operating:

Staff has reviewed detail of each line item in the 2022 Operating Budget. Projections have been made and adjustments have been made within departments to reflect where staff feels the year will end relative to revenues and expenditures. A final budget amendment will be done at the conclusion of the annual audit.

Recommendation:
An amendment of the FY2022 Operating Budget is not needed at this time. All departments are within budget.

Background:
There have been two amendments to the FY2022 Operating Budget to date.

Summary:
After three quarters of the fiscal year have passed, projections have been made to predict the final position of the budget more closely. A final budget amendment will be done at the conclusion of the audit. There is no current need to amend the Operating Budget.

Financial Impact: none

Issue:

2. Approval of 2022 Budget Amendment-Capital:

The Capital Budget involves Fund 300 and Fund 320. Projects in these funds can cross fiscal years. Revenue for Fund 300 comes from an interfund transfer from the general fund (Fund 100) and revenue for Fund 320 comes from SPLOST revenue received monthly from Dekalb County. Staff has reviewed detail of each line item in the 2022 Capital Budget. Projections were made for each project based upon staff recommendations. Line items have been adjusted accordingly and amounts have been transferred among projects as needed to balance budgets of the remaining projects. Projects that have a zero balance will be closed. Projects with a balance remaining at the end of Fiscal Year 2022 will be encumbered with a Purchase Order. Purchase orders have not been previously utilized. Using purchase orders for projects will move the funds from Fund Balance to Committed Fund Balance at the end of the fiscal year as well as provide an accurate and transparent use of funds. The Capital Fund (Fund 300) will not have a fund balance larger than the total of encumbered projects approved by Council. The SPLOST Fund (Fund 320) can have a fund balance if the amount of revenue received is larger than the amount of expenditures on Council approved projects.

Recommendation:

Approval of Amendment #3 of the FY2022 Capital Budget

Background:

This is the third amendment to the FY2022 Capital Budget.

Summary:

After three quarters of the fiscal year have passed, projections have been made to predict the final position of the Capital Budget Fund 300 and SPLOST Fund 320 more accurately. The final budget amendments will be done at the conclusion of the audit.

Financial Impact: Attachment shows projected position of projects with requested changes. Only line items with amendments are shown.

BUDGET REPORT FOR CITY OF TUCKER

GL NUMBER	DESCRIPTION	2021-22 ORIGINAL BUDGET	2021-22 ACTIVITY YTD	2021-22 AMENDED BUDGET	2021-22 PROJECTED YTD ACTIVITY	AMENDMENT#3	NOTES
FUND 300 - CAPITAL							
ESTIMATED REVENUES							
Dept 0000 - NON DEPARTMENTAL							
USE OF FUND BALANCE		0.00	0.00	0.00	3,755,608.52	3,755,608.52	Use of Fund Balance from Prior Year
Totals for dept 0000 - NON DEPARTMENTAL		0.00	0.00	0.00	3,755,608.52		
Dept 9000 - INTERFUND							
300-9000-39.12000	TRANSFER FROM HOTEL	168,750.00	132,560.59	168,750.00	206,250.00	37,500.00	YTD is 6 months of Receipts
300-9000-39.30000	TRANSFER FROM GENERAL FUND	6,475,250.00	0.00	6,575,160.00	6,876,912.48	301,752.48	Increase from Original Budgeted
Totals for dept 9000 - INTERFUND		6,644,000.00	132,560.59	6,743,910.00	7,083,162.48		
TOTAL ESTIMATED REVENUES		**6,644,000.00**	**132,560.59**	**6,743,910.00**	**7,083,162.48**		
APPROPRIATIONS							
Dept 1320 - CITY MANAGER							
300-1320-54.11000-CM2003	LAND PURCHASES FY20	0.00	13,500.00	73,252.94	13,500.00	(59,752.94)	Will not use by FYE
300-1320-54.11000-CM2202	LAND ACQUISITION FY22	300,000.00	0.00	300,000.00	0.00	(300,000.00)	Will not use by FYE
300-1320-54.12000-CM2004	SITE IMPROVEMENTS FY20	0.00	18,684.61	57,042.61	18,684.61	(38,358.00)	Proj Complete
300-1320-54.12000-CM2201	OLD LIBRARY SITE IMPROVEMENTS FY22	200,000.00	175,834.50	200,000.00	175,834.50	(24,165.50)	Proj Complete
Totals for dept 1320 - CITY MANAGER		500,000.00	208,019.11	630,295.55	208,019.11		All Used in 4100
Dept 1513 - OPERATING CONTINGENCIES							
300-1513-57.90000-OC2001	CONTINGENCIES	0.00	0.00	435,850.15	0.00	(435,850.15)	Used in 4100
Totals for dept 1513 - OPERATING CONTINGENCIES		0.00	0.00	435,850.15	0.00		
Dept 4100 - CITY ENGINEER							
300-41000-57.9000-CE0000	CE CONTINGENCIES	0.00	0.00	0.00	326,380.02	326,380.02	Remainder needed to fund projects
300-4100-54.12000-CE2104	LAWRENCEVILLE HWY@I-285 LANDSCAPE	0.00	0.00	100,000.00	0.00	(100,000.00)	moved to CE2201
300-4100-54.12000-CE2105	TUCKER STREETSCAPES LANDSCAPING	0.00	0.00	137,900.00	0.00	(137,900.00)	moved to CE2201
300-4100-54.12000-CE2106	TUCKER STREETSCAPES STREETLIGHTS	0.00	0.00	16,498.00	0.00	(16,498.00)	moved to CE2201
300-4100-54.12000-CE2201	CHAMBLEE-TUCKER RD IMP FY22	1,500,000.00	0.00	1,500,000.00	2,300,000.00	800,000.00	Amt over budget
300-4100-54.12000-CE2209	ROSSER ROAD FY22	500,000.00	684,560.36	904,425.40	684,560.36	(219,865.04)	436K due from Dekalb Co (cost-share)
300-4100-54.14000-CE2109	SMOKERISE ELEMENTARY PROJECT	0.00	719,361.99	513,352.38	719,361.99	206,009.61	Amt over budget
Totals for dept 4100 - CITY ENGINEER		4,360,000.00	1,772,997.86	6,058,345.35	6,916,471.94		

GL NUMBER	DESCRIPTION	2021-22 ORIGINAL BUDGET	2021-22 ACTIVITY YTD	2021-22 AMENDED BUDGET	2021-22 PROJECTED YTD ACTIVITY	AMENDMENT#3	NOTES
Dept 6210 - PARKS & RECREATION							
300-6210-54.12000-PR2006	TRAILS	0.00	0.00	0.01	0.00	(0.01)	moved to PR2201
300-6210-54.12000-PR2007	DOG PARK MONTREAL	0.00	0.00	46,805.00	0.00	(46,805.00)	moved to PR2110
300-6210-54.12000-PR2010	PARK IMPROVEMENTS	0.00	47,256.65	259,232.61	77,256.65	(181,975.96)	moved to PR2201
300-6210-54.20000-PR2012	PORTABLE GYMNASTICS	0.00	6,367.08	33,984.06	33,893.78	(90.28)	moved to PR1911
300-6210-54.23000-PR1911	WEIGHTROOM EQUIPMENT	0.00	2,319.50	2,229.22	2,319.50	90.28	from PR2012
Totals for dept 6210 - PARKS & RECREATION		0.00	165,426.87	451,734.54	222,953.57		
Dept 6211 - PARKS							
300-6211-52.12000-PR2104	PARKS & REC STUDIES	0.00	0.00	25,000.00	0.00	(25,000.00)	moved to PR2106
300-6211-52.12000-PR2106	PARK MASTER PLAN STUDIES	0.00	0.00	60,000.00	85,000.00	25,000.00	from PR2104
300-6211-54.12000-PR2101	PIER/DOCK REPAIR AND TRAILS	0.00	0.00	50,000.00	0.00	(50,000.00)	moved to PR2206
300-6211-54.12000-PR2109	TRAILS	0.00	29,800.00	71,604.00	29,800.00	(41,804.00)	moved to PR2206
300-6211-54.12000-PR2110	DOG PARKS	0.00	0.00	4,556.77	51,361.77	46,805.00	from PR2007
300-6211-54.12000-PR2201	FITZGERALD PARK IMPROVEMENTS FY22	500,000.00	62,919.99	500,000.00	711,975.97	211,975.97	frm PR2010, PR2006, PR2202
300-6211-54.12000-PR2202	GENERAL PARK IMPROVEMENTS FY22	30,000.00	0.00	30,000.00	0.00	(30,000.00)	moved to PR2201
300-6211-54.12000-PR2206	TRAIL IMPROVEMENTS FY22	90,000.00	0.00	90,000.00	181,804.00	91,804.00	from PR2109 & PR2101
Totals for dept 6211 - PARKS		1,110,000.00	439,926.75	2,028,010.47	2,256,791.44		
Dept 7520 - ECONOMIC DEV							
300-7520-52.12000-ED2001	PROFESSIONAL SERVICES	0.00	0.00	163,968.59	13,968.59	(150,000.00)	Move DDA funding out
Totals for dept 7520 - ECONOMIC DEV		0.00	4,633.50	173,968.59	23,968.59		
Dept 7550 - DOWNTOWN DEVELOPMENT AUTHORITY							
300-7550-52.12000-ED2001	PROFESSIONAL SERVICES	0.00	0.00	0.00	150,000.00	150,000.00	New Dept for DDA
Totals for dept 7550 - DOWNTOWN DEVELOPMENT AUTHORITY		0.00	0.00	0.00	150,000.00		
TOTAL APPROPRIATIONS		**6,644,000.00**	**2,916,644.45**	**10,838,771.00**	**10,838,771.00**	**0.00**	
NET OF REVENUES/APPROPRIATIONS - FUND 300		0.00	(2,784,083.86)	(4,094,861.00)	(3,755,608.52)	0.00	
BEGINNING FUND BALANCE		3,755,608.52	3,755,608.52	3,755,608.52	3,755,608.52		
ENDING FUND BALANCE		3,755,608.52	971,524.66	(339,252.48)	0.00	0.00	

GL NUMBER	DESCRIPTION	2021-22 ORIGINAL BUDGET	2021-22 ACTIVITY YTD	2021-22 AMENDED BUDGET	2021-22 PROJECTED YTD ACTIVITY	AMENDMENT#3	NOTES
Fund 320 - SPLOST FUND							
ESTIMATED REVENUES							
Dept 0000 - NON DEPARTMENTAL							
320-0000-31.32000	SPLOST - ROADS & DRAINAGE	3,380,000.00	2,425,384.81	3,380,000.00	3,625,000.00	245,000.00	YTD is Jul-Jan Rev
320-0000-31.32001	SPLOST - SIDEWALKS & TRAILS	1,040,000.00	746,272.24	1,040,000.00	1,150,000.00	110,000.00	YTD is Jul-Jan Rev
320-0000-31.32003	SPLOST - SITE IMPROVEMENTS PARKS	780,000.00	559,704.20	780,000.00	860,000.00	80,000.00	YTD is Jul-Jan Rev
Totals for dept 0000 - NON DEPARTMENTAL		5,200,000.00	3,731,361.25	5,200,000.00	5,635,000.00		
TOTAL ESTIMATED REVENUES		**5,200,000.00**	**3,731,361.25**	**5,200,000.00**	**5,635,000.00**		
APPROPRIATIONS							
Dept 0000 - NON DEPARTMENTAL							
320-0000-57.90000-SP2016	CONTINGENCIES	0.00	0.00	97,208.46	0.00	(97,208.46)	Do not need
Totals for dept 0000 - NON DEPARTMENTAL		0.00	0.00	97,208.46	0.00		
Dept 4200 - HIGHWAYS AND STREETS							
320-4200-54.14000-SP2006	INFRASTRUCTURE - RESURFACING	0.00	0.00	0.04	0.00	(0.04)	move to SP2007
320-4200-54.14000-SP2007	INFRASTRUCTURE - RESURFACING	0.00	0.00	6,247.60	6,247.64	0.04	from SP2006
Totals for dept 4200 - HIGHWAYS AND STREETS		3,452,800.00	295,949.22	4,975,740.86	4,975,740.86		
Dept 4224 - SIDEWALKS							
320-4224-52.12000-SP1905	KAISEN-TRAIL MASTER PLAN	0.00	0.00	4,999.50	0.00	(4,999.50)	move to SP1906
320-4224-54.14000-SP1906	SIDEWALKS	0.00	0.00	4,801.00	9,800.50	4,999.50	from SP1905
Totals for dept 4224 - SIDEWALKS		967,200.00	53,332.00	2,765,161.21	2,765,161.21		

GL NUMBER	DESCRIPTION	2021-22 ORIGINAL BUDGET	2021-22 ACTIVITY YTD	2021-22 AMENDED BUDGET	2021-22 PROJECTED YTD ACTIVITY	AMENDMENT#3	NOTES
Dept 6210 - PARKS & RECREATION							
320-6210-52.12000-SP2011	ENGINEERING SERVICES	0.00	0.00	8,460.00	0.00	(8,460.00)	move to SP2106
320-6210-52.12000-SP2106	ENGINEERING SERVICES - PARK CONST PROJ	0.00	20,911.40	25,000.00	33,460.00	8,460.00	from SP2011
320-6210-54.12000-SP1910	SITE IMPROVEMENTS	0.00	133,074.20	131,498.81	133,074.20	1,575.39	from SP1917
320-6210-54.12000-SP1911	RENOVATE GYMNASIUM	0.00	0.00	2,319.50	0.00	(2,319.50)	move to SP2206
320-6210-54.12000-SP1914	TRAILS PROGRAM	0.00	26,175.00	50,000.00	0.00	(50,000.00)	move to SP2109
320-6210-54.12000-SP1917	PRIORITY PROJECTS - MASTER PLAN	0.00	142,250.00	212,230.33	142,250.00	(69,980.33)	move to SP2206
320-6210-54.12000-SP2012	SPORTS FIELD LIGHTING	0.00	210,693.00	225,000.00	210,693.00	(14,307.00)	move to SP2206
Totals for dept 6210 - PARKS & RECREATION		150,000.00	661,437.31	1,125,358.64	992,646.70		
Dept 6211 - PARKS							
320-6211-54.12000-SP2109	PARKING LOTS - PARKS	0.00	24,733.75	200,000.00	250,000.00	50,000.00	from SP1914
320-6211-54.12000-SP2111	SECURITY CAMERAS	0.00	0.00	25,000.00	0.00	(25,000.00)	move to SP2206
320-6211-54.12000-SP2206	FITZGERALD PARK IMP FY22	500,000.00	0.00	500,000.00	610,031.44	110,031.44	from SP1917, SP1911, SP1917, SP2012 & SP2111
Totals for dept 6211 - PARKS		540,000.00	29,253.75	1,027,500.00	1,162,531.44		
TOTAL APPROPRIATIONS		**5,200,000.00**	**1,090,953.31**	**10,176,678.72**	**10,081,789.76**		
NET OF REVENUES/APPROPRIATIONS - FUND 320		0.00	2,640,407.94	(4,976,678.72)	(4,446,789.76)		
BEGINNING FUND BALANCE		5,404,500.94	5,404,500.94	5,404,500.94	5,404,500.94		
ENDING FUND BALANCE		5,404,500.94	8,044,908.88	427,822.22	957,711.18		
	Revenue (300 and 320)	11,844,000.00	3,863,921.84	11,943,910.00	8,962,553.96		
	Expenditures (300 and 320)	11,844,000.00	4,007,597.76	21,015,449.72	20,920,560.76		
	Fund Balance Beginning (300 and 320)	9,160,109.46	9,160,109.46	9,160,109.46	9,160,109.46		
	Fund Balance Ending (300 and 320)	9,160,109.46	9,016,433.54	88,569.74	957,711.18		

STATE OF GEORGIA **ORDINANCE O2022-04-39**
CITY OF TUCKER

AN ORDINANCE TO AMEND THE 2022 FISCAL YEAR BUDGET

WHEREAS, the City of Tucker may amend an operating and capital budget in accordance with Section 5.04 of the Charter;

WHEREAS, the Mayor and City Council held a public hearing on the amendment to the 2022 Operating and Capital Budget on April 11, 2022; and

NOWTHEREFORE, the Mayor and City Council while at a regular meeting on May 9, 2022 that the attached FY22 Budget Amendment #3 is hereby adopted for the fiscal year 2022 and becomes effective upon its adoption;

SO ORDAINED AND ADPOTED by the Mayor and City Council, this 9th day of May 2022.

Approved:

_____
Frank Auman, Mayor

Attested:

_____
Bonnie Warne, City Clerk SEAL

MEMO

To: Honorable Mayor and City Council Members

From: Ken Hildebrandt

CC: Tami Hanlin, City Manager

Date: April 11, 2022

RE: Bid Award – Hugh Howell Road Trail

Issue:
Bid award for ITB #2022-007 for the construction of a multi-use trail along a portion of Hugh Howell Road.

Recommendation:
Staff recommends awarding the bid to the low bidder, DAF Concrete, in the amount of $363,270.00.

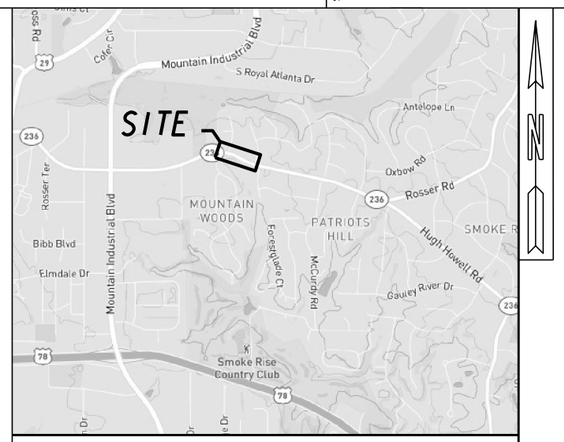
Background:
Council has identified a trail along Hugh Howell Road as a priority. This 10' wide sidepath will be installed on the north side of Hugh Howell Road from Smoke Rise Elementary School to Marthasville Court. The project will consist of a new 10' wide multi-use trail with a 5' grass strip, and includes curb & gutter and stormwater drainage improvements. Two temporary construction easements have been obtained from property owners.

Summary:
9 bids were received. DAF Concrete was the low bid.

	COMPANY	BID AMOUNT
1.	IP Construction, LLC	$ 611,724.19
2.	Backbone Infrastructure, LLC	$ 457,841.01
3.	DAF Concrete Inc	$ 363,270.00
4.	Ohmshiv Construction LLC	$ 676,252.00
5.	Construction 57 Inc	$ 450,290.00
6.	SD&C Inc	$ 618,116.60
7.	Tri-Scapes	$ 694,144.60
8.	Sol Construction LLC	$ 568,148.50
9.	Summit Construction and Development	$ 571,619.73

Financial Impact:
$363,270 will be funded from the SPLOST Trail account 320-4224-54.14000-SP2202.

CITY OF TUCKER
HUGH HOWELL ROAD (SR 236)
MULTI -USE TRAIL
FROM 2600 FEET EAST OF MT. INDUSTRIAL BLVD TO 134 FEET EAST OF MATHASVILLE COURT
PROPOSED CONSTRUCTION PLANS



LOCATION SKETCH

STATE OF GEORGIA, DEKALB COUNTY (089),
CONGRESSIONAL DISTRICT 6
LANDLOTS 216
CITY OF TUCKER COUNCIL DISTRICT 1

THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE 2022 CONSTRUCTION STANDARDS AND DETAILS BOOK AND ATTACHED APPLICABLE REVISIONS. THE CONSTRUCTION STANDARDS AND DETAILS BOOK IS AVAILABLE AT:
http://mydocs.dot.ga.gov/Info/gdotpubs/ConstructionStandardsAndDetails/Forms/AllItems.aspx
ANY REVISIONS CONTAINED WITHIN THIS PLAN SET SUPERSEDE THE 2022 CONSTRUCTION STANDARDS AND DETAILS BOOK WHICH THEY REVISE OR IN WHICH THERE IS A CONFLICT.

GEORGIA 811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

City of Tucker

BEGIN PROJECT
HUGH HOWELL ROAD
STA. 98+00.00
N 1400457.7545
E 2288584.4812
MP = 10.39

BEGIN CONSTRUCTION
HUGH HOWELL ROAD
STA. 98+50.00
N 1400476.7383
E 2288630.7372

PROJECT MIDPOINT
STA. 106+75.00
N 1400601.0609
E 2289428.5008

EXISTING 10' PRESCRIPTIVE EASEMENT

APPROX. L.L.L. L.L.L. 215 L.L.L. 216

LL215 LL216

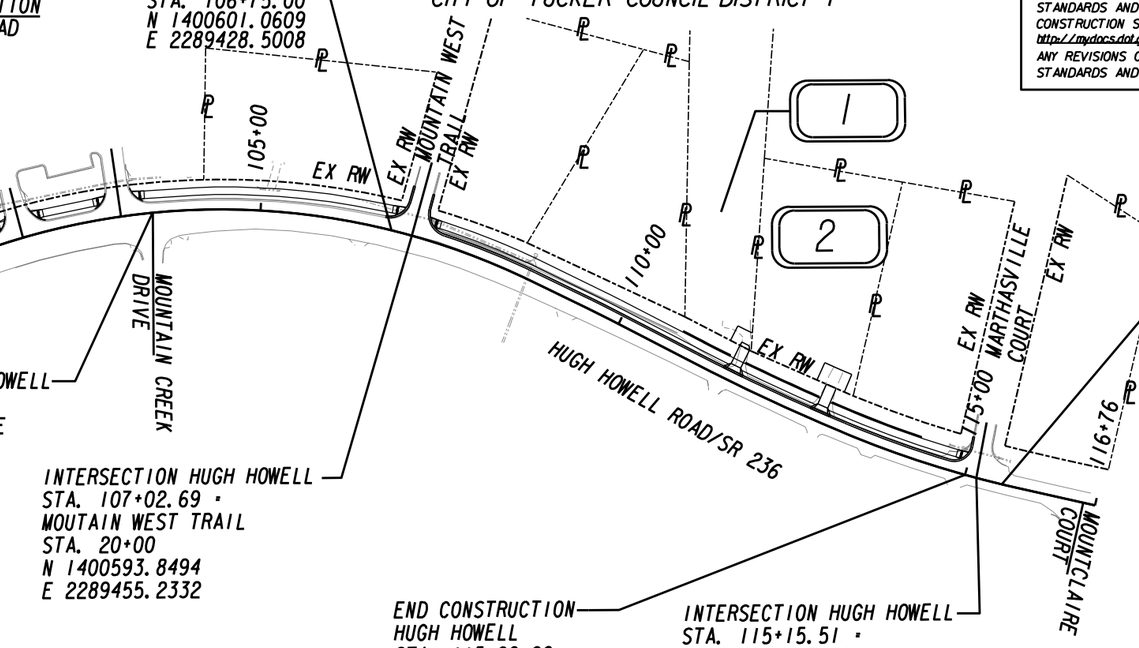
INTERSECTION HUGH HOWELL
STA. 103+57.52 =
MOUNTAIN CREEK DRIVE
STA. 10+00
N 1400626.8063
E 2289113.4608

INTERSECTION HUGH HOWELL
STA. 107+02.69 =
MOUTAIN WEST TRAIL
STA. 20+00
N 1400593.8494
E 2289455.2332

END CONSTRUCTION
HUGH HOWELL
STA. 115+00.00
N 1400273.8980
E 2290183.8350

INTERSECTION HUGH HOWELL
STA. 115+15.51 =
MARTHASVILLE COURT
STA. 30+00
N 1400269.7457
E 2290198.7751

END PROJECT
HUGH HOWELL ROAD
STA. 115+50.00
N 1400261.1263
E 2290232.1733
MP = 10.72



OWNER:
CITY OF TUCKER
DEPARTMENT OF PUBLIC WORKS
CITY HALL ANNEX
4228 FIRST AVENUE
TUCKER, GEORGIA 30084
(678) 597-9040

DESIGN SPEED: 45 MPH
FUNCT. CLASS: MINOR ARTERIAL
AADT (YEAR): 13,300

THIS PROJECT IS 100 % IN DEKALB COUNTY AND IS 100 % IN CONG. DIST. NO. 6

THIS PROJECT IS PREPARED USING THE HORIZONTAL COORDINATE SYSTEM OF 1985 (NAD83) WEST ZONE AND NORTH AMERICAN VERTICAL DATUM (NAVD 1988)

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

LENGTH OF PROJECT DEKALB COUNTY (089)	FEET	MILES
SIDEWALK	1700.00	0.33
CURB AND GUTTER	1700.00	0.33
CLOSED DRAIN SYSTEM	1700.00	0.33
GROSS LENGTH OF PROJECT	1700.00	0.33

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

SCALE IN FEET
0 100 200 400

GEORGIA REGISTERED No. PE20033 PROFESSIONAL ENGINEER RICHARD J. MEEHAN

PLANS PREPARED BY: LOWE ENGINEERS
RICHARD MEEHAN, P.E.

DATE | DIRECTOR OF TRANSPORTATION

PLANS COMPLETED 01-03-2022	
REVISIONS	
03/11/22	

DRAWING No. 01-0001

INDEX

DRAWING NO.	DESCRIPTION
01-0001	COVER DRAWING
02-0001	INDEX DRAWING
03-0001	REVISION SUMMARY DRAWING
04-0001 TO 04-0003	GENERAL NOTES
05-0001	TYPICAL SECTIONS
06-0001 TO 06-0002	SUMMARY OF QUANTITIES 1
07-0001	REVISION SUMMARY
13-0001 TO 13-0005	MAINLINE ROADWAY DRAWINGS
17-0001	DRIVEWAY PROFILE DRAWING
21-0001	DRAINAGE MAP
22-0001 TO 22-0003	DRAINAGE PROFILES
23-0001 TO 23-0008	CROSS-SECTIONS
24-0000 TO 24-0005	UTILITY PLANS
26-0001 TO 26-0006	SIGNING AND MARKING PLANS AND DETAILS 1
31-0001 TO 31-0002	RETAINING WALL ENVELOPES
38-0001	SPECIAL CONSTRUCTION DETAIL
52-0001 TO 52-0007	EROSION CONTROL PLANS & EROSION CONTROL LEGEND AND UNIFORM CODE DRAWING
54-0001 TO 54-0005	EROSION CONTROL PLANS & CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP) LOCATION DETAILS
56-0001 TO 56-0007	EROSION CONTROL PLANS & CONSTRUCTION STANDARDS AND DETAILS

DRAWING NO.		DESCRIPTION	
		GDOT DETAILS	
40-0001	A-1	DRIVEWAYS WITH TAPERED ENTRANCES CONCRETE VALLEY GUTTERS	7/21/2011
40-0002	A-2	CONCRETE VALLEY GUTTER AT STREET INTERSECTION	7/21/2011
40-0003	A-3	CONCRETE SIDEWALK DETAILS CURB CUT (WHEELCHAIR) RAMPS	9/15/2016
40-0004	A-4	DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS	6/18/2009
40-0005	T03A	TYPE 7, 8 AND 9 SQUARE TUBE POST INSTALLATION DETAIL	7/1/2002
40-0006	T03B	DETAILS OF SQUARE TUBE POST (BREAKAWAY SUPPORT)	7/1/2002
40-0007	T11A	DETAILS OF PAVEMENT MARKING PLACEMENT ON NON-LIMITED ACCESS ROADWAY	9/15/2016
40-0008	T-20	TRAFFIC CONTROL PEDESTRIAN ACCESSIBILITY AROUND WORKZONE-SIDEWALK DIVERSION	10/16/2008
40-0009	T-21	TRAFFIC CONTROL PEDESTRIAN ACCESSIBILITY AROUND WORKZONE-SIDEWALK DETOUR	10/16/2008
40-0010	T-22	TRAFFIC CONTROL PEDESTRIAN ACCESSIBILITY AROUND WORKZONE-MIDBLOCK CROSSING AND SIDEWALK DETOUR	10/16/2008
		GDOT STANDARDS	
41-0001	1011A	BRICK MANHOLES	10/1/1981
41-0002	1011AP	PRECAST REINFORCED CONCRETE MANHOLE	6/1/1975
41-0003	1019B	DROP INLETS TYPES V-1 AND V-2	8/1/1999
41-0004	1030D1	CONCRETE AND METAL PIPE CULVERTS SHEET 1 OF 3	9/1/2001
41-0005	1030D2	CONCRETE AND METAL PIPE CULVERTS SHEET 2 OF 3	9/26/2001
41-0006	1030D3	CONCRETE AND METAL PIPE CULVERTS SHEET 3 OF 3	9/26/2001
41-0007	1033D	CATCH BASINS	8/1/1982
41-0008	1033DP	PRECAST CATCH BASINS	9/1/1982
41-0009	1040	CIRCULAR BASE UNITS AND RISERS FOR CATCH BASINS AND DROP INLETS.	11/1/1999
41-0010	1034D	CATCH BASINS (FOR USE WITH 6'' OR 8'' CURB AND GUTTER IN SAGS OR LOW POINTS)	8/1/1982
41-0011	1034DP	PRECAST CATCH BASINS (FOR USE WITH 6'' OR 8'' CURB AND PRECAST GUTTER IN SAGS OR LOW POINTS)	9/1/1982
41-0012	9031R	PLACING ROOF DRAIN PIPE UNDER SIDEWALK - RAMP TYPE BARRICADE & PIPE HANDRAIL FOR RETAINING WALL PIPE HANDRAIL FOR CONCRETE STEPS	10/11/1988
41-0013	9031S	MEDIAN DROP INLET (PRECAST OR BUILT IN PLACED) AND CONCRETE APRON	4/17/1996
41-0014	9032B	CONCRETE CURB AND GUTTER, CONCRETE CURBS, CONCRETE MEDIANS	11/15/2011
41-0015	9100	TRAFFIC CONTROL GENERAL NOTES, STANDARD LEGEND, AND MISCELLANEOUS DETAILS	3/30/2006
41-0016	9102	TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY	3/30/2006
		EROSION CONTROL PLANS & CONSTRUCTION STANDARDS AND DETAILS	
56-0001	D-20	SILT CONTROL GATES FOR STRUCTURES TYPE 1, 2, AND 3	4/22/2016
56-0002	D-24A	TEMPORARY SILT FENCE	1/19/2011
56-0003	D-24C	TEMPORARY SILT FENCE J-HOOKS, SEDIMENT TRAPS	1/19/2011
56-0004	D-35	PERMANENT SOIL REINFORCING MAT (TURF REINFORCING MAT)	1/19/2011
56-0005	D-54	SOD INSTALLATION	4/22/2016

USE ON CONSTRUCTION

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

REVISION DATES
3/11/22

INDEX

HUGH HOWELL ROAD SIDEWALK PROJECT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		02-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

DATE	DRAWING NO.	REVISION
3/11/22	02-0001	ADDED 07-0001 & 31-0002
	05-0001	REMOVED WIDTH OF THE TOP OF THE RETAINING WALL IN TS3
	06-0001	REVISED QUANTITIES OF ITEM NO. 500-3107
	31-0002	ADDED STONE VENEER DETAIL SHEET

DATE	DRAWING NO.	REVISION

USE ON CONSTRUCTION

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990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

REVISION DATES
03/11/22

REVISION SUMMARY

HUGH HOWELL ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 03-0001

GENERAL NOTES

1. ALL WORK TO BE DONE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF TRANSPORTATION SYSTEMS, CURRENT EDITION, AND SUPPLEMENTS THERETO, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. ALL KNOWN UTILITY FACILITIES ARE SHOWN SCHEMATICALLY ON PLANS AND ARE NOT NECESSARILY ACCURATE IN LOCATION AS TO PLAN OR ELEVATION. UTILITY FACILITIES SUCH AS SERVICE LINES OR UNKNOWN FACILITIES NOT SHOWN ON PLANS WILL NOT RELIEVE THE CONTRACTOR OF HIS OR HER RESPONSIBILITY UNDER THIS REQUIREMENT EXCEPT AS NOTED BELOW. "EXISTING UTILITY FACILITIES" MEANS ANY UTILITY THAT EXISTS ON THE PROJECT IN ITS ORIGINAL, RELOCATED, OR NEWLY INSTALLED POSITION. THE CONTRACTOR WILL NOT BE HELD RESPONSIBLE FOR THE COST OF REPAIRS TO DAMAGED UTILITY FACILITIES OTHER THAN SERVICE FROM STREET MAINS TO ABUTTING PROPERTY, WHEN SUCH FACILITIES ARE NOT SHOWN ON THE PLANS AND THEIR EXISTENCE IS UNKNOWN TO THE CONTRACTOR PRIOR TO THE DAMAGES OCCURRING, PROVIDING THE ENGINEER DETERMINES THE CONTRACTOR HAS OTHERWISE FULLY COMPLIED WITH THE SPECIFICATIONS. ALL UTILITY FACILITIES WHICH ARE IN CONFLICT WITH CONSTRUCTION AND ARE NOT COVERED AS SPECIFIC ITEMS IN THE DETAILED ESTIMATE ARE TO BE REMOVED OR RELOCATED TO CLEAR CONSTRUCTION IN ADVANCE OF THE WORK.
3. UTILITY WORK COORDINATION WILL BE REQUIRED AS PART OF THIS CONTRACT. THE CONTRACTOR WILL BE REQUIRED TO USE THE ONE-CALL CENTER TELEPHONE NUMBER, 811, FOR THE PURPOSE OF COORDINATING THE MARKING OF UNDERGROUND UTILITIES. THE CONTRACTOR'S ATTENTION IS CALLED TO SUBSECTION 105.06 OF THE GDOT STANDARD SPECIFICATIONS "COOPERATION WITH UTILITIES."
4. THE FOLLOWING UTILITIES HAVE FACILITIES IN THE PROJECT AREA:

   ATLANTA GAS & LIGHT CO.

   AT&T

   COMCAST

   DEKALB COUNTY WATER AND SEWER

   GEORGIA POWER COMPANY

   ZAYO COMMUNICATIONS

5. THE GRADING COMPLETE QUANTITY IS A LUMP SUM THAT INCLUDES CUT, FILL, SAWCUTTING, SELECTIVE DEMOLITION, AND ALL CLEARING AND GRUBBING REQUIRED FOR THE PROJECT. SEE GDOT SPECIFICATION SECTION 210 FOR COMPLETE DETAILS.
6. THE CONTRACTOR SHALL STRICTLY ADHERE TO DUST CONTROL REGULATIONS. ALL AREAS SUBJECTED TO DUST FORMATION MUST BE PERIODICALLY WATERED SUFFICIENT TO RETARD DUST. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
7. THE TOTAL AREA SHOWN ON THE PLANS FOR GRASSING IS FOR INFORMATION ONLY. THE CITY OF TUCKER ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY. THE CONTRACTOR SHALL DETERMINE THE ACTUAL AREA TO BE GRASSED. NO CLAIMS WILL BE CONSIDERED FOR COMPENSATION IF THE CONTRACTOR RELIES ON THE AREA SHOWN ON THE PLANS.
8. TYPE OF GRASS OR SOD USED ON THIS PROJECT WILL BE REQUIRED TO MATCH ANY TYPE OF GRASS OR SOD WHICH MAY BE PLANTED AND GROWING ON THE ADJACENT LAWN. I.E. BERMUDA SOD FOR BERMUDA SOD, ZOYSIA FOR ZOYSIA ETC. NO SEPARATE PAYMENT SHALL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
9. INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GDOT STANDARD SPECIFICATIONS.
10. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL.
11. HORIZONTAL CONTROL IS BASED UPON GEORGIA STATE PLANE COORDINATE SYSTEM.
12. ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED WILL BE PAVED BACK TO THE TIE IN POINT OR REQUIRED RIGHT OF WAY, WHICHEVER IS GREATER. ALL DRIVEWAYS OVER 11% IN GRADE SHALL BE PAVED WITH CONCRETE UNLESS OTHERWISE NOTED IN THE PLANS. ALL OTHER DRIVEWAYS SHALL BE REPLACED AS FOLLOWS: ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE AND ASPHALT FOR EARTH / GRAVEL DRIVES. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. EXISTING DRIVEWAY LOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA; THE CONTRACTOR SHALL CONSTRUCT DRIVEWAYS TO MATCH THE LOCATION OF EXISTING DRIVEWAYS AT THE TIE IN POINT, IF APPLICABLE. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE ENGINEER PRIOR TO MAKING ANY REVISIONS TO LOCATION, WIDTH, AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. DRIVES SHALL BE CONSTRUCTED USING:

   RESIDENTIAL:

   CONCRETE - DRIVEWAY CONCRETE, 6 IN THICK,
   CONC VALLEY GUTTER, 6 IN.

13. WHERE WET SUBGRADE IS ENCOUNTERED AND WHERE IDENTIFIED BY THE ENGINEER, UNDERDRAIN PIPE WITH DRAINAGE AGGREGATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER TO AID IN DEWATERING THE SUBGRADE. THE CONTRACTOR SHALL OBSERVE ALL APPLICABLE LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS REGARDING PIPE INSTALLATION IN TRENCHES. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
14. ALL EXISTING PIPE NO LONGER IN USE SHALL BE REMOVED UNLESS OTHERWISE NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER. ALL COST FOR REMOVAL SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR GRADING COMPLETE.
15. NO SEPARATE PAYMENT SHALL BE MADE FOR THE REMOVAL OF ANY REQUIRED TEMPORARY PIPE OR DRAINAGE STRUCTURES. ALL COSTS ASSOCIATED WITH SUCH REMOVALS SHALL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
16. IN AREAS WHERE TYPE 2 CURB IS USED, DRAINAGE STRUCTURES 1033D AND 1034D WILL BE REQUIRED. IN AREAS WHERE TYPE 7 CURB IS USED, DRAINAGE STRUCTURES 1033G AND 1034G WILL BE REQUIRED.
17. AT LOCATIONS WHERE NEW PAVEMENT IS TO BE PLACED ADJACENT TO EXISTING PAVEMENT WITHOUT AN OVERLAY OR WHERE CURBING IS TO BE PLACED ACROSS A PAVED AREA, A JOINT SHALL BE SAWED ON A LINE ESTABLISHED BY THE ENGINEER TO ENSURE PAVEMENT REMOVAL TO A NEAT LINE. THE COST FOR SAWED JOINTS, WHEN REQUIRED, SHALL BE INCLUDED IN THE GRADING COMPLETE QUANTITY.
18. WHERE EXISTING PAVEMENT MARKINGS AND LINES ARE IN CONFLICT WITH THE TRAFFIC PATTERN BEING USED ON CONSTRUCTION, THE CONTRACTOR SHALL REMOVE OR OVERLAY LINES TO THE SATISFACTION OF THE ENGINEER SUCH THAT THE LINES DO NOT CONFUSE THE TRAVELING PUBLIC. ALL REMAINING LINES OR MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", OR AS DIRECTED BY THE ENGINEER. TRAFFIC SHALL NOT BE ALLOWED ON ANY PAVEMENT NOT PROPERLY STRIPED.
19. THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTIONS 104.05 AND 107.07 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND SEQUENCE OF OPERATIONS IN REGARDS TO MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.
20. THE BID PRICE FOR TRAFFIC CONTROL SHALL INCLUDE, BUT IS NOT LIMITED TO; CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY SIGNING AND PAVEMENT MARKINGS, BARRICADES, CHANNELIZING DEVICES, ETC. REQUIRED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION. ALL TEMPORARY SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION AND/OR AS DIRECTED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR ADDITIONAL DETOUR SIGNAGE NOT SHOWN ON DETOUR PLAN.
21. ALL CUT AND FILL SLOPES SHALL BE GRASSED AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER THE SLOPES ARE ESTABLISHED IN ORDER TO REDUCE EROSION. IF THE SEASON DOES NOT PERMIT GRASSING, TEMPORARY MULCH SHALL BE USED AS DIRECTED BY THE ENGINEER.
22. THE CONTRACTOR SHALL ENSURE THAT POSITIVE AND ADEQUATE DRAINAGE IS MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED, REMOVED OR REGRADED AS REQUIRED BY THE ENGINEER, EXCEPT FOR THOSE DRAINAGE ITEMS SHOWN AT SPECIFIC LOCATIONS IN THE PLANS. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COSTS INCURRED TO COMPLY WITH THIS REQUIREMENT.
23. QUANTITIES SHOWN ON THE PLANS ARE FOR ESTIMATION PURPOSES ONLY. CONTRACTOR IS TO VERIFY ALL QUANTITIES TO BE INCLUDED IN THE BID PRICE.

GEORGIA811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

REVISION DATES

GENERAL NOTES

HUGH HOWELL ROAD SIDEWALK PROJECT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		04-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GENERAL NOTES (CONTINUED)

24. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO OR CONCURRENT WITH LAND DISTURBANCE ACTIVITIES AND SHALL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON SITE INSPECTION OR AS DIRECTED BY THE ENGINEER.
25. ALL SILT FENCES MUST BE PLACED AS ACCESS IS OBTAINED DURING CLEARING. NO GRADING SHALL BE DONE UNTIL SILT FENCE INSTALLATION IS COMPLETE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL SILT FENCES AND TO REPAIR OR REPLACE ANY SILT FENCE THAT IS NOT SATISFACTORY. EROSION CONTROL GATES SHALL BE PLACED IMMEDIATELY AFTER DRAINAGE STRUCTURES ARE IN PLACE. ALL EROSION CONTROL DEVICES SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER. SEE THE GEORGIA STANDARD SPECIFICATIONS AND THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA", CURRENT EDITION REGARDING EROSION CONTROL. THE CONTRACTOR SHALL BE RESPONSIBLE TO KEEP WETLAND AREAS FREE FROM SILTATION. THE CONTRACTOR SHALL OBTAIN AND ABIDE BY ALL CORPS OF ENGINEERS RULES AND REGULATIONS CONCERNING CONSTRUCTION ADJACENT TO WATERWAYS AND MAINTAIN WATER QUALITY.
26. THIS PROJECT HAS A TOTAL AREA OF 0.87 ACRES AND THE EXPECTED DISTURBED AREA IS 0.87 ACRES. THE TOTAL AREA IS THE TOTAL AREA OF THE RIGHT-OF-WAY AND EASEMENTS, AND THE DISTURBED AREA IS THE AREA ASSOCIATED WITH CLEARING, GRADING, EXCAVATING, FILLING OF LAND, OR OTHER SIMILAR ACTIVITIES WHICH MAY RESULT IN SOIL EROSION, AS DEFINED UNDER "CONSTRUCTION ACTIVITIES" IN THE STATE OF GEORGIA NATURAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT NO. GAR100002.
27. AGGREGATE SURFACE COURSE FOR TEMPORARY DRIVEWAYS, INCLUDING MATERIAL, HAUL AND PLACEMENT SHALL BE USED AT THE ENGINEER'S DIRECTION TO FACILITATE THE MOVEMENT OF LOCAL TRAFFIC THROUGH THE CONSTRUCTION AREA DURING INCLEMENT WEATHER. WHEN USED FOR THIS PURPOSE, SECTION 318 OF THE GEORGIA D.O.T. STANDARD SPECIFICATIONS IS MODIFIED TO PERMIT TRUCK DUMPING ON UNPREPARED WET, MUDDY SUBGRADE. SECTION 318 IS FURTHER MODIFIED TO PERMIT THE USE OF CRUSHER STONE AS DESCRIBED IN SECTION 318.02. THE CONTRACTOR WILL HAVE THE USE OF THE FOLLOWING MATERIALS:

    A. GRADED AGGREGATE, ARTICLE 815.2.01
    B. COURSE AGGREGATE, SIZE 467, ARTICLE 800.2.01
    C. STABILIZED AGGREGATE, TYPE I OR II, SECTION 803.2 OR 803.2.02
    D. CRUSHED STONE, ARTICLE 806.2.01
28. CONSTRUCTION LAYOUT WILL BE REQUIRED BY THE CONTRACTOR. ALL COST FOR THIS ITEM WILL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
29. CITY OF TUCKER ENGINEER SHALL BE NOTIFIED A MINIMUM OF 72 HOURS IN ADVANCE OF ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COORDINATE THIS ACTION WITH THE PROJECT ENGINEER.
30. THE GEORGIA D.O.T. STANDARDS AND CONSTRUCTION DETAILS REQUIRED FOR THIS PROJECT ARE LISTED ON 2-01 WITH THE LATEST KNOWN REVISION DATE BUT ARE NOT INCLUDED AS PART OF THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND MAINTAINING ON THE PROJECT SITE THE GEORGIA D.O.T. STANDARD DRAWINGS AND THE CONSTRUCTION DETAIL DRAWINGS LISTED IN THIS PLAN SET. FULL SIZED SHEETS MAY BE PURCHASED BY THE CONTRACTOR AT HIS EXPENSE FROM THE GEORGIA D.O.T.
31. COORDINATE WITH THE CITY OF TUCKER FOR INSPECTIONS DURING CONSTRUCTION.
32. THE 24 HR EMERGENCY CONTACT NUMBER FOR THE CITY OF TUCKER IS 770-865-5645.
33. A NOTICE OF INTENT (NOI) FOR STORMWATER DISCHARGE IS NOT REQUIRED FOR THIS PROJECT.
34. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF THE EXISTING CONSTRUCTION DEBRIS. THIS COST SHOULD BE INCLUDED IN GRADING COMPLETE.
35. CONTRACTOR IS RESPONSIBLE FOR ONSITE DETOURS TO CONSTRUCT PROJECT.
36. THE CONTRACTOR SHALL OBSERVE ALL APPLICABLE LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS REGARDING PIPE INSTALLATIONS IN TRENCHES. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
37. HANDICAP RAMPS SHALL BE CONSTRUCTED AT ALL POINTS WHERE SIDEWALK TERMINATES AT CURB OR IS BISECTED BY DRIVEWAYES IF NECESSARY. THE TYPE OF RAMP MAY BE MODIFIED BY THE ENGINEER. PAYMENT FOR HANDICAP RAMPS SHALL BE INCLUDED IN THE PAYMENT FOR CONCRETE SIDEWALK - PAY ITEM 441-0104.
38. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT LANDFILL OR IN ALL ENGINEERED FILL.
39. CONTRACTOR IS TO POTHOLE EXISTING UTILITES AND CONFIRM EXISTING CONDITIONS, INCLUDING ANY ASSUMPTIONS NOTED IN THESE PLANS, AND PROVIDE ANY DISCREPANCIES IN WRITING TO THE ENGINEER PRIOR TO COMMENCEMENT OF CONSTRUCTION, OR PROVIDE NOTICE OF AREAS THAT ARE NOT ABLE TO BE CONFIRMED UNTIL AFTER CONSTRUCTION COMMENCES.
40. ALL PROPOSED STORM PIPE SHALL BE REINFORCED CONCRETE PIPE (RCP). INSTALLATION OF THE PROPOSED PIPE SHALL CONFORM TO THE LATEST MATERIAL AND INSTALLATION SPECIFICATIONS PUBLISHED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION.
41. MAILBOXES TO BE RESET WITHIN LANDSCAPE STRIP ADJACENT TO SIDEWALK SO AS NOT TO INTRUDE INTO THE STREET OR SIDEWALK. CONTRACTOR RESPONSIBLE FOR DAMAGES TO MAILBOXES.
42. CONTRACTOR SHALL REPAIR OR REPLACE ALL EXISTING SPRINKLER HEADS WITHIN THE CONSTRUCTION LIMITS. SPRINKLER HEAD REPAIR OR REPLACEMENT SHALL BE INCLUDED IN BID PRICE FOR GRADING COMPLETE. ANY SPRINKLERS MUST BE RESET SUCH THAT THEY ARE 12 INCHES BEHIND THE SIDEWALK AND WILL NOT SPRAY ACROSS THE SIDEWALK. ANY TREES CALLED TO BE TRANSPLANTED SHALL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
43. CONTRACTOR SHALL PROVIDE 48 HOUR ADVANCED NOTICE TO PROPERTY OWNERS BEFORE INITIAL WORK IS DONE AT THESE MILESTONES:
    IN FRONT OF PROPERTY
    REMOVAL OF DRIVEWAY
    POURING OF DRIVEWAY
    IRRIGATION LINES
    UTILITY OUTAGES
44. CONTRACTOR SHALL NOT CLEAR AND GRUB ANY VEGETATION BEYOND CONSTRUCTION LIMITS. THEY ARE DESIGNATED TO REMAN.
45. ALL GRAVITY WALL ARE TO BE FACED WITH GRANITE STONE TO SERVE AS A FACADE. THIS FACADE SHALL COVER THE FRONT, BACK, AND TOP OF WALLS. CONTRACTOR SHALL COORDINATE WITH THE CITY ENGINEER TO FINALIZE VISIBLE PORTION OF WALLS. PAVEMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE OF THE RETAINING WALL, GDOT PAY ITEM 500-3201 CLASS B CONCRETE, RETAINING WALL.

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GEORGIA811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

REVISION DATES

GENERAL NOTES
HUGH HOWELL ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 04-0002

GENERAL SIGNING AND MARKING NOTES

1. ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS. THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
2. SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR OR BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL FROM THE CITY OF TUCKER.
3. ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN OR ASSEMBLY.
4. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON ALL OTHER ROADWAYS SHALL BE 6 FEET FROM THE EDGE OF THE PAVED SHOULDER OR 12 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF THE SIGN(S), WHICHEVER IS GREATER. THE HORIZONTAL CLEARANCE IN NON-MOUNTABLE CURB SECTIONS SHALL BE AT LEAST 2 FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).
5. ALL STRIPING, DIRECTIONAL ARROWS, ETC., SHALL BE THERMOPLASTIC, UNLESS OTHERWISE NOTED. ALL STRIPING SHOULD BE INSTALLED PER GDOT SPECIFICATIONS.
6. SINGLE PLATE, HORIZONTAL RECTANGULAR SIGNS OVER 48 INCHES IN WIDTH SHALL BE MOUNTED ON TWO POSTS WITH 2 EACH 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAPS. THE STRAPS SHALL BE FLUSH WITH THE BACK OF THE SIGN WITH ONE EACH ACROSS THE TOP AND BOTTOM OF THE SIGN. THE CENTERLINE OF EACH POST SHALL BE INSET 1/6TH OF THE SIGN WIDTH FROM THE EDGE OF THE SIGN. SIGN PLATE BOLT HOLES SHALL BE 3/8 INCH DIAMETER, DRILLED OR PUNCHED AS SHOWN ON THE SIGN PLATE DETAILS.
7. EACH 42 OR 48 INCH WIDE x 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAP LOCATED IN THE CENTER OF THE SIGN AND FLUSH WITH THE BACK OF THE SIGN.
8. SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY-TYPICAL FRAMING DETAILS.
9. TYPE 3 (HIGH INTENSITY) REFLECTING SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
10. TYPE 11 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3A, R1-4A, R5-1, R5-1A).
11. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW-GREEN REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (S1-1, S2-1, S3-1, S4-3, AND THE TOP PORTION OF THE S5-1) SIGNS, BICYCLE CROSSING (W11-1) SIGNS, AND PEDESTRIAN CROSSING (W11-2 AND W11A-2) SIGNS. SIGNS WITHIN THE SAME ASSEMBLY AS THE SCHOOL ZONE SIGNS SPECIFICALLY LISTED ABOVE AND ALL REGULATORY SIGNS PLACED AS PART OF THE SCHOOL ZONE SIGNING SHALL HAVE TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING BACKGROUNDS OF THE APPROPRIATE COLOR.
12. TYPE 9 (VERY HIGH INTENSITY) YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL OTHER WARNING SIGNS.
13. A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED.
14. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S) DRILLED OR PUNCHED SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
15. FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
16. CONTRACTOR WILL, AS REQUESTED BY THE CITY, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

GENERAL TRAFFIC CONTROL NOTES

1. COSTS TO ADHERE TO THESE GENERAL NOTES IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL.
2. ALL TRAFFIC CONTROL DEVICES AND METHODS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
3. TRAFFIC CONTROL PLANS:
   A. THE OWNER AND ENGINEER RESERVE THE RIGHT TO MODIFY THE TRAFFIC CONTROL PLANS AS NECESSARY IN THE INTEREST OF PUBLIC SAFETY OR TRAFFIC EFFICIENCY.
   B. PRIOR TO BEGINNING WORK, IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL TRAFFIC CONTROL DEVICES AND MEASURES COMPLY WITH THE APPROVED TRAFFIC CONTROL PLANS.
4. THE CONTRACTOR SHALL CHECK ALL TRAFFIC CONTROL DEVICES AND WORK ZONES BEFORE, DURING, AND AFTER EACH WORK DAY TO ENSURE PROPER OPERATION. ON WEEKENDS, HOLIDAYS, OR ANY NON-WORKING DAYS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING THE TRAFFIC MAINTENANCE AND CONTROL DEVICES DAILY FOR PROPER OPERATION.
5. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION, UNLESS OTHERWISE APPROVED BY THE CITY OF TUCKER. RESIDENT, MAIL AND PARCEL DELIVERY SERVICE, TRASH PICKUP, AND EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES REGARDLESS OF THE LANE AND/OR STREET CLOSURES IN EFFECT.
6. DURING NON-WORKING HOURS OR DAYS, ALL EXCAVATED AREAS ARE TO BE BACKFILLED OR SECURED AND PROTECTED USING APPROVED SAFETY DEVICES AND MATERIALS.
7. WHEN THE USE OF TYPE III BARRICADES IS REQUIRED (DAY OR NIGHT), ALL BARRICADES SHALL BE EQUIPPED WITH TYPE B HIGH INTENSITY FLASHING WARNING LIGHTS.
8. ALL CONTRACTOR EMPLOYEES EXPOSED TO VEHICULAR TRAFFIC SHALL BE PROVIDED WITH AND REQUIRED TO WEAR WARNING VESTS MARKED WITH OR MADE OF REFLECTORIZED OR HIGH VISIBILITY MATERIALS.
9. FOR CONSTRUCTION OPERATIONS LASTING LONGER THAN 14 CALENDAR DAYS, THE CONTRACTOR SHALL INSTALL "ROAD WORK AHEAD" SIGNS (W21-4, 48" X 48") AND "END ROAD WORK" (G20-2A, 48" X 24") WARNING SIGNS ON 6"x6" WOODEN GROUND MOUNTED POSTS. THESE SIGNS MUST BE INSTALLED PRIOR TO BEGINNING WORK AND SHALL BE REMOVED AFTER COMPLETION OF ALL CONSTRUCTION AND RESTORATION ACTIVITIES.
10. ANY TRAFFIC CONTROL DEVICES INCLUDING BUT NOT LIMITED TO PAVEMENT MARKINGS, SIGNS, AND TRAFFIC CONTROL SIGNAL EQUIPMENT AND LOOPS THAT IS DAMAGED OR DESTROYED BY THE CONTRACTOR MUST BE REPLACED AT THE CONTRACTOR'S EXPENSE UNLESS THEIR REMOVAL OR DESTRUCTION IS CALLED FOR BY THE CONTRACT DOCUMENTS.
11. WHERE EXISTING PAVEMENT MARKINGS AND LINES ARE IN CONFLICT WITH THE TRAFFIC PATTERN BEING USED ON CONSTRUCTION, THE CONTRACTOR SHALL REMOVE OR OVERLAY LINES TO THE SATISFACTION OF THE ENGINEER SUCH THAT THE LINES DO NOT CONFUSE THE TRAVELING PUBLIC. ALL REMAINING LINES OR MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", OR AS DIRECTED BY THE ENGINEER. TRAFFIC SHALL NOT BE ALLOWED ON ANY PAVEMENT NOT PROPERLY STRIPED. ALL TEMPORARY SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION AND/OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DETOUR SIGNAGE MAY BE REQUIRED IN ORDER TO CONFORM TO THE MUTCD.
12. PEDESTRIAN AND LOCAL VEHICULAR TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. SAFETY DEVICES AND FLAG-MEN SHALL BE PROVIDED BY THE CONTRACTOR AT HIS EXPENSE. WRITTEN PERMISSION TO CLOSE THE CONSTRUCTION AREA TO TRAFFIC MUST BE OBTAINED FROM THE CITY OF TUCKER PRIOR TO THE CLOSING. ALL LOCAL EMERGENCY SERVICES SHALL BE NOTIFIED IN WRITING A MINIMUM OF 72 HOURS PRIOR TO ROAD CLOSINGS.
13. DURING CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY TRAFFIC CONTROL MEASURES TO ENSURE SAFETY AT ALL TIMES FOR EMPLOYEES, RESIDENTS, AND MOTORISTS, IN ACCORDANCE WITH THE 'MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES', ANSI D6.1, LATEST REVISION.

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990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

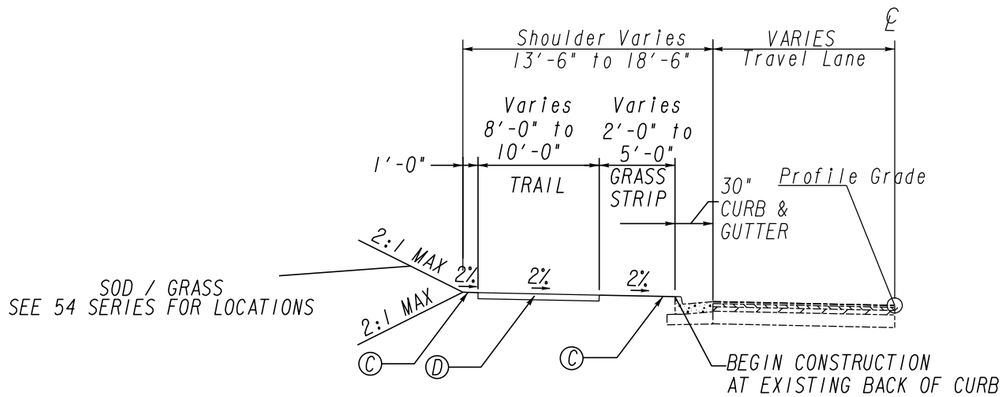
City of Tucker

REVISION DATES

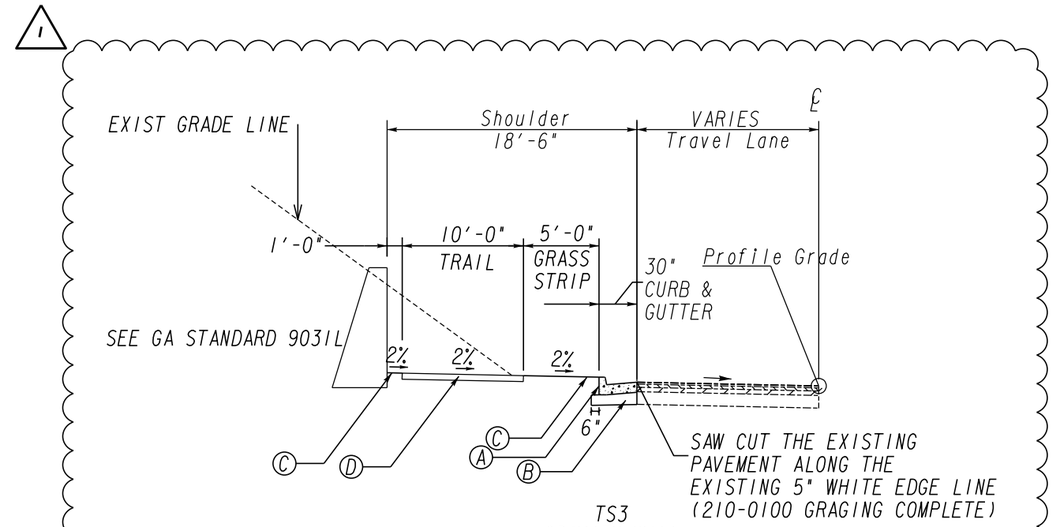
GENERAL NOTES
HUGH HOWELL ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

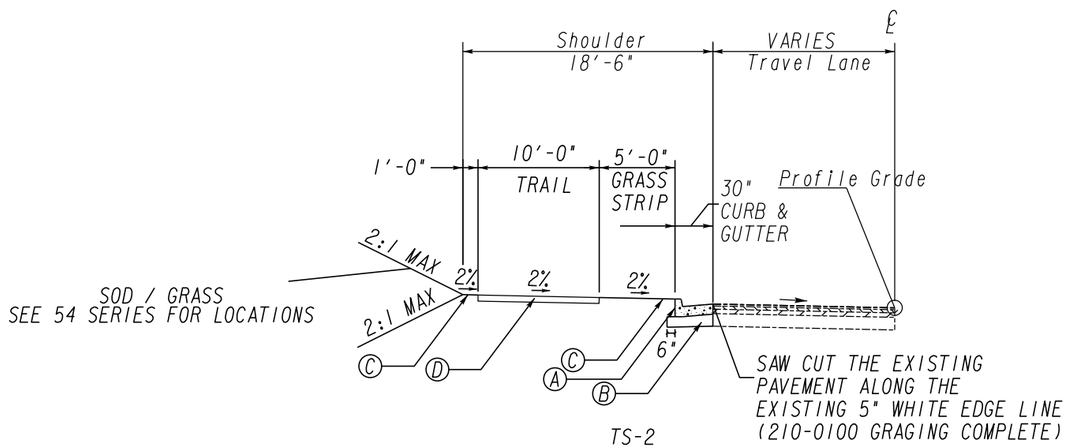
DRAWING No. 04-0003



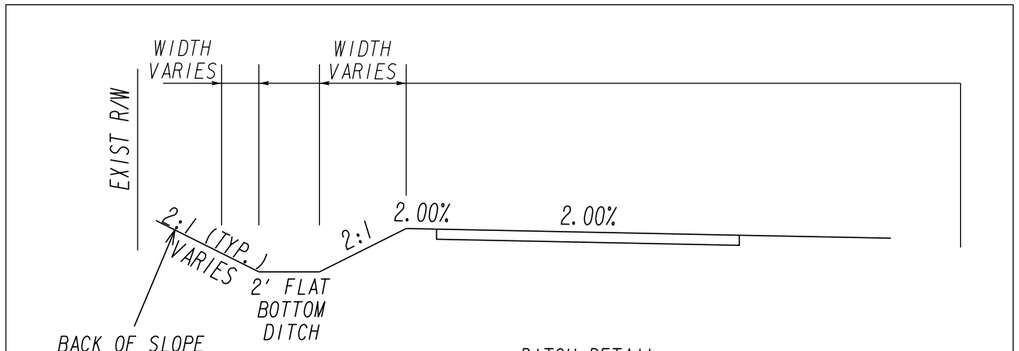
TS-1
SUPERELEVATED SECTION
STA. 98+50.00 TO STA. 106+62.84



TS3
GRAVITY WALL
STA. 110+80 TO STA. 114+30
SEE SHEET 31-0001 TO 31-0002 FOR DETAILS



TS-2
SUPERELEVATED SECTION
STA. 106+62.84 TO STA. 110+80
STA. 114+30 TO STA. 115+00



104+46 TO 105+69	50%
105+70 TO 105+90	10%
105+91 TO 106+14	2%
106+15 TO 106+17	10%

DITCH DETAIL
STA. 98+69 TO 98+95 (LT)
STA. 104+46 TO 106+17 (LT)

REQUIRED:

Ⓐ 441-6222 CONC CURB & GUTTER, 8" X 30", TP2
Ⓑ 310-1101 8" GR AGGR BASE CRS, INCL MATL
Ⓒ 770-9300 SOD
Ⓓ 441-0104 CONCRETE SIDEWALK, 4 IN, GA DETAIL A3

USE ON CONSTRUCTION

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
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City of Tucker

N. T. S.

REVISION DATES
03/11/22

TYPICAL SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

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

SUMMARY OF QUANTITIES

1

210-0100
GRADING COMPLETE HUGH HOWELL ROAD
LUMP SUM

150-1000
TRAFFIC CONTROL HUGH HOWELL ROAD
LUMP SUM

318-3000	
*AGGR SURF CRS	
AS REQUIRED	100 TN

441-6222 CONC CURB & GUTTER, 8 IN X 30 IN, TP 2 GA STD 9032B	
STATION TO STATION	LF
100+00 TO 104+00 @ RAMPS	108
106+62.03 TO 106+89.44	61
107+14.72 TO 107+43.45	61
107+43.45 TO 114+74.34	730
114+74.34 TO 114+98.89	55
TOTAL	1015

441-0104 CONC SIDEWALK, 4 IN	
STATION TO STATION	SY
98+50 TO 101+65.97	346
102+01.80 TO 102+97.45	104
103+33.00 TO 106+85.81	397
107+19.85 TO 114+96.09	822
TOTAL	1670

500-3107	
CLASS B CONCRETE, RETAINING WALL	
TOTAL (CY)	126

500-3101	
CLASS A CONCRETE	
TOTAL	1 CY

310-1101	
GR AGGR BASE CRS, INCL MATL	
TOTAL	130 TN

DRAINAGE ITEMS

STRUCTURE NUMBER	LOCATION	550-1180 STORM DRAIN PIPE, 18 IN, H 1-10	668-1100 CATCH BASIN, GP 1	668-2100 DROP INLET, GP 1	515-2020 GALV STEEL PIPE HANDRAIL, 2 IN, ROUND	611-4001 RECONSTR MINOR DRAINAGE STR
		LF	EA	EA	LF	EA
EX-8	106+79.00					1
EX-9	107+26.19					1
C-1	98+69.00				30	
A-1	108+63.71	141	1			
A-2	107+18.72	18	1			
A-3	106+86.39	22	1			
A-4	111+00.00	237	1			
A-5	106+20.00	62		1		
A-6	10+70.00	22		1		
B-1	114+67.10	20	1			
B-2	114+95.19	14	1			
B-3	114+70.00	17		1		
TOTAL		560	6	3	30	2

SUMMARY OF DRIVEWAY QUANTITIES

NUMBER	LOCATION	MATERIAL	DRIVEWAY CONCRETE 6"	CONC VALLEY GUTTER, 6 IN
			441-0016	441-4020
	STA & SIDE		SY	SY
1	111+63.48 LT	CONCRETE	50	25
2	112+91 LT	CONCRETE	230	25
TOTAL			**280**	**49**

LOCATION	611-8140 ADJUST WATER VALVE BOX TO GRADE	665-0250 ADJUST GAS VAVLE TO GRADE	670-9710 RELOCATE EXIST FIRE HYDRANT
	EA	EA	EA
96+04.57			1
98+51.93		1	
100+59.47	1		
TOTALS	1	1	1

USE ON CONSTRUCTION

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

REVISION DATES
03/11/22

SUMMARY QUANTITIES
HUGH HOWELL RD
MULTI-USE TRAIL

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 06-0001

SUMMARY OF QUANTITIES

PERMANENT EROSION CONTROL			
ITEM		UNIT	TOTAL
163-0240	MULCH	TN	20
700-9300	SOD	SY	1535
700-6910	PERMANENT GRASSING	AC	1
700-7000	AGRICULTURAL LIME	TN	1
700-8000	FERTILIZER MIXED GRADE	TN	1
700-8100	FERTILIZER NITROGEN CONTENT	LB	44

TEMPORARY EROSION CONTROL			
ITEM		UNIT	TOTAL
163-0232	TEMPORARY GRASSING	AC	1
163-0240	MULCH	TN	
163-0528	CONSTRUCT AND REMOVE FABRIC CHECK DAM-TYPE C SILT FENCE	LF	48
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	15
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	1020
165-0041	MAINT OF CHECK DAMS- ALL TYPES	LF	48
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	16
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2
167-1500	WATER QUALITY INSPECTIONS	MO	6
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	2030

PAVEMENT MARKING			
ITEM		UNIT	QNTY
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	880
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	30
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	550

Station	Install No.	Sign Code	Highway Signs (Reflective Sheeting Type IX)			Highway Signs (Reflective Sheeting Type XI)			Square Tube Post		
			TP 1 Matl, Refl Sheeting TP 9 636-1033			TP 1 Matl, Refl Sheeting TP 11 636-1036			Type 7 636-2070		
			Size	Each	SQ FT	Size	Each	SQ FT	Length (ft)	Quantity	Total Length
106+86 LT	1	R1-1				30"x30"	1	6.25	13.5	1	13.5
	2	D3-1	54"x12"	1	4.5				12	2	24
	3	D3-1	60"x12"	1	5				12	2	24
112+20 LT	4	M3-4	24"x12"	1	2				12	1	12
	5	M1-5	24"x24"	1	4				13	1	13
113+34 LT	6	W1-10A				36"x36"	1	9	14	1	14
	7	W16-8aP				57"x21"	1	8.32	12.75	2	25.5
114+13 LT	8	R2-1	24"x30"	1	5				13.5	1	13.5
114+94 LT	9	D3-1	54"x12"	1	4.5				12	2	24
	10	D3-1	52"x12"	1	4.34				12	2	24
	11	R1-1				30"x30"	1	6.25	13.5	1	13.5
Total	-	-	-	7	30	-	4	30	-	16	201

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

REVISION DATES

SUMMARY QUANTITIES
HUGH HOWELL
MULTI-USE TRAIL

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 06-0002

QUANTITIES REQUIRED BY AMENDMENT

DATE	ITEM NO.	AMENDMENT DATE	AMENDMENT NUMBER	DESCRIPTION	UNIT	ORIGINAL QUANTITY	REQUIRED BY AMENDMENT QUANTITY
03-11-22	500-3107	03-10-22	1	CLASS B CONCRETE, RETAINING WALL	CY	355	126

USE ON CONSTRUCTION

City of Tucker

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

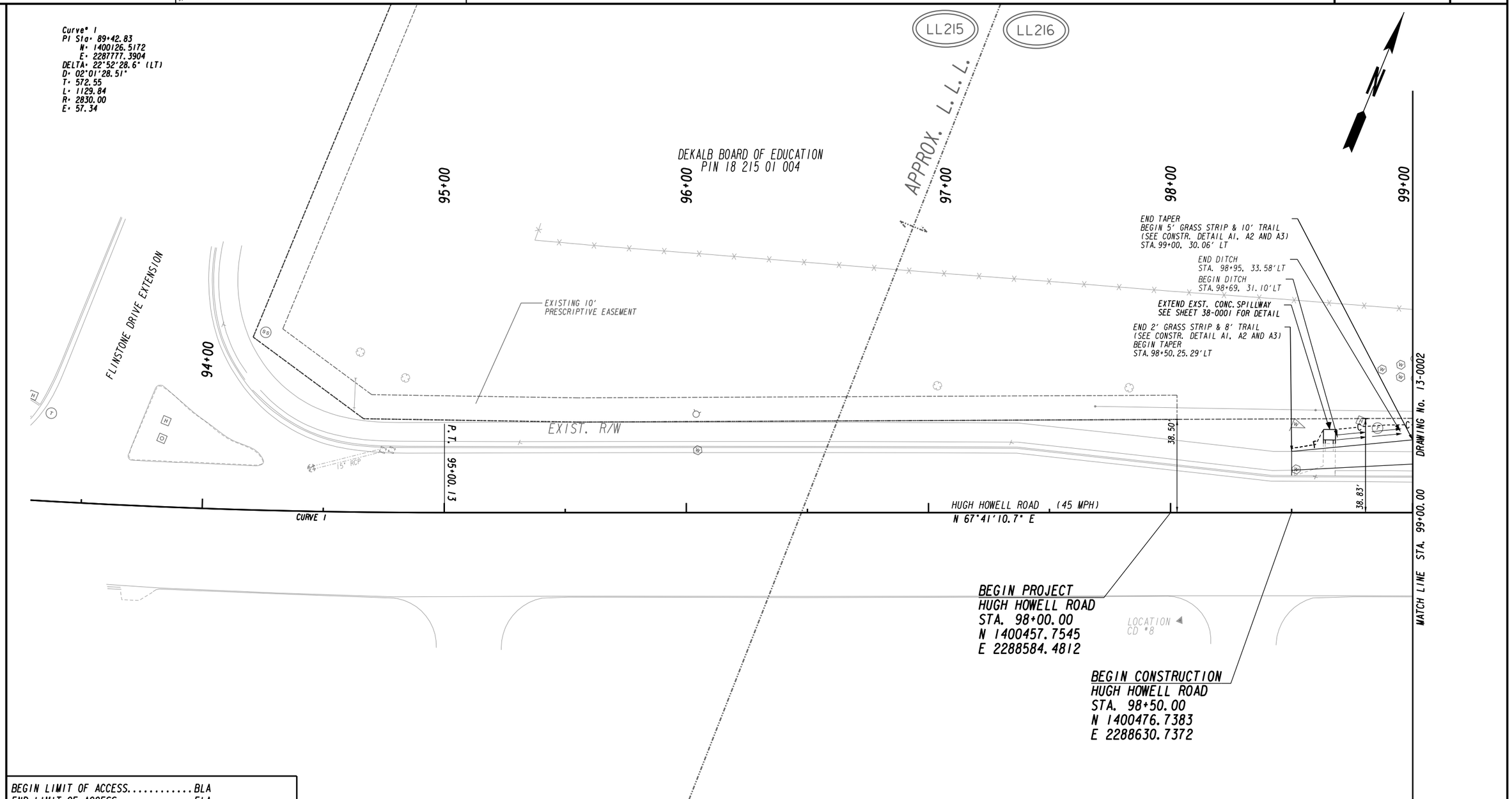
REVISION DATES
03/11/22

QUANTITIES (AMENDMENT)
HUGH HOWELL RD
MULTI-USE TRAIL

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No.
07-0001

Curve# 1
PI Sta= 89+42.83
N= 1400126.5172
E= 2287777.3904
DELTA= 22°52'28.6" (LT)
D= 02°01'28.51"
T= 572.55
L= 1129.84
R= 2830.00
E= 57.34



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

CONTROL POINT DATA TABLE

POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
8	1400418.0831	2288604.9487	1088.73	60d NAIL	98+03.87	44.47' RT

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

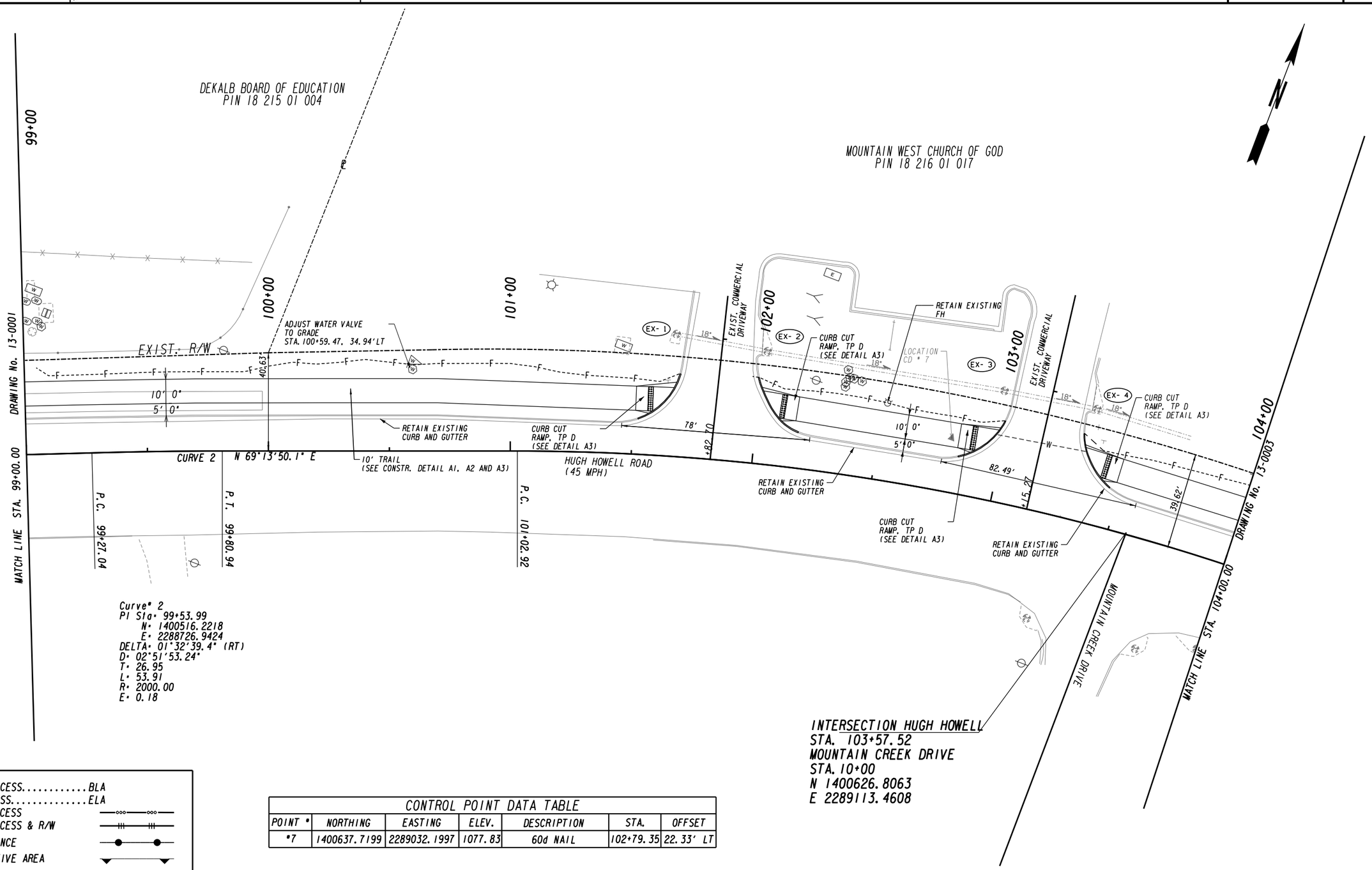
SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
MULTI-USE TRAIL
HUGH HOWELL ROAD

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0001



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

CONTROL POINT DATA TABLE

POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#7	1400637.7199	2289032.1997	1077.83	60d NAIL	102+79.35	22.33' LT

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City of Tucker

SCALE IN FEET
0 20 40 80

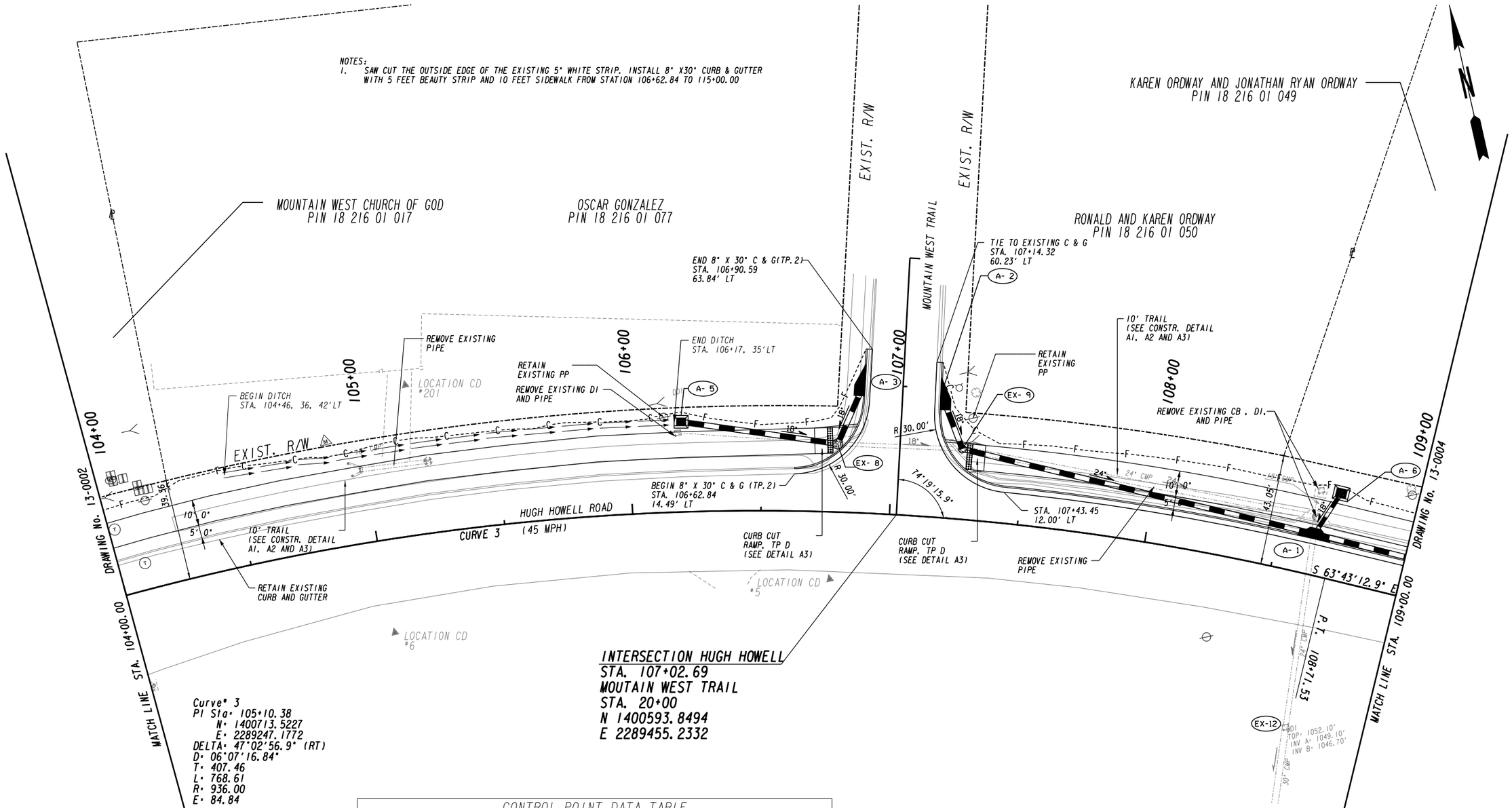
REVISION DATES

CONSTRUCTION PLAN
HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 13-0002

NOTES:
1. SAW CUT THE OUTSIDE EDGE OF THE EXISTING 5' WHITE STRIP. INSTALL 8" X30" CURB & GUTTER WITH 5 FEET BEAUTY STRIP AND 10 FEET SIDEWALK FROM STATION 106+62.84 TO 115+00.00



CONTROL POINT DATA TABLE						
POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#5	1400575.2911	2289424.4116	1061.49	60d NAIL	106+77.45	25.98' RT
#6	1400592.0905	2289254.7352	1065.67	60dNAIL	105+01.15	35.99' RT
#201	1400685.1873	2289279.7398	1070.65	5/8" REBAR	105+19.12	58.68' LT

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
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City of Tucker

SCALE IN FEET
0 20 40 80

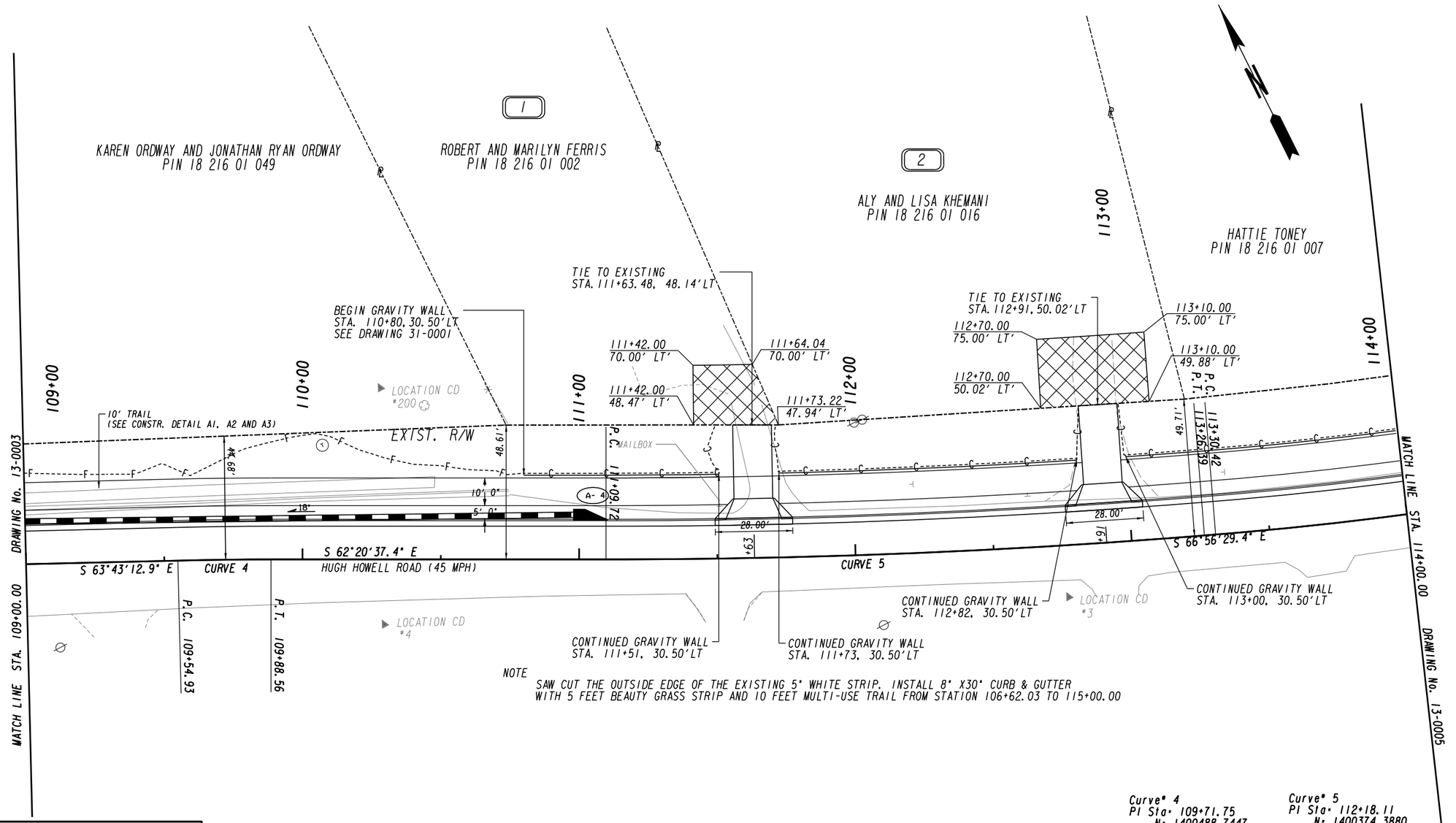
REVISION DATES

CONSTRUCTION PLAN
HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0003

10/23/2015 GPLN



NOTE
SAW CUT THE OUTSIDE EDGE OF THE EXISTING 5" WHITE STRIP. INSTALL 8" X30" CURB & GUTTER WITH 5 FEET BEAUTY GRASS STRIP AND 10 FEET MULTI-USE TRAIL FROM STATION 106+62.03 TO 115+00.00

Curve# 4
PI Sta: 109+71.75
N: 1400488.7447
E: 2289702.3860
DELTA: 01°22'35.6" (RT)
D: 04°05'33.20"
T: 16.82
L: 33.64
R: 1400.00
E: 0.10

Curve# 5
PI Sta: 112+18.11
N: 1400374.3880
E: 2289920.6078
DELTA: 04°35'52.0" (LT)
D: 02°07'19.44"
T: 108.39
L: 216.66
R: 2700.00
E: 2.17

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

CONTROL POINT DATA TABLE

POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#3	1400335.1715	2289966.5680	1066.49	60d NAIL	112+75.99	18.56' RT
#4	1400441.2564	2289742.7365	1061.30	60d NAIL	110+29.53	23.33' RT
#200	1400517.6741	2289781.1497	1066.99	5/8" REBAR	110+28.08	62.18' LT

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City of Tucker

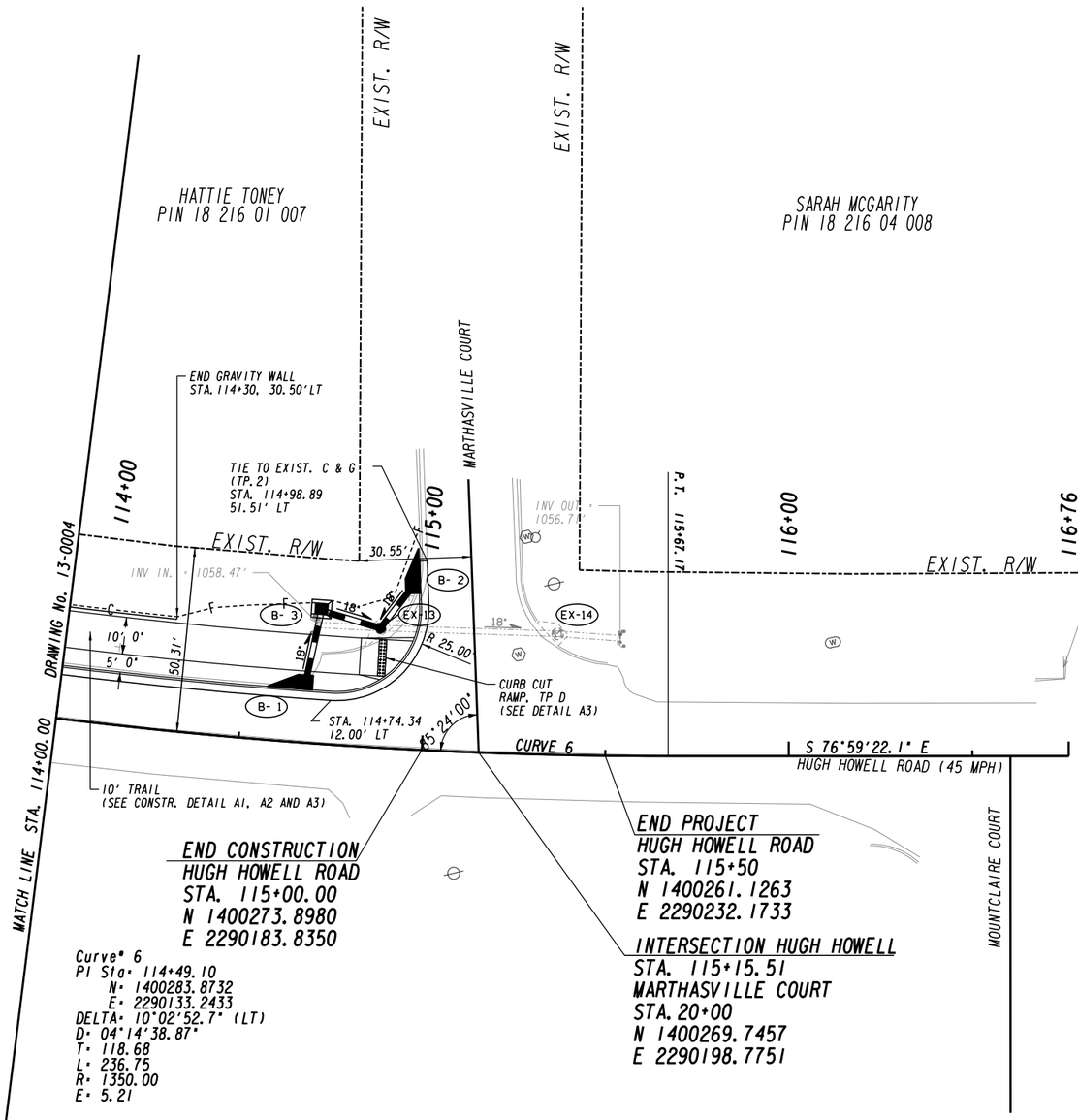
SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0004



NOTES

SAW CUT THE OUTSIDE EDGE OF THE EXISTING 5" WHITE TRAFFIC STRIP. INSTALL 8" X30" CURB & GUT WITH 5 FEET BEAUTY GRASS STRIP AND 10 FEET SIDEWALK FROM STATION 106+62.84 TO 115+00.00

Curve# 6
PI Sta= 114+49.10
N= 1400283.8732
E= 2290133.2433
DELTA= 10°02'52.7" (LT)
D= 04°14'38.87"
T= 118.68
L= 236.75
R= 1350.00
E= 5.21

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

CONTROL POINT DATA TABLE

POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#2	1400194.2383	2290446.2507	1054.34	60d NAIL	N/A	N/A

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City of Tucker

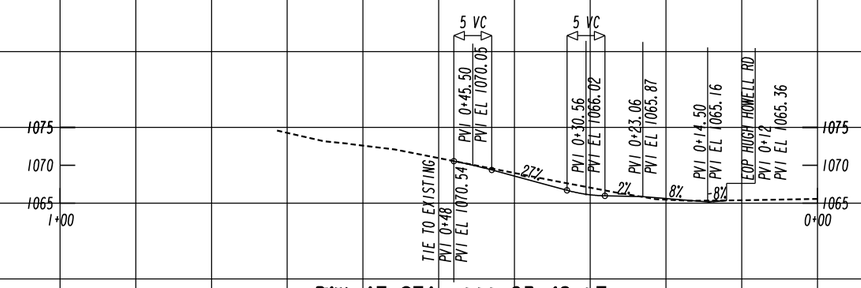
SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
HUGH HOWELL ROAD
MULTI-USE TRAIL

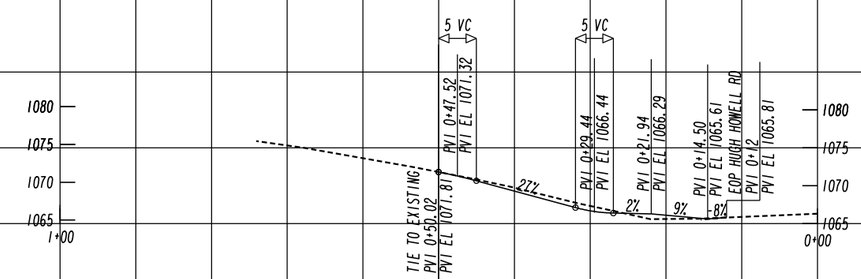
CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0005



DWY AT STA. 111+63.48 LT

CONCRETE DRIVE



DWY AT STA. 112+91 LEFT

CONCRETE DRIVE

LOWE ENGINEERS
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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

HORIZONTAL SCALE IN FEET
0 10 20 40

VERTICAL SCALE IN FEET
0 10 20 40

REVISION DATES

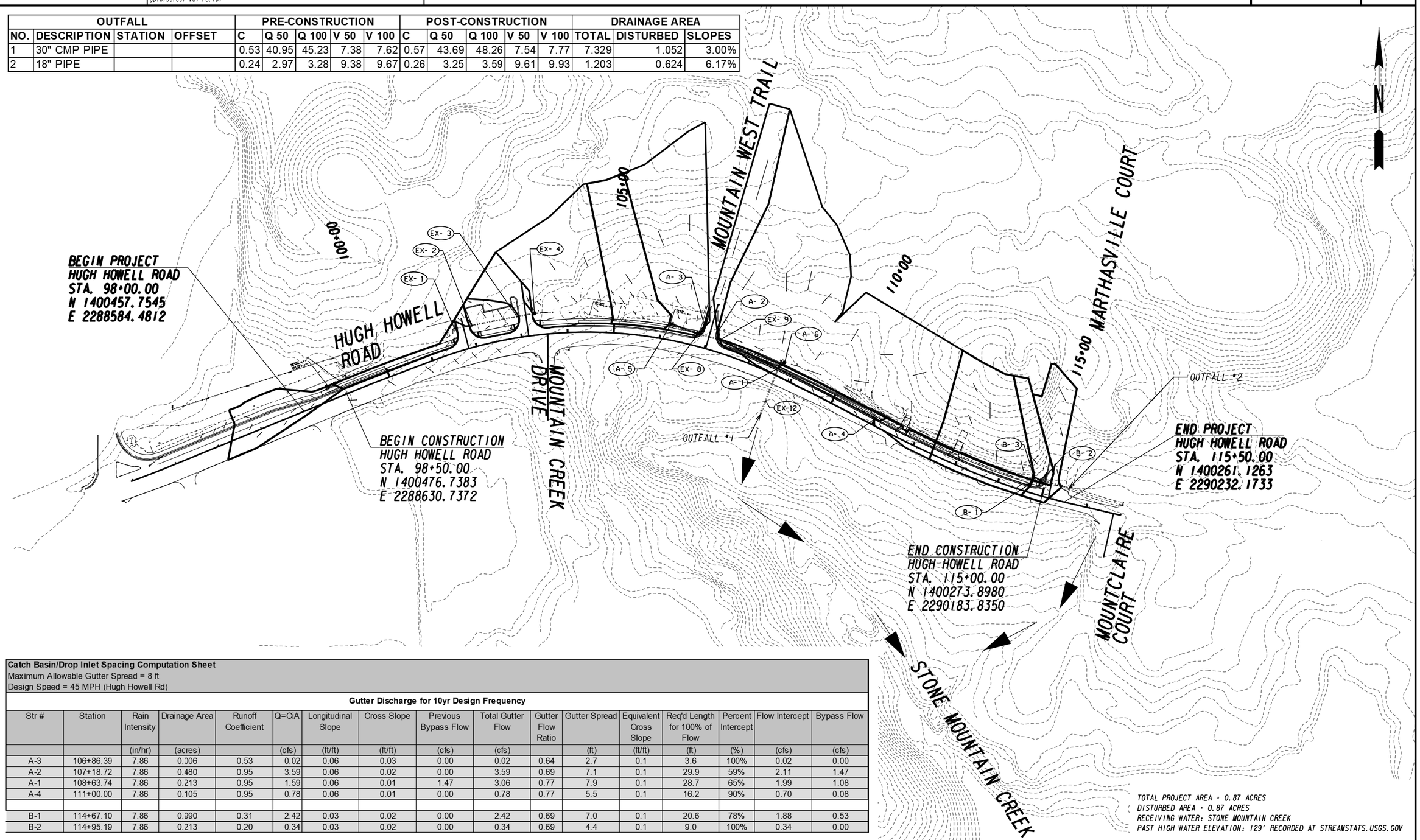
DRIVEWAY PROFILE

HUGH HOWELL ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 17-0001

OUTFALL				PRE-CONSTRUCTION					POST-CONSTRUCTION					DRAINAGE AREA		
NO.	DESCRIPTION	STATION	OFFSET	C	Q 50	Q 100	V 50	V 100	C	Q 50	Q 100	V 50	V 100	TOTAL	DISTURBED	SLOPES
1	30" CMP PIPE			0.53	40.95	45.23	7.38	7.62	0.57	43.69	48.26	7.54	7.77	7.329	1.052	3.00%
2	18" PIPE			0.24	2.97	3.28	9.38	9.67	0.26	3.25	3.59	9.61	9.93	1.203	0.624	6.17%



Catch Basin/Drop Inlet Spacing Computation Sheet
Maximum Allowable Gutter Spread = 8 ft
Design Speed = 45 MPH (Hugh Howell Rd)

Gutter Discharge for 10yr Design Frequency

Str #	Station	Rain Intensity	Drainage Area	Runoff Coefficient	Q=CiA	Longitudinal Slope	Cross Slope	Previous Bypass Flow	Total Gutter Flow	Gutter Flow Ratio	Gutter Spread	Equivalent Cross Slope	Req'd Length for 100% of Flow	Percent Intercept	Flow Intercept	Bypass Flow
		(in/hr)	(acres)		(cfs)	(ft/ft)	(ft/ft)	(cfs)	(cfs)		(ft)	(ft/ft)	(ft)	(%)	(cfs)	(cfs)
A-3	106+86.39	7.86	0.006	0.53	0.02	0.06	0.03	0.00	0.02	0.64	2.7	0.1	3.6	100%	0.02	0.00
A-2	107+18.72	7.86	0.480	0.95	3.59	0.06	0.02	0.00	3.59	0.69	7.1	0.1	29.9	59%	2.11	1.47
A-1	108+63.74	7.86	0.213	0.95	1.59	0.06	0.01	1.47	3.06	0.77	7.9	0.1	28.7	65%	1.99	1.08
A-4	111+00.00	7.86	0.105	0.95	0.78	0.06	0.01	0.00	0.78	0.77	5.5	0.1	16.2	90%	0.70	0.08
B-1	114+67.10	7.86	0.990	0.31	2.42	0.03	0.02	0.00	2.42	0.69	7.0	0.1	20.6	78%	1.88	0.53
B-2	114+95.19	7.86	0.213	0.20	0.34	0.03	0.02	0.00	0.34	0.69	4.4	0.1	9.0	100%	0.34	0.00

TOTAL PROJECT AREA = 0.87 ACRES
DISTURBED AREA = 0.87 ACRES
RECEIVING WATER: STONE MOUNTAIN CREEK
PAST HIGH WATER ELEVATION: 129' RECORDED AT STREAMSTATS.USGS.GOV

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
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SCALE IN FEET
0 100 200 400

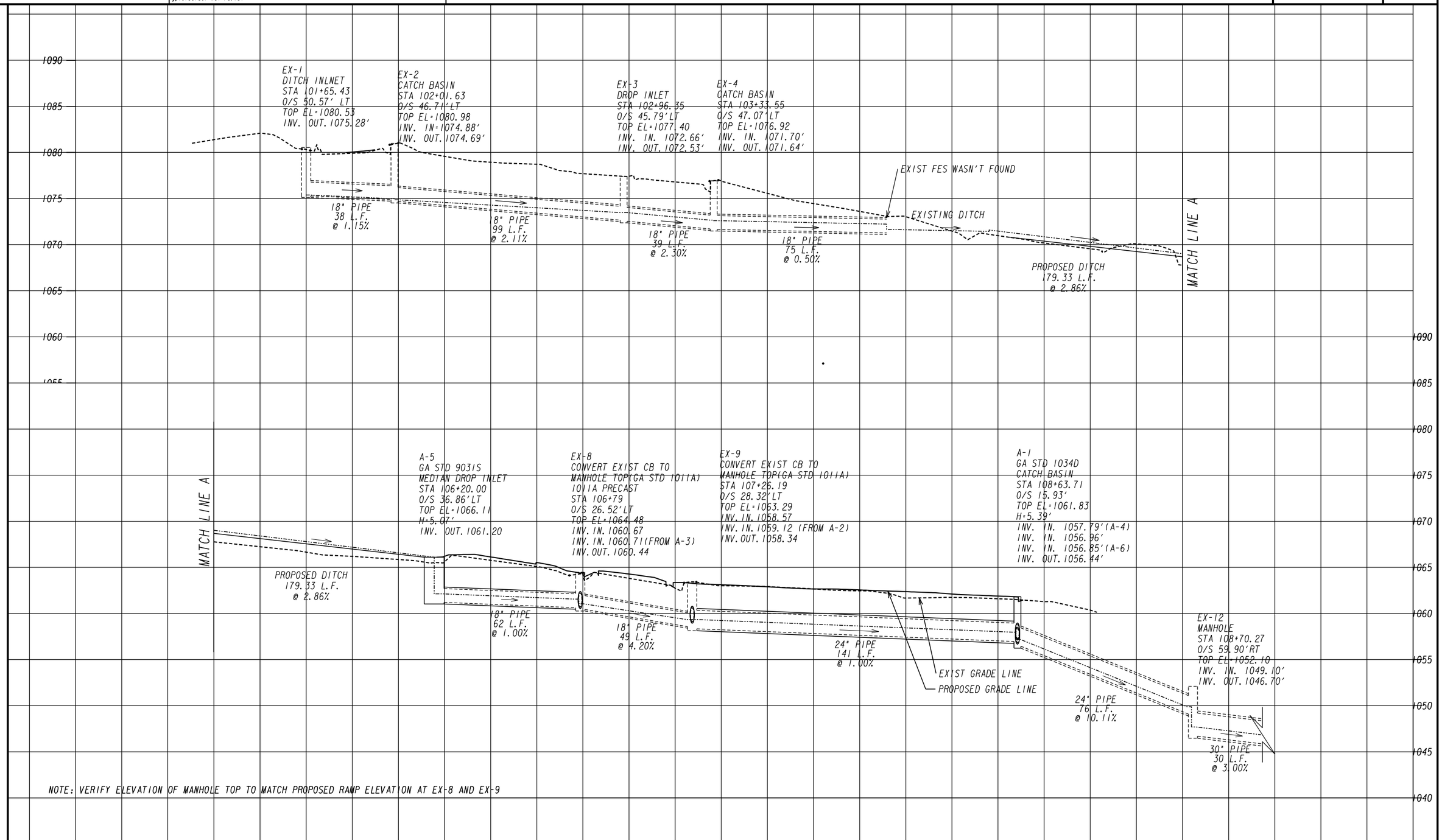
REVISION DATES

DRAINAGE AREA MAP
HUGH HOWELL
MULTI-USE TRAIL

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No.
21-0001

10/23/2015 GPLN



City of Tucker

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

VERTICAL SCALE IN FEET
0 5 10 20

HORIZONTAL SCALE IN FEET
0 20 40 80

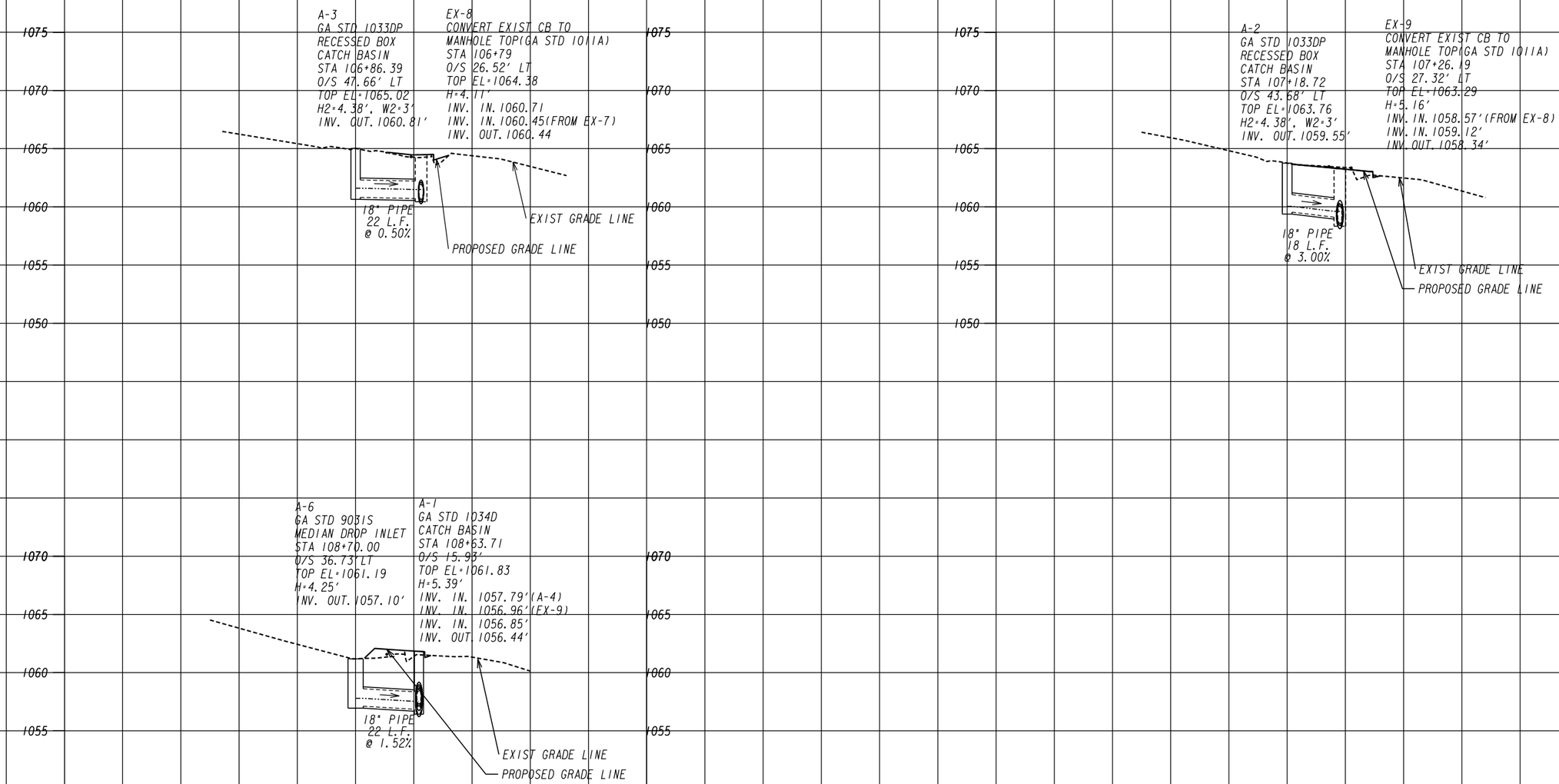
REVISION DATES

DRAINAGE PROFILES

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
22-0001



City of Tucker

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8408 FAX 770.857.8401

VERTICAL SCALE IN FEET
0 10 20 40

HORIZONTAL SCALE IN FEET
0 20 40 80

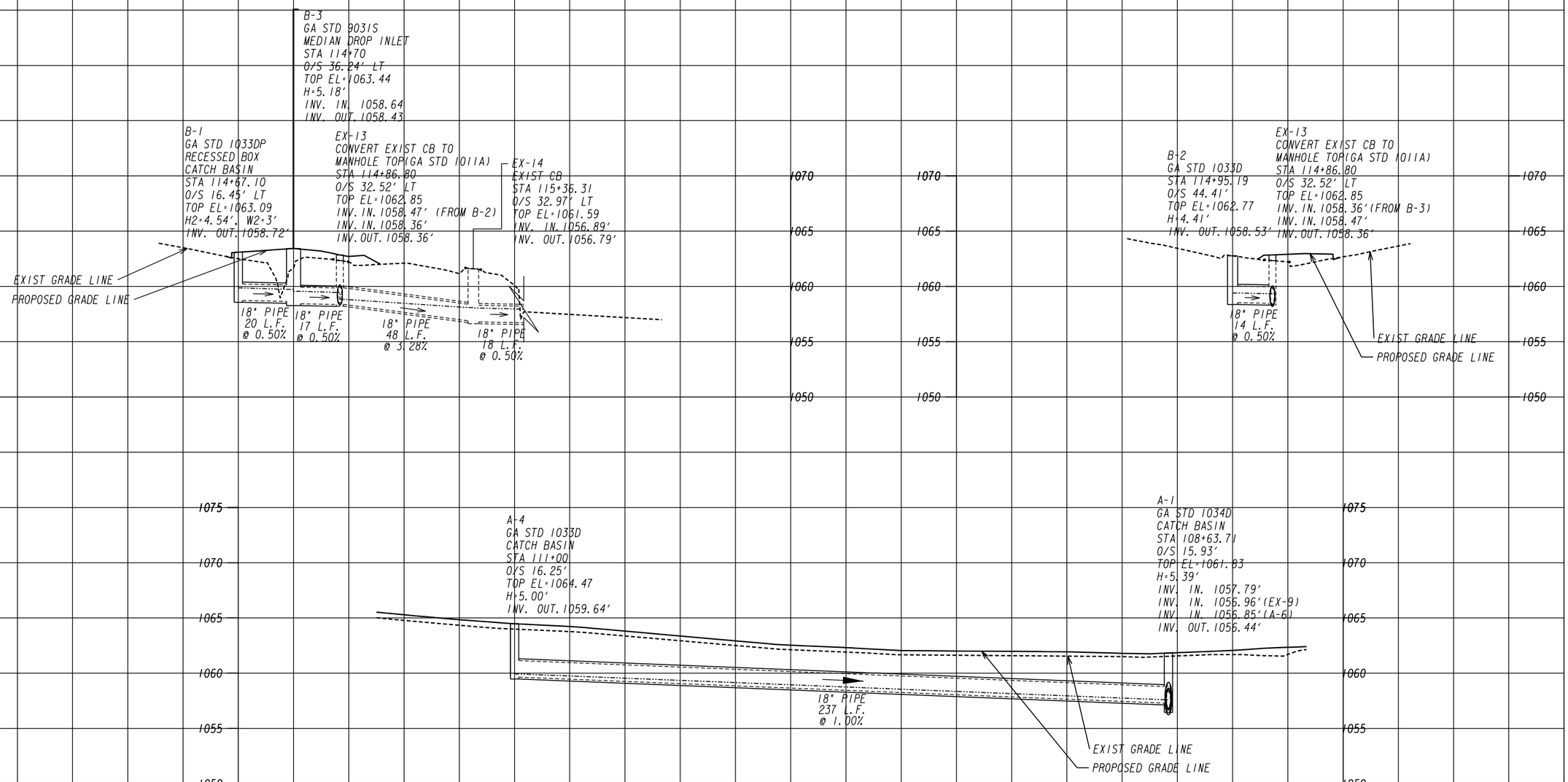
REVISION DATES

DRAINAGE PROFILES

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
22-0002



City of Tucker

LOWE ENGINEERS
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PHONE 770.857.8408 FAX 770.857.8401

VERTICAL SCALE IN FEET
0 10 20 40

HORIZONTAL SCALE IN FEET
0 20 40 80

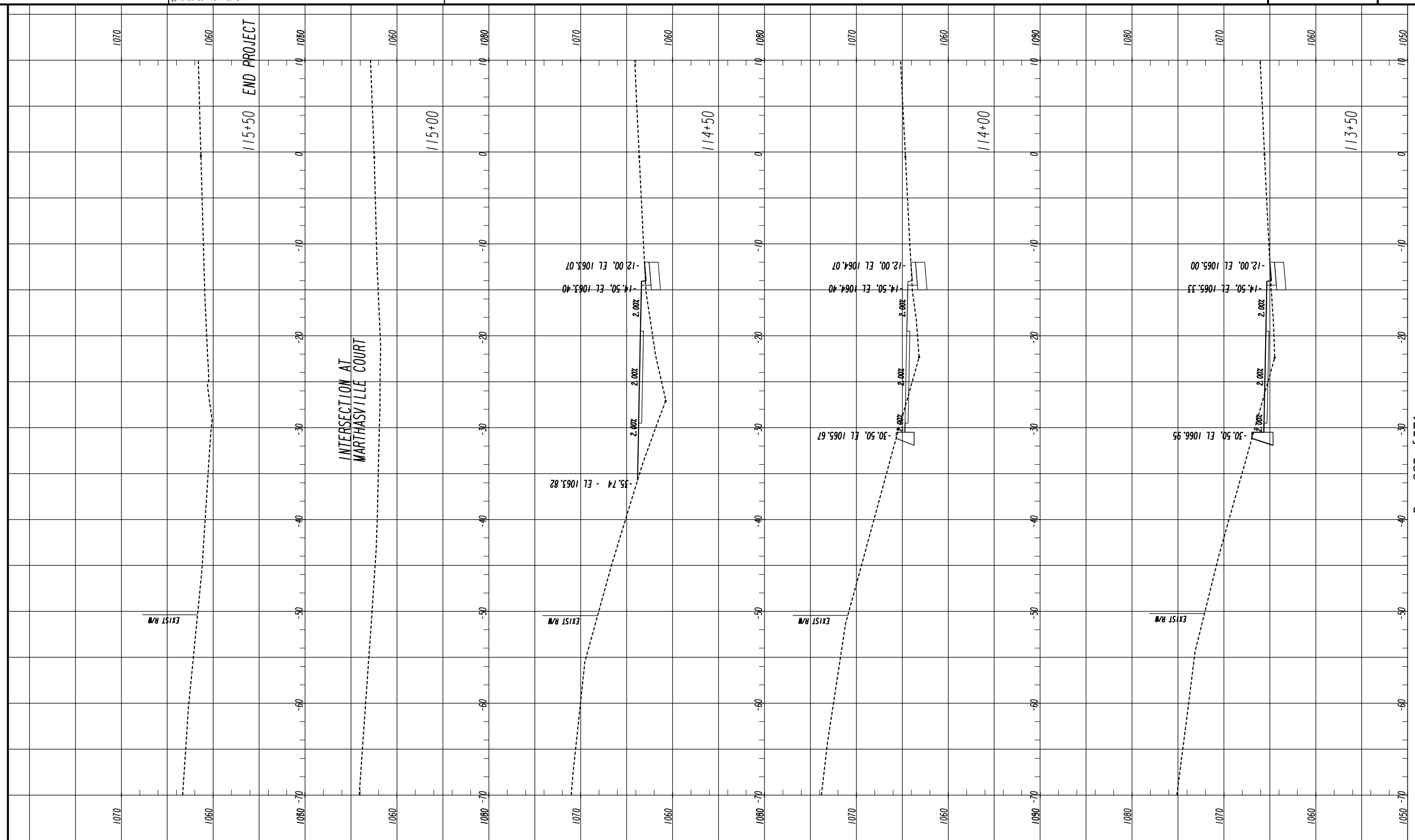
REVISION DATES

DRAINAGE PROFILES

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
22-0003



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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 5 10 20

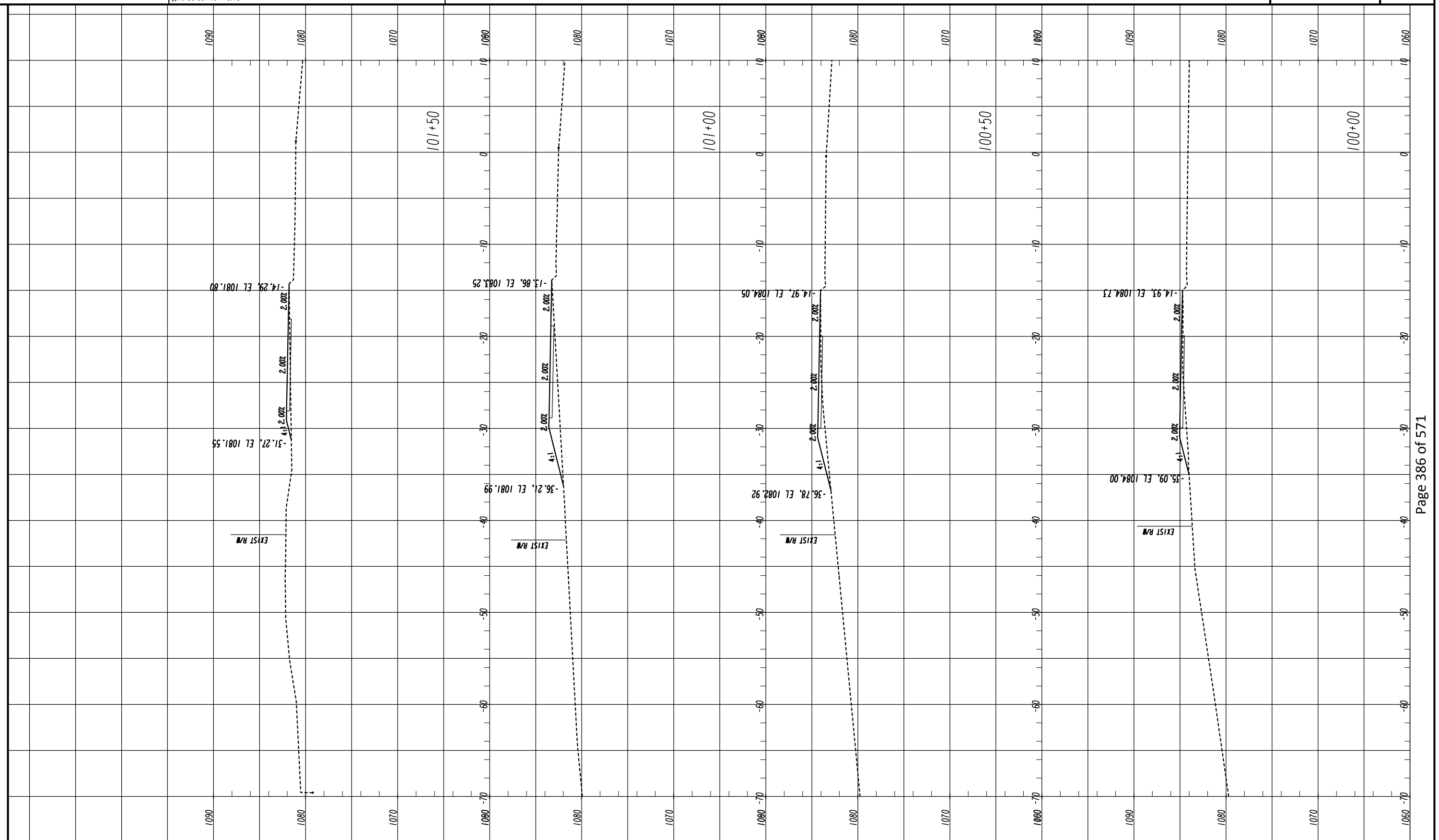
REVISION DATES

CROSS SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0008

09/17/2015 SUXEN



LOWE ENGINEERS
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City of Tucker

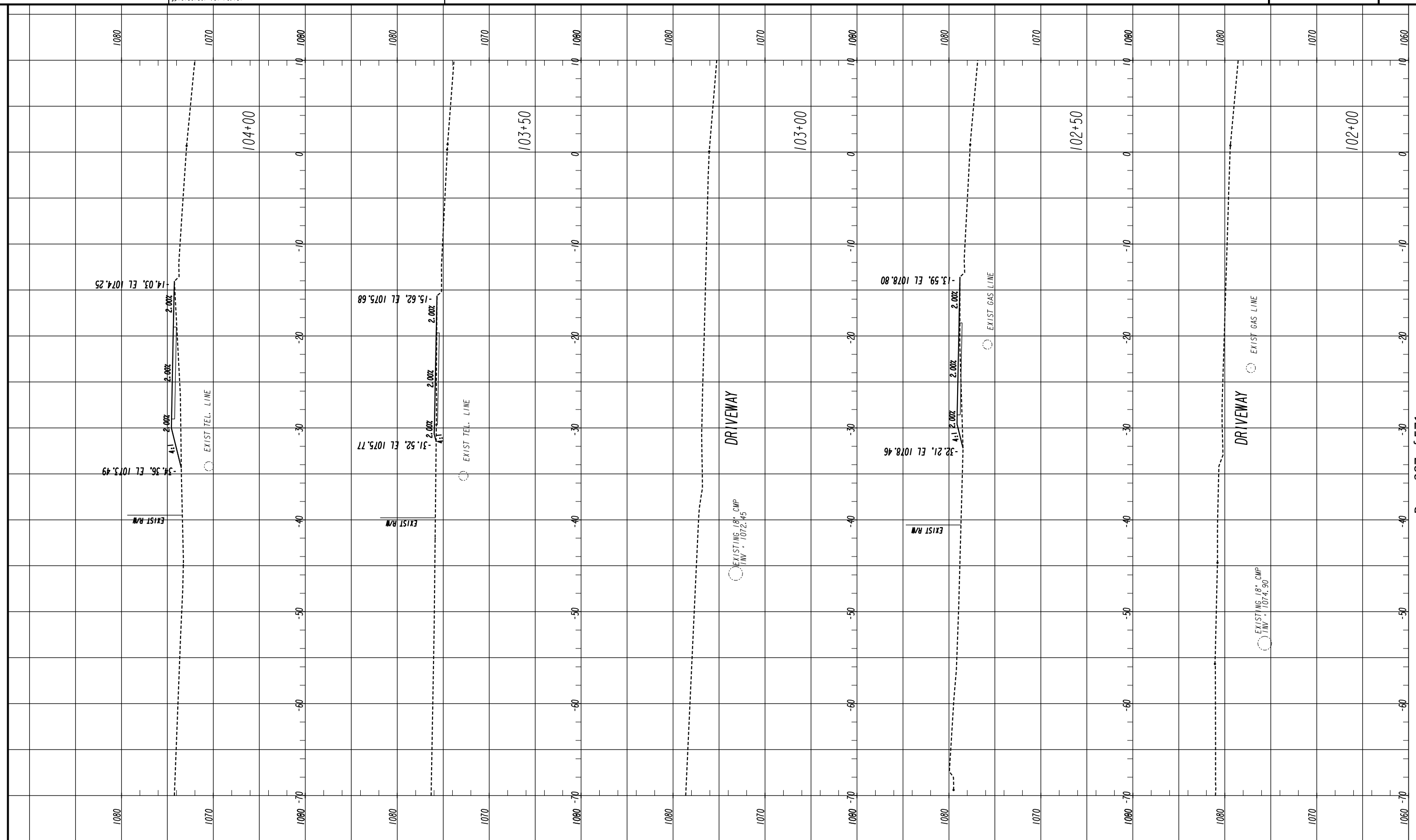
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0002



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City of Tucker

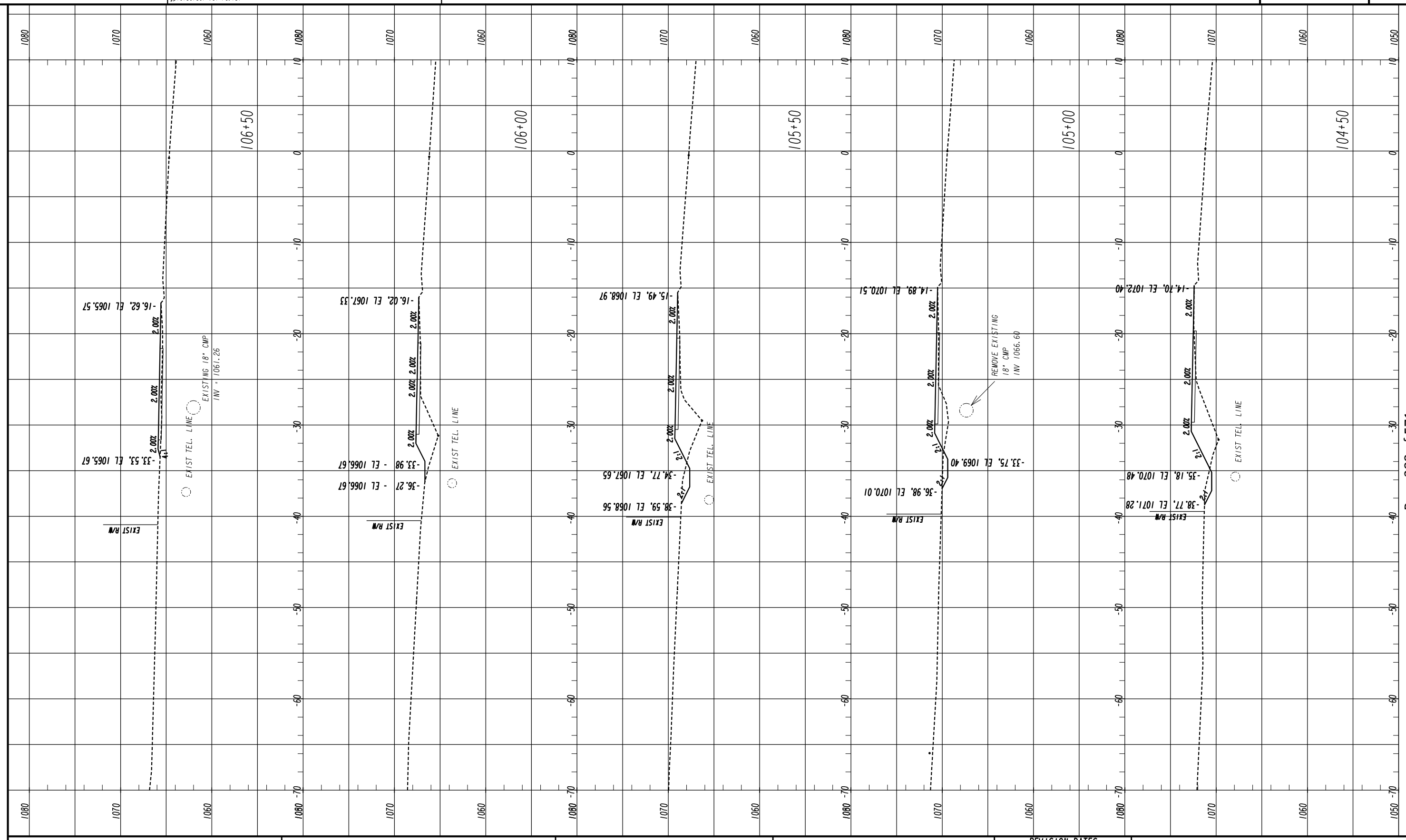
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	23-0003
CORRECTED:		DATE:	
VERIFIED:		DATE:	

09/17/2015 SUXEN



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City of Tucker

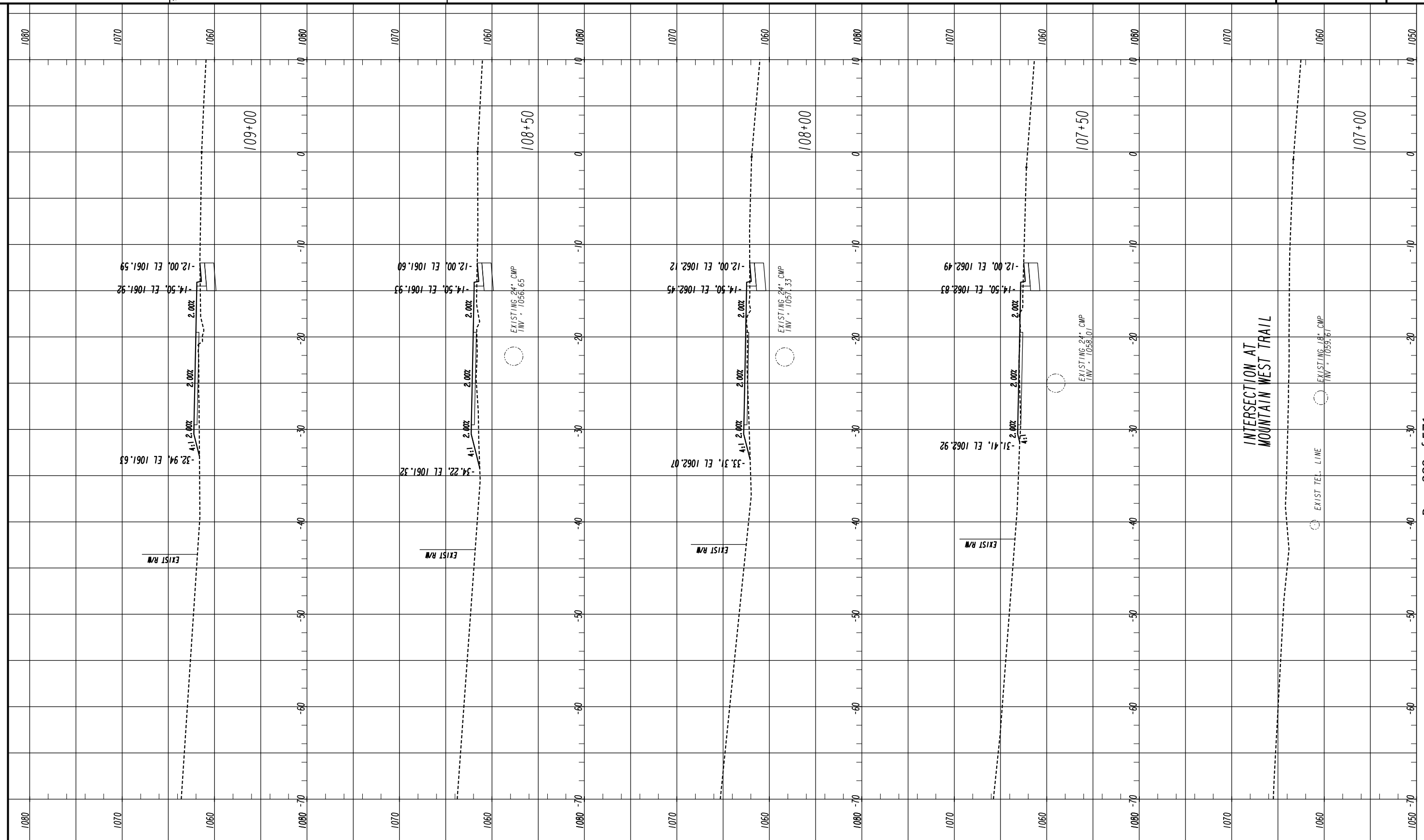
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0004



LOWE ENGINEERS
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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 5 10 20

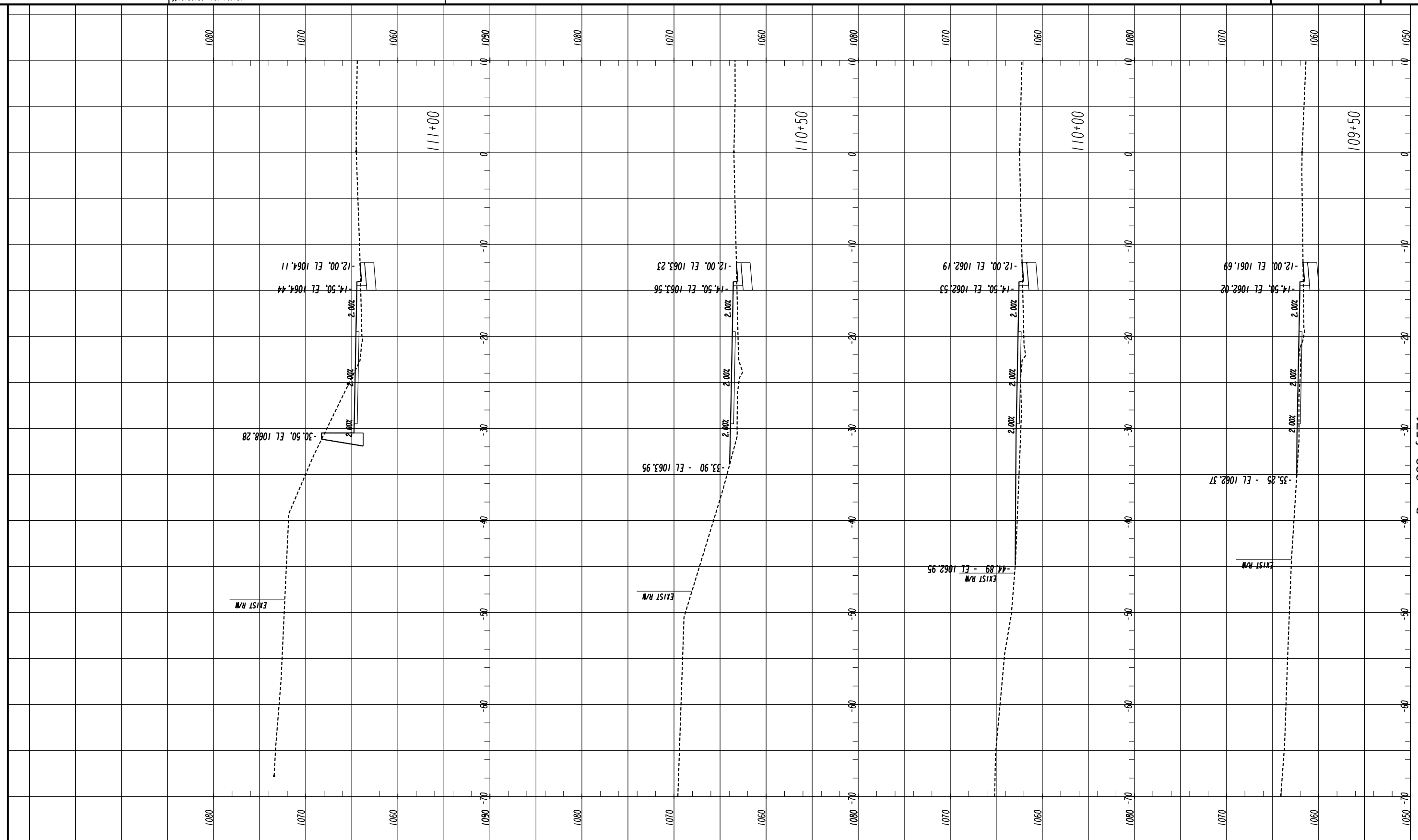
REVISION DATES

CROSS SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0005

09/17/2015 SUXEN



LOWE ENGINEERS
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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 5 10 20

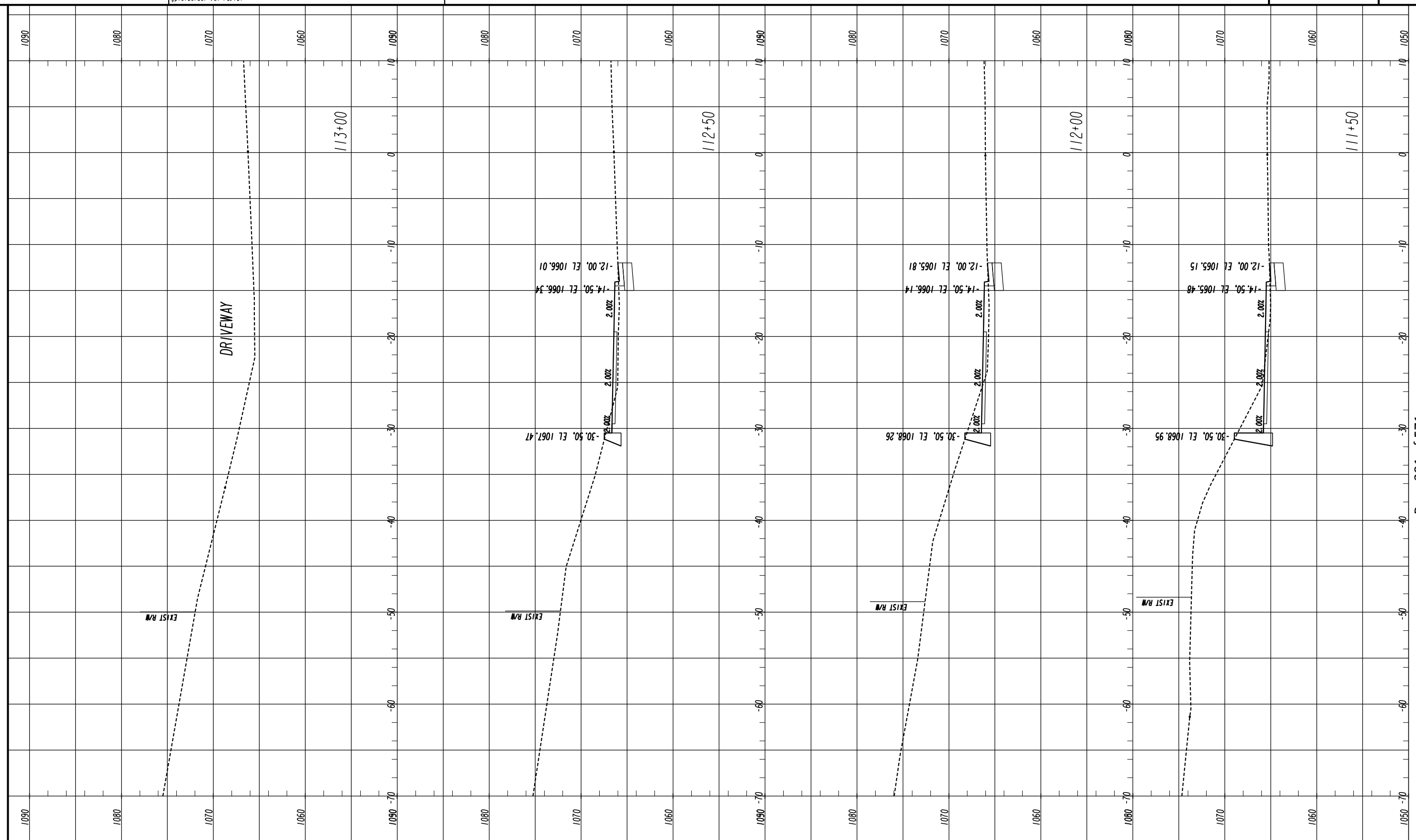
REVISION DATES

CROSS SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0006

09/17/2015 SUXEN



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 5 10 20

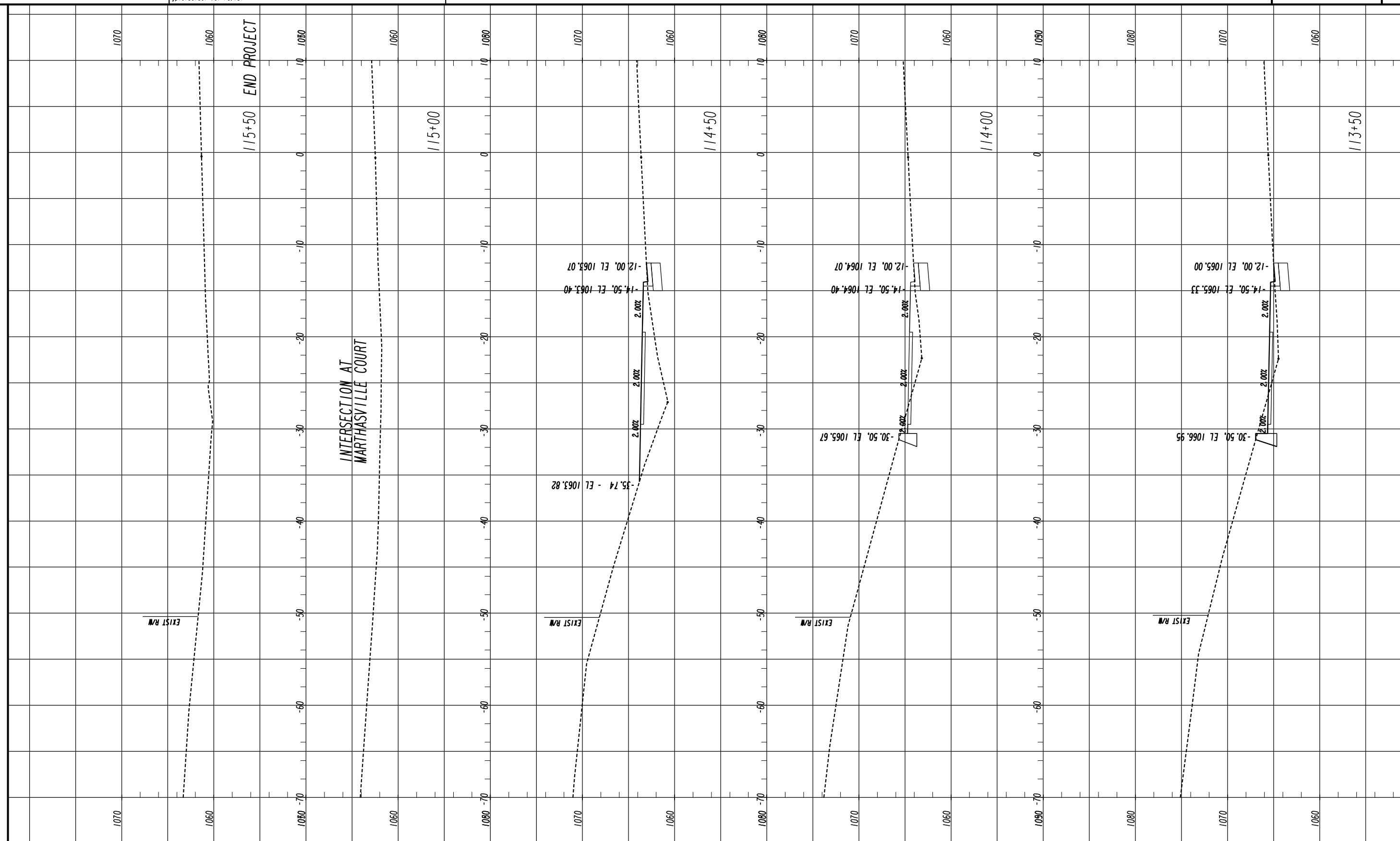
REVISION DATES

CROSS SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0007

09/17/2015 SUXEN



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City of Tucker

SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS
HUGH HOWELL
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0008

UTILITY LINECODES

	EXISTING	TO BE REMOVED	PROPOSED	TYPE OF UTILITY
OVERHEAD	E	E	E	ELECTRIC
	E-T	E-T	E-T	ELECTRIC/TELECOMMUNICATIONS
	E-TV	E-TV	E-TV	ELECTRIC/CABLE TV
	E-T-TV	E-T-TV	E-T-TV	ELECTRIC/TELECOMMUNICATIONS/CABLE TV
	GW	GW	GW	GUY WIRE
	T	T	T	TELECOMMUNICATIONS
	T-TV	T-TV	T-TV	TELECOMUNICATIONS/CABLE TV
	TV	TV	TV	CABLE TV
UNDERGROUND	E	E	E	ELECTRIC
	T	T	T	TELECOMMUNICATIONS
	TV	TV	TV	CABLE TV
	W	W	W	WATER
	**W	**W	**W	WATER FOR LABELED PIPE SIZES
	NW	NW	NW	NON-POTABLE WATER
	**NW	**NW	**NW	NON-POTABLE WATER FOR LABELED PIPE SIZES
	STM	STM	STM	STEAM
	**STM	**STM	**STM	STEAM FOR LABELED PIPE SIZES
	SS	SS	SS	SANITARY SEWER WITH FLOW DIRECTION
	Σ**SS	Σ**SS	Σ**SS	SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES
	SFM	SFM	SFM	SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION
	G	G	G	GAS
	**G	**G	**G	GAS FOR LABELED PIPE SIZES
	P	P	P	PETROLEUM
	**P	**P	**P	PETROLEUM FOR LABELED PIPE SIZES

UTILITY SYMBOLS

EXISTING	PROPOSED	TEMPORARY	
			UTILITY POLE/GUY POLE
			LIGHT POLE
			GUY ANCHOR
X	X	X	SPLICE BOX
			CABINET
			VENT
E	E	E	ELECTRIC MANHOLE
HE	HE	HE	ELECTRIC HAND HOLE
E	E	E	TRANSFORMER
E	E	E	ELECTRIC METER
E	E	E	ELECTRIC BOX
E			ELECTRIC YARD LIGHT POLE
			TRANSMISSION TOWER
T	T	T	TELECOMMUNICATIONS MANHOLE
HT	HT	HT	TELECOMMUNICATIONS HANDHOLE
T	T	T	TELECOMMUNICATIONS PEDESTAL
T	T	T	TELECOMMUNICATIONS MARKER
SLC	SLC	SLC	SUBCRIBER LOOP CARRIER (aka "SLICK")
			PHONE BOOTH
TV	TV	TV	CABLE TV MANHOLE
HTV	HTV	HTV	CABLE TV HANDHOLE
			CABLE TV PEDESTAL
TV	TV	TV	CABLE TV MARKER
			SATELLITE DISH
F	F	F	FIBER MARKER

EXISTING	PROPOSED	TEMPORARY	
W	W	W	WATER VALVE
W	W	W	WATER METER
W	W	W	WATER MANHOLE
			FIRE HYDRANT ASSEMBLY (INCLUDES ASSOCIATED VALVE)
BFP	BFP	BFP	BACKFLOW PREVENTER
PIV	PIV	PIV	PRESSURE INDICATOR VALVE
ARV	ARV	ARV	AIR RELEASE VALVE
W	W	W	WATER VAULT
W	W	W	WATER VALVE MARKER
			STAND PIPE
			CLEANOUT
SS	SS	SS	SANITARY SEWER MANHOLE
ARV	ARV	ARV	AIR RELEASE VALVE
GT	GT	GT	GREASE TRAP
S	S	S	SANITARY SEWER FORCE MAIN VALVE
G			GAS YARD LIGHT POLE
G	G	G	GAS MARKER
G	G	G	GAS VALVE
G	G	G	GAS METER
G	G	G	GAS MANHOLE
GPR	GPR	GPR	GAS PRESSURE REGULATOR
G	G	G	GAS VAULT
GTS	GTS	GTS	GAS TEST STATION
P	P	P	PETROLEUM VALVE

GEORGIA811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

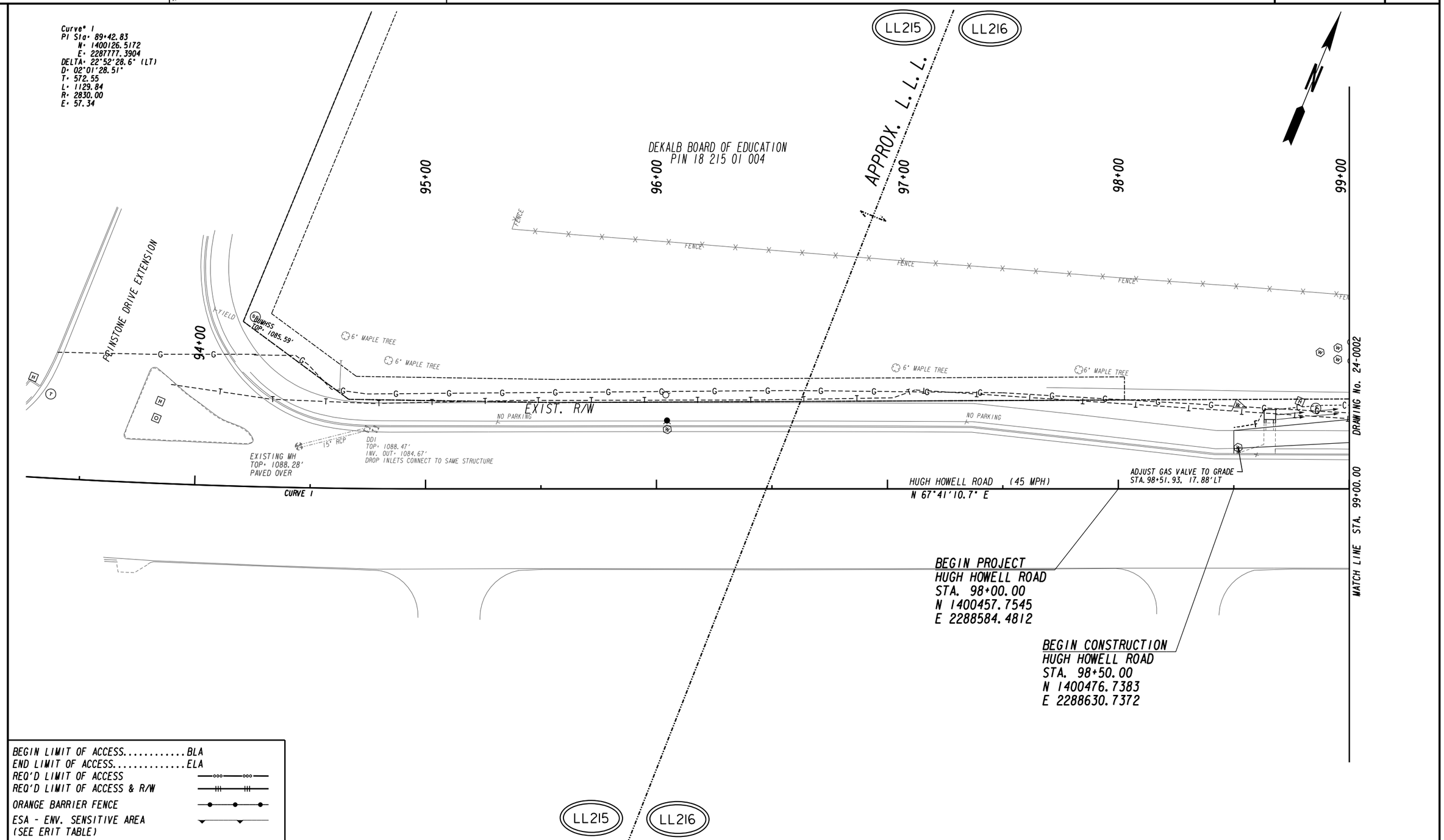
City of Tucker

REVISION DATES

UTILITY PLANS LEGEND

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		24-0000
CORRECTED:		DATE:		
VERIFIED:		DATE:		



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

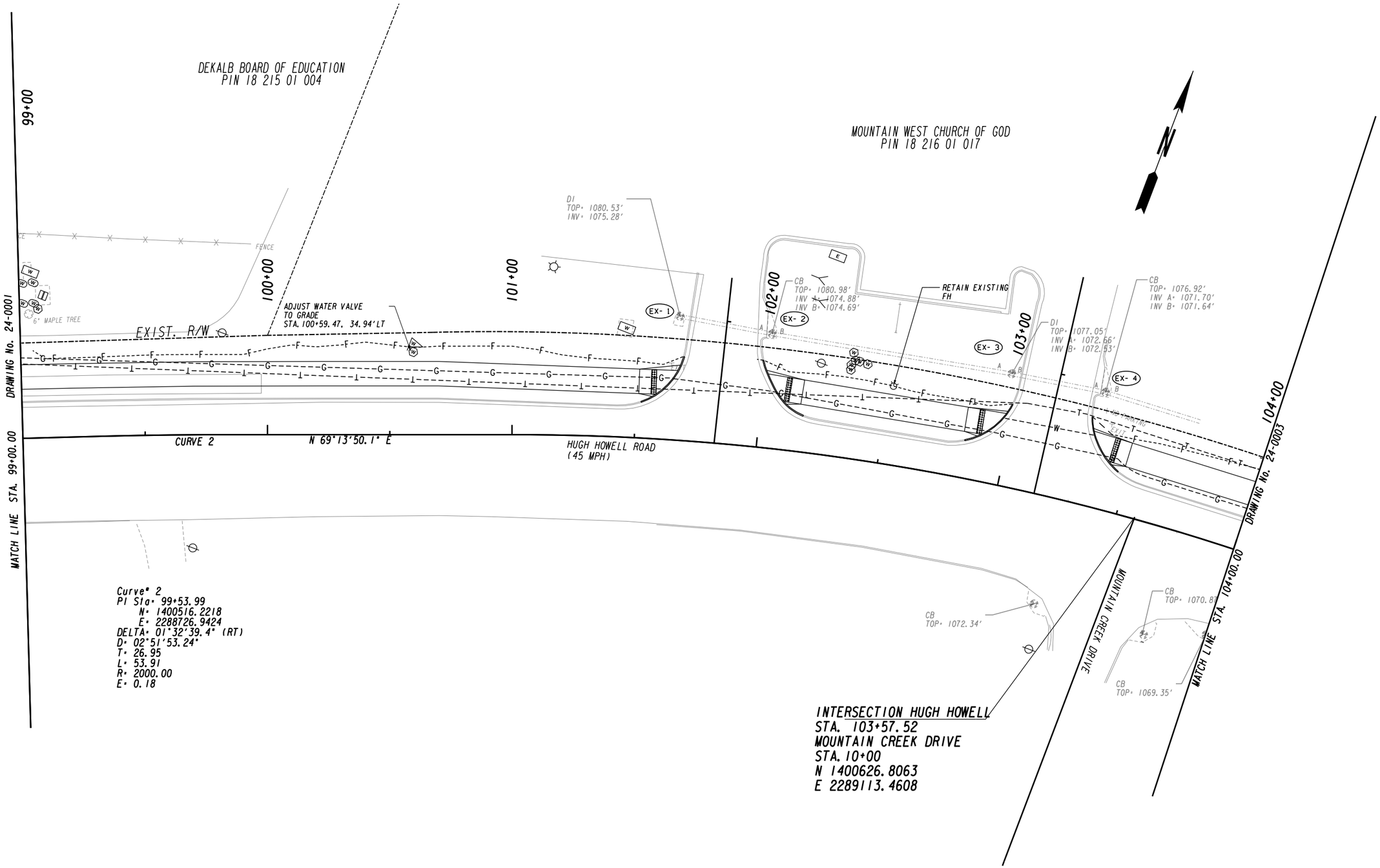
SCALE IN FEET
0 20 40 80

REVISION DATES

UTILITY PLANS
HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 24-0001



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City of Tucker

SCALE IN FEET
0 20 40 80

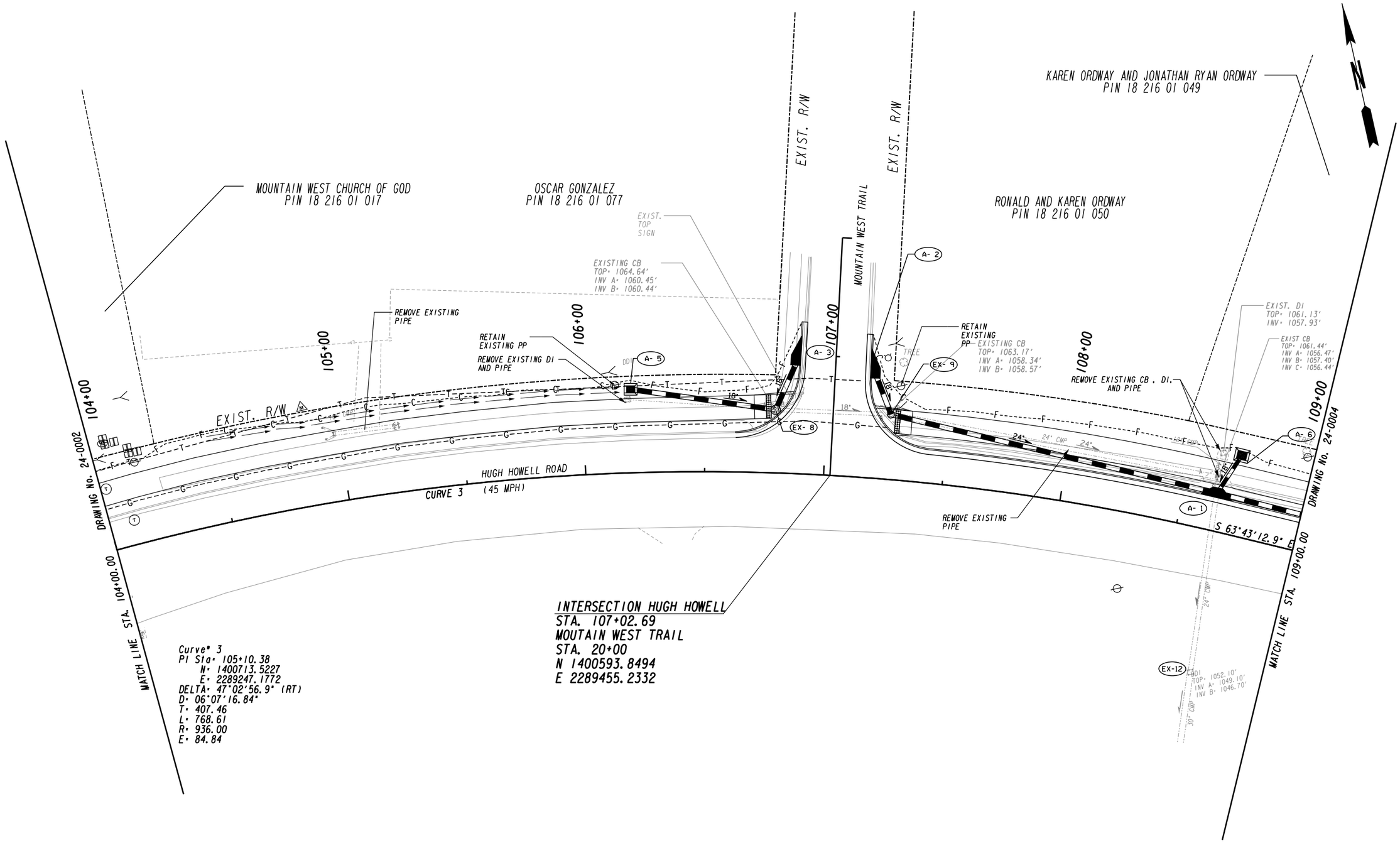
REVISION DATES

UTILITY PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
24-0002



LOWE ENGINEERS
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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

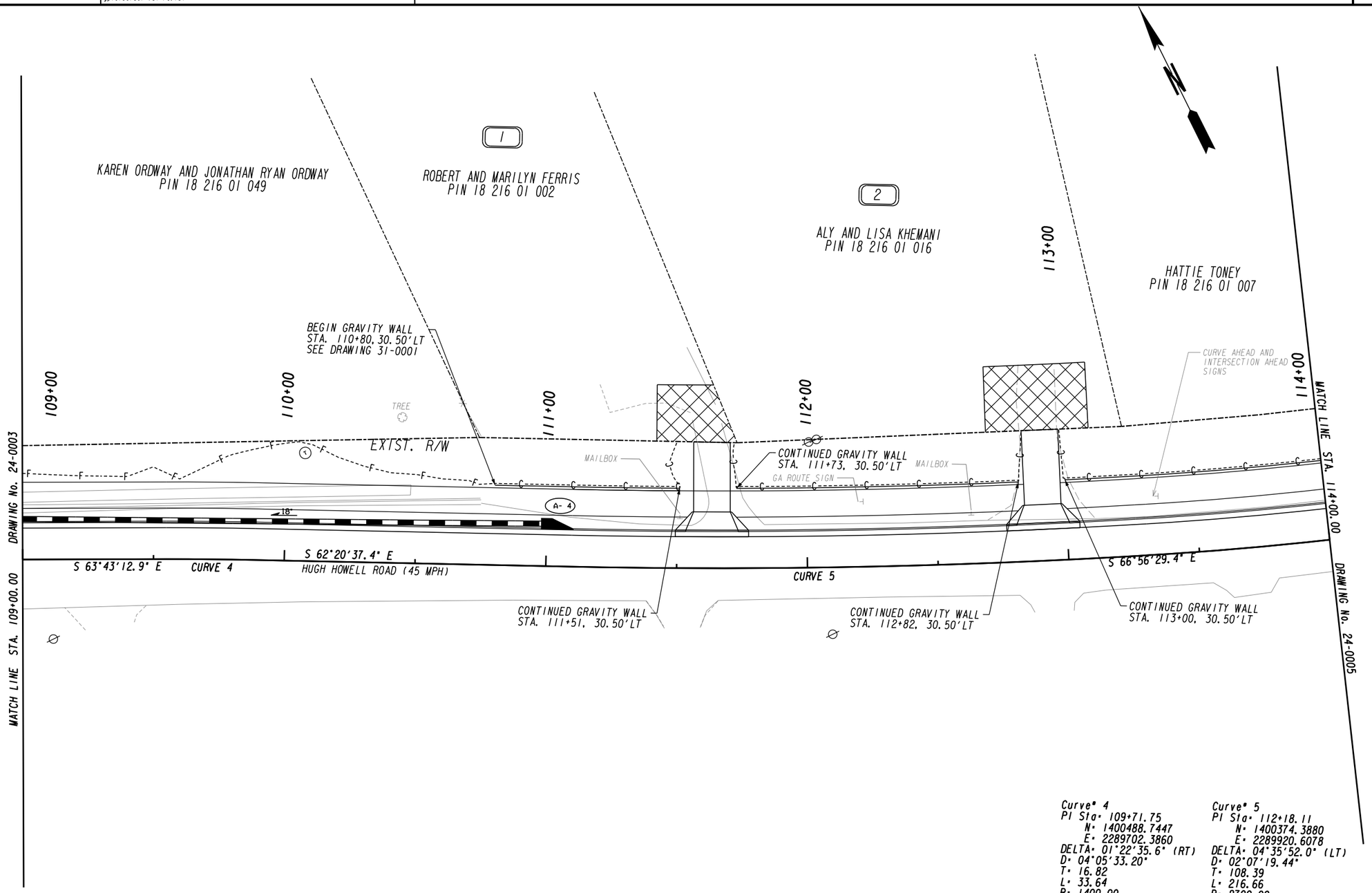
UTILITY PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
24-0003

10/23/2015 GPLN



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E= 2289702.3860
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D= 04°05'33.20"
T= 16.82
L= 33.64
R= 1400.00
E= 0.10

Curve# 5
PI Sta= 112+18.11
N= 1400374.3880
E= 2289920.6078
DELTA= 04°35'52.0" (LT)
D= 02°07'19.44"
T= 108.39
L= 216.66
R= 2700.00
E= 2.17

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
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City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

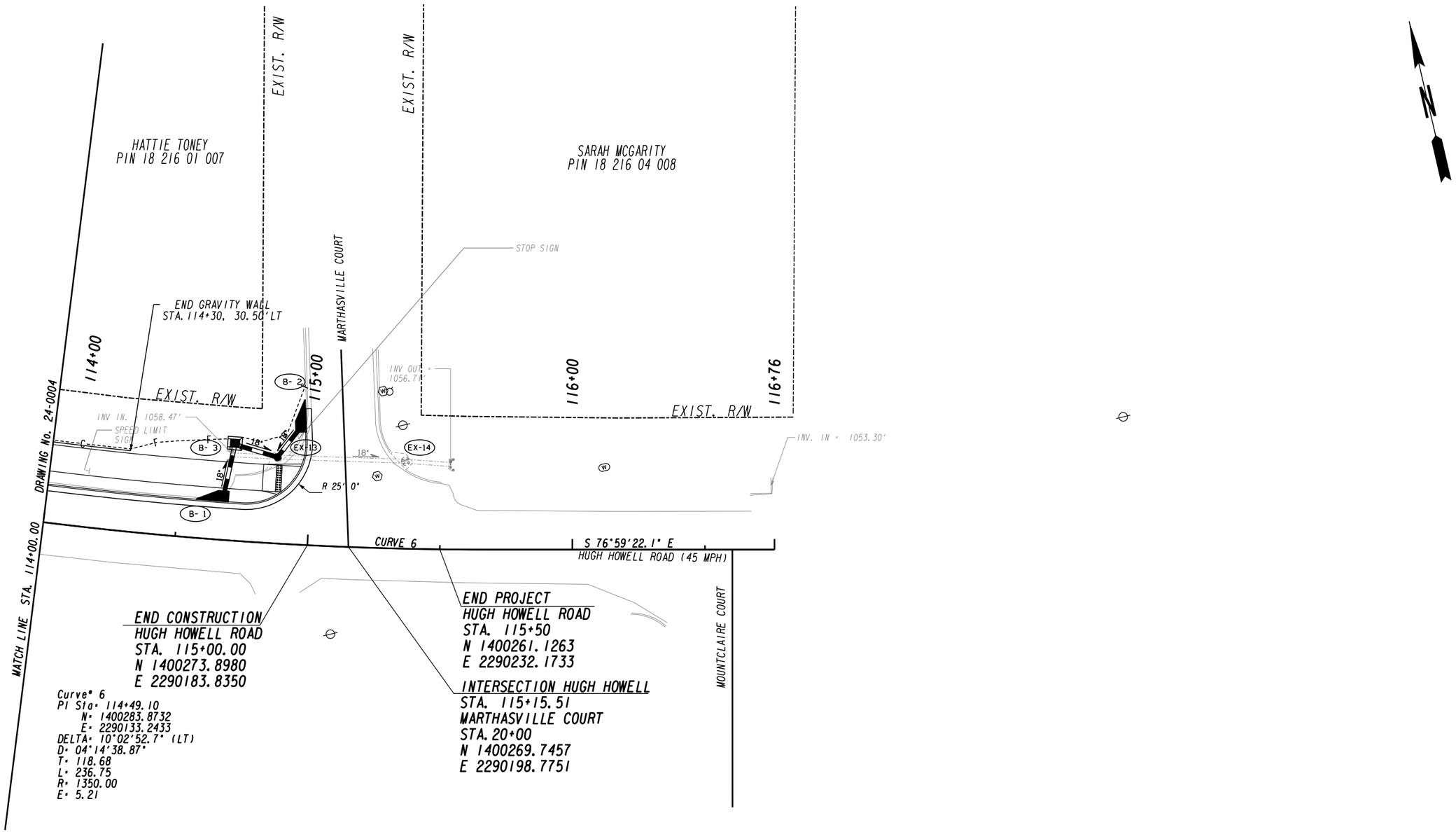
UTILITY PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
24-0004

10/23/2015 GPLN



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City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

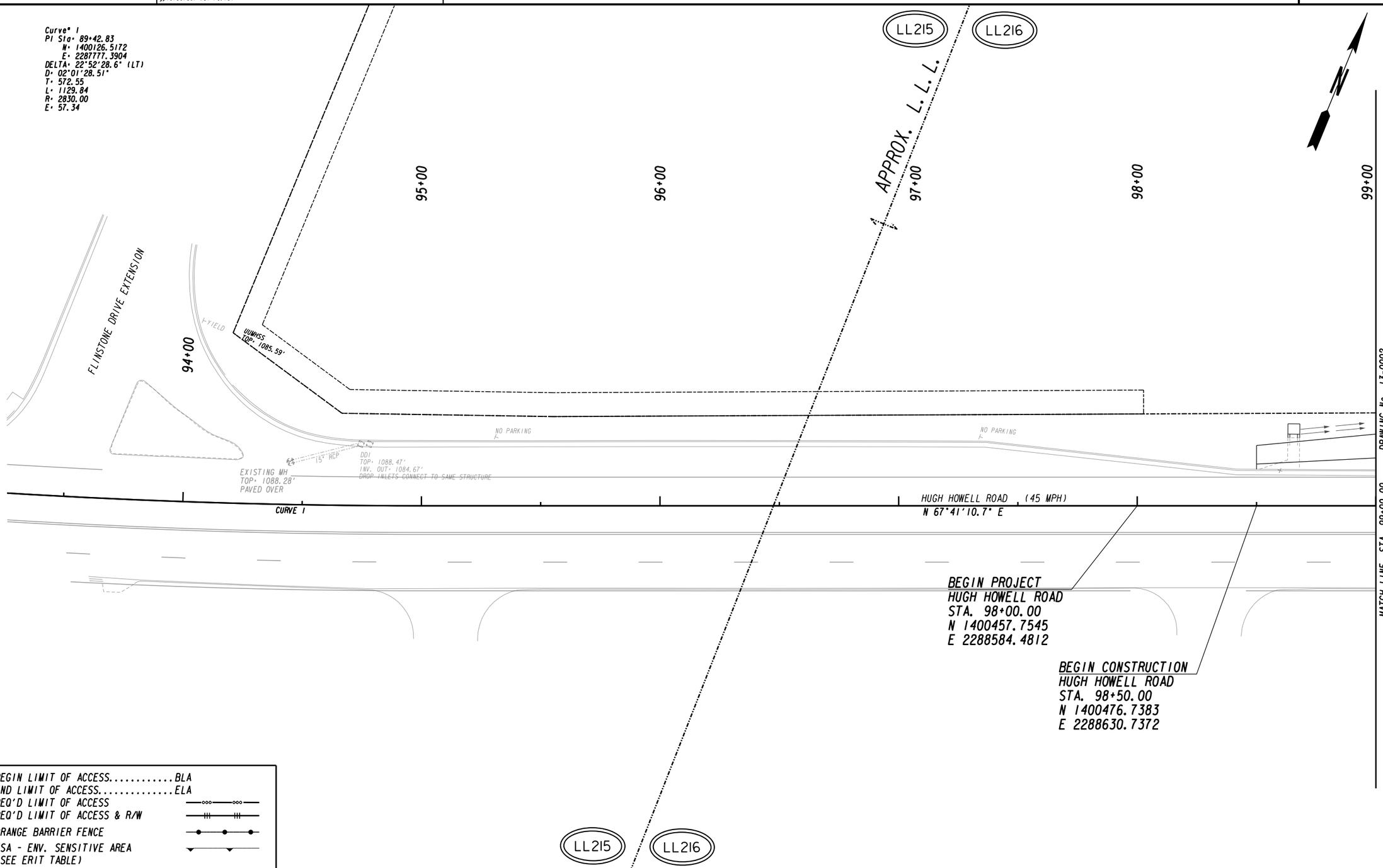
UTILITY PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
24-0005

10/23/2015 GPLN



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
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PROPERTY AND EXISTING R/W LINE
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CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

LOWE ENGINEERS
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City of Tucker

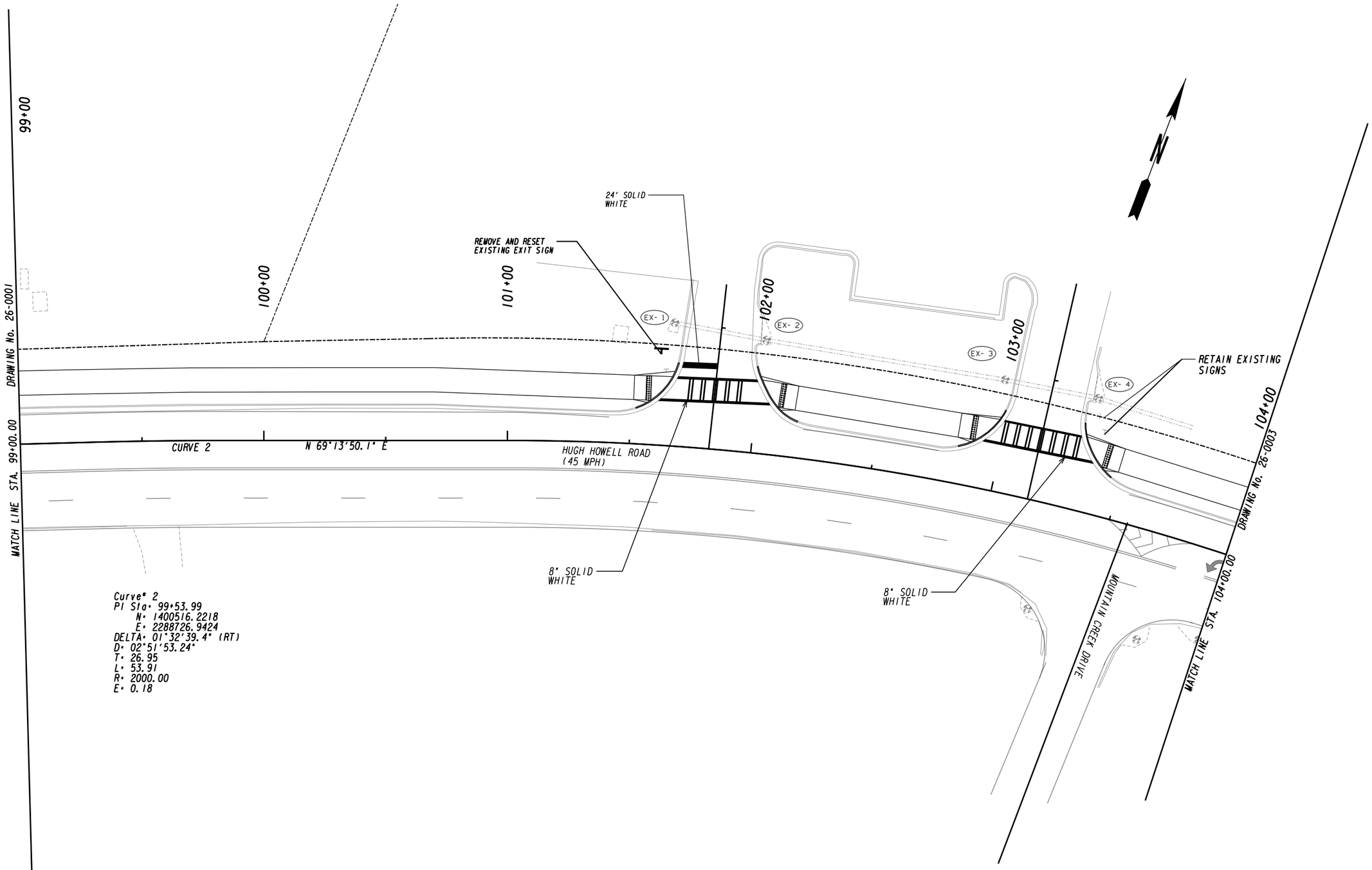
SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS
HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 26-0001



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E= 2288726.9424
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D= 02°51'53.24"
T= 26.95
L= 53.91
R= 2000.00
E= 0.18

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

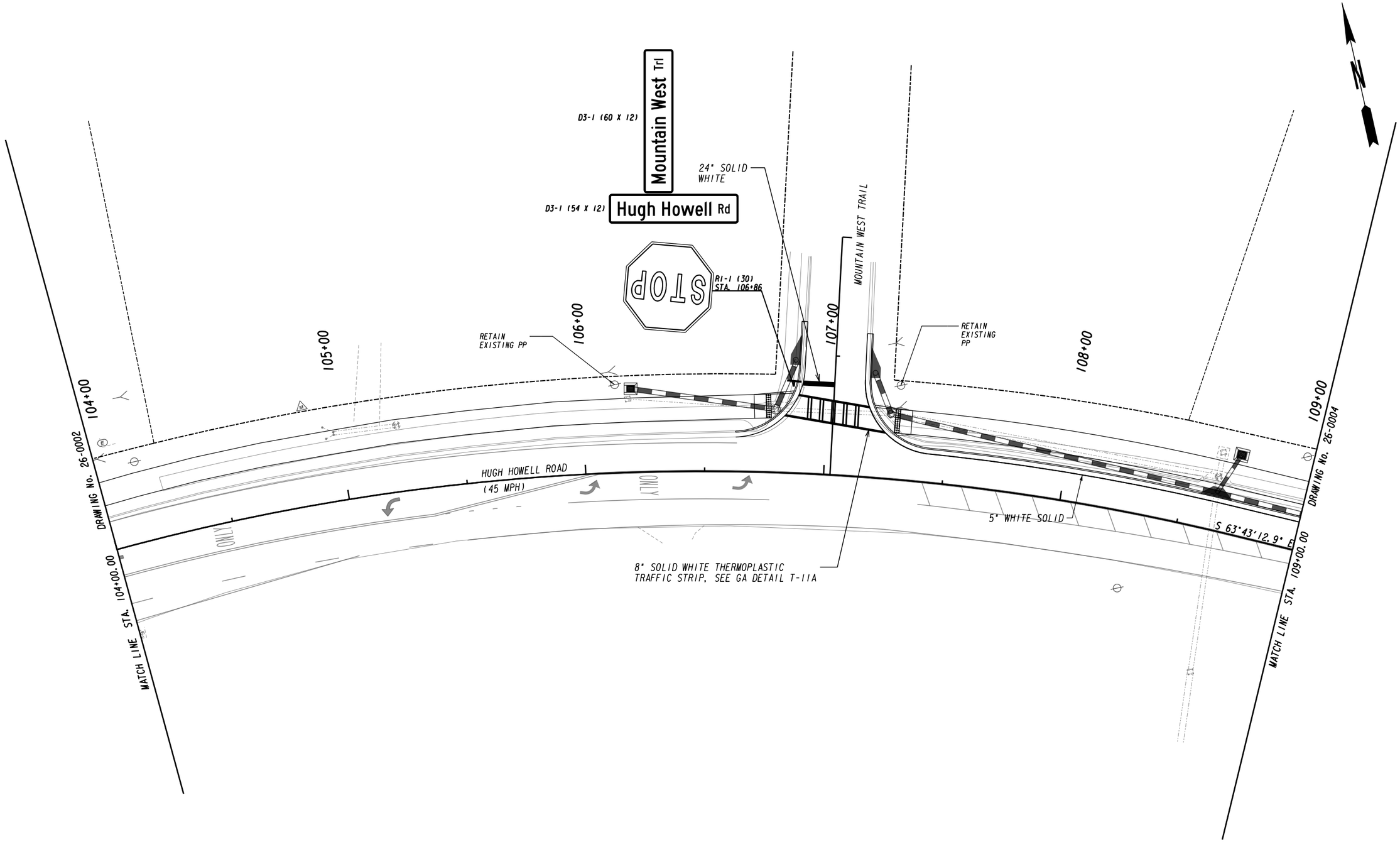
SIGNING AND MARKING PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
26-0002

10/23/2015 GPLN



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

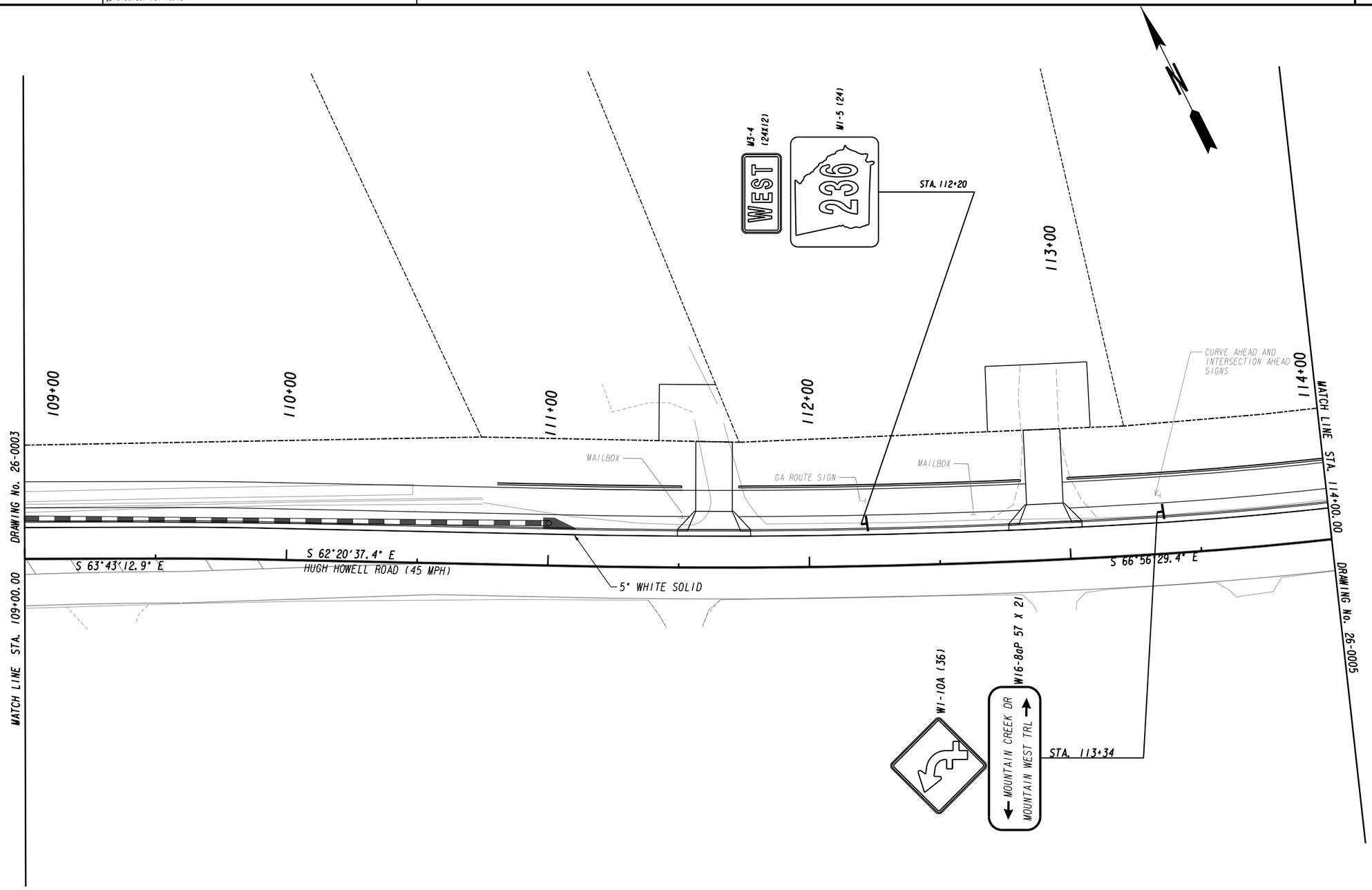
REVISION DATES

SIGNING AND MARKING PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
26-0003



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

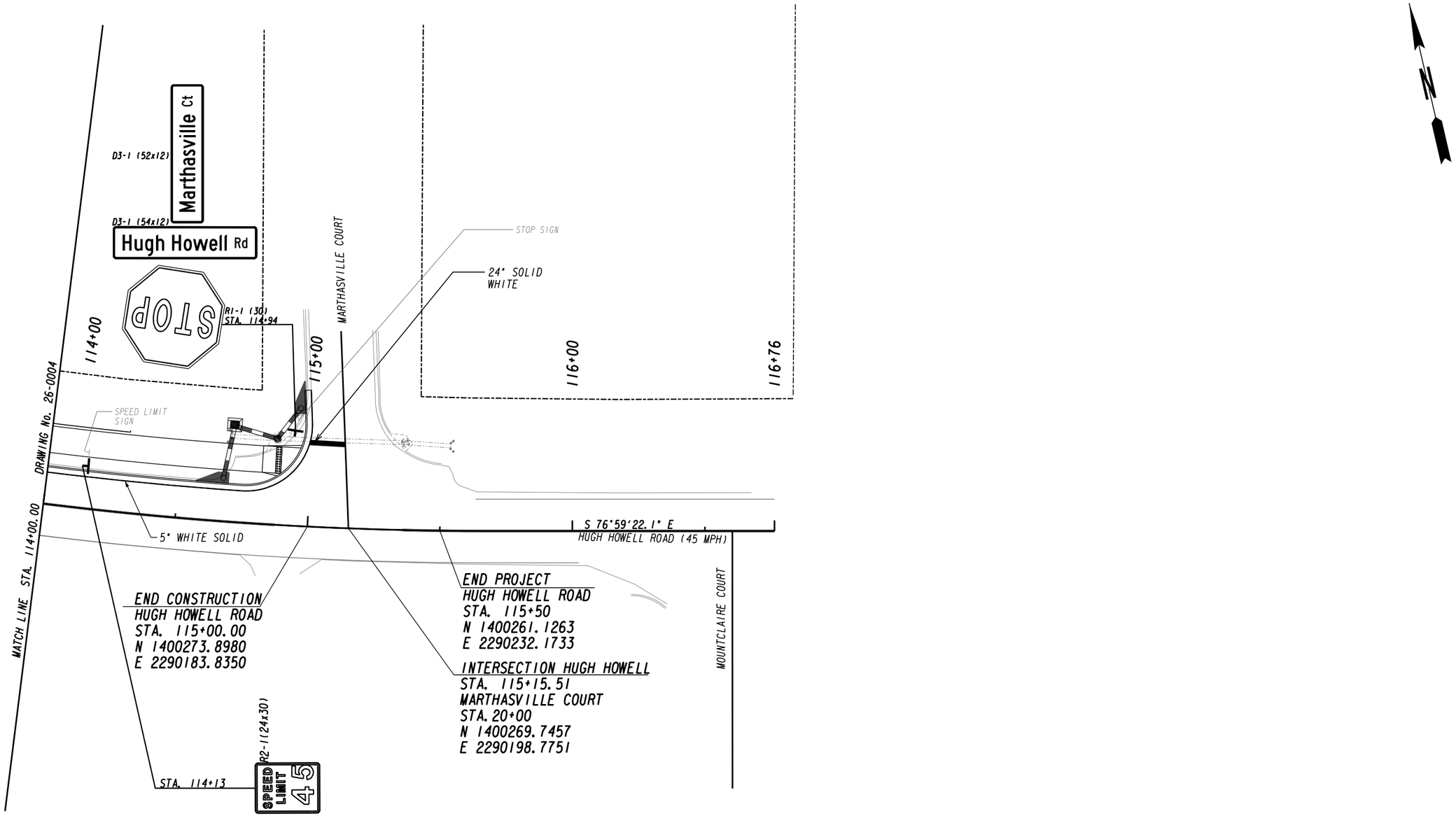
SIGNING AND MARKING PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 26-0004

10/23/2015 GPLN



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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

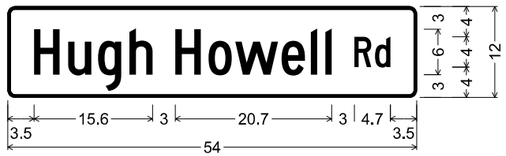
SIGNING AND MARKING PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

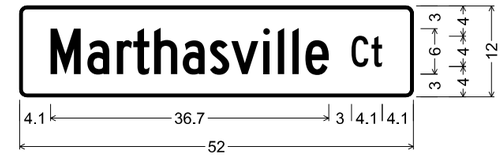
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
26-0005

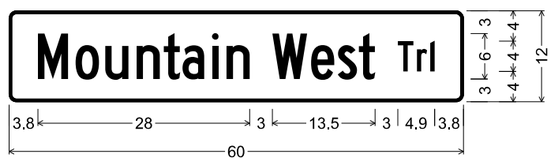
10/23/2015 GPLN



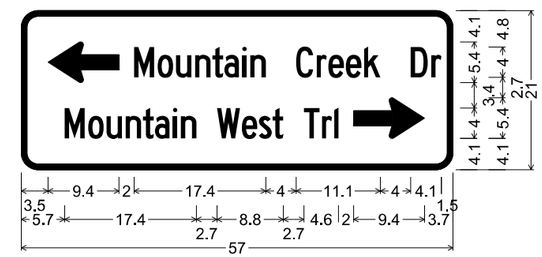
D3-1(2)_54 X 12 METAL BLADE
1.0" RADIUS, 0.4" BORDER, WHITE ON GREEN, 6.0" INITIAL
UPPERCASE, 4.0" LOWERCASE SERIES "C", 100% SPACING



D3-1(2)_52 X 12 METAL BLADE
1.0" RADIUS, 0.4" BORDER, WHITE ON GREEN, 6.0" INITIAL
UPPERCASE, 4.0" LOWERCASE SERIES "C", 100% SPACING



D3-1(2)_60 X 12 METAL BLADE
1.0" RADIUS, 0.4" BORDER, WHITE ON GREEN, 6.0" INITIAL
UPPERCASE, 4.0" LOWERCASE SERIES "C", 100% SPACING



W16-8 aP 57 X 21 METAL BLADE
1.0" RADIUS, 0.4" BORDER, BLACK ON YELLOW, 6.0" INITIAL
UPPERCASE, 4.0" LOWERCASE SERIES "C", 100% SPACING

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

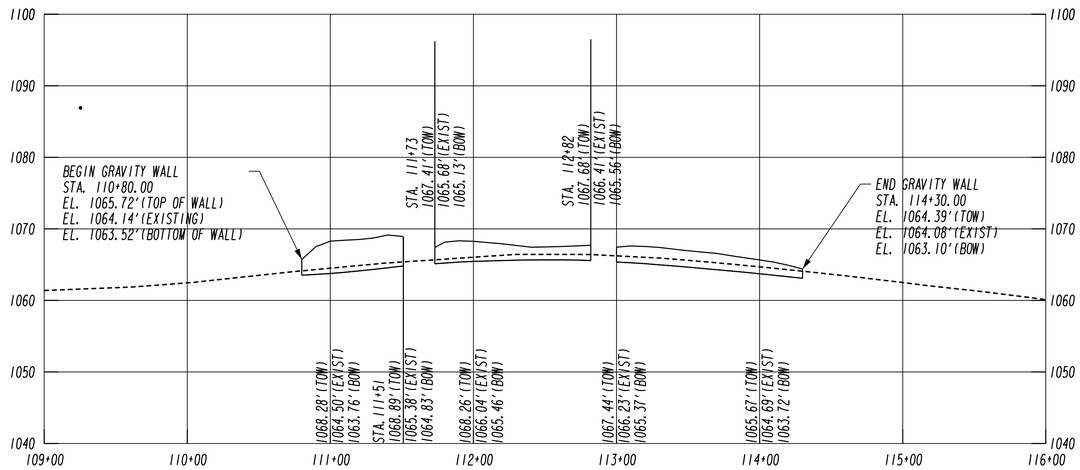
REVISION DATES

SIGNING AND MARKING PLANS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
26-0006



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

VERTICAL SCALE IN FEET
0 50 100 200

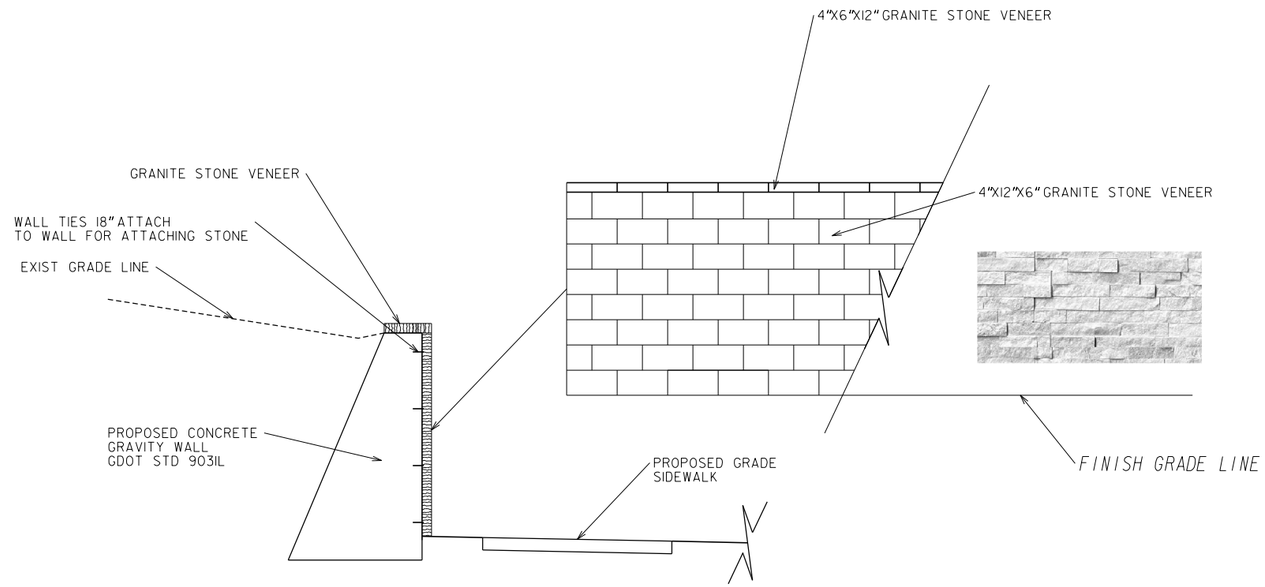
HORIZONTAL SCALE IN FEET
0 10 50 100

REVISION DATES

RETAINING WALL ENVELOPES
HUGH HOWELL RD
MULTI-USE TRAIL

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		31-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

1



STONE VENEER DETAIL
APPLIES TO ALL RETAINING WALLS

N.T.S

NOTES:
1. ALL GRAVITY WALL ARE TO BE FACED WITH GRANITE STONE TO SERVE AS A FACADE. THIS FACADE SHALL COVER THE FRONT/BACK, AND TOP OF WALLS. CONTRACTOR SHALL COORDINATE WITH THE CITY ENGINEER TO FINALIZE VISIBLE PORTION OF WALLS. PAVEMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE OF THE RETAINING WALL, GDOT PAY ITEM 500-3201 CLASS B CONCRETE, RETAINING WALL.

USE ON CONSTRUCTION

City of Tucker

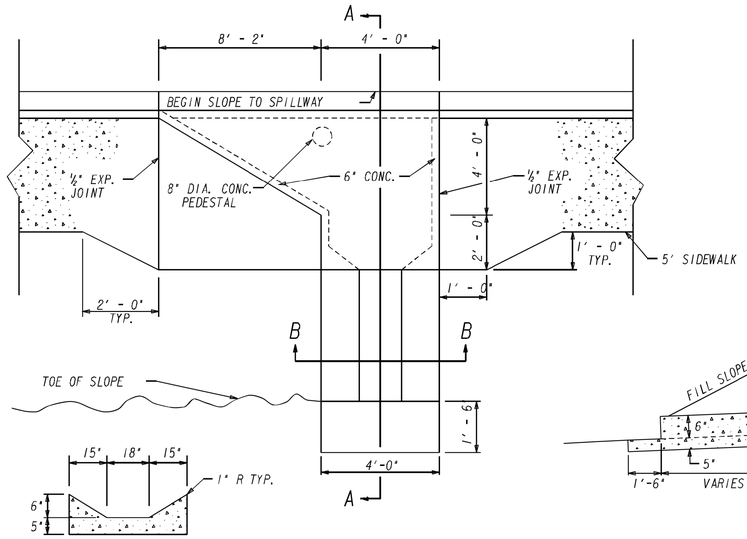
LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8402 FAX 770.857.8401

REVISION DATES		
3/11/22		

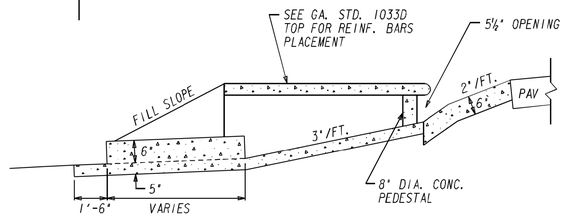
RETAINING WALL ENVELOPES
HUGH HOWELL RD
MULTI-USE TRAIL

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		31-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



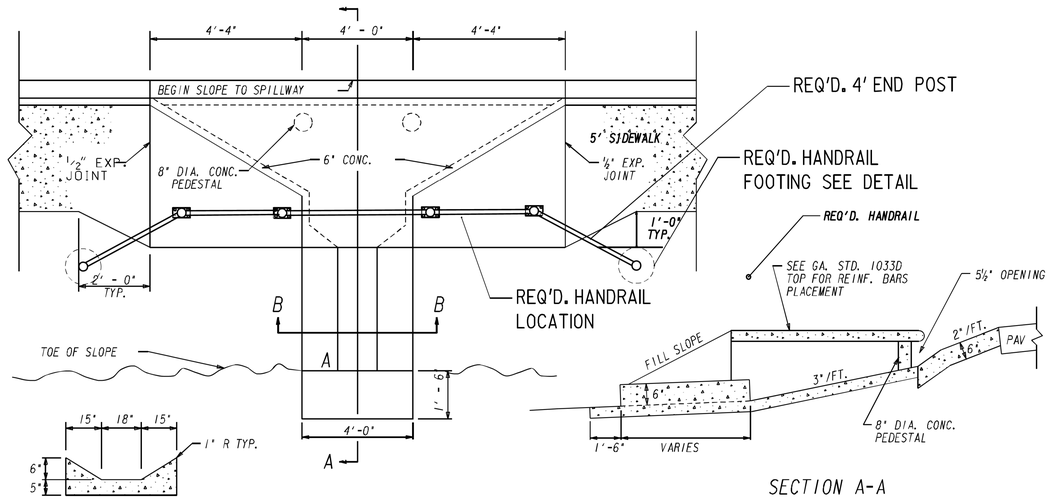
SECTION B-B



SECTION A-A

CONCRETE SIDEWALK SPILLWAY

N. T. S



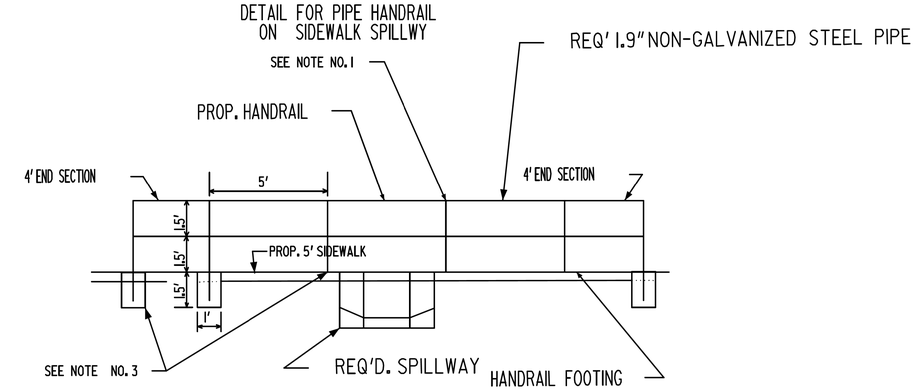
SECTION B-B

SECTION A-A

CONCRETE SIDEWALK SPILLWAY
FOR USE IN LOW POINTS

N. T. S

DETAIL FOR PIPE HANDRAIL ON SIDEWALK SPILLWY



ELEVATION

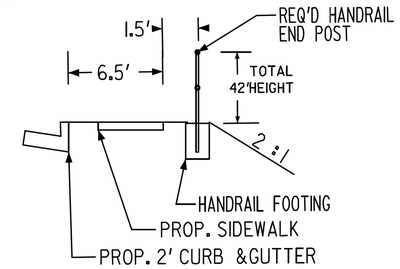
1. HANDRAIL AND POST SHALL BE 1.9" NON-GALVANIZED STEEL PIPE, BLACK POWDER COATED OR 1.9" BLACK POLYKOTE SS40 PIPE. ASSOCIATED HARDWARE SHALL ALSO BE BLACK POWDER COATED INCLUDING TWO RAILS SPACED 21" APART.

2. JOINTS-
   A.) NON-GALVANIZED BLACK POWDER COATED STEEL FITTINGS OR COUPLINGS MAY BE USED AT JOINTS (AS SHOWN) IF RAIL IS PRE-FABRICATED.
   -OR-
   B.) IF RAIL IS CONSTRUCTED ON-SITE, JOINTS MAY BE WELDED. IF WELDED, ALL EXPOSED JOINTS SHALL BE FINISHED BY GRINDING OR FILLING TO GIVE A NEAT APPEARANCE. ALL DAMAGE TO STEEL SHALL BE REPAIRED IN ACCORDANCE WITH THE GA. STANDARD SPECIFICATIONS. JOINTS TO BE PAINTED BLACK AFTER INSTALLATION.

3. FOOTINGS-
   A.) POSTS ON SPILLWAY TO BE ANCHORED WITH 2 1/2" X 6 1/2" NON-GALVANIZED BLACK POWDER COATED FLOOR FLANGE WITH 4- ½" X 9" NON-GALVANIZED BLACK POWDER COATED BOLTS (AS SHOWN).

   B.) POSTS NOT CONSTRUCTED ON SPILLWAY TO HAVE SUBSTRUCTURE CONSISTING OF A MINIMUM 18" DEEP AND 12" DIAMETER HOLE. BACK FILLED (SURROUNDING THE POST) WITH 3000 PSI CONCRETE. MINIMUM 3" OF CONCRETE TO BE PROVIDED BETWEEN THE BOTTOM OF THE POST AND EXISTING UNDISTURBED SOIL.

4. 1.9" DENOTES O.D. FOR RAIL SECTIONS. I.D. - 1½".



CROSS SECTION

NOT TO SCALE

CONCRETE SIDEWALK SPILLWAY DETAIL
DATE: 10/18/2018

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

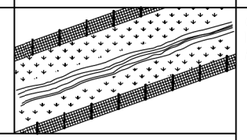
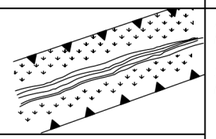
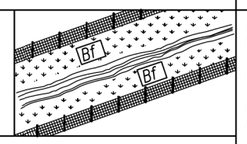
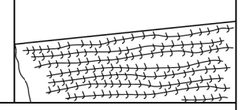
City of Tucker

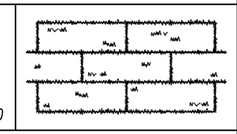
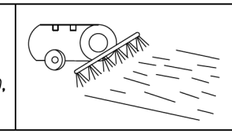
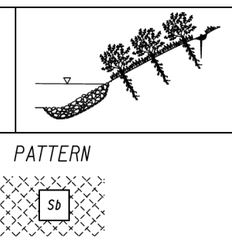
N. T. S.

REVISION DATES		

SPECIAL CONSTRUCTION DETAIL
HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		38-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
	ORANGE BARRIER FENCE LINE CODE ORANGE BARRIER FENCE		ORANGE BARRIER FENCE DELINEATES ENVIRONMENTALLY SENSITIVE AREAS WHERE THE CONTRACTOR SHALL NOT CLEAR, GRUB, OR PLACE CONSTRUCTION MATERIALS OR EQUIPMENT WITHIN THIS AREA.
ESA	ENVIRONMENTALLY SENSITIVE AREA LINE CODE ESA-25'(OR 50')STREAM BUFFER, ETC.		AN ENVIRONMENTALLY SENSITIVE AREA (ESA) CONTAINS RESOURCES THAT ARE ENVIRONMENTALLY, CULTURALLY, OR HISTORICALLY SENSITIVE. ESAs INCLUDE, BUT ARE NOT LIMITED TO: STATE WATER BUFFERS, HISTORIC SITES, ARCHAEOLOGICAL SITES, AND PROTECTED ANIMAL AND PLANT SPECIES HABITATS. IF WORK IS AUTHORIZED IN THIS AREA, THE WORK MUST BE PERFORMED IN ACCORDANCE WITH SECTION 107 AND ANY OTHER APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PLAN NOTES.
Bf	BUFFER ZONE SYMBOL Bf		A STRIP OF UNDISTURBED ORIGINAL VEGETATION, ENHANCED OR RESTORED EXISTING VEGETATION, OR THE RE-ESTABLISHMENT OF VEGETATION SURROUNDING AN AREA OF DISTURBANCE OR BORDERING STREAMS, PONDS, WETLANDS, LAKES, AND COASTAL WATERS. WHEN NECESSARY, BUFFER ZONES ARE TO BE PROTECTED BY ORANGE BARRIER FENCE.
Ds1	MULCH SECTION 163 SYMBOL Ds1		THIS IS AN APPLICATION OF STRAW MULCH USED TO REDUCE SOIL EROSION AND STABILIZE THE SOIL. IT IS USED TO CONTROL EROSION IN AREAS WHERE PERMANENT VEGETATION IS OUT OF SEASON OR TO TEMPORARILY STABILIZE AREAS PRIOR TO FINAL GRADING. MULCHING REQUIREMENTS ARE ADDRESSED BY STANDARD SPECIFICATIONS AND/OR THE PROJECT ENGINEER. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
Ds2	TEMPORARY GRASSING SECTION 163, 700 SYMBOL Ds2		THE SOWING OF A QUICK GROWING SPECIES OF GRASS SUITABLE TO THE AREA AND SEASON. IT IS TYPICALLY USED TO CONTROL EROSION IN AREAS LONGER THAN MULCHING IS EXPECTED TO LAST. TEMPORARY GRASSING SHOULD BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATIONS. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ds3	PERMANENT GRASSING SECTION 700 SYMBOL Ds3		THE SOWING OF PERMANENT VEGETATION, SUCH AS GRASS, SUITABLE TO THE AREA AND SEASON. PERMANENT VEGETATION SHALL BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATION. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
Ds4	SODDING CONSTRUCTION DETAIL D-54 SECTION 700, 890 PATTERN Ds4		THE INSTALLATION OF A SPECIES OF GRASS SODDING SUITABLE TO THE AREA AND SEASON TO PROVIDE IMMEDIATE PERMANENT VEGETATION. SODDING MAY BE SHOWN FOR HIGHLY SENSITIVE AREAS, TO IMPROVE AESTHETICS, OR FOR SPECIAL PLANTING REQUIREMENTS ON THE BASIS OF ENVIRONMENTAL COMMITMENTS OR LANDSCAPING REQUIREMENTS. THE BMP PATTERN FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
Fl-Co	FLOCCULANTS COAGULANTS SECTION 163, 700, 895 SYMBOL Fl-Co POLYACRYLAMIDE		FLOCCULANTS AND COAGULANTS ARE USED TO SETTLE SUSPENDED SEDIMENT, HEAVY METALS, AND HYDROCARBONS (TSS) IN SLOW MOVING RUNOFF FROM CONSTRUCTION SITES FOR WATER CLARIFICATION. ANIONIC POLYACRYLAMIDES (PAM) MAY BE USED IN CONJUNCTION WITH BMPs WITHIN CHANNELS UPSTREAM OF A POST-CONSTRUCTION POND, TEMPORARY SEDIMENT BASIN, OR TEMPORARY SEDIMENT TRAP. FLOCCULANTS SHALL NOT BE USED DOWNSTREAM OF AFOREMENTIONED BMPs! FLOCCULANTS/COAGULANTS ARE TO BE SHOWN ON PLANS WITH APPLICABLE BMP IF NEEDED. PAYMENT FOR PAM AS A FLOCCULANT WILL BE INCLUDED IN THE PRICE FOR THE INSTALLATION AND/OR MAINTENANCE OF THE BMP IT IS USED IN CONJUNCTION WITH. NO SEPARATE PAYMENT WILL BE MADE.
Sb	STREAMBANK STABILIZATION SECTION 702 PATTERN Sb		STREAMBANK STABILIZATION IS THE USE OF READILY AVAILABLE NATIVE PLANT MATERIALS TO MAINTAIN AND ENHANCE STREAMBANKS, OR TO PREVENT, OR RESTORE AND REPAIR SMALL STREAMBANK EROSION PROBLEMS. STREAMBANK STABILIZATION AREAS SHOULD BE SHOWN ON THE PLANS WHEN APPLICABLE TO THE PROJECT. REFER TO THE PROJECT'S STREAM AND STREAM BUFFER MITIGATION PLANS FOR PLANT SPECIES, LOCATIONS, AND OTHER PLANTING DETAILS.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L1

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990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
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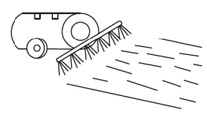
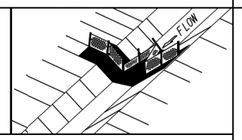
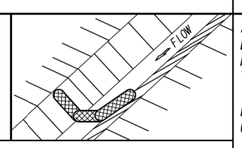
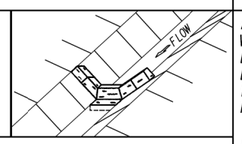
City of Tucker

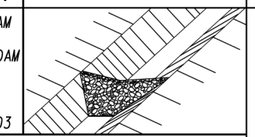
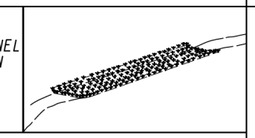
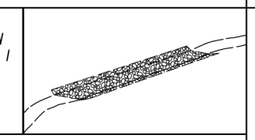
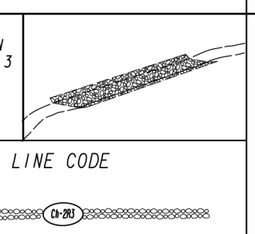
REVISION DATES

EROSION CONTROL LEGEND
HUGH HOWELL ROAD MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 52-0001

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ss	SLOPE STABILIZATION CONSTRUCTION DETAIL D-35 SECTION 716 PATTERN		SLOPE STABILIZATION (EROSION CONTROL MATTING) IS A PROTECTIVE COVERING USED TO PREVENT EROSION AND ESTABLISH TEMPORARY OR PERMANENT VEGETATION ON STEEP SLOPES, SHORE LINES, OR CHANNELS. SLOPE STABILIZATION MAY BE A ROLLED EROSION CONTROL PRODUCT (RECP) OR A HYDRAULIC EROSION CONTROL PRODUCT (HECP). SLOPE STABILIZATION SHALL BE USED ON ALL CUT OR FILL SLOPES OF 2.5:1 OR STEEPER AND WITHIN 50 FEET OF ALL CROSS DRAINS AND CULVERTS. NOTE: ONLY COCONUT FIBER BLANKET OR WOOD FIBER BLANKET SHALL BE USED AS SLOPE STABILIZATION WITHIN BUFFERED AREAS.
Tac	TACKIFIERS SECTION 163, 700, 895 SYMBOL Tac POLYACRYLAMIDE		TACKIFIERS HYDRATE IN WATER AND READILY BLEND WITH OTHER SLURRY MATERIALS AND ARE USED TO TIE-DOWN FOR SOIL, COMPOST, SEED, STRAW, HAY OR MULCH. TACKIFIERS REQUIREMENTS, SUCH AS ANIONIC POLYACRYLAMIDES (PAM) ARE ADDRESSED BY STANDARD SPECIFICATIONS AND ARE NOT TYPICALLY SHOWN ON THE PLANS. PAM IS TYPICALLY USED BY THE CONTRACTOR FOR TEMPORARY OR PERMANENT GRASSING. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR CRITERIA.
Cd-F	FABRIC CHECK DAM CONSTRUCTION DETAIL D-24D SECTION 171 SYMBOL Cd-F		A CHECK DAM COMPOSED OF SYNTHETIC FIBER FABRIC, WIRE REINFORCED, POST, OVERFLOW WEIR, AND TURF REINFORCEMENT MATTING (TRM) SPLASHPAD PLACED IN DITCHES IN A SPECIAL CONFIGURATION WHICH CONTROLS ENERGY DISSIPATION AND FILTRATION OF STORM WATER. SEE CONSTRUCTION DETAIL D-24D FOR ADDITIONAL INFORMATION AND SPACING REQUIREMENTS. THIS ITEM IS SUITABLE FOR USE IN ROADSIDE DITCHES THAT ARE PART OF INFRASTRUCTURE CONSTRUCTION PROJECTS AND WITHIN THE CLEAR ZONE. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Cd-Fs	COMPOST FILTER SOCK CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163 SYMBOL Cd-Fs		A COMPOST FILTER SOCK CHECK DAM IS COMPOSED OF A PHOTODEGRADABLE OR BIODEGRADABLE KNITTED MESH MATERIAL CONTAINING A WEED FREE FILLER MATERIAL DERIVED FROM A WELL-DECOMPOSED SOURCE OF ORGANIC MATTER. THEY SHALL BE PROPERLY STAKED FOR DITCH APPLICATIONS. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR MATERIAL SPECIFICATIONS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Cd-Hb	BALED STRAW CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163 SYMBOL Cd-Hb		A BALE STRAW CHECK DAM IS COMPOSED OF BALES PREFERABLY BOUND WITH WIRE OR NYLON INSTEAD OF TWINE. BALES SHOULD BE PLACED IN ROWS WITH BALE ENDS TIGHTLY ABUTTING ADJACENT BALES. THE DOWNSTREAM ROW OF BALES SHALL BE PLACED IN A TRENCH TO ALLOW THE TOP OF THE BALE'S LONG, WIDE SIDE TO BE LEVEL WITH THE GROUND AS A NON-ERODIBLE SPLASH PAD. PROPER STAKING IS ALSO REQUIRED FOR DITCH APPLICATIONS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Cd-S	STONE CHECK DAM OR SANDBAG CHECK DAM CONSTRUCTION DETAIL D-56 SECTION 163, 603 SYMBOL Cd-S		STONE CHECK DAMS ARE CONSTRUCTED OF TYPE-3 RIP-RAP WITH GEOTEXTILE UNDERLINER. STONE CHECK DAMS ARE PREFERRED IN ROADWAY DITCHES OUTSIDE THE CLEAR ZONE. CONSIDERATION SHOULD BE GIVEN TO USING OTHER APPROPRIATE CHECK DAMS AND/OR BMPs WITHIN THE CLEAR ZONE. SANDBAG CHECK DAMS ARE RECOMMENDED IN CONCRETE LINED CHANNELS FOR TEMPORARY VELOCITY CONTROL ONLY. ENSURE DISCHARGE POINT IS PROPERLY STABILIZED AND INCLUDE APPROPRIATE BMPs FOR SEDIMENT STORAGE UPSTREAM AND/OR DOWNSTREAM OF CONCRETE LINED CHANNELS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Ch-1	VEGETATED CHANNEL STABILIZATION SECTION 700 LINE CODE		A NEW OR EXISTING CHANNEL MAY BE LINED WITH PERMANENT VEGETATION ONLY FOR VELOCITIES UP TO 5.0 fps. THIS MEASURE SHALL BE DESIGNED IN ACCORDANCE WITH THE GDOT CHANNEL LINING DESIGN PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. TYPICALLY NOT SHOWN IN PLANS.
Ch-2R1	CHANNEL STABILIZATION RIP-RAP, TYPE 1 CONSTRUCTION DETAIL D-49 SECTION 603 LINE CODE		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 1 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2R3	CHANNEL STABILIZATION RIP-RAP, TYPE 3 CONSTRUCTION DETAIL D-49 SECTION 603 LINE CODE		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 3 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L2

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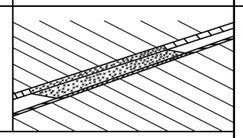
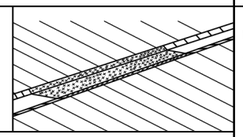
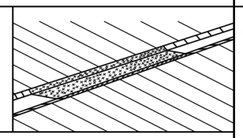
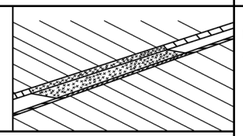
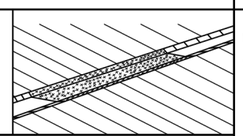
City of Tucker

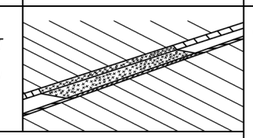
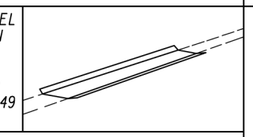
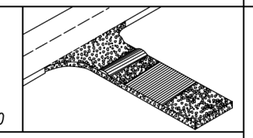
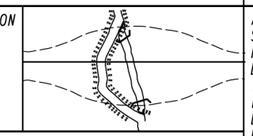
REVISION DATES

EROSION CONTROL LEGEND

HUGH HOWELL ROAD MULTI-USE TRAIL

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	52-0002
CORRECTED:		DATE:	
VERIFIED:		DATE:	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T1		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-2 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T2	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T2		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-4 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T3		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-6 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T4	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T4		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-8 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T5	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T5		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-10 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T6	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T6		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-12 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-3	CONCRETE CHANNEL STABILIZATION CONSTRUCTION DETAIL D-10, D-49 SECTION 441 LINE CODE Ch-3		CHANNELS ARE LINED WITH CONCRETE FOR VELOCITIES >/= 10 fps. THIS ITEM CONSISTS OF CONSTRUCTING A 4" THICK CONCRETE CHANNEL. THE CONCRETE SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN. RIP-RAP SHOULD BE USED TO DISSIPATE ENERGY DOWNSTREAM OF CONCRETE LINED CHANNELS.
Co	CONSTRUCTION EXIT CONSTRUCTION DETAIL D-41 SECTION 163, 800 SYMBOL Co		A CONSTRUCTION EXIT IS A STONE STABILIZED PAD THAT REDUCES OR ELIMINATES THE TRANSPORT OF MUD FROM CONSTRUCTION AREAS ONTO PUBLIC ROADS BY EQUIPMENT OR RUNOFF. BEST USED AT ACCESS POINTS, I.e. NEW LOCATION PROJECTS, BORROW PITS, WASTE PITS, ACCESS ROADS, ETC. SHOULD BE MINIMUM 20' WIDE, 50' LONG, 6" THICK, AND REQUIRES A GEOTEXTILE UNDERLINER. ON SITES WHERE THE GRADE TOWARD A PAVED AREA IS GREATER THAN 2%, A FULL WIDTH DIVERSION RIDGE 6" TO 8" HIGH WITH 3:1 SLOPES SHALL BE CONSTRUCTED APPROXIMATELY 15' UPSTREAM OF PAVED AREA. A TIRE WASHING AREA TO REMOVE MUD MAY ALSO BE REQUIRED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS. ALL CONSTRUCTION EXIT REQUIREMENTS ARE INCLUDED IN THE PRICE OF THE CONSTRUCTION EXIT.
Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM SECTION 163 LINE CODE D D D Dc-A D D D		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE OR POLYETHYLENE FILM. INSTALL TWO ROWS OF Sdl-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 0 - 2.5 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L3

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City of Tucker

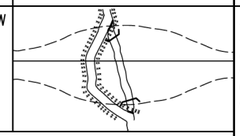
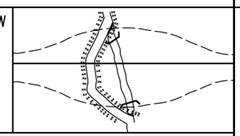
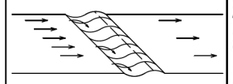
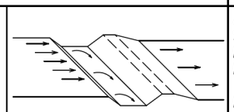
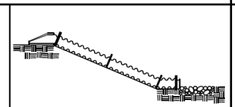
REVISION DATES

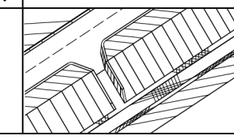
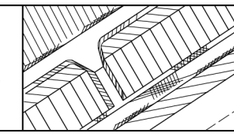
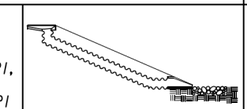
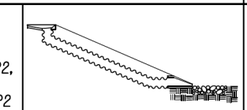
EROSION CONTROL LEGEND

HUGH HOWELL ROAD MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 52-0003

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dc-B	STREAM DIVERSION CHANNEL GEOTEXTILE ONLY SECTION 163 LINE CODE —D——D——D—(Dc-B)—D——D——D—		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE ONLY. INSTALL TWO ROWS OF Sdl-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 2.5 - 9.0 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
Dc-C	STREAM DIVERSION CHANNEL RIP-RAP & GEOTEXTILE SECTION 163 LINE CODE —D——D——D—(Dc-C)—D——D——D—		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH RIP-RAP AND GEOTEXTILE. INSTALL TWO ROWS OF Sdl-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 9.0 - 13.0 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
Dl-1	DIVERSION BERM CONSTRUCTION DETAIL D-47 SECTION 205 LINE CODE (Dl-1)		A NON-DESIGNED TEMPORARY EARTHEN BERM WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO BE USED AT THE EDGE OF EMBANKMENT DURING THE GRADING OPERATION. THE BERMS ARE ALSO CONSTRUCTED ABOVE, ACROSS OR BELOW A SLOPE TO REDUCE THE LENGTH OF A SLOPE. THEY ARE USED TO INTERCEPT RUNOFF, PREVENTING SLOPE EROSION AND TO DIRECT THE RUNOFF TO A STABLE OUTLET, DOWN DRAINS "Dn1"OR CATCHMENT AREAS AND ON ALL GRADING PROJECTS.
Dl-2	DIVERSION CHANNEL SECTION 205 LINE CODE (Dl-2)		A DESIGNED TEMPORARY OR PERMANENT CHANNEL WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO DIVERT OFFSITE RUNOFF AWAY FROM DISTURBED AREAS WITHIN THE PROJECT AREA. CHANNEL FOR OFFSITE RUNOFF SHALL BE STABILIZED WITH APPROPRIATE CHANNEL STABILIZATION. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA. A DIVERSION CHANNEL DETAIL MUST ALSO BE PROVIDED IN THE ESPCP. RUNOFF FROM DISTURBED AREAS WITHIN THE PROJECT AREA SHALL NOT BE ALLOWED TO CONVERGE WITH OFFSITE RUNOFF WITHIN THIS DIVERSION.
Dn1	TEMPORARY DOWNDRAIN STRUCTURE FLEXIBLE CONSTRUCTION DETAIL D-19 SECTION 163 LINE CODE —T——T——T—(Dn1)—T——T——T—		A TEMPORARY PIPE SLOPE DRAIN IS A PLASTIC FLEXIBLE PIPE TO CARRY WATER FROM THE WORK AREA TO A LOWER ELEVATION. TEMPORARY SLOPE DRAINS SHOULD BE PLACED AT INTERVALS OF 350 FEET ON 0% - 2% GRADES, 200 FEET ON STEEPER GRADES AND MORE FREQUENTLY AS DICTATED BY FIELD CONDITIONS. THE TYPICAL PIPE SIZE IS A CORRUGATED 10". THE PIPE WILL BE ANCHORED WITH STAKES AT INTERVALS NOT TO EXCEED 10'. THE OUTLET AREA SHALL BE STABILIZED FOR VELOCITY DISSIPATION AND EROSION CONTROL.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dn2-A	PERMANENT DOWNDRAIN STRUCTURE CONCRETE CONSTRUCTION DETAIL D-9 SECTION 441 LINE CODE (Dn2-A)		A CONCRETE FLUME TYPE "A" IS USED TO DIRECT SURFACE RUNOFF DOWN A ROADWAY SLOPE INTO ANOTHER FORM OF CONTROL. IT IS USED IN ALL DEPRESSED AREAS WHERE WATER WILL FLOW DOWN THE SLOPE. IT IS DESIGNED FOR A 25-YEAR STORM AND MUST HAVE SOME FORM OF OUTLET PROTECTION. ADDITIONAL LABELING IS NOT REQUIRED IF SHOWN AS A PERMANENT DRAINAGE STRUCTURE ON THE CONSTRUCTION PLANS. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OTHER CRITERIA).
Dn2-B	PERMANENT DOWNDRAIN STRUCTURE CONCRETE CONSTRUCTION DETAIL D-9 SECTION 441 LINE CODE (Dn2-B)		A CONCRETE FLUME TYPE "B" IS USED TO DIRECT SURFACE DITCH RUNOFF DOWN A BACK SLOPE INTO ANOTHER FORM OF CONTROL. IT IS USED IN DEPRESSED AREAS WHERE CONCENTRATED OFFSITE WATER REACHES THE CUT SLOPE. IT IS DESIGNED TO SAFELY CONVEY WATER DOWN THE CUT SLOPE. IT IS DESIGNED FOR A 25-YEAR STORM AND MUST HAVE SOME FORM OF OUTLET PROTECTION. ADDITIONAL LABELING IS NOT REQUIRED IF SHOWN AS A PERMANENT DRAINAGE STRUCTURE ON THE CONSTRUCTION PLANS. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
Dn2-1	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP1, 9017J TP1, DETAIL D-26 TP1 SECTION 576, 577 LINE CODE (Dn2-1)		CONCRETE DRAIN INLET WITH METAL PIPE IS USED TO DRAIN CURBS, ON A GRADE, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
Dn2-2	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP2, 9017J TP2, DETAIL D-26 TP2 SECTION 576, 577 LINE CODE (Dn2-2)		CONCRETE DRAIN INLET AND METAL PIPE IS USED TO DRAIN CURB, IN A SAG, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L4

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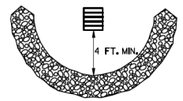
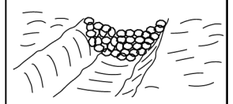
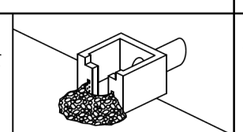
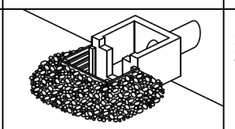
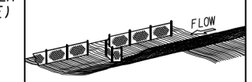
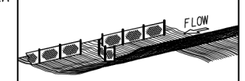
City of Tucker

REVISION DATES

EROSION CONTROL LEGEND
HUGH HOWELL ROAD MULTI-USE TRAIL

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	52-0004
CORRECTED:		DATE:	
VERIFIED:		DATE:	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING CONSTRUCTION DETAIL D-46 SECTION 163	 SYMBOL Fr	A TEMPORARY STONE BARRIER CONSTRUCTED AT DRAINAGE STRUCTURE INLETS AND POST-CONSTRUCTION POND OUTLETS. IT REDUCES RUNOFF VELOCITY AND HELPS PREVENT SEDIMENT FROM LEAVING SITE PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR ADDITIONAL INFORMATION ON USAGE.
Rd	ROCK FILTER DAM CONSTRUCTION DETAIL D-43 SECTION 163, 603	 SYMBOL Rd	ROCK FILTER DAMS ARE CONSTRUCTED OF TYPE 3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. THEY ARE PLACED ACROSS DRAINAGEWAYS WHICH DRAIN 50 ACRES OR LESS. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING ROCK FILTER DAMS. THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS. ROCK FILTER DAMS SHOULD BE USED IN DITCHES PRIOR TO DISCHARGING INTO STREAMS, WETLANDS, OPEN-WATERS, OR OTHER ESAs.
Rd-B	STONE FILTER BERM CONSTRUCTION DETAIL D-50 SECTION 163, 603	 LINE CODE Rd-B	STONE FILTER BERMS ARE CONSTRUCTED SIMILAR TO ROCK FILTER DAMS FOR A LINEAR APPLICATION. THEY ARE CONSTRUCTED OF TYPE-3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING STONE FILTER BERMS. STONE FILTER BERMS ARE IDEAL ALONG THE PERIMETER FOR SHEET FLOW AND/OR SHALLOW CONCENTRATED FLOW TO A COMMON LOW AREA WHERE PERIMETER SILT FENCE ALONE MAY BE INSUFFICIENT, THERE IS NO WELL-DEFINED CHANNEL FOR A STANDARD ROCK FILTER DAM, AND/OR CONSTRUCTING A ROCK OUTLET TEMPORARY SEDIMENT TRAP IS NOT APPLICABLE.
Rp	RIP-RAP SECTION 603	 PATTERN Rp	RIP-RAP IS A FLEXIBLE PERMANENT BLANKET FOR PROTECTION OF FILL SLOPES AND BRIDGE END ROLLS. RIP-RAP TYPE-I SHOULD BE PLACED ON TOP OF A GEOTEXTILE UNDERLINER AT A MINIMUM 24" THICKNESS OR AS INDICATED ON THE PLANS. RIP-RAP MAY ALSO BE USED AT DRAINAGE STRUCTURE OUTLETS WITHIN THE RIGHT-OF-WAY. HOWEVER, APPROPRIATE OUTLET PROTECTION SHOULD BE PROVIDED AT OUTFALLS. REFER TO STORM DRAIN OUTLET PROTECTION FOR ADDITIONAL INFORMATION ON USING RIP-RAP AT OUTFALLS.
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE CONSTRUCTION DETAIL D-44 SECTION 163	 SYMBOL Rt-P	A PERFORATED HALF-ROUND PIPE WITH STONE FILTER PLACED IN FRONT OF A PERMANENT STORMWATER DETENTION POND OUTLET STRUCTURE TO SERVE AS A TEMPORARY SEDIMENT FILTER. SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRES TOTAL DRAINAGE AREA. SHALL ONLY BE USED IN DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Rt-B	RETROFITTING SLOTTED BOARD DAM CONSTRUCTION DETAIL D-45 SECTION 163	 SYMBOL Rt-B	A SLOTTED BOARD DAM CONSISTS OF STONE AND/OR FILTER FABRIC AND BOARDS WITH 0.5" - 1.0" SPACING TO SERVE AS A TEMPORARY SEDIMENT FILTER. PERMANENT STORMWATER DETENTION POND OUTLET: -DRAINAGE AREA UP TO 100 ACRES -DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA ROADWAY DRAINAGE STRUCTURE: -OPEN END PIPES, WINGED HEADWALLS, OR CONCRETE WEIR OUTLETS WITH DRAINAGE AREA LESS THAN 30 ACRES REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
Rt-Sg1 Rt-Sg2 Rt-Sg3	RETROFITTING SILT CONTROL GATES CONSTRUCTION DETAIL D-20 SECTION 163	 FRONT VIEW SYMBOL Rt-Sg1 Rt-Sg2 Rt-Sg3	A SILT CONTROL GATE CONSISTS OF BOARDS WITHOUT SPACING AND FILTER FABRIC TO BE USED FOR TEMPORARY SEDIMENT STORAGE ON ROADWAY PROJECTS AT THE INLET OF STRUCTURES WITH A DRAINAGE AREA UP TO 50 ACRES. THE DISTURBED AREA WITHIN THE DRAINAGE AREA SHALL NOT EXCEED 5 ACRES. SILT CONTROL GATES SHOULD NOT BE USED ALONE, BUT WITH ANOTHER BMP DOWNSTREAM PRIOR TO DISCHARGE LEAVING PROJECT AREA. DO NOT USE SILT GATES IN STATE WATERS. Rt-Sg1=TYPE 1: USED ON BOX CULVERTS Rt-Sg2=TYPE 2: USED ON STRAIGHT HEADWALLS Rt-Sg3=TYPE 3: USED ON FLARED END SECTIONS AND TAPERED HEADWALLS
Sdl-NS	SEDIMENT BARRIER (NON-SENSITIVE) SILT FENCE TYPE A CONSTRUCTION DETAIL D-24 SECTION 171	 LINE CODE —A——A——A—Sdl-NS—A——A——A—	SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW. TYPE-A SILT FENCE IS TYPICALLY USED IN NON-ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS LESS THAN 10'. IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.
Sdl-S	SEDIMENT BARRIER (SENSITIVE) SILT FENCE TYPE C CONSTRUCTION DETAIL D-24 SECTION 171	 LINE CODE —C——C——C—Sdl-S—C——C——C—	SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW. TYPE-C SILT FENCE IS TYPICALLY USED IN ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS 10' AND GREATER. ALL ENVIRONMENTALLY SENSITIVE AREAS (ESAs) SHALL BE PROTECTED WITH A DOUBLE-ROW OF TYPE-C SILT FENCE REGARDLESS OF FILL HEIGHT. A SINGLE-ROW MAY BE USED FOR OTHER APPLICATIONS. IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L5

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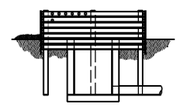
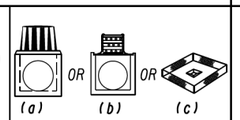
City of Tucker

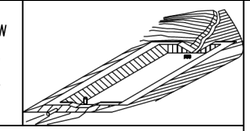
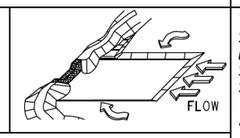
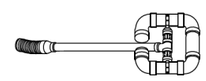
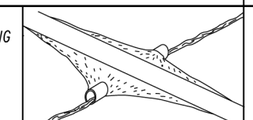
REVISION DATES

EROSION CONTROL LEGEND

HUGH HOWELL ROAD MULTI-USE TRAIL

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	52-0005
CORRECTED:		DATE:	
VERIFIED:		DATE:	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd1-BB	SEDIMENT BARRIER BRUSH BARRIER CONSTRUCTION DETAIL D-24B SECTION 201 LINE CODE ✳ ✳ ✳ Sd1-BB ✳ ✳ ✳		THIS ITEM CONSISTS OF INTERMINGLED BRUSH, LOGS, ETC. SO AS NOT TO FORM A SOLID DAM. CONSTRUCTED AT THE TOE OF FILL SLOPES ONLY DURING THE CLEARING AND GRUBBING OPERATION. THE BARRIER SHOULD BE USED AT THE TOE OF FILL SLOPES ON GRADING PROJECTS IN RURAL AREAS WHERE SUFFICIENT RIGHT OF WAY OR EASEMENT IS AVAILABLE (10 FEET OR MORE). THE BARRIER SHOULD RUN ROUGHLY PERPENDICULAR TO THE FLOW OF WATER WHERE THIS DOES NOT CONFLICT WITH RIGHT-OF-WAY OR EASEMENT LIMITS. THEY WILL NOT BE PLACED IN WETLANDS. TYPICALLY NOT SHOWN ON PLANS. PAYMENT FOR THIS ITEM IS INCLUDED IN THE CLEARING AND GRUBBING COST. NO SEPARATE PAYMENT SHALL BE MADE.
Sd2-B	INLET SEDIMENT TRAP (BAFFLE BOX) CONSTRUCTION DETAIL D-42 SECTION 163 SYMBOL Sd2-B		BAFFLE BOX INLET SEDIMENT TRAP USED FOR INLETS RECEIVING HIGH FLOW RATE AND/OR VELOCITY. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES 7 cfs AND GREATER.
Sd2-Bg	INLET SEDIMENT TRAP (BLOCK & GRAVEL) CONSTRUCTION DETAIL D-42 SECTION 163 SYMBOL Sd2-Bg		BLOCK AND GRAVEL DROP INLET PROTECTION USED FOR WHERE HEAVY FLOWS ARE EXPECTED AND WHERE OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE. CAN BE USED AT CULVERT INLETS. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES THAT RANGE FROM 5 - 7 cfs.
Sd2-F	INLET SEDIMENT TRAP (FILTER FABRIC) CONSTRUCTION DETAIL D-24C SECTION 163 SYMBOL Sd2-F		(a) A SEDIMENT BARRIER CONSISTING OF A PREFABRICATED FRAME WITH FILTER FABRIC USED AROUND A DROP INLET OR CATCH BASIN. (b) A SEDIMENT BARRIER CONSISTING OF A PERFORATED METAL STAND PIPE WITH FILTER FABRIC USED AROUND A DROP INLET OR CATCH BASIN. (c) TYPE C SILT FENCE WITH SUPPORTING FRAME CAN BE USED AS AN ALTERNATE TO INLET SEDIMENT TRAP FOR AREAS WITH SLOPES < 5%. THIS ITEM IS USED TO PREVENT SILT FROM ENTERING THE PIPE SYSTEM. SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS. RECOMMENDED FOR INLET RECEIVING FLOW RATES THAT RANGE FROM 0 - 4 cfs.
Sd2-G	INLET SEDIMENT TRAP (GRAVEL) CONSTRUCTION DETAIL D42 SECTION 163 SYMBOL Sd2-G		GRAVEL DROP INLET PROTECTION USED WHERE HEAVY CONCENTRATED FLOWS ARE EXPECTED. STONE AND GRAVEL ARE USED TO TRAP SEDIMENT. THE SLOPE TOWARD THE INLET SHALL BE NO MORE THAN 3:1. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES THAT RANGE FROM 3 - 5 cfs.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd3	TEMPORARY SEDIMENT BASIN CONSTRUCTION DETAIL D-22A, D-22B SECTION 163 SYMBOL Sd3		A BASIN CREATED BY EXCAVATING AN AREA, DAMMING CONCENTRATED FLOW, OR A COMBINATION OF BOTH. THE BASIN IS DESIGNED TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DRAINAGE AREA. THE DRAINAGE AREA SHOULD NOT EXCEED 150 ACRES. BASINS TYPICALLY CONSISTS OF A DAM, PRINCIPAL SPILLWAY, AND AN EMERGENCY SPILLWAY. A FLOATING SURFACE SKIMMER SHALL BE REQUIRED AS PART OF THE PRINCIPAL SPILLWAY UNLESS INFEASIBLE. SUFFICIENT RIGHT-OF-WAY OR EASEMENT IS NEEDED FOR BASIN CONSTRUCTION AND MAINTENANCE ACCESS. SEDIMENT BASINS SHALL BE CONSIDERED ON ALL PROJECTS, BUT MAY NOT BE PRACTICAL. BASINS SHOULD BE LOCATED TO MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES AND UTILITIES. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
Sd4-C	ROCK OUTLET TEMPORARY SEDIMENT TRAP CONSTRUCTION DETAIL D-53 SECTION 163 SYMBOL Sd4-C		TEMPORARY POND WITH ROCK OUTLET DESIGNED TO STORE 67 CUBIC YARDS OF SEDIMENT PER DRAINAGE AREA. DRAINAGE AREA SHALL NOT EXCEED 5 ACRES. DISTINGUISHED FROM TEMPORARY SEDIMENT BASIN BY LACK OF PRINCIPAL SPILLWAY. MAXIMUM POND DEPTH FROM BOTTOM OF POND TO EMERGENCY SPILLWAY IS 4 FEET. A TEMPORARY SEDIMENT BASIN SHALL BE EVALUATED PRIOR TO CONSIDERING A TEMPORARY SEDIMENT TRAP. A TEMPORARY SEDIMENT TRAP IS IDEAL FOR SMALL AREAS WITH NO UNUSUAL DRAINAGE FEATURES AND EFFECTIVE AGAINST COARSE SEDIMENT, BUT NOT AGAINST SILT OR CLAY PARTICLES THAT REMAIN SUSPENDED. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
Sk	FLOATING SURFACE SKIMMER CONSTRUCTION DETAIL D-22A, D-22B SECTION 163 SYMBOL Sk		A BUOYANT DEVICE THAT DRAINS WATER FROM THE SURFACE OF A TEMPORARY SEDIMENT BASIN AT A CONTROLLED FLOW RATE. THE INLET/ORIFICE SIZE IS DESIGNED TO DRAIN THE BASIN WITHIN 24 - 48 HOURS. THE SKIMMER INFORMATION SHALL BE PROVIDED IN CONJUNCTION WITH THE SEDIMENT BASIN INFORMATION IN PLANS. IF A SKIMMER IS INFEASIBLE, THE DESIGNER SHALL PROVIDE A WRITTEN JUSTIFICATION IN THE PLANS. SKIMMERS ARE ATTACHED TO A RISER WITHOUT PERFORATIONS AND ACTS AS THE PRIMARY SPILLWAY. THE SKIMMER BMP SYMBOL SHALL BE SHOWN IN CONJUNCTION WITH THE TEMPORARY SEDIMENT BASIN BMP SYMBOL WHEN APPLICABLE. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR ADDITIONAL INFORMATION.
Sr	TEMPORARY STREAM CROSSING SECTION 107 SYMBOL Sr		A TEMPORARY STRUCTURE INSTALLED ACROSS A FLOWING STREAM OR WATERCOURSE FOR USE BY CONSTRUCTION EQUIPMENT. THIS BMP PROVIDES A MEANS TO CROSS STREAMS OR WATERCOURSES WITHOUT MOVING SEDIMENT INTO STREAMS, DAMAGING THE STREAM BED OR CHANNEL, OR CAUSING FLOODING. THIS BMP SHOULD NOT BE USED ON STREAMS WITH DRAINAGE AREAS GREATER THAN ONE SQUARE MILE, UNLESS SPECIFICALLY DESIGNED TO ACCOMMODATE THE ADDITIONAL DRAINAGE AREA BY THE DESIGN PROFESSIONAL. A CERTIFICATION STATEMENT AND SIGNATURE SHALL ACCOMPANY THE DESIGN. THIS BMP SHALL BE DESIGNED ACCORDING TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA". FOR CONTRACTOR'S USE ONLY!

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L6

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City of Tucker

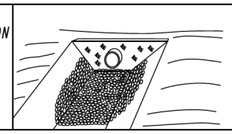
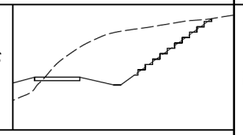
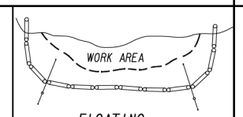
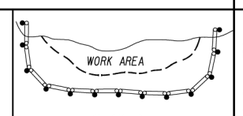
REVISION DATES

EROSION CONTROL LEGEND

HUGH HOWELL ROAD MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 52-0006

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
St	STORM DRAIN OUTLET PROTECTION GA. STD. 1125 & 2332		A PIPE OR BOX CULVERT OUTLET HEADWALL WITH AN APRON AND DISSIPATOR BLOCKS IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. IT IS USED ON THE OUTLET OF ALL BOX CULVERTS AND ON 48" AND LARGER PIPES. MAY BE USED ON INLET FOR FLOWING STREAMS. USE ON SMALL PIPES WHEN OUTLET VELOCITY OF THE 25-YEAR STORM IS 12 fps AND GREATER.
	SYMBOL St		
St-Rp	STORM DRAIN OUTLET PROTECTION (RIP-RAP) CONSTRUCTION DETAIL D-55 SECTION 603		RIP-RAP OUTLET PROTECTION IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE, CHANNEL, OR STRUCTURE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. THE MINIMUM DESIGN OF RIP-RAP OUTLET PROTECTION SHALL BE THE 25-YEAR STORM PEAK FLOW, BUT LARGER STORMS ARE RECOMMENDED. TYPE-1 RIP-RAP AT A DEPTH OF 36" AND PLACED ON FILTER FABRIC IS PREFERRED FOR ALL d50 <= 1.2 FEET. TYPE-3 RIP-RAP AT A DEPTH OF 18" AND PLACED ON FILTER FABRIC MAY BE USED FOR d50 <= 0.7 FEET. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR REQUIRED DESIGN DIMENSIONS AND OTHER INFORMATION TO BE INCLUDED IN THE PLANS.
	PATTERN FLAT AREA St-Rp OR St-Rp WELL-DEFINED CHANNEL		
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205		PROVIDING A ROUGH SOIL SURFACE WITH HORIZONTAL DEPRESSIONS, BY OPERATING A CLEATED DOZER ON THE SLOPE IN A VERTICAL DIRECTION. CREATING SERRATED SLOPES IN THE GRADING PROCESS TO CONSTRUCT BENCHES WILL REDUCE RUNOFF VELOCITY AND INCREASE INFILTRATION OF WATER. IN MOST CASES THIS BMP IS NOT REQUIRED TO BE SHOWN ON THE PLANS, BUT REQUIRED TO BE COMPLETED BY THE CONTRACTOR UNDER ALL PROJECTS. IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.
	LINE CODE Su		
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170	 FLOATING	A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.
	LINE CODE Tc-F		
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170	 STAKED	A STAKED TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED IN SHALLOW INUNDATED AREAS. IT MAY BE USED TO PROTECT A SMALL STREAM BEING REALIGNED OR RESTORED. IN THIS CASE, CURTAIN SHOULD EXTEND TO BOTTOM OF STREAMBED. THE HEIGHT SHOULD BE LIMITED TO 5 FEET UNLESS DIRECTED AND EXTEND 2 FEET ABOVE NORMAL WATER ELEVATION. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY BE REFERRED TO AS A SILT BARRIER OR SILT CURTAIN.
	LINE CODE Tc-S		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L7

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City of Tucker

REVISION DATES

EROSION CONTROL LEGEND
HUGH HOWELL ROAD MULTI-USE TRAIL

CHECKED: DATE:
BACKCHECKED: DATE:
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VERIFIED: DATE:

DRAWING No. 52-0007

Curve# 1
PI Sta= 89+42.83
N= 1400126.5172
E= 2287777.3904
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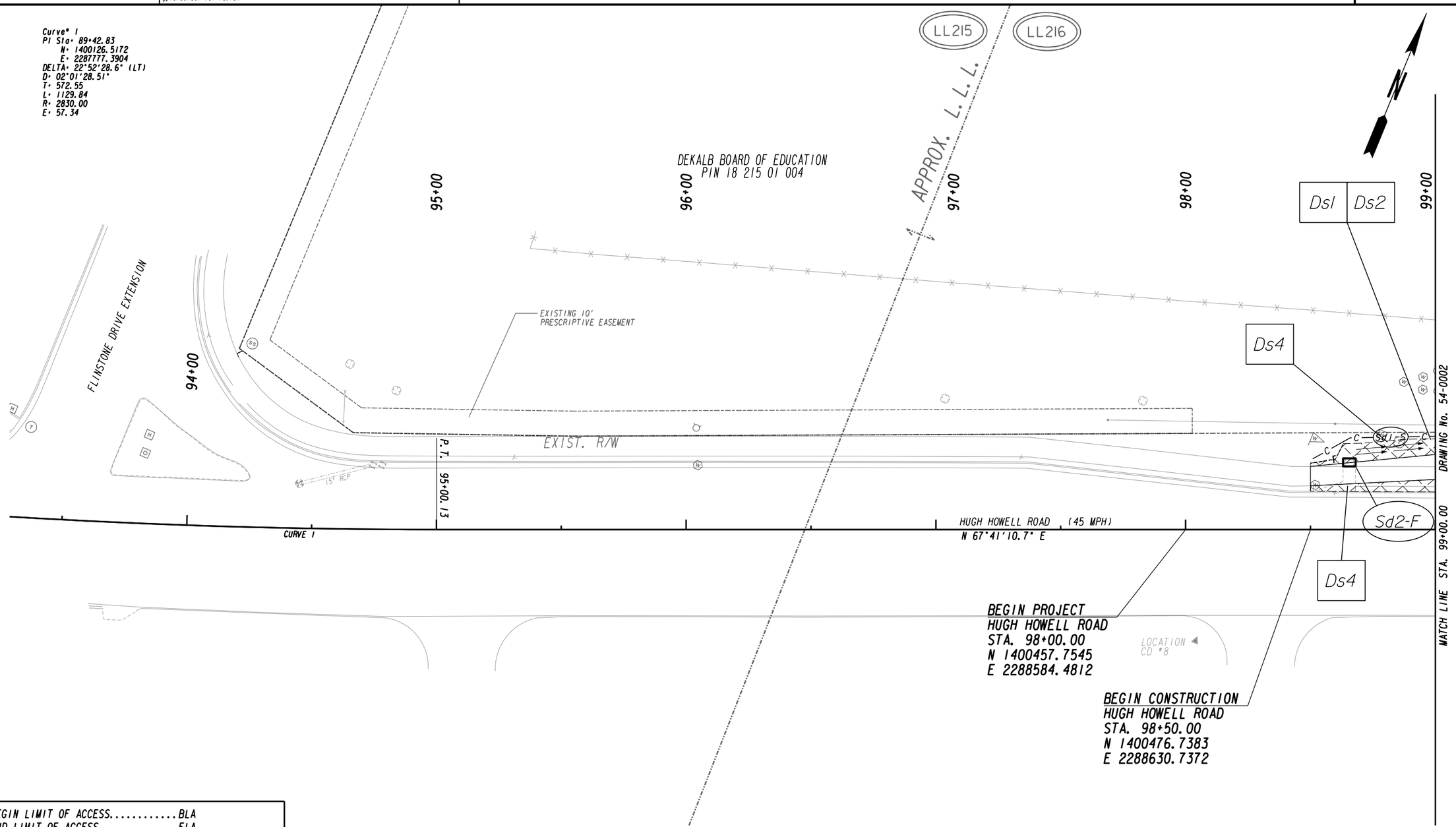
D= 02°01'28.51"
T= 572.55
L= 1129.84
R= 2830.00
E= 57.34



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

LOWE ENGINEERS
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City of Tucker

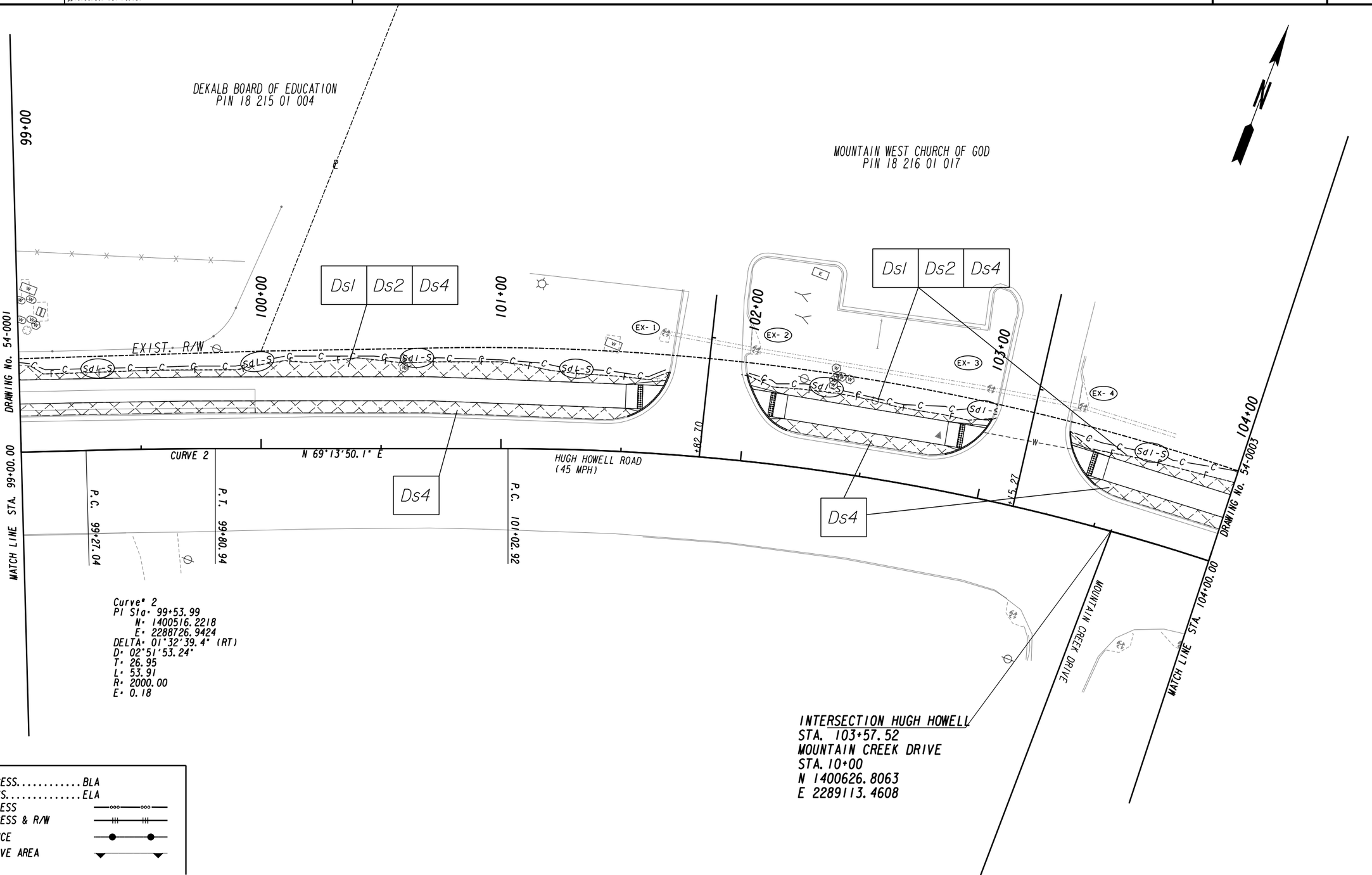
SCALE IN FEET
0 20 40 80

REVISION DATES

BMP LOCATION DETAILS
HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 54-0001



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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City of Tucker

SCALE IN FEET
0 20 40 80

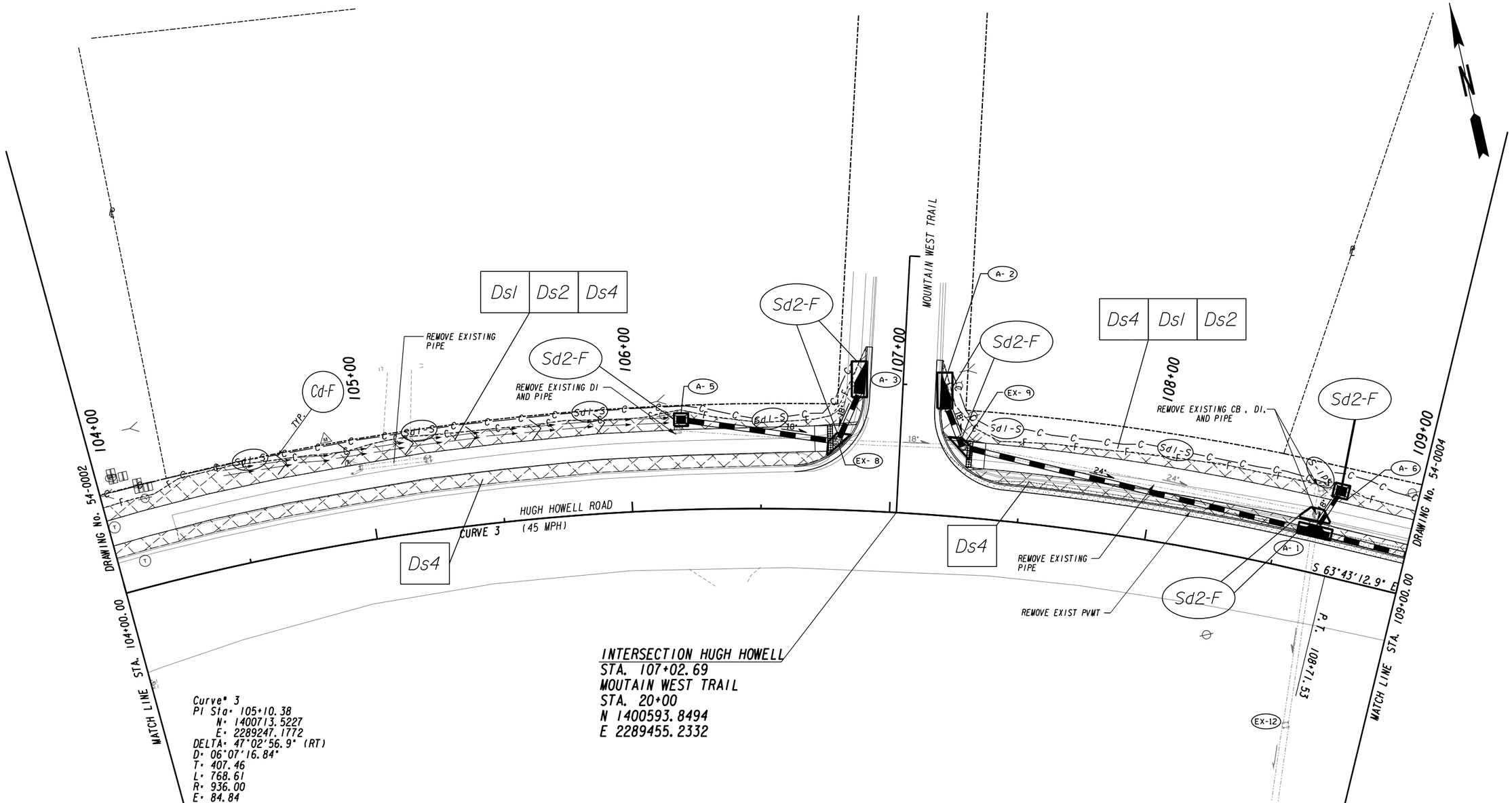
REVISION DATES

BMP LOCATION DETAILS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
54-0002



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

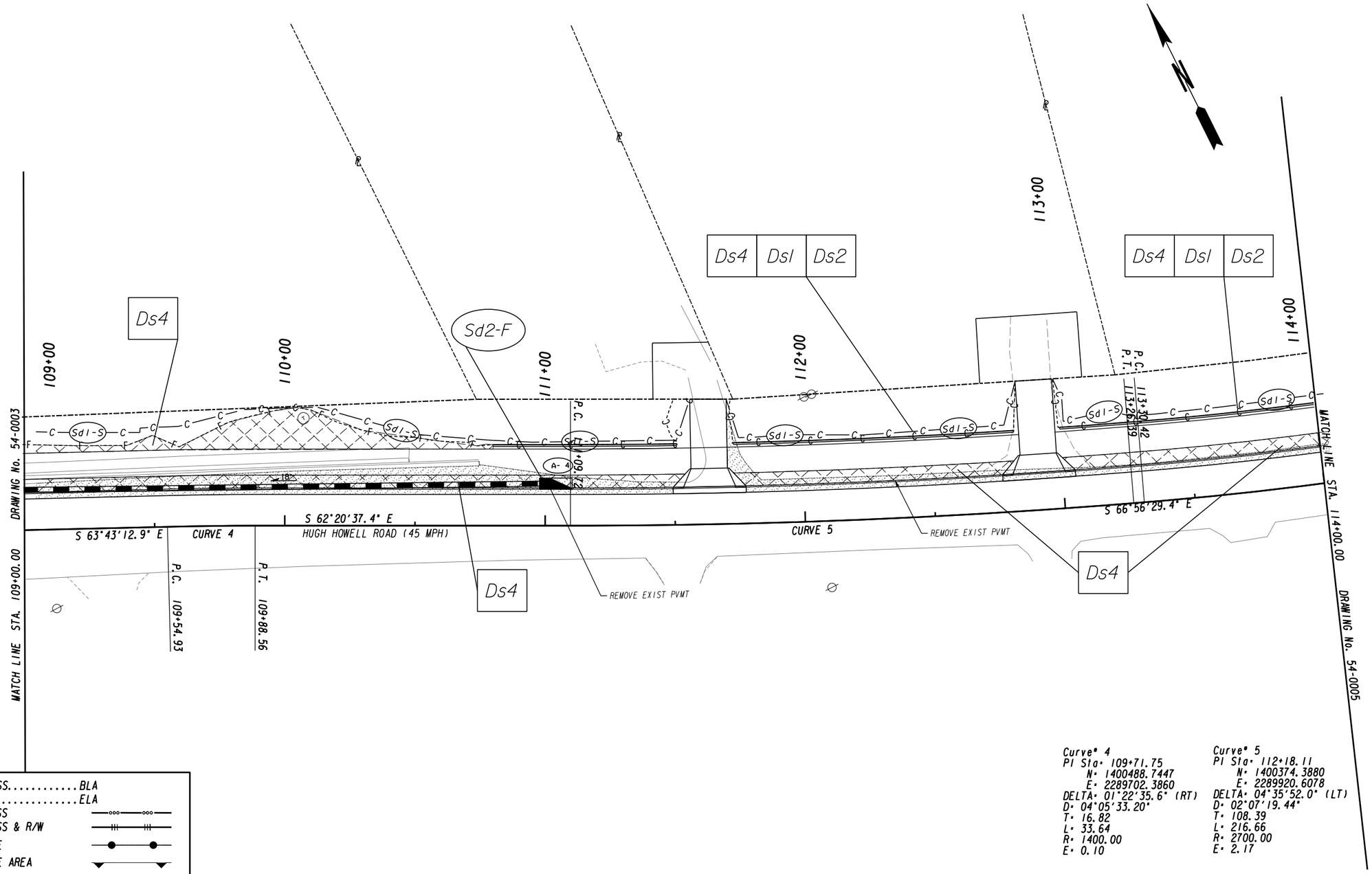
BMP LOCATION DETAILS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 54-0003

10/23/2015 GPLN



Curve# 4
PI Sta= 109+71.75
N= 1400488.7447
E= 2289702.3860
DELTA= 01°22'35.6" (RT)
D= 04°05'33.20"
T= 16.82
L= 33.64
R= 1400.00
E= 0.10

Curve# 5
PI Sta= 112+18.11
N= 1400374.3880
E= 2289920.6078
DELTA= 04°35'52.0" (LT)
D= 02°07'19.44"
T= 108.39
L= 216.66
R= 2700.00
E= 2.17

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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City of Tucker

SCALE IN FEET
0 20 40 80

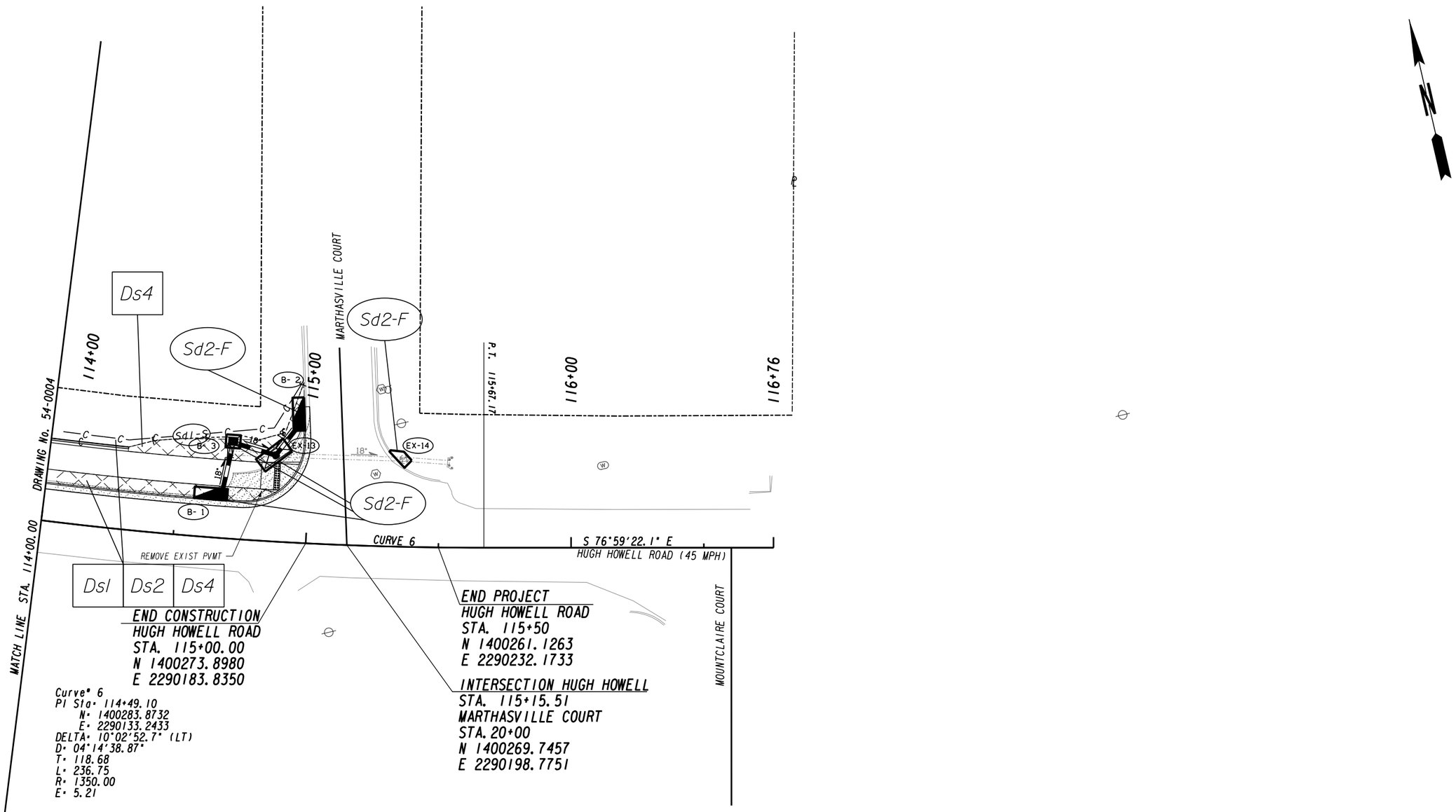
REVISION DATES

BMP LOCATION DETAILS

HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 54-0004



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

PROPERTY AND EXISTING R/W LINE
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EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
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990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

BMP LOCATION DETAILS
HUGH HOWELL ROAD
MULTI-USE TRAIL

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 54-0005

10/23/2015 GPLN

City of Tucker

Invitation to Bid
ITB # 2022-007

HUGH HOWELL ROAD (SR236) MULTI-USE TRAIL PROJECT

BID MANUAL

City of Tucker
1975 Lakeside Parkway, Suite 350
Tucker, Georgia 30084

City of Tucker Invitation to Bid
ITB #2022-007
HUGH HOWELL ROAD (SR 236) MULTI-USE TRAIL PROJECT

INVITATION: The City of Tucker, Georgia requests that interested parties submit proposals for the Hugh Howell Road Trail Project. Proposals will be accepted until the date and time listed below and will be awarded to the responsive and responsible bidder whose bid, conforming with all the material terms and conditions of the ITB, is the lowest in price. Addenda and updates to this bid manual will be posted on the City of Tucker website http://tuckerga.gov or may be requested by email procurement@tuckerga.gov.

BID ACTIVITY SCHEDULE	
Bid Issued	March 1, 2022
Pre-Bid Conference	N/A
Deadline for Questions	March 15, 2022 at 5:00 p.m.
Responses to Questions Posted (Addenda)	March 17, 2022
Bid Deadline	**March 29, 2022 at 2:00 p.m. EDT**
Award at Council Meeting	TBD
Completion from Notice to Proceed	150 calendar days

SCOPE OF WORK: Refer to Exhibit A.

QUESTIONS: Submit all questions in writing to procurement@tuckerga.gov reference Bid #2022-007.

PRE-BID CONFERENCE: N/A

ADDENDA: Responses to the questions received will be by addenda and will be posted on the City website http://tuckerga.gov. The signed acknowledgement issued with each addendum must be submitted with the proposal. It is the vendors responsibility to verify if any addenda were created.

SUBMITTAL REQUIREMENTS: Vendor shall submit ITB Response electronically to procurement@tuckerga.gov with the subject line ITB #2022-007. The email must contain the vendor contact information.

BID TABULATON: Preliminary Bid results will be posted on the City's website, http://tuckerga.gov, following the opening of bids.

Your response must be received by the date and time specified. (Addenda will show any schedule updates) Late receipt of bids will not be considered regardless of postmark/carrier or email issues. Proposals received after the opening time will be filed unopened. The City of Tucker reserves the right to reject any and all proposals or any part, to waive any formalities or informalities to make an award and to re-advertise in the best interest of the City. No proposals received orally/phone.

Exhibit A:
Project Specifications / Scope of Work
ITB #2022-007 Hugh Howell Road (SR 236) Multi-Use Trail Project

PURPOSE, INTENT AND PROJECT DESCRIPTION

The City of Tucker (City), requests that interested parties submit formal electronic bids for the construction of the Hugh Howell Road Trail Project.

The Hugh Howell Road Multi-Use Trail Project is to be an extension of the existing trail, beginning at the end of the deceleration lane in front of Smoke Rise Elementary School, and will continue to the corner of Hugh Howell Road and Marthasville Court (approx. 0.32 miles). The project includes the construction of a new 10-foot-wide trail segment, curb and gutter, stormwater drainage, signage, and landscaping improvements. The complete scope, plans, and other relevant information for ITB #2022-007 Hugh Howell Road Trail Project is available for download on the City of Tucker website: http://tuckerga.gov or request via email to procurement@tuckerga.gov .

GENERAL CONDITIONS

The contractor shall execute the work according to and meet the requirements of the following:

- Georgia Department of Transportation (GDOT) Specifications, Standards, and Details;
- The Contract Documents including but not limited to the scope of work, plans, and specifications;
- City of Tucker ordinances and regulations;
- OSHA standards and guidelines
- MUTCD Guidelines
- Any other applicable codes, laws and regulations including but not limited to Section 45-10-20 through 45-10-28 of the Official Code of Georgia Annotated, Title VI of the Civil Rights Act, Drug-Free Workplace Act, and all applicable requirements of the Americans with Disabilities Act of 1990.

The contractor will be responsible for providing all labor, materials, and equipment necessary to perform the work. This is a unit price bid. Payment will be made based on actual work completed.

The contractor is responsible for inspecting the jobsite prior to submitting a bid. No change orders will be issued for differing site conditions.

Materials must come from GDOT approved sources. The contractor will be required to submit in writing a list of proposed sources of materials. When required representative samples will be taken for examination and testing prior to approval. The materials used in the work shall meet all quality requirements of the contract. Materials will not be considered as finally accepted until all tests, including any to be taken from the finished work have been completed and evaluated. Standard Specification 106 – Control of Materials will be used as a guide. All materials will be tested according to the GDOT Sampling, Testing, and Inspection Manual by an approved consultant/lab hired by the City.

The successful bidder must have verifiable experience at construction of similar projects in accordance with these specifications. Bidder shall provide at least three examples and reference information (including company name, project name, contact name, phone number and email

address) demonstrating experience successfully completing projects of similar scope.

10% retainage will be withheld from the total amount due the contractor until Final Acceptance of work is issued by the City. The City will inspect the work as it progresses.

PROSECUTION AND PROGRESS

The Contractor will mobilize with sufficient forces such that all construction identified as part of this contract shall be substantially within 150 calendar days. The contractor will be considered substantially complete when all work required by this contract has been completed (excluding punch list work).

Upon Notice of Award, the Contractor will be required to submit a Progress Schedule.

Normal workday for this project shall be 7:00AM to 7:00PM and the normal workweek shall be Monday through Friday. Lane closures on Hugh Howell Road are limited to the hours of 9:00AM to 4:00PM. The City will consider extended workdays or workweeks upon written request by the Contractor on a case-by-case basis. No work will be allowed on national holidays (i.e. Memorial Day, July 4th, Labor Day, etc.). Hours of operation for subdivision streets shall be 8:00AM to 7:00PM.

The work will require bidder to provide all labor, administrative forces, equipment, materials and other incidental items to complete all required work. The City shall perform a Final Inspection upon substantial completion of the work. The contractor will be allowed to participate in the Final Inspection. All repairs shall be completed by the contractor at contractor's expense prior to issuance of Final Acceptance.

The contractor shall be assessed liquidated damages in the amount of $200.00 per calendar day for any contract work (excluding punch list items) that is not completed by September 30, 2022. Liquidated damages shall be deducted from the 10% retainage held by the City. The contractor will also be assessed liquidated damages in the amount of $200.00 per calendar day for not completing any required Punch List work within 45 calendar days.

The contractor shall provide all material, labor, and equipment necessary to perform the work without delay until final completion.

The contractor shall provide a project progress schedule by subdivision prior to or at the preconstruction meeting. This schedule should accurately represent the intended work and cannot be vague or broad such as listing every road in the contract.

The contractor shall submit a two-week advance schedule every **Friday by 2:00p.m**, detailing scheduled activities for the following week.

PERMITS AND LICENSES

The contractor shall procure all permits and licenses, pay all charges, taxes and fees, and give all notices necessary and incidental to the due and lawful prosecution of the work.

BONDING AND INSURANCE REQUIREMENTS

No bid may be withdrawn for a period of forty-five (45) days after the time has been called on the

date of opening.

All bids must be accompanied by a Bid Bond of a reputable bonding company authorized to do business in the State of Georgia, in an amount equal to at least five percent (5%) of the total amount of the bid.

Upon Notice of Award, the successful contractor shall submit a Performance Bond pursuant to O.C.G.A. § 36- 91-70 payable to the City of Tucker in the amount of 100% of the total contract price. The successful contractor shall also submit a Payment Bond in the amount of 100% pursuant pursuant to O.C.G.A. § 36- 91-90.

Upon Notice of Award, the successful contractor shall procure and maintain a General Liability Insurance Policy with minimum limits of $1,000,000 per person and $1,000,000 per occurrence.

MATERIALS

The City will provide a Construction Engineering & Inspections (CEI) Consultant to inspect the work and provide materials testing. All materials will meet appropriate GDOT specifications. Materials quality control test types will meet GDOT specifications at a frequency equal to or exceeding that set by those specifications. Contractor will be responsible for replacing any work performed with material from rejected sample lot at no cost to the City.

PUBLIC NOTIFICATION

The contractor shall be responsible for installing variable message signs at each end of the project one week prior to commencement of work. Payment for this will be included in the item for Traffic Control. The City will be responsible for notification of individual property owners.

EXISTING CONDITIONS / DEVIATION OF QUANTITIES

All information given in this ITB concerning quantities, scope of work, existing conditions, etc. is for information purposes only. It is the Contractor's responsibility to inspect the project site to verify existing conditions and quantities prior to submitting their bid. This is a Unit Price bid and no payment will be made for additional work without prior written approval from the City. At no time will Contractor proceed with work outside the prescribed scope of services for which additional payment will be requested without the written authorization of the City.

The City reserves the right to add, modify, or delete quantities. The City may also elect to add or eliminate certain work locations at its discretion. The Contractor will not be entitled to any adjustment of unit prices or any other form of additional compensation because of adjustments made to quantities and/or work locations. Contractor will be paid for actual in-place quantities completed and accepted for pay items listed in the Bid Schedule. All other work required by this ITB, plans, specs, standards, etc. but not specifically listed in the Bid Schedule shall be considered "incidental work" and included in the bid prices for items on the Bid Schedule.

TRAFFIC CONTROL

The contractor shall, at all times, conduct his work so as to assure the least possible obstruction of traffic. The safety and convenience of the general public and the residents along the roadway and the protection of persons and property shall be provided for by the contractor as specified in the State of Georgia, Department of Transportation Standard Specifications Sections 104.05, 107.09 and 150.

Traffic whose origin and destination is within the limits of the project shall be provided ingress and egress at all times unless otherwise specified by the City. The ingress and egress includes entrances and exits via driveways at various properties, and access to the intersecting roads and streets. The contractor shall maintain sufficient personnel and equipment (including flaggers and traffic control signing) on the project at all times, particularly during inclement weather, to ensure that ingress and egress are safely provided when and where needed.

Two-way traffic shall be maintained at all times, unless otherwise specified or approved by the City. In the event of an emergency situation, the Contractor shall provide access to emergency vehicles and/or emergency personnel through or around the construction area. Any pavement damaged by such an occurrence will be repaired by the Contractor at no additional cost to the City.

The contractor shall furnish, install and maintain all necessary and required barricades, signs and other traffic control devices in accordance with the MUTCD and DOT specifications, and take all necessary precautions for the protection of the workers and safety of the public.

All existing signs, markers and other traffic control devices removed or damaged during construction operations will be reinstalled or replaced at the contractor's expense, except as otherwise called for in the plans. At no time will contractor remove regulatory signing which may cause a hazard to the public.

PROTECTION AND RESTORATION OF PROPERTY AND LANDSCAPE

The contractor shall be responsible for the preservation of all public and private property, crops, fish ponds, trees, monuments, highway signs and markers, fences, grassed and sodded areas, etc. along and adjacent to the highway, road or street, and shall use every precaution necessary to prevent damage or injury thereto, unless the removal, alteration, or destruction of such property is provided for under the contract.

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect or misconduct in the execution of the work, or in consequence of the non-execution thereof by the contractor, he shall restore, at his/her own expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, rebuilding or otherwise restoring as may be directed, or she/he shall make good such damage or injury in an acceptable manner. The contractor shall correct all disturbed areas before retainage will be released.

ADJUSTING UTILITY STRUCTURES TO GRADE

All sewer manholes and water valves are to be adjusted by the DeKalb County Department of Watershed Management. The contractor shall coordinate required utility adjustments with the CEI inspector.

THERMOPLASTIC PAVEMENT MARKINGS

This work shall include Thermoplastic Pavement Markings. Final (thermoplastic) pavement markings shall be placed at least 15 calendar days but no more than 60 calendar days after placement of final asphalt lift. These final pavement markings shall match the signing & marking plans including center lines, lane lines, turn arrows, crosswalks, stop bars, etc. unless specifically directed otherwise by the City. Final pedestrian crosswalk markings shall adhere to the latest standards. Pavement marking materials shall meet GDOT standard specifications and be on the qualified products list.

Temporary pavement markings, where required, shall be included in the pay item for thermoplastic pavement markings. There is no separate pay item for temporary pavement markings.

CLEANUP

All restoration and clean-up work shall be performed daily. Operations shall be suspended if the contractor fails to accomplish restoration and clean-up within an acceptable period of time. Asphalt and other debris shall be removed from gutters, trails, yards, driveways, etc. Failure to perform clean-up activities may result in suspension of the work.

SAFETY

Beginning with mobilization and ending with acceptance of work, the contractor shall be responsible for providing a clean and safe work environment at the project site. The contractor shall comply with all OSHA regulations as they pertain to this project.

SPECIAL CONDITIONS

1. Remove and properly dispose of all demolished asphalt and concrete.
2. All disturbed or damaged grassing and landscaping on backside of trail to match surrounding conditions. Cost to be included in the "GRASSING COMPLETE" bid item.
3. All existing sidewalk within the project area is to be removed (approx. Sta. 98+50 to 100+00 and 104+20 to 110+50).
4. Pipe and sidewalk sections that are to be removed shall be included in the "GRADING COMPLETE" quantity for the project.
5. At the corner of Hugh Howell Road and Mountain West Trail, the new 10' trail shall tie into the existing sidewalk along Mountain West Trail.
6. All grassing strips between back of curb and front of Trail shall be Sod.
7. Remove leaning pine tree at the back right corner of the driveway easement at 4888 Hugh Howell Road. Grind stump 6'' below grade and backfill with suitable soil materials. Cost to be included in the "GRADING COMPLETE" quantity for the project.
8. Gravity wall starting at STA. 110+80, 30.50 shall be faced with granite stone to serve as a façade as stated in "GENERAL NOTE #45" of the construction documents.
9. Contractor shall be required to meet all GDOT lane closure requirements. Signage and all other forms of traffic control shall be included in the "TRAFFIC CONTROL" quantity for the project

SUBCONTRACTOR

Any contractor utilizing a subcontractor must submit a proposed list of subcontractors and a Subcontractor Affidavit (Exhibit E-2).

BID DOCUMENT SUBMITTAL REQUIREMENTS:

1. Unit Price Bid Proposal Form (Exhibit B)
2. W-9 Form (Exhibit C)
3. Certificate of Insurance (Exhibit D)
4. Contractor Affidavit (Exhibit E-1)
5. Subcontractor Affidavit (Exhibit E-2)
6. Proposed List of Subcontractors

7. Bid Bond Form (Exhibit F)
8. Related Experience and References
9. Acknowledgement of Addendum issued with each Addendum

Exhibit B: Cost Proposal

ITB #2022 – 007 Hugh Howell Road Trail Project				
ITEM NO.	**DESCRIPTION**	**UNITS**	**QUANTITY**	**UNIT COST**
	ROADWAY ITEMS			
210-0100	GRADING COMPLETE - Hugh Howell Rd	LS	1	
150-1000	TRAFFIC CONTROL - Hugh Howell Rd	LS	1	
318-3000	AGGR SURF CRS	TN	110	
441-0104	CONC SIDEWALK, 4 IN	SY	1800	
441-6222	CONC CURB & GUTTER, 8" X 30", TP 2	LF	1015	
500-3107	CLASS B CONCRETE, RETAINING WALL	CY	355	
999-5200	DETECTABLE WARNING SURFACE	EA	7	
	SURFACING ITEMS			
310-1101	GR AGGR BASE CRS, INCL MATL	TN	140	
441-0016	DRIVEWAY CONCRETE 6"	SY	310	
441-4020	CONC VALLEY GUTTER, 6 IN	SY	49	
	DRAINAGE ITEMS			
500-3101	CLASS A CONCRETE	CY	2	
515-2020	GALV STEEL PIPE HANDRAIL, 2 IN, ROUND	LF	30	
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	560	
611-4001	RECONSTR MINOR DRAINAGE STR	EA	2	
668-1100	CATCH BASIN, GP 1	EA	6	
668-2100	DROP INLET, GP 1	EA	3	
	UTILITY			
611-8140	ADJUST WATER VALVE BOX TO GRADE	EA	1	
665-0250	ADJUST GAS VALVE TO GRADE	EA	1	
670-9710	RELOCATE EXIST FIRE HYDRANT	EA	1	
	LANDSCAPE AND EROSION CONTROL			
700-9000	SOD	SY	2200	
	GRASSING COMPLETE	LS	1	
	EROSION CONTROL INSTALLATION & MAINTENANCE	LS	1	
	SIGNS			
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	30.00	
636-1036	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	SF	30.00	
636-2070	GALV STEEL POSTS, TP 7	LF	201.0	
	PAVEMENT MARKINGS			
653-1501	THERMOPLASTIC SOLID TRAFFIC STRIPE, 5 IN, WHITE	LF	880	
653-1704	THERMOPLASTIC SOLID TRAFFIC STRIPE, 24 IN, WHITE	LF	45	
653-1804	THERMOPLASTIC SOLID TRAFFIC STRIPE, 8 IN, WHITE	LF	550	

TOTAL COST	

Company Name:_____

Address: _____

Contact Person: _____

Phone Number:_____

Email Address: _____

Signature:_____

*In case of discrepancy between the unit price and the total price on the completed Bid Schedule, the unit price will prevail, and the total price will be corrected.

ITB #2022-007 Hugh Howell Multi-Use Trail Project

BID SUBMISSION SHEET

The below listed firms submitted bids which were turned in at the time indicated.
Any bid or proposal submitted after the due date and time may not be considered for award.

	COMPANY	RECEIVED	BID AMOUNT
1.	IP Construction, LLC	3/29/2022 6:11am	$ 611,724.19
2.	Backbone Infrastructure, LLC	3/29/2022 7:05am	$ 457,841.01
3.	DAF Concrete Inc	3/29/2022 12:13pm	$ 363,270.00 *
4.	Ohmshiv Construction LLC	3/29/2022 12:09pm	$ 676,252.00
5.	Construction 57 Inc	3/29/2022 12:20pm	$ 450,290.00
6.	SD&C Inc	3/29/2022 1:26pm	$ 618,116.60
7.	Tri-Scapes	3/29/2022 1:31pm	$ 694,144.60
8.	Sol Construction LLC	3/29/2022 1:37pm	$ 568,148.50
9.	Summit Construction and Development	3/29/2022 1:40pm	$ 571,619.73

* Bid Total submitted=$363,570. Verified Bid Total (line items calculated)=$363,270.00

Opened/Verified by: Lisa Owen 3/29/2022

Ken Hildebrandt

City of Tucker

Invitation to Bid
ITB # 2022-007

HUGH HOWELL ROAD (SR236) MULTI-USE TRAIL PROJECT

BID MANUAL

City of Tucker
1975 Lakeside Parkway, Suite 350
Tucker, Georgia 30084

Exhibit B: Cost Proposal

ITB #2022 – 007 Hugh Howell Road Trail Project				
ITEM NO.	**DESCRIPTION**	**UNITS**	**QUANTITY**	**UNIT COST**
	ROADWAY ITEMS			
210-0100	GRADING COMPLETE - Hugh Howell Rd	LS	1	**$40,000.00**
150-1000	TRAFFIC CONTROL - Hugh Howell Rd	LS	1	**$30,000.00**
318-3000	AGGR SURF CRS	TN	110	**$30.00/$3,300.00**
441-0104	CONC SIDEWALK, 4 IN	SY	1800	**$42.00/$75,600.00**
441-6222	CONC CURB & GUTTER, 8" X 30", TP 2	LF	1015	**$25.00/$25,375.00**
500-3107	CLASS B CONCRETE, RETAINING WALL	CY	126	**$600.00 /$75,600.00**
	SURFACING ITEMS			
310-1101	GR AGGR BASE CRS, INCL MATL	TN	140	**$35.00/$4,900.00**
441-0016	DRIVEWAY CONCRETE 6"	SY	310	**$45.00/13,9500.00**
441-4020	CONC VALLEY GUTTER, 6 IN	SY	49	**$45.00/$2,205.00**
	DRAINAGE ITEMS			
500-3101	CLASS A CONCRETE	CY	2	**$300.00 /$600.00**
515-2020	GALV STEEL PIPE HANDRAIL, 2 IN, ROUND	LF	30	**$20.00/$600.00**
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	560	**$70.00/$39,200.00**
611-4001	RECONSTR MINOR DRAINAGE STR	EA	2	**$500.00/$1,000.00**
668-1100	CATCH BASIN, GP 1	EA	6	**$1,000.00/$6,000.00**
668-2100	DROP INLET, GP 1	EA	3	**$2,000.00/$6,000.00**
	UTILITY			
611-8140	ADJUST WATER VALVE BOX TO GRADE	EA	1	**$200.00/$200.00**
665-0250	ADJUST GAS VALVE TO GRADE	EA	1	**$200.00/$200.00**
670-9710	RELOCATE EXIST FIRE HYDRANT	EA	1	**$200.00/$200.00**
	LANDSCAPE AND EROSION CONTROL			
700-9000	SOD	SY	2200	**$8.00/$17,600.00**
	GRASSING COMPLETE	LS	1	**$2,000.00/$2,000.00**
	EROSION CONTROL INSTALLATION & MAINTENANCE	LS	1	**$3,000.00/$3,000.00**
	SIGNS			
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	30.00	**$50.00/$1,500.00**
636-1036	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	SF	30.00	**$50.00/$1,500.00**
636-2070	GALV STEEL POSTS, TP 7	LF	201.0	**$20.00/$4,020.00**
	PAVEMENT MARKINGS			
653-1501	THERMOPLASTIC SOLID TRAFFIC STRIPE, 5 IN, WHITE	LF	880	**$4.50/$3,960.00**
653-1704	THERMOPLASTIC SOLID TRAFFIC STRIPE, 24 IN, WHITE	LF	45	**$8.00/$360.00**
653-1804	THERMOPLASTIC SOLID TRAFFIC STRIPE, 8 IN, WHITE	LF	550	**$8.00/$4,400.00**
			TOTAL COST	**$363,570.00**

*** Bid Total submitted=$363,570. Verified Bid Total (line items calculated)=$363,270.00 - see revised cost proposal**

Company Name: DAF Concrete, Inc.

Address: 9160 Turner Road, Jonesboro, GA, 30236

Contact Person: Antonio Sanchez

Phone Number: (770) 629-4036

Email Address: daf_concrete_inc@yahoo.com

Signature: Antonio Sanchez

*In case of discrepancy between the unit price and the total price on the completed Bid Schedule, the unit price will prevail, and the total price will be corrected.

Exhibit B: Cost Proposal

ITB #2022 – 007 Hugh Howell Road Trail Project				
ITEM NO.	**DESCRIPTION**	**UNITS**	**QUANTITY**	**UNIT COST**
	ROADWAY ITEMS			
210-0100	GRADING COMPLETE - Hugh Howell Rd	LS	1	**$40,000.00**
150-1000	TRAFFIC CONTROL - Hugh Howell Rd	LS	1	**$30,000.00**
318-3000	AGGR SURF CRS	TN	110	**$30.00/$3,300.00**
441-0104	CONC SIDEWALK, 4 IN	SY	1800	**$42.00/$75,600.00**
441-6222	CONC CURB & GUTTER, 8" X 30", TP 2	LF	1015	**$25.00/$25,375.00**
500-3107	CLASS B CONCRETE, RETAINING WALL	CY	126	**$600.00 /$75,600.00**
	SURFACING ITEMS			
310-1101	GR AGGR BASE CRS, INCL MATL	TN	140	**$35.00/$4,900.00**
441-0016	DRIVEWAY CONCRETE 6"	SY	310	**$45.00/13,950 .00**
441-4020	CONC VALLEY GUTTER, 6 IN	SY	49	**$45.00/$2,205.00**
	DRAINAGE ITEMS			
500-3101	CLASS A CONCRETE	CY	2	**$300.00 /$600.00**
515-2020	GALV STEEL PIPE HANDRAIL, 2 IN, ROUND	LF	30	**$20.00/$600.00**
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	560	**$70.00/$39,200.00**
611-4001	RECONSTR MINOR DRAINAGE STR	EA	2	**$500.00/$1,000.00**
668-1100	CATCH BASIN, GP 1	EA	6	**$1,000.00/$6,000.00**
668-2100	DROP INLET, GP 1	EA	3	**$2,000.00/$6,000.00**
	UTILITY			
611-8140	ADJUST WATER VALVE BOX TO GRADE	EA	1	**$200.00/$200.00**
665-0250	ADJUST GAS VALVE TO GRADE	EA	1	**$200.00/$200.00**
670-9710	RELOCATE EXIST FIRE HYDRANT	EA	1	**$200.00/$200.00**
	LANDSCAPE AND EROSION CONTROL			
700-9000	SOD	SY	2200	**$8.00/$17,600.00**
	GRASSING COMPLETE	LS	1	**$2,000.00/$2,000.00**
	EROSION CONTROL INSTALLATION & MAINTENANCE	LS	1	**$3,000.00/$3,000.00**
	SIGNS			
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	30.00	**$50.00/$1,500.00**
636-1036	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	SF	30.00	**$50.00/$1,500.00**
636-2070	GALV STEEL POSTS, TP 7	LF	201.0	**$20.00/$4,020.00**
	PAVEMENT MARKINGS			
653-1501	THERMOPLASTIC SOLID TRAFFIC STRIPE, 5 IN, WHITE	LF	880	**$4.50/$3,960.00**
653-1704	THERMOPLASTIC SOLID TRAFFIC STRIPE, 24 IN, WHITE	LF	45	**$8.00/$360.00**
653-1804	THERMOPLASTIC SOLID TRAFFIC STRIPE, 8 IN, WHITE	LF	550	**$8.00/$4,400.00**
			TOTAL COST	~~**$363,570.00**~~ **$363,270.00**

Company Name: DAF Concrete, Inc.

Address: 9160 Turner Road, Jonesboro, GA, 30236

Contact Person: Antonio Sanchez

Phone Number: (770) 629-4036

Email Address: daf_concrete_inc@yahoo.com

Signature: Antonio Sanchez

*In case of discrepancy between the unit price and the total price on the completed Bid Schedule, the unit price will prevail, and the total price will be corrected.

EXHIBIT C

Form **W-9**
(Rev. November 2017)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give Form to the requester. Do not send to the IRS.

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
DAF Concrete, Inc.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☒ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any)

Exemption from FATCA reporting code (if any)

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.
9160 Turner Road

Requester's name and address (optional)

6 City, state, and ZIP code
Jonesboro, GA, 30236

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number
☐☐☐ – ☐☐ – ☐☐☐☐

or

Employer identification number
30 – 0217601

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here Signature of U.S. person ▶ Antonio Sancnez Date ▶ 3-28-22

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

EXHIBIT E-1

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contractor's Name:	**DAF Concrete, Inc.**
Solicitation/Contract No./ Call No. or Project Description:	**ITB #2022-07:Hugh Howell MultiTrail Project**

CONTRACTOR AFFIDAVIT

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, entity or corporation which is engaged in the physical performance of services on behalf of the Georgia Department of Transportation has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

390540
Federal Work Authorization User Identification Number
(EEV/E-Verify Company Identification Number)

2/6/2012
Date of Authorization

DAF Concrete, Inc.
Name of Contractor

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

Antonio Sanchez
Printed Name (of Authorized Officer or Agent of Contractor)

President
Title (of Authorized Officer or Agent of Contractor)

Antonio Sanchez
Signature (of Authorized Officer or Agent)

3-28-22
Date Signed

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE

28 DAY OF March, 20 22

Audrey Clyde
Notary Public

My Commission Expires: May 9th 2025

[NOTARY SEAL]
AUDREY CLYDE
NOTARY PUBLIC
HENRY COUNTY, GEORGIA

EXHIBIT E-2

N/A

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contractor's Name:	
Subcontractor's (Your) Name:	
Solicitation/Contract No./ Call No. or Project Description:	

SUBCONTRACTOR AFFIDAVIT

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

Furthermore, the undersigned subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the subcontractor with the information required by O.C.G.A. § 13-10-91(b).

Additionally, the undersigned subcontractor will forward notice of the receipt of an affidavit from a sub-subcontractor to the contractor within five business days of receipt. If the undersigned subcontractor receives notice that a sub-subcontractor has received an affidavit from any other contracted sub-subcontractor, the undersigned subcontractor must forward, within five business days of receipt, a copy of the notice to the contractor. Subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

_____ _____

Federal Work Authorization User Identification Number (EEV/E-Verify Company Identification Number) — Date of Authorization

_____

Name of Subcontractor

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

_____ _____

Printed Name (of Authorized Officer or Agent of Contractor) — Title (of Authorized Officer or Agent of Contractor)

_____ _____

Signature (of Authorized Officer or Agent) — Date Signed

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE

_____ DAY OF _____, 20_____

_____ [NOTARY SEAL]

Notary Public

My Commission Expires: _____

BID BOND

KNOW ALL MEN BY THESE PRESENTS, THAT

(Name of Contractor) DAF CONCRETE INC at

(Address of Contractor) 212 HICKS DRIVE, MARIETTA, GA 30060

(Corporation, Partnership and / or Individual) hereinafter called Principal, and

(Name of Surety) THE OHIO CASUALTY INSURANCE COMPANY

(Address of Surety) PO BOX 34526, SEATTLE, WA 98124

A corporation of the State of MASSACHUSETTS, and a surety authorized by law to do business in the State of Georgia, hereinafter called Surety, are held, and firmly bound unto

(Name of Obligee) City of Tucker Georgia

(Address of Obligee) 1975 Lakeside Parkway, Suite 350, Tucker, Georgia 30084

Hereinafter referred to as Obligee, in the penal sum of Five Percent of Bid Amount Dollars ($ 5% of bid amount) in lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

WHEREAS, the Principal is about to submit, or has submitted, to the City of Tucker, Georgia, a proposal for furnishing materials, labor, and equipment for:

ITB #2022-007
HUGH HOWELL ROAD (SR 236) MULTI-USE TRAIL PROJECT

WHEREAS, the Principal desires to file this Bond in accordance with law in lieu of a certified Bidder's check otherwise required to accompany this Proposal.

NOW, THEREFORE, the conditions of this obligation are such that if the bid is accepted, the Principal shall within ten days after receipt of notification of the acceptance execute a Contract in accordance with the Bid and upon the terms, conditions, and prices set forth in the form and manner required by the City of Tucker, Georgia, and execute a sufficient and satisfactory Performance Bond and Payment Bond payable to the City of Tucker, Georgia, each in an amount of 100% of the total Contract Price, in form and with security satisfactory to said the City of Tucker, Georgia, and otherwise, to be and remain in full force and virtue in law; and the Surety shall, upon failure of the Principal to comply with any or all of the foregoing

requirements within the time specified above, immediately pay to the City of Tucker, Georgia, upon demand, the amount hereof in good and lawful money of the United States of America, not as a penalty, but as liquidated damages.

PROVIDED, FURTHER, that Principal and Surety agree and represent that this bond is executed pursuant, to and in accordance with the applicable provisions of the Official Code of Georgia Annotated, as Amended, including, but not limited to, O.C.G.A. SS 13-10-1, et. Seg. And SS 36- 86-101, et. Seg. And is intended to be and shall be constructed as a bond in compliance with the requirements thereof.

Signed, sealed, and dated this 28th day of March A.D., 20 22 .

ATTEST: Audrey Clyde
(Principal Secretary)

(SEAL)

MATEO VELAZQUEZ
(Witness to Principal)

9160 Turner Rd. Jonesboro, GA
(Address)

DAF Concrete, Inc.
(Principal)

BY: ANTONIO SANCHEZ

212 Hicks Drive, Marietta, GA 30060
(Address)

The Ohio Casualty Insurance Company
(Surety)

ATTEST:

BY: _____
(Attorney-in-Fact) and Resident Agent

Keith Griffin
(Attorney-in-Fact)

PO Box 34526, Seattle, WA 98124
(Address)

(SEAL)

Kelly Worthey
(Witness as to Surety)

PO Box 1768, Stockbridge, GA 30281

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual. SURETY

The Ohio Casualty Insurance Company

POWER OF ATTORNEY

Principal: DAF Concrete, Inc.
Agency Name: GRIFFIN INSURANCE AGENCY LLC Bond Number: BID-0013088
Obligee: City of Tucker
Bid Bond Amount: (5% of Bid Amount) Five Percent of Bid Amount

KNOW ALL PERSONS BY THESE PRESENTS: that The Ohio Casualty Insurance Company, a corporation duly organized under the laws of the State of New Hampshire (herein collectively called the "Company"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint **Keith Griffin** in the city and state of **STOCKBRIDGE, GA**, each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Company in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Company and the corporate seal of the Company has been affixed thereto this 26th day of September, 2016.

THE OHIO CASUALTY INSURANCE COMPANY INCORPORATED 1919 NEW HAMPSHIRE

The Ohio Casualty Insurance Company

By: David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA
COUNTY OF MONTGOMERY ss

On this 26th day of September, 2016, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of The Ohio Casualty Insurance Company and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.

TERESA PASTELLA COMMONWEALTH OF PENNSYLVANIA NOTARY PUBLIC

Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-law and Authorizations of The Ohio Casualty Insurance Company, which is now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.
Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature or electronic signatures of any assistant secretary of the Company or facsimile or mechanically reproduced or electronic seal of the Company, wherever appearing upon a certified copy of any power of attorney or bond issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of The Ohio Casualty Insurance Company do hereby certify that this power of attorney executed by said Company is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Company this 29th day of March, 2022.

THE OHIO CASUALTY INSURANCE COMPANY INCORPORATED 1919 NEW HAMPSHIRE

By: Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

eBonding_POA

EXHIBIT F

Contact Information Form

Please fill out this sheet with the appropriate contact information for your company.

Full Legal Name of Company: DAF Concrete, Inc.

Contractor Information:

Primary Contact Person: Antonio Sanchez

Title: President Telephone Number: (770) 629-4036

Secondary Contact Person: Audrey Clyde

Title: Secretary Telephone Number: (770) 629-4036

Address: 9160 Turner Road

City / State / Zip: Jonesboro, GA, 30236

Mailing Address (If different than above):

City / State / Zip: 30236

E-mail Address: daf_concrete_inc@yahoo.com

Federal Employee ID Number (FEIN): 30-0217601

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 2/3/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER

Griffin Insurance Agency Inc
P O Box 1768

Stockbridge GA 30281

CONTACT NAME:
PHONE (A/C, No, Ext): (770)507-3200
FAX (A/C, No): (770)507-7967
E-MAIL ADDRESS: COI@GriffinInsure.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Auto Owners Insurance	18988
INSURER B : AmGUARD INSURANCE	42390
INSURER C : NorGuard Insurance	31470
INSURER D :	
INSURER E :	
INSURER F :	

INSURED

DAF CONCRETE INC
212 HICKS DR SE

MARIETTA GA 30060

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE / X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY / X PRO-JECT / LOC OTHER:			80300719	5/5/2021	5/5/2022	EACH OCCURRENCE	$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 300,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 1,000,000
							GENERAL AGGREGATE	$ 2,000,000
							PRODUCTS - COMP/OP AGG	$ 2,000,000
								$
B	AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS / X SCHEDULED AUTOS X HIRED AUTOS / X NON-OWNED AUTOS			DAAU 270914	4/13/2021	4/13/2022	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
							Underinsured motorist combined sir	$
A	X UMBRELLA LIAB / X OCCUR EXCESS LIAB / CLAIMS-MADE DED / RETENTION $			48-999249-01	5/5/2021	5/5/2022	EACH OCCURRENCE	$ 2,000,000
							AGGREGATE	$ 2,000,000
								$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: Y If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		DAWC 285963	3/25/2021	3/25/2022	X PER STATUTE / OTH-ER	
							E.L. EACH ACCIDENT	$ 100,000
							E.L. DISEASE - EA EMPLOYEE	$ 100,000
							E.L. DISEASE - POLICY LIMIT	$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Keith Griffin/KSW

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CLAYTON COUNTY
COMMUNITY DEVELOPMENT

Permits and License Division

This registration must be displayed in a conspicuous place in your business establishment.
This registration is not transferable
Valid for Calendar Year 2022

Business Name: D A F CONCRETE, INC.

Business Location: 9160 TURNER RD
JONESBORO GA 30236

Mailing Address: 9160 TURNER ROAD
JONESBORO GA 30236

Owner: D A F CONCRETE, INC.

License Number: BL-15-41711-2018-155021

License Type: Business License

Issue Date: 1/7/2022

Classification: In Jurisdiction

Expiration Date: 12/31/2022

Business Type: 238110 Poured Concrete Foundation and Structure Contractors

Restrictions and Comments:

Other Licenses:

County/State/Federal	Document No.	Holder Name	Expiration Date

This registration may be suspended or revoked if Federal, State or County Codes, Ordinances, or requirements are violated. Report any of the following changes to the Business License Division immediately: Ownership, Name, Location, Business Type, or additional lines of Business.

If this business closes before the end of the expiration date, please send us a signed written notification of the business closure and the last day of operation to the Business License Division address. It will properly inactivate your business license account and protect you from incurring late fees and penalties.

CITY OF TUCKER

ACKNOWLEDGE RECEIPT OF ADDENDUM #1 FORM

ITB #2022-007

Hugh Howell Road Multi-Use Trail

Upon receipt, please print and add to your proposal

I hereby acknowledge receipt of the supplement pertaining to the above referenced bid.

COMPANY NAME: DAF Concrete, Inc.

CONTACT PERSON: Antonio Sanchez

ADDRESS: 9160 Turner Road

CITY: Jonesboro **STATE:** GA **ZIP:** 30236

PHONE: (770) 629-4036 **FAX:** (678)545-6218

EMAIL ADDRESS: daf_concrete_inc@yahoo.com

Antonio Sanchez 3-28-22

SIGNATURE **DATE**

03.2022 Version

ADDENDUM #1

1. Q: Item No. 500-3107 Class B concrete, retaining wall lists 355 CY. I believe 355 is the total linear feet of this wall and not CY. Depending upon which standard detail is used for gravity walls, the CY's should be closer to 45 CY's (for 8" thick wall at the top) or 55 CY's (for 12" thick wall at the top).

A: Per the current GA Standard 9031L dated 9/30/2016, the required Class B Concrete, retaining wall is 126 CY. The quantity on the bid summary and Sheet 06-0001 has been revised.

2. Q: On sheet 05-0001 Typical Sections, the gravity wall section shows the top of the gravity being 8" wide and references GA Standard 9031L. The current standard dated September 2016 shows the top of the gravity walls being 12" wide. There is an older standard dated December 1982 which shows an 8" wide wall at the top. Which standard are we to use?

A: Per the current Ga Standard 9031L dated 9/30/2016, 12' will be used at the top of the gravity walls. Typical Section, 05-0001 has been revised.

3. Q: On sheet 04-0002 General Notes, Note 45 states that all gravity walls are to be faced with granite stone to serve as a façade. Is there a detail showing this façade that shows the thickness of the granite stone and whether the façade is placed directly on the ground or if there is a concrete footing or angle iron for the stone to set upon?

A: A Stone Veneer detail has been provided on sheet 31-0002.

Established 1892 ★ Incorporated 2016

DAF Concrete
Reliability is our promise!
9160 Turner Rd Jonesboro, GA, 30236
P: 770.629-4036 Cell: 404.433.8824

OBJECTIVE

DAF Concrete Inc. has been in business since 2003. We have grown from doing residential foundation to working with counties repairing, removing, and installing driveways, sidewalks, storm drains etc. DAF also lays Asphalt for roadways and parking lots. We are known for getting the job done with the best quality and professionalism.

SKILLS & ABILITIES - Concrete Estimator -Concrete Finishing - Asphalt repairs - Repair, Remove and install of Storm drains, Catch Basin Tops, Sidewalks, Curbing, Driveways, etc. - Brick Pavers - Stone and Brick Masonry - Concrete Retaining Wall - Concrete Covers

Contacts

Antonio Sanchez – President (404) 433-8824
Osvaldo Sanchez – Project Manager (404) 395-8464
Audrey Clyde – Secretary (770) 629-4036

Office Address

9160 Turner Road
Jonesboro, GA, 30236
Office #: (770) 629-4036
Fax #: (678) 545-6218
Email: daf_concrete_inc@yahoo.com
Website: www.dafconcreteinc.com
EIN # 30-0217601

EXPERIENCE

YR 2022

- Washington Road Sidewalk Improvements (Phase II), ***City of East Point***, Jeremy Goodwin (404) -895-5436
- Hollow Stream Drainage Improvements, ***City of Powder Springs***, Dwayne Eberhart – (770) 293-0124
- Infrastructure Repairs Citywide, ***City of Powder Springs***, Dwayne Eberhart – (770) 293-0124
- Molly Lane Sidewalk Improvements***, City of Woodstock***, Chris Knock – (770) 592-6000 x1706
- Tilly Mill Drainage Improvements, ***City of Doraville***, Hari Karikaran – (470) 885-9663
- LMIG 2021 Sidewalks, ***City of Peachtree Corners***, James Nguyen – (470) 395-7029
- ADA Ramps Improvements, ***City of Brookhaven***, Gerren Francis – (404) 353-7389
- Caldwell Drive Sidewalk Improvements, ***City of Hampton***, David Corn – (770) 946-3062

- Traffic Maintenance for Speed tables Countywide, ***Dekalb County***, Garrett Bell – (404) 297-4583
- 2027-A Driveway & Curb Repair - ***Fayette County***, David Schreiber – (770) 320-6083
- Asphalt Repairs Countywide, ***Dekalb County School District,*** Demetrice Mott – (678) 676-1749
- Church St & Tucker Industrial Blvd, ***City of Tucker***, Sam Durrance – (678) 215-7030

YR 2021

- Cameron Springs Sidewalk Improvements, ***City of Powder Springs***, Dwayne Eberhart – (770) 293-0124
- Streetscapes III – Sidewalk Phase, ***City of Woodstock***, Jeremy Parker – (770) 592-6000 x1710
- Various Projects Repairing Sidewalks, ***Henry County***, Steven Cariola – (770) 288-7623
- Cogburn Road Sidewalk Improvements, ***City of Milton***, Matthew Fallstrom – (678)-242-2558
- Repairing Catch Basin & ADA Ramps throughout South Fulton, ***City of South Fulton***, Alton Matthews – (404) 427-3594
- General Pipe Work on Annual Contract, ***Clayton County Water Authority (Still affective***, Marcus McLester - (678) 422-5221
- BL076-20 Restoration of Utility Repairs on Annual Contract (Dept. of Watershed Resources), ***Gwinnett County (Still affective)***, Chris Neidlinger – (678) 376-6969
- BL079-19, Provision of Poured-In-Place Concrete & Associated Miscellaneous Site Work on an Annual Contract (Dept. of Fire and Emergency Services), ***Gwinnett County (Still affective)***, Michael Williamson – (404) 391-1145
- BL032-17 Restoration of Poured-In-Place Concrete and Associated Miscellaneous Site Work on Annual Contract (Community Services), ***Gwinnett County (Still affective)***, Dale Foster – (678) 277-0937
- Wynne Russell Sidewalk Improvements, ***City of Lilburn***, Kim Conroy – (770) 722-1820
- Elmdale Drive Sidewalk Improvements, ***City of Tucker***, Ken Hildebrandt – (770) 865-5645
- Ashford Dunwoody/ Montgomery Elementary Intersection, ***City of Brookhaven***, Don Sherrill - 404) 637-0682
- 1940-A Driveway & Curb Repair - ***Fayette County***, James Munster – (770) 320-6026
- Annual Contract for Miscellaneous Concrete Work, ***Clayton County Water Authority (Still affective)*** Marcus Mclester– (678) 422-5221
- Annual Contract for Asphalt Repairs, Paving, Patching and Milling, ***Dekalb County School District, (Still affective)*** Fred Schoenfield – (678) 676-1408
- Annual Contract for Asphalt Patching and Paving, ***Clayton County Water Authority (Still affective)*** Scott Mask – (678) 699-0759

YR 2020

- #2020-700 Annual Contract for Sidewalk Construction Services, ***City of Hampton***, David Corn, (770) 946-3062
- Ashford Dunwoody/ Montgomery Elementary Intersection, ***City of Brookhaven***, Don Sherrill - 404) 637-0682
- Annual Contract for Sidewalk Construction Services, ***City of Hampton***, Alex Cohilas – (770) 897-2119
- Stucco Repair, ***CWC Office Furnishings***, Jeffrey Jones – (404) 895-5697
- Washington Road Sidewalk Improvements, ***City of East Point,*** Cadell Hall **–** (404) 291-7245
- BL076-20; Restoration Utility Repairs on an Annual Contract, ***Gwinnett County***, Christopher Neidlinger – (678) 376-6969
- Annual Contract 2019 Standby Miscellaneous Construction – Paving & Concrete Services, ***Fulton County***, Pamela Keel – (678) 778-7040
- 1863-A Driveway & Curb Repair, ***Fayette County***, James Munster – (770) 320-6026
- S. Clayton St. Addition Improvements, ***City of Lawrenceville***, Johannes Louw – (770) 277-7533
- Avondale Stadium Parking Lot, ***Dekalb County School District***, Fred Scheonfeld – (678) 676-1408
- Ashford Dunwoody/ Johnson Ferry Rd Intersection, ***City of Brookhaven***, Don Sherrill - 404) 637-0682
- Cedar Grove Middle Patching Pothole, ***Dekalb County School District***, Fred Scheonfeld – (678) 676-1408
- 1798-A Driveway & Curb Repair, ***Fayette County***, James Munster – (770) 320-6026

- Annual Contract for Miscellaneous Concrete Work, ***Clayton County Water Authority (Still affective)*** Marcus Mclester– (404) 593-3614
- Annual Contract for Asphalt Repairs, Paving, Patching and Milling, ***Dekalb County School District,*** Fred Schoenfield – (678) 676-1408
- Annual Contract for Asphalt Patching and Paving, ***Clayton County Water Authority (Still affective)*** Scott Mask – (678) 699-0759
- FY2020 Sidewalk Repairs, ***City of Alpharetta***, Joshua Chance – (678) 297-6234
- Canton Street Pedestrian Improvements, ***City of Alpharetta***, Andrew Echols – (678) 297-6238
- W Pike St Sidewalk Addition, ***City of Lawrenceville***, Johannes Louw – (770) 277-7533
- Idlewood Road Sidewalk Improvements, ***City of Tucker***, Ken Hildebrandt – (770) 865-5645
- Nuckolls Road Sidewalk Improvements, ***Forsyth County***, Charlie Crowe - (770) 781-2165
- W Taylor Avenue Sidewalk Improvements, ***City of East Point,*** Cadell Hall **–** (404) 291-7245
- CDBG Governors Drive Sidewalk, ***City of Forest Park***, Jeff Eady – (404) 608-2310

YR 2019

- Street Repairs/ Richard D. Sailors, ***City of Powder Springs***, Dwayne Eberhart – (404) 273-4509
- Echols Rd Sidewalk Improvements, ***Forsyth County***, Charlie Crowe - (770) 781-2165
- Street Repairs/ Hopkins Road, ***City of Powder Springs***, Dwayne Eberhart – (404) 273-4509
- Fire station #20 Driveway Replacement, ***Gwinnett County***, Michael R. Williamson – (404) 391-1145
- 1666-A Driveway & Curb Repair, ***Fayette County***, James Munster – (770) 320-6026
- Headland Drive and Delowe Drive Sidewalks Phase III, ***City of East Point***, Vincent Reynolds – (404) 270-7114
- Curb & Gutter Repair, ***Henry County***, Marvin Wiley – (770) 288-7262
- Driveway and Curb Repair, ***Fayette County***, James Munster – (770) 320-6082
- Nichols Rd & Nichols Dr Sidewalk Improvements, ***Forsyth County***, Charlie Crowe – (770) 781-2165
- E. Drew Valley Sidewalks Project, ***City of Brookhaven***, Don Sherrill - 404) 637-0682
- Cheshire Way Sidewalks Project, ***City of Brookhaven***, Don Sherrill – (404) 637-0682
- Woodrow Way Sidewalks Project, ***City of Brookhaven***, Don Sherrill – (404) 637-0682

YR 2018

- Evans Drive Sidewalks Project, ***City of Riverdale***, Lisa Kopro – (404) 491-5044
- Mill Creek Road Sidewalks Project*, **City of Brookhaven***, Don Sherrill – (404) 637-0682
- Cartecay Drive Sidewalks Project, ***City of Brookhaven***, Greg Smith – (404) 735-7838
- Lanier Drive Sidewalks Project, ***City of Brookhaven***, Don Sherrill – (404) 637-0682
- Tyron Rd Sidewalks Project, ***City of Brookhaven***, Don Sherrill – (404) 637-0682
- Installing Speed Tables, ***City of Milton***, Matthew Fallstrom – (678)-242-2558
- Headland Drive and Delowe Drive Sidewalks, ***City of East Point***, Vincent Reynolds – (404) 270-7114

YR 2017

- Asphalt/ Concrete Pavement Maintenance and Repairs Services, Fulton County, Mark Moore – (404) 285-1307
- CDBG – West Street Roadways and Sidewalks, ***City of Forest Park***, Jeff Eady – (404) 608-2310
- Moon Road Sidewalks, ***City of Lawrenceville***, Johannes Louw – (678) 618-2839
- East Crogan Street Sidewalks, ***City of Lawrenceville***, Johannes Louw – (678) 618-2839
- Annual Contract for Miscellaneous Concrete Work, ***Clayton County Water Authority (Still affective)*** Scott Mask – (678) 699-0759

- Annual Contract for Asphalt Patching and Paving, ***Clayton County Water Authority (Still affective)*** Marcus Mclester– (404) 593-3614
- Annual Contract for BL065-15 (Concrete & Asphalt), ***Gwinnett County, GA (Still affective)***, Christopher Neidlinger – (678) 376-6969
- Annual Contract for BL032-17 (Poured-in-Place Concrete & Associated Miscellaneous Site Work) ***Gwinnett County, GA (Still affective)***

YR 2016

- Panhandle Road Sidewalk Construction from McDonough Rd to Tara Rd for ***Clayton County, GA*** Project Manager: Jatta Battary – (404) 655-2582

YR 2015

- Austell Powder Springs Road, ***City of Powder Springs***
- Old Monticello Street Stream and Shoulder Improvements, ***City of Covington, GA*** Project Manager: Ken Swain - (770) 778-5830
- Restoration of Utility Repairs on an Annual Contract (Still affective) Project Manager: Chris Neidlinger – (678) 725-9805

YR 2014

- North Fulton Ave. CDBG Sidewalk, ***City of Hapeville*** Project Manager: Keck & Wood Inc. (678) -417-4000
- Lake Ridge Pkwy Sidewalk Installation, ***Board of Commissioners of Clayton County Central Services Department, GA***
- Cemetery Street Sidewalk, ***City of Austell*** Project Manager: Keck & Wood Inc. (678) -417-4000 CDBG Sidewalk Improvements Glenn Dr. Sharon Street and School Place, ***Forest Park Department of Public Work*** Project Manager: Jeff Eady 678) 300-4314
- Annual Contract for Miscellaneous Concrete Work, ***Clayton County Water Authority*** (Still affective)

STATE OF GEORGIA
CITY OF TUCKER **RESOLUTION R2022-04-13**

A RESOLUTION TO AWARD A ROAD CONTRACT FOR THE FOR THE HUGH HOWELL ROAD MULTI-USE TRAIL PROJECT.

WHEREAS, at the regular meeting of Mayor and City Council of the City of Tucker in Dekalb County, Georgia, held on April 11, 2022, a motion was made and duly seconded that the City of Tucker award a contract for bid 2022-007 for Hugh Howell Rd Multi Use Trail project to DAF Concrete;

WHEREAS, the GA Code § 32-4-118, notwithstanding any provisions of Code Section 36-39-11 to the contrary, where a contract has been let for bid, the municipality, by resolution entered in its minutes, shall award the contract to the lowest reliable bidder;

SO RESOLVED, this the 11th day of April, 2022 by the Mayor and City Council, that the contract C2022-007-SP2202 for Hugh Howell Rd Multi Use Trail project shall be awarded to DAF Concrete for $ 363,570.00.

APPROVED:

_____
Frank Auman, Mayor

ATTEST:

_____
Bonnie Warne, City Clerk (seal)

MEMO

To: Honorable Mayor and City Council Members

From: Ken Hildebrandt

CC: Tami Hanlin, City Manager

Date: April 11, 2022

RE: Bid Award – Cooledge Road Sidewalk

Issue: Bid award for ITB #2022-008 for the construction of sidewalk on portions of Cooledge Road.

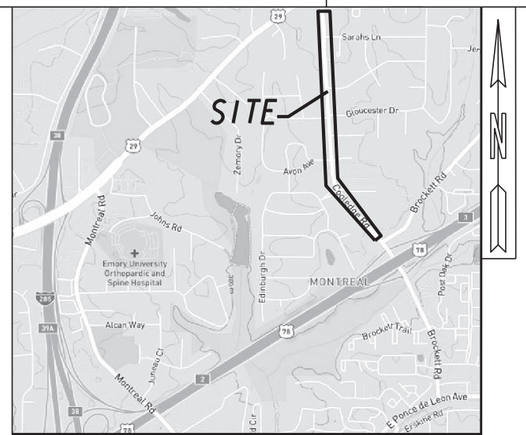
Recommendation:
Staff recommends awarding the bid to the low bidder, DAF Concrete, in the amount of $474,820.00

Background:
Council has identified gaps on Cooledge Road as priorities for sidewalk installation. Sidewalk will be installed on the east side of Brockett Road from Brockett Road to Carrington Pointe, and on the west side from Edinburgh Way to the Quick Trip. The project will consist of a new 5' wide sidewalk with a 2' grass strip, and includes curb & gutter and stormwater drainage improvements. Twelve easements (11 temporary construction and 1 permanent drainage) have been obtained from property owners.

Summary:
11 bids were received. DAF Concrete was the low bid.

	COMPANY	BID AMOUNT
1.	IP Construction, LLC	$ 753,864.65
2.	Backbone Infrastructure, LLC	$ 644,626.85
3.	Sol Construction LLC	$ 699,972.00
4.	Ohmshiv Construction LLC	$ 797,589.00
5.	DAF Concrete Inc	$ 474,820.00
6.	CMC Inc	$1,040,406.25
7.	Peach State Construction Company	$ 762,591.50
8.	Glosson Enterprises	$ 840,885.80
9.	Construction 57 Inc	$ 547,515.00
10.	Tri-Scapes	$ 862,692.90
11.	SD&C	$ 846,913.30
12.	Summit Construction and Development	$ 716,796.86

Financial Impact:
$474,820. will be funded from multiple sidewalk accounts in the Capital and SPLOST budgets: CE2108, CE2205, SP1906, SP1908, SP2009, SP2105, and SP2202.



LOCATION SKETCH

CITY OF TUCKER
COOLEDGE ROAD SIDEWALK
FROM APPROX. 160 FEET NORTH OF BROCKETT RD TO 500 FT SOUTH OF LAWERENCEVILLE HWY(US 29)
PROPOSED CONSTRUCTION PLANS

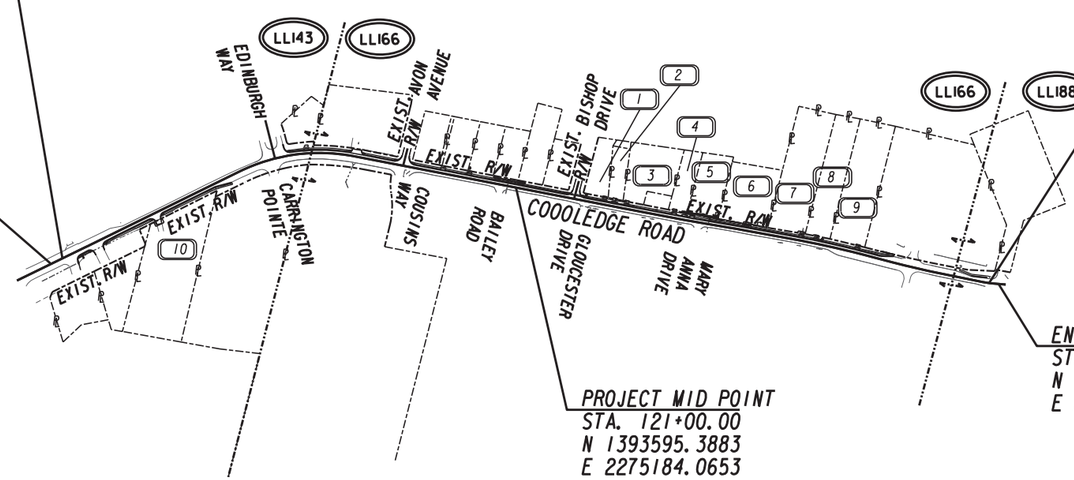
STATE OF GEORGIA, DEKALB COUNTY (089),
CONGRESSIONAL DISTRICT 6
LANDLOTS 143, 166 AND 188
CITY OF TUCKER COUNCIL DISTRICT 2

City of Tucker

GEORGIA811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

BEGIN CONSTRUCTION
COOLEDGE ROAD
STA. 101+99.64
N 1391932.5420
E 2275919.5691

BEGIN PROJECT
STA. 101+50.00
N 1391895.0319
E 2275952.0864



END CONSTRUCTION
COOLEDGE ROAD
STA. 140+12.52
N 1395503.6021
E 2275065.1101

END PROJECT
STA. 140+50.00
N 1395540.5430
E 2275058.8174

PROJECT MID POINT
STA. 121+00.00
N 1393595.3883
E 2275184.0653

OWNER:
CITY OF TUCKER
DEPARTMENT OF PUBLIC WORKS
CITY HALL ANNEX
4228 FIRST AVENUE
TUCKER, GEORGIA 30084

DESIGN SPEED: 35 MPH
FUNCT. CLASS: MINOR ARTERIAL
2-WAY ADT (YEAR): UNKNOWN

THIS PROJECT IS 100 % IN DEKALB COUNTY AND IS 100 % IN CONG. DIST. NO. 6

THIS PROJECT IS PREPARED USING THE HORIZONTAL COORDINATE SYSTEM OF 1985 (NAD83) WEST ZONE AND NORTH AMERICAN VERTICAL DATUM (NAVD 1988)

PLANS PREPARED BY:

GEORGIA REGISTERED No. PE20033 PROFESSIONAL ENGINEER RICHARD J. MEEHAN

LOWE ENGINEERS
RICHARD MEEHAN, P.E.

DATE | DIRECTOR OF TRANSPORTATION

LENGTH OF PROJECT DEKALB COUNTY (089)	FEET	MILES
SIDEWALK	1763.15	0.33
CURB AND GUTTER	1763.15	0.33
CLOSED DRAIN SYSTEM	1763.15	0.33
GROSS LENGTH OF PROJECT	1850.00	0.35

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

SCALE IN FEET
0 300 600 1200

PLANS COMPLETED	- -
REVISIONS	

DRAWING No. 01-0001

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

DRAWING NO.	DESCRIPTION
	INDEX
01-0001	COVER DRAWING
02-0001	INDEX DRAWING
03-0001	REVISION SUMMARY DRAWING
04-0001 TO 04-0003	GENERAL NOTES
05-0001	TYPICAL SECTIONS
06-0001 TO 06-0002	SUMMARY OF QUANTITIES
13-0001 TO 13-0008	MAINLINE ROADWAY DRAWINGS
17-0001 TO 17-0002	DRIVEWAY PROFILE DRAWING
21-0001	DRAINAGE MAP
22-0001 TO 22-0005	DRAINAGE PROFILES
23-0001 TO 23-0012	CROSS-SECTIONS
24-0000 TO 24-0008	UTILITY PLANS
26-0001 TO 26-0009	SIGNING AND MARKING PLANS AND DETAILS
38-0001	SPECIAL CONSTRUCTION DETAIL
40-0001 TO 40-0011	CONSTRUCTION DETAILS
41-0001 TO 41-0018	GEORGIA STANDARDS
52-0001 TO 52-0007	EROSION CONTROL PLANS & EROSION CONTROL LEGEND AND UNIFORM CODE DRAWING
54-0001 TO 54-0008	EROSION CONTROL PLANS & CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP) LOCATION DETAILS
56-0001 TO 56-0006	EROSION CONTROL PLANS & CONSTRUCTION STANDARDS AND DETAILS

DRAWING NO.		DESCRIPTION	
		CONSTRUCTION DETAILS	
40-0001	A-1	DRIVEWAYS WITH TAPERED ENTRANCES CONCRETE VALLEY GUTTERS	7/21/2011
40-0002	A-2	CONCRETE VALLEY GUTTER AT STREET INTERSECTION	7/21/2011
40-0003	A-3	CONCRETE SIDEWALK DETAILS CURB CUT (WHEELCHAIR) RAMPS	9/15/2016
40-0004	A-4	DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT	
		REQUIREMENTS	6/18/2009
40-0005	D-5	SAFETY INLET WITH GRATES	6/21/1995
40-0006	T03A	TYPE 7, 8 AND 9 SQUARE TUBE POST INSTALLATION DETAIL	7/1/2002
40-0007	T03B	DETAILS OF SQUARE TUBE POST (BREAKAWAY SUPPORT)	7/1/2002
40-0008	T11A	DETAILS OF PAVEMENT MARKING PLACEMENT ON NON-LIMITED ACCESS	
		ROADWAY	9/15/2016
40-0009	T-20	TRAFFIC CONTROL PEDESTRIAN ACCESSIBILITY AROUND WORKZONE-SIDEWALK DIVERSION	10/16/2008
40-0010	T-21	TRAFFIC CONTROL PEDESTRAIN ACCESSIBILITY AROUND WORKZONE-SIDEWALK DETOUR	10/16/2008
40-0011	T-22	TRAFFIC CONTROL PEDESTRAIN ACCESSIBILITY AROUND WORKZONE-MIDBLOCK CROSSING	
		AND SIDEWALK DETOUR	10/16/2008
		GEORGIA STANDARDS	
41-0001	1011A	BRICK MANHOLES	10/1/1981
41-0002	1011AP	PRECAST REINFORCED CONCRETE MANHOLE	6/1/1975
41-0004	1030D1	CONCRETE AND METAL PIPE CULVERTS SHEET 1 OF 3	9/1/2001
41-0005	1030D2	CONCRETE AND METAL PIPE CULVERTS SHEET 2 OF 3	9/26/2001
41-0006	1030D3	CONCRETE AND METAL PIPE CULVERTS SHEET 3 OF 3	9/26/2001
41-0007	1033D	CATCH BASINS (FOR USE WITH 6" OR 8" HT. CURB AND GUTTER)	8/1/1982
41-0008	1033DP	PRECAST CATCH BASINS (FOR USE WITH 6" OR 8" PRECAST HT. CURB AND GUTTER)	9/1/1982
41-0007	1034D	CATCH BASINS (FOR USE WITH 6" OR 8" HT. CURB AND GUTTER IN SAGS OR LOW POINTS)	8/1/1982
41-0008	1034DP	PRECAST CATCH BASINS (FOR USE WITH 6" OR 8" CURB AND PRECAST GUTTER IN SAGS	
		OR LOW POINTS)	9/1/1982
41-0008	1035DP	DRAIN INLET (ELBOW TYPE)	9/1/1982
41-0009	1040	CIRCULAR BASE UNITS AND RISERS FOR CATCH BASINS AND DROP INLETS.	11/1/1999
41-0009	1120	FALRED END SECTIONS FOR PIPES	6/09/2006
41-0014	9032B	MEDIAN DROP INLET (PRECAST OR BUILT IN PLACE) AND CONCRETE APRON	4/17/1996
41-0014	9032B	CONCRETE CURB AND GUTTER, CONCRETE CURBS, CONCRETE MEDIANS	11/15/2011
41-0015	9100	TRAFFIC CONTROL GENERAL NOTES, STANDARD LEGEND, AND	
		MISCELLANEOUS DETAILS	3/30/2006
41-0016	9102	TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY	3/30/2006
41-0017	9106	TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON SIX-LANE DIVIDED HIGHWAY	9/4/2007
41-0018	9107	TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON MULTI-LANE UNDIVIDED HIGHWAY	3/30/2006
		EROSION CONTROL PLANS & CONSTRUCTION STANDARDS AND DETAILS	
56-0001	D-20	SILT CONTROL GATES FOR STRUCTURES TYPE 1, 2, AND 3	4/22/2016
56-0002	D-24A	TEMPORARY SILT FENCE	1/19/2011
56-0003	D-24C	TEMPORARY SILT FENCE J-HOOKS, SEDIMENT TRAPS	1/19/2011
56-0004	D-24D	TEMPORARY SILT FENCE FABRIC CHECK DAM	7/1/2015
56-0005	D-35	PERMANENT SOIL REINFORCING MAT (TURF REINFORCING MAT)	1/19/2011
56-0006	D-54	SOD INSTALLATION	4/22/2016

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

REVISION DATES

INDEX

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 02-0001

DATE	DRAWING NO.	REVISION

DATE	DRAWING NO.	REVISION

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

REVISION DATES		

REVISION SUMMARY

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 03-0001

GENERAL NOTES

1. ALL WORK TO BE DONE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF TRANSPORTATION SYSTEMS, CURRENT EDITION, AND SUPPLEMENTS THERETO, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. ALL KNOWN UTILITY FACILITIES ARE SHOWN SCHEMATICALLY ON PLANS AND ARE NOT NECESSARILY ACCURATE IN LOCATION AS TO PLAN OR ELEVATION. UTILITY FACILITIES SUCH AS SERVICE LINES OR UNKNOWN FACILITIES NOT SHOWN ON PLANS WILL NOT RELIEVE THE CONTRACTOR OF HIS OR HER RESPONSIBILITY UNDER THIS REQUIREMENT EXCEPT AS NOTED BELOW. "EXISTING UTILITY FACILITIES" MEANS ANY UTILITY THAT EXISTS ON THE PROJECT IN ITS ORIGINAL, RELOCATED, OR NEWLY INSTALLED POSITION. THE CONTRACTOR WILL NOT BE HELD RESPONSIBLE FOR THE COST OF REPAIRS TO DAMAGED UTILITY FACILITIES OTHER THAN SERVICE FROM STREET MAINS TO ABUTTING PROPERTY, WHEN SUCH FACILITIES ARE NOT SHOWN ON THE PLANS AND THEIR EXISTENCE IS UNKNOWN TO THE CONTRACTOR PRIOR TO THE DAMAGES OCCURRING, PROVIDING THE ENGINEER DETERMINES THE CONTRACTOR HAS OTHERWISE FULLY COMPLIED WITH THE SPECIFICATIONS. ALL UTILITY FACILITIES WHICH ARE IN CONFLICT WITH CONSTRUCTION AND ARE NOT COVERED AS SPECIFIC ITEMS IN THE DETAILED ESTIMATE ARE TO BE REMOVED OR RELOCATED TO CLEAR CONSTRUCTION IN ADVANCE OF THE WORK.
3. UTILITY WORK COORDINATION WILL BE REQUIRED AS PART OF THIS CONTRACT. THE CONTRACTOR WILL BE REQUIRED TO USE THE ONE-CALL CENTER TELEPHONE NUMBER, 811, FOR THE PURPOSE OF COORDINATING THE MARKING OF UNDERGROUND UTILITIES. THE CONTRACTOR'S ATTENTION IS CALLED TO SUBSECTION 105.06 OF THE GDOT STANDARD SPECIFICATIONS "COOPERATION WITH UTILITIES."
4. THE FOLLOWING UTILITIES HAVE FACILITIES IN THE PROJECT AREA:

   ATLANTA GAS & LIGHT CO.

   AT&T

   COMCAST

   DEKALB COUNTY WATER AND SEWER

   GEORGIA POWER COMPANY

   ZAYO COMMUNICATIONS

5. THE GRADING COMPLETE QUANTITY IS A LUMP SUM THAT INCLUDES CUT, FILL, SAWCUTTING, SELECTIVE DEMOLITION, AND ALL CLEARING AND GRUBBING REQUIRED FOR THE PROJECT. SEE GDOT SPECIFICATION SECTION 210 FOR COMPLETE DETAILS.
6. THE CONTRACTOR SHALL STRICTLY ADHERE TO DUST CONTROL REGULATIONS. ALL AREAS SUBJECTED TO DUST FORMATION MUST BE PERIODICALLY WATERED SUFFICIENT TO RETARD DUST. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
7. THE TOTAL AREA SHOWN ON THE PLANS FOR GRASSING IS FOR INFORMATION ONLY. THE CITY OF TUCKER ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY. THE CONTRACTOR SHALL DETERMINE THE ACTUAL AREA TO BE GRASSED. NO CLAIMS WILL BE CONSIDERED FOR COMPENSATION IF THE CONTRACTOR RELIES ON THE AREA SHOWN ON THE PLANS.
8. TYPE OF GRASS OR SOD USED ON THIS PROJECT WILL BE REQUIRED TO MATCH ANY TYPE OF GRASS OR SOD WHICH MAY BE PLANTED AND GROWING ON THE ADJACENT LAWN. I.E. BERMUDA SOD FOR BERMUDA SOD, ZOYSIA FOR ZOYSIA ETC. NO SEPARATE PAYMENT SHALL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
9. INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GDOT STANDARD SPECIFICATIONS.
10. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL.
11. HORIZONTAL CONTROL IS BASED UPON GEORGIA STATE PLANE COORDINATE SYSTEM.
12. SHOULD A DRIVEWAY BE DAMAGED DUE TO CONSTRUCTION, THE DRIVEWAY SHALL BE REPLACED, IN KIND, I.E. ASPHALT FOR ASPHALT AND CONCRETE FOR CONCRETE; EXCEPT EARTH AND GRAVEL DRIVEWAYS SHALL BE REPLACED WITH ASPHALT TO THE CONSTRUCTION LIMITS. THE DRIVEWAY LOCATIONS INDICATED ON THE PLANS ARE FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL CONSTRUCT NEW DRIVEWAYS TO MATCH ACTUAL FIELD LOCATION OF EXISTING DRIVEWAYS WHERE THEY ARE NOT IN CONFLICT WITH RULES AND REGULATIONS. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER PRIOR TO MAKING ANY REVISIONS SUCH AS TO LOCATION, WIDTH AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. WHERE REQUIRED, THE DRIVES SHALL BE PAVED AS FOLLOWS:

    ASPHALTIC/ GRAVEL DRIVES
    - RESIDENTIAL - 1-1/2" RECY. ASPHALTIC CONCRETE, 9.5mm SUPERPAVE, GP 2 ONLY, INCL. BITUM. MAT'L & H. LIME
      6" GRADED AGGREGATE BASE
    - COMMERCIAL - 1-1/2" RECY. ASPHALTIC CONCRETE, 9.5mm SUPERPAVE, GP 2 ONLY, INCL. BITUM. MAT'L & H. LIME
      2" RECY. ASPHALTIC CONC. 19mm SUPERPAVE, GP 1 OR 2, INCL. BITUM. MAT'L & H. LIME
      8" GRADED AGGREGATE BASE

    CONCRETE DRIVES
    - RESIDENTIAL - 6" CONCRETE VALLEY GUTTER
      6" CONCRETE DRIVEWAY
    - COMMERCIAL - 8" CONCRETE VALLEY GUTTER
      8" CONCRETE DRIVEWAY

    ALL DRIVEWAYS SHALL BE RECONSTRUCTED TO THE LIMITS OF CONSTRUCTION.
13. WHERE WET SUBGRADE IS ENCOUNTERED AND WHERE IDENTIFIED BY THE ENGINEER, UNDERDRAIN PIPE WITH DRAINAGE AGGREGATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER TO AID IN DEWATERING THE SUBGRADE. THE CONTRACTOR SHALL OBSERVE ALL APPLICABLE LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS REGARDING PIPE INSTALLATION IN TRENCHES. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
14. ALL EXISTING PIPE NO LONGER IN USE SHALL BE REMOVED UNLESS OTHERWISE NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER. ALL COST FOR REMOVAL SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR GRADING COMPLETE.
15. NO SEPARATE PAYMENT SHALL BE MADE FOR THE REMOVAL OF ANY REQUIRED TEMPORARY PIPE OR DRAINAGE STRUCTURES. ALL COSTS ASSOCIATED WITH SUCH REMOVALS SHALL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
16. IN AREAS WHERE TYPE 2 CURB IS USED, DRAINAGE STRUCTURES 1033D AND 1034D WILL BE REQUIRED. IN AREAS WHERE TYPE 7 CURB IS USED, DRAINAGE STRUCTURES 1033G AND 1034G WILL BE REQUIRED.
17. AT LOCATIONS WHERE NEW PAVEMENT IS TO BE PLACED ADJACENT TO EXISTING PAVEMENT WITHOUT AN OVERLAY OR WHERE CURBING IS TO BE PLACED ACROSS A PAVED AREA, A JOINT SHALL BE SAWED ON A LINE ESTABLISHED BY THE ENGINEER TO ENSURE PAVEMENT REMOVAL TO A NEAT LINE. THE COST FOR SAWED JOINTS, WHEN REQUIRED, SHALL BE INCLUDED IN THE GRADING COMPLETE QUANTITY.
18. WHERE EXISTING PAVEMENT MARKINGS AND LINES ARE IN CONFLICT WITH THE TRAFFIC PATTERN BEING USED ON CONSTRUCTION, THE CONTRACTOR SHALL REMOVE OR OVERLAY LINES TO THE SATISFACTION OF THE ENGINEER SUCH THAT THE LINES DO NOT CONFUSE THE TRAVELING PUBLIC. ALL REMAINING LINES OR MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", OR AS DIRECTED BY THE ENGINEER. TRAFFIC SHALL NOT BE ALLOWED ON ANY PAVEMENT NOT PROPERLY STRIPED.
19. THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTIONS 104.05 AND 107.07 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND SEQUENCE OF OPERATIONS IN REGARDS TO MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.
20. THE BID PRICE FOR TRAFFIC CONTROL SHALL INCLUDE, BUT IS NOT LIMITED TO; CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY SIGNING AND PAVEMENT MARKINGS, BARRICADES, CHANNELIZING DEVICES, ETC. REQUIRED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION. ALL TEMPORARY SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION AND/OR AS DIRECTED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR ADDITIONAL DETOUR SIGNAGE NOT SHOWN ON DETOUR PLAN.
21. ALL CUT AND FILL SLOPES SHALL BE GRASSED AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER THE SLOPES ARE ESTABLISHED IN ORDER TO REDUCE EROSION. IF THE SEASON DOES NOT PERMIT GRASSING, TEMPORARY MULCH SHALL BE USED AS DIRECTED BY THE ENGINEER.
22. THE CONTRACTOR SHALL ENSURE THAT POSITIVE AND ADEQUATE DRAINAGE IS MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED, REMOVED OR REGRADED AS REQUIRED BY THE ENGINEER, EXCEPT FOR THOSE DRAINAGE ITEMS SHOWN AT SPECIFIC LOCATIONS IN THE PLANS. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COSTS INCURRED TO COMPLY WITH THIS REQUIREMENT.
23. QUANTITIES SHOWN ON THE PLANS ARE FOR ESTIMATION PURPOSES ONLY. CONTRACTOR IS TO VERIFY ALL QUANTITIES TO BE INCLUDED IN THE BID PRICE.

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City of Tucker

REVISION DATES

GENERAL NOTES
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
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DRAWING No. 04-0001

GENERAL NOTES (CONTINUED)

24. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO OR CONCURRENT WITH LAND DISTURBANCE ACTIVITIES AND SHALL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON SITE INSPECTION OR AS DIRECTED BY THE ENGINEER.
25. ALL SILT FENCES MUST BE PLACED AS ACCESS IS OBTAINED DURING CLEARING. NO GRADING SHALL BE DONE UNTIL SILT FENCE INSTALLATION IS COMPLETE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL SILT FENCES AND TO REPAIR OR REPLACE ANY SILT FENCE THAT IS NOT SATISFACTORY. EROSION CONTROL GATES SHALL BE PLACED IMMEDIATELY AFTER DRAINAGE STRUCTURES ARE IN PLACE. ALL EROSION CONTROL DEVICES SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER. SEE THE GEORGIA STANDARD SPECIFICATIONS AND THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA", CURRENT EDITION REGARDING EROSION CONTROL. THE CONTRACTOR SHALL BE RESPONSIBLE TO KEEP WETLAND AREAS FREE FROM SILTATION. THE CONTRACTOR SHALL OBTAIN AND ABIDE BY ALL CORPS OF ENGINEERS RULES AND REGULATIONS CONCERNING CONSTRUCTION ADJACENT TO WATERWAYS AND MAINTAIN WATER QUALITY.
26. N.O.I. IS NOT REQUIRED FOR THIS PROJECT. THIS PROJECT HAS A TOTAL AREA OF 0.95 ACRES AND THE EXPECTED DISTURBED AREA IS 0.95 ACRES. THE TOTAL AREA IS THE TOTAL AREA OF THE RIGHT-OF-WAY AND EASEMENTS, AND THE DISTURBED AREA IS THE AREA ASSOCIATED WITH CLEARING, GRADING, EXCAVATING, FILLING OF LAND, OR OTHER SIMILAR ACTIVITIES WHICH MAY RESULT IN SOIL EROSION, AS DEFINED UNDER "CONSTRUCTION ACTIVITIES" IN THE STATE OF GEORGIA NATURAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT NO. GAR100002.
27. AGGREGATE SURFACE COURSE FOR TEMPORARY DRIVEWAYS, INCLUDING MATERIAL, HAUL AND PLACEMENT SHALL BE USED AT THE ENGINEER'S DIRECTION TO FACILITATE THE MOVEMENT OF LOCAL TRAFFIC THROUGH THE CONSTRUCTION AREA DURING INCLEMENT WEATHER. WHEN USED FOR THIS PURPOSE, SECTION 318 OF THE GEORGIA D.O.T. STANDARD SPECIFICATIONS IS MODIFIED TO PERMIT TRUCK DUMPING ON UNPREPARED WET, MUDDY SUBGRADE. SECTION 318 IS FURTHER MODIFIED TO PERMIT THE USE OF CRUSHER STONE AS DESCRIBED IN SECTION 318.02. THE CONTRACTOR WILL HAVE THE USE OF THE FOLLOWING MATERIALS:

    A. GRADED AGGREGATE, ARTICLE 815.2.01
    B. COURSE AGGREGATE, SIZE 467, ARTICLE 800.2.01
    C. STABILIZED AGGREGATE, TYPE I OR II, SECTION 803.2 OR 803.2.02
    D. CRUSHED STONE, ARTICLE 806.2.01
28. CONSTRUCTION LAYOUT WILL BE REQUIRED BY THE CONTRACTOR. ALL COST FOR THIS ITEM WILL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
29. CITY OF TUCKER PUBLIC WORKS DIVISION SHALL BE NOTIFIED A MINIMUM OF 72 HOURS IN ADVANCE OF ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COORDINATE THIS ACTION WITH THE PROJECT ENGINEER.
30. THE GEORGIA D.O.T. STANDARDS AND CONSTRUCTION DETAILS REQUIRED FOR THIS PROJECT ARE LISTED ON SHEET 02-0001 WITH THE LATEST KNOWN REVISION DATE BUT ARE NOT INCLUDED AS PART OF THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND MAINTAINING ON THE PROJECT SITE THE GEORGIA D.O.T. STANDARD DRAWINGS AND THE CONSTRUCTION DETAIL DRAWINGS LISTED IN THIS PLAN SET. FULL SIZED SHEETS MAY BE PURCHASED BY THE CONTRACTOR AT HIS EXPENSE FROM THE GEORGIA D.O.T.
31. COORDINATE WITH THE CITY OF TUCKER FOR INSPECTIONS DURING CONSTRUCTION.
32. THE 24 HR EMERGENCY CONTACT NUMBER FOR THE CITY OF TUCKER IS 770-865-5645.
33. A NOTICE OF INTENT (NOI) FOR STORMWATER DISCHARGE IS NOT REQUIRED FOR THIS PROJECT.
34. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF THE EXISTING CONSTRUCTION DEBRIS. THIS COST SHOULD BE INCLUDED IN GRADING COMPLETE.
35. CONTRACTOR IS RESPONSIBLE FOR ONSITE DETOURS TO CONSTRUCT PROJECT.
36. THE CONTRACTOR SHALL OBSERVE ALL APPLICABLE LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS REGARDING PIPE INSTALLATIONS IN TRENCHES. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
37. HANDICAP RAMPS SHALL BE CONSTRUCTED AT ALL POINTS WHERE SIDEWALK TERMINATES AT CURB OR IS BISECTED BY DRIVEWAYES IF NECESSARY. THE TYPE OF RAMP MAY BE MODIFIED BY THE ENGINEER. PAYMENT FOR HANDICAP RAMPS SHALL BE INCLUDED IN THE PAYMENT FOR CONCRETE SIDEWALK - PAY ITEM 441-0104.
38. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT LANDFILL OR IN ALL ENGINEERED FILL.
39. CONTRACTOR IS TO POTHOLE EXISTING UTILITES AND CONFIRM EXISTING CONDITIONS, INCLUDING ANY ASSUMPTIONS NOTED IN THESE PLANS, AND PROVIDE ANY DISCREPANCIES IN WRITING TO THE ENGINEER PRIOR TO COMMENCEMENT OF CONSTRUCTION, OR PROVIDE NOTICE OF AREAS THAT ARE NOT ABLE TO BE CONFIRMED UNTIL AFTER CONSTRUCTION COMMENCES.
40. ALL PROPOSED STORM PIPE SHALL BE REINFORCED CONCRETE PIPE (RCP). INSTALLATION OF THE PROPOSED PIPE SHALL CONFORM TO THE LATEST MATERIAL AND INSTALLATION SPECIFICATIONS PUBLISHED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION. ALTERNATE PIPE MATERIALS MAY BE USED FOR SIDE DRAIN PIPE AND UNDER DRAIN PIPE.
41. MAILBOXES TO BE RESET WITHIN LANDSCAPE STRIP ADJACENT TO SIDEWALK SO AS NOT TO INTRUDE INTO THE STREET OR SIDEWALK. CONTRACTOR RESPONSIBLE FOR DAMAGES TO MAILBOXES.
42. CONTRACTOR SHALL REPAIR OR REPLACE ALL EXISTING SPRINKLER HEADS WITHIN THE CONSTRUCTION LIMITS. SPRINKLER HEAD REPAIR OR REPLACEMENT SHALL BE INCLUDED IN BID PRICE FOR GRADING COMPLETE. ANY SPRINKLERS MUST BE RESET SUCH THAT THEY ARE 12 INCHES BEHIND THE SIDEWALK AND WILL NOT SPRAY ACROSS THE SIDEWALK. ANY TREES CALLED TO BE TRANSPLANTED SHALL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
43. CONTRACTOR SHALL PROVIDE 48 HOUR ADVANCED NOTICE TO PROPERTY OWNERS BEFORE INITIAL WORK IS DONE AT THESE MILESTONES:
    IN FRONT OF PROPERTY
    REMOVAL OF DRIVEWAY
    POURING OF DRIVEWAY
    IRRIGATION LINES
    UTILITY OUTAGES
44. CONTRACTOR SHALL NOT CLEAR AND GRUB ANY VEGETATION BEYOND CONSTRUCTION LIMITS. THEY ARE DESIGNATED TO REMAIN.

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City of Tucker

REVISION DATES

GENERAL NOTES
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		04-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GENERAL SIGNING AND MARKING NOTES

1. ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS. THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
2. SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR OR BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL FROM THE CITY OF TUCKER.
3. ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN OR ASSEMBLY.
4. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON ALL OTHER ROADWAYS SHALL BE 6 FEET FROM THE EDGE OF THE PAVED SHOULDER OR 12 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF THE SIGN(S), WHICHEVER IS GREATER. THE HORIZONTAL CLEARANCE IN NON-MOUNTABLE CURB SECTIONS SHALL BE AT LEAST 2 FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).
5. ALL STRIPING, DIRECTIONAL ARROWS, ETC., SHALL BE THERMOPLASTIC, UNLESS OTHERWISE NOTED. ALL STRIPING SHOULD BE INSTALLED PER GDOT SPECIFICATIONS.
6. SINGLE PLATE, HORIZONTAL RECTANGULAR SIGNS OVER 48 INCHES IN WIDTH SHALL BE MOUNTED ON TWO POSTS WITH 2 EACH 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAPS. THE STRAPS SHALL BE FLUSH WITH THE BACK OF THE SIGN WITH ONE EACH ACROSS THE TOP AND BOTTOM OF THE SIGN. THE CENTERLINE OF EACH POST SHALL BE INSET 1/6TH OF THE SIGN WIDTH FROM THE EDGE OF THE SIGN. SIGN PLATE BOLT HOLES SHALL BE 3/8 INCH DIAMETER, DRILLED OR PUNCHED AS SHOWN ON THE SIGN PLATE DETAILS.
7. EACH 42 OR 48 INCH WIDE x 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAP LOCATED IN THE CENTER OF THE SIGN AND FLUSH WITH THE BACK OF THE SIGN.
8. SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY-TYPICAL FRAMING DETAILS.
9. TYPE 3 (HIGH INTENSITY) REFLECTING SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
10. TYPE 11 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3A, R1-4A, R5-1, R5-1A).
11. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW-GREEN REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (S1-1, S2-1, S3-1, S4-3, AND THE TOP PORTION OF THE S5-1) SIGNS, BICYCLE CROSSING (W11-1) SIGNS, AND PEDESTRIAN CROSSING (W11-2 AND W11A-2) SIGNS. SIGNS WITHIN THE SAME ASSEMBLY AS THE SCHOOL ZONE SIGNS SPECIFICALLY LISTED ABOVE AND ALL REGULATORY SIGNS PLACED AS PART OF THE SCHOOL ZONE SIGNING SHALL HAVE TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING BACKGROUNDS OF THE APPROPRIATE COLOR.
12. TYPE 9 (VERY HIGH INTENSITY) YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL OTHER WARNING SIGNS.
13. A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED.
14. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S) DRILLED OR PUNCHED SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
15. FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
16. CONTRACTOR WILL, AS REQUESTED BY THE CITY, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

GENERAL TRAFFIC CONTROL NOTES

1. COSTS TO ADHERE TO THESE GENERAL NOTES IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL.
2. ALL TRAFFIC CONTROL DEVICES AND METHODS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
3. TRAFFIC CONTROL PLANS:
   A. THE OWNER AND ENGINEER RESERVE THE RIGHT TO MODIFY THE TRAFFIC CONTROL PLANS AS NECESSARY IN THE INTEREST OF PUBLIC SAFETY OR TRAFFIC EFFICIENCY.
   B. PRIOR TO BEGINNING WORK, IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL TRAFFIC CONTROL DEVICES AND MEASURES COMPLY WITH THE APPROVED TRAFFIC CONTROL PLANS.
4. THE CONTRACTOR SHALL CHECK ALL TRAFFIC CONTROL DEVICES AND WORK ZONES BEFORE, DURING, AND AFTER EACH WORK DAY TO ENSURE PROPER OPERATION. ON WEEKENDS, HOLIDAYS, OR ANY NON-WORKING DAYS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING THE TRAFFIC MAINTENANCE AND CONTROL DEVICES DAILY FOR PROPER OPERATION.
5. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION, UNLESS OTHERWISE APPROVED BY THE CITY OF TUCKER. RESIDENT, MAIL AND PARCEL DELIVERY SERVICE, TRASH PICKUP, AND EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES REGARDLESS OF THE LANE AND/OR STREET CLOSURES IN EFFECT.
6. DURING NON-WORKING HOURS OR DAYS, ALL EXCAVATED AREAS ARE TO BE BACKFILLED OR SECURED AND PROTECTED USING APPROVED SAFETY DEVICES AND MATERIALS.
7. WHEN THE USE OF TYPE III BARRICADES IS REQUIRED (DAY OR NIGHT), ALL BARRICADES SHALL BE EQUIPPED WITH TYPE B HIGH INTENSITY FLASHING WARNING LIGHTS.
8. ALL CONTRACTOR EMPLOYEES EXPOSED TO VEHICULAR TRAFFIC SHALL BE PROVIDED WITH AND REQUIRED TO WEAR WARNING VESTS MARKED WITH OR MADE OF REFLECTORIZED OR HIGH VISIBILITY MATERIALS.
9. FOR CONSTRUCTION OPERATIONS LASTING LONGER THAN 14 CALENDAR DAYS, THE CONTRACTOR SHALL INSTALL "ROAD WORK AHEAD" SIGNS (W21-4, 48" X 48") AND "END ROAD WORK" (G20-2A, 48" X 24") WARNING SIGNS ON 6"x6" WOODEN GROUND MOUNTED POSTS. THESE SIGNS MUST BE INSTALLED PRIOR TO BEGINNING WORK AND SHALL BE REMOVED AFTER COMPLETION OF ALL CONSTRUCTION AND RESTORATION ACTIVITIES.
10. ANY TRAFFIC CONTROL DEVICES INCLUDING BUT NOT LIMITED TO PAVEMENT MARKINGS, SIGNS, AND TRAFFIC CONTROL SIGNAL EQUIPMENT AND LOOPS THAT IS DAMAGED OR DESTROYED BY THE CONTRACTOR MUST BE REPLACED AT THE CONTRACTOR'S EXPENSE UNLESS THEIR REMOVAL OR DESTRUCTION IS CALLED FOR BY THE CONTRACT DOCUMENTS.
11. WHERE EXISTING PAVEMENT MARKINGS AND LINES ARE IN CONFLICT WITH THE TRAFFIC PATTERN BEING USED ON CONSTRUCTION, THE CONTRACTOR SHALL REMOVE OR OVERLAY LINES TO THE SATISFACTION OF THE ENGINEER SUCH THAT THE LINES DO NOT CONFUSE THE TRAVELING PUBLIC. ALL REMAINING LINES OR MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", OR AS DIRECTED BY THE ENGINEER. TRAFFIC SHALL NOT BE ALLOWED ON ANY PAVEMENT NOT PROPERLY STRIPED. ALL TEMPORARY SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION AND/OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DETOUR SIGNAGE MAY BE REQUIRED IN ORDER TO CONFORM TO THE MUTCD.
12. PEDESTRIAN AND LOCAL VEHICULAR TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. SAFETY DEVICES AND FLAG-MEN SHALL BE PROVIDED BY THE CONTRACTOR AT HIS EXPENSE. WRITTEN PERMISSION TO CLOSE THE CONSTRUCTION AREA TO TRAFFIC MUST BE OBTAINED FROM THE CITY OF TUCKER PRIOR TO THE CLOSING. ALL LOCAL EMERGENCY SERVICES SHALL BE NOTIFIED IN WRITING A MINIMUM OF 72 HOURS PRIOR TO ROAD CLOSINGS.
13. DURING CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY TRAFFIC CONTROL MEASURES TO ENSURE SAFETY AT ALL TIMES FOR EMPLOYEES, RESIDENTS, AND MOTORISTS, IN ACCORDANCE WITH THE 'MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES', ANSI D6.1, LATEST REVISION.

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City of Tucker

REVISION DATES

GENERAL NOTES
COOLEDGE ROAD SIDEWALK PROJECT

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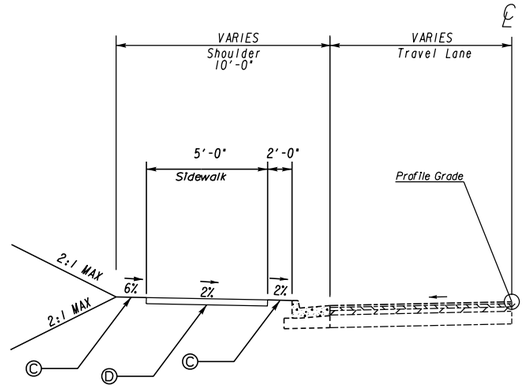
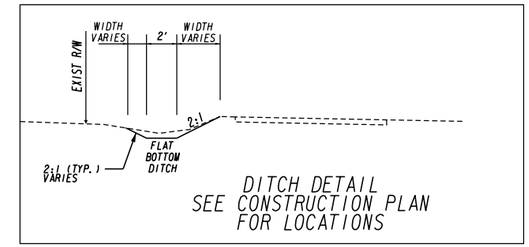
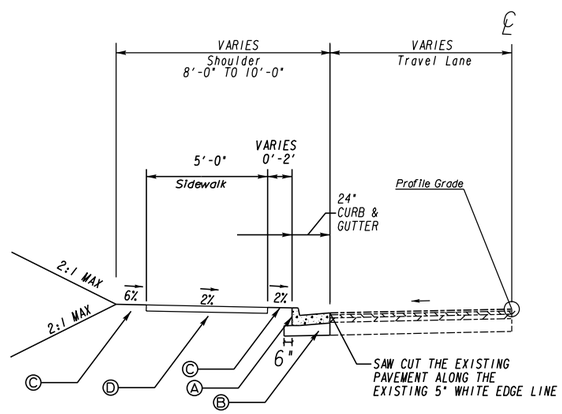
DRAWING No. 04-0003

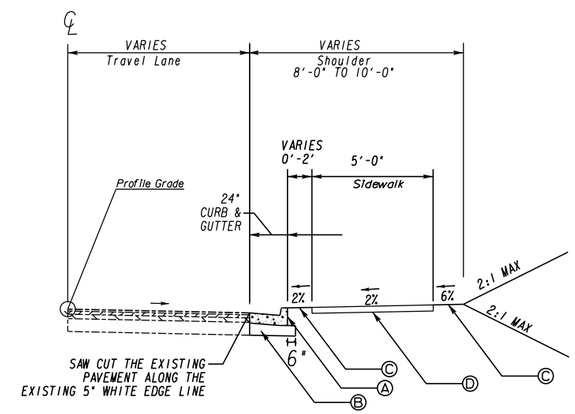


TS-3
STA. 138+87.88 TO 139+37.76



DITCH DETAIL
SEE CONSTRUCTION PLAN
FOR LOCATIONS





REQUIRED:

Ⓐ 441-6216 CONC CURB & GUTTER, 8" X 24", TP2
Ⓑ 310-1101 8" GR AGGR BASE CRS, INCL MATL
Ⓒ 770-9300 SOD
Ⓓ 441-0104 CONCRETE SIDEWALK, 4 IN

TS-1
STA. 111+71.85 TO STA. 136+20.00 LT
STA. 139+37.76 TO STA. 140+12.49 LT

TS-2
STA. 102+47.77 TO STA. 109+35.00 RT

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City of Tucker

REVISION DATES

TYPICAL SECTIONS
COOLEDGE ROAD
SIDEWALK PROJECT

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

SUMMARY OF QUANTITIES

210-0100
GRADING COMPLETE COOLEDGE ROAD
LUMP SUM

310-1101	
GR AGGR BASE CRS, INCL MATL (8 INCH)	
270	TN

150-1000
TRAFFIC CONTROL COOLEDGE ROAD
LUMP SUM

PAVEMENT MARKING

	ITEM	UNIT	QNTY
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	60
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	1630

DRAINAGE ITEMS

STRUCTURE NUMBER	LOCATION	550-1180 STORM DRAIN PIPE, 18 IN, H 1-10	550-1240 STORM DRAIN PIIPE, 24 IN, H 1-10	550-2150 SIDE DRAIN PIPE, 15 IN, H 1-10	550-4218 FLARED END SECTION 18 IN STORM DRAIN	550-3615 SAFETY END SECTION 15 IN, SIDE DRAIN, 6:1 SLOPE	668-1100 CATCH BASIN, GP 1	441-0303 CONC SPILLWAY, SP DES	611-4001 RECONSTR MINOR DRAINAGE STR	668-2100 DROP INLET, GP 1
		LF	LF	LF	EA	EA	EA	EA	EA	EA
A-1	102+76.20							1		
EX-3	103+10.70								1	
EX-4	103+80.75								1	
A-2	103+89.07	13					1			
C-1A	120+00.00	67					1			
C-1B	120+67.00	8								1
C-1	120+67.00						1			
C-2	123+80.00	313					1			
C-2A	123+80.00	10								1
C-3	125+65.00	195					1			
D-1A	128+76.00	16			1					
D-1	128+76.36						1			
D-2	131+06.00		230				1			
D-3	133+26.00		220				1			
D-3A	133+30.00	10								1
D-4	135+54.00		229				1			
DWY	120+23.89			52		1				
DWY	121+14.85			58		1				
TOTAL		**632**	**680**	**110**	**1**	**2**	**9**	**1**	**2**	**3**

441-6216
CONC CURB & GUTTER, 8 IN X 24 IN, TP 2
GA STD 9032B

STATION TO STATION	LF
102+47.77 TO 103+24.85	121
103+65.55 TO 105+95.10	279
106+17.58 TO 109+35.00	333
111+71.85 TO 116+34.43	443
116+61.39 TO 123+23.37	436
123+50.40 TO 136+20.00	1014
139+37.76 TO 140+01.00	62
TOTAL	2688

441-0104
CONC SIDEWALK, 4 IN

STATION	TO STATION	SIDE	SY
102+47.77	103+24.85	RT	40.00
103+65.14	105+95.10	RT	120.00
106+24.48	109+35.00	RT	180.00
111+80.46	114+33.99	LT	150.00
114+74.94	116+23.54	LT	80.00
116+72.25	123+15.75	LT	350.00
123+58.35	136+20.00	LT	720.00
138+87.88	140+12.49	LT	70.00
TOTAL			1750.00

UTILITIES

LOCATION	SIDE	611-8055 ADJUST MINOR STRUCTURE TO GRADE	611-8120 ADJUST WATER METER BOX TO GRADE	611-8140 ADJUST WATER VALVE BOX TO GRADE
		EA	EA	EA
105+76.06	RT			1
120+00.00	LT	1		
128+56.50	LT		1	
TOTAL		1	1	1

LOWE ENGINEERS
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City of Tucker

REVISION DATES

SUMMARY QUANTITIES
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 06-0001

SUMMARY OF QUANTITIES

TEMPORARY EROSION CONTROL			
ITEM		UNIT	TOTAL
163-0232	TEMPORARY GRASSING	AC	1
163-0528	CONSTRUCT AND REMOVE FABRIC CHECK DAM-TYPE C SILT FENCE	LF	70
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	16
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	LF	810
165-0041	MAINT OF CHECK DAMS- ALL TYPES	LF	70
165-0087	MAINTENANCE OF SILT CONTROL GATE, TP3	EA	6
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	16
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	4
167-1500	WATER QUALITY INSPECTIONS	MO	6
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	1610

PERMANENT EROSION CONTROL			
ITEM		UNIT	TOTAL
163-0240	MULCH	TN	20
700-9300	SOD	SY	2451
700-7000	AGRICULTURAL LIME	TN	1
700-8000	FERTILIZER MIXED GRADE	TN	1
700-8100	FERTILIZER NITROGEN CONTENT	LB	21

Station	Install No.	Sign Code	Highway Signs (Reflective Sheeting Type IX) TP 1 Matl, Refl Sheeting TP 9 636-1033			Highway Signs (Reflective Sheeting Type XI) TP 1 Matl, Refl Sheeting TP 11 636-1036			Square Tube Post Type 7 636-2070		
			Size	Each	SQ FT	Size	Each	SQ FT	Length (ft)	Quantity	Total Length
102+53 RT	1	R1-1				30"x30"	1	6.25	13.5	1	13.5
111+98 LT	2	W1-8R				18"x24"	1	3	13	1	13
112+84 LT	3	W1-8R				18"x24"	1	3	13	1	13
115+64 LT	4	R2-1	24"x30"	1	5				13.5	1	13.5
116+28 LT	5	R1-1				30"x30"	1	6.25	13.5	1	13.5
	6	D3-1	42"x12"	1	3.5				12	1	12
	7	D3-1	32"x12"	1	2.67				12	1	12
123+17 LT	8	R1-1				30"x30"	1	6.25	13.5	1	13.5
	9	D3-1	42"x12"	1	3.5				12	1	12
	10	D3-1	34"x12"	1	2.84				12	1	12
126+55 LT	11	R2-1	24"x30"	1	5				13.5	1	13.5
139+46 LT	12	R2-1	24"x30"	1	5						
Total	-	-	-	7	28	-	5	25	-	11	142

SUMMARY OF DRIVEWAY QUANTITIES					
NUMBER	LOCATION	MATERIAL	DRIVEWAY CONCRETE 6"	CONC VALLEY GUTTER, 6 IN	CONC VALLEY GUTTER, 8 IN
			441-0016	441-4020	441-4030
	STA & SIDE		SY	SY	SY
1	112+58 LT	CONCRETE	14	24	
2	114+55 LT	CONCRETE			86
3	118+02 LT	CONCRETE	9	23	
4	119+08 LT	CONCRETE	8	25	
5	120+23 LT	CONCRETE	3	23	
6	121+14 LT	CONCRETE	3	25	
7	124+54 LT	CONCRETE	14	25	
8	124+92 LT	CONCRETE	14	25	
9	125+41 LT	CONCRETE	13	25	
10	127+35 LT	CONCRETE	16	25	
11	127+76 LT	CONCRETE	14	25	
12	128+07 LT	CONCRETE	13	25	
13	130+25 LT	CONCRETE	14	25	
14	132+46 LT	CONCRETE	18	25	
15	133+06 LT	CONCRETE	15	25	
16	134+72 LT	CONCRETE	14	25	
TOTAL			**182**	**370**	**86**

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City of Tucker

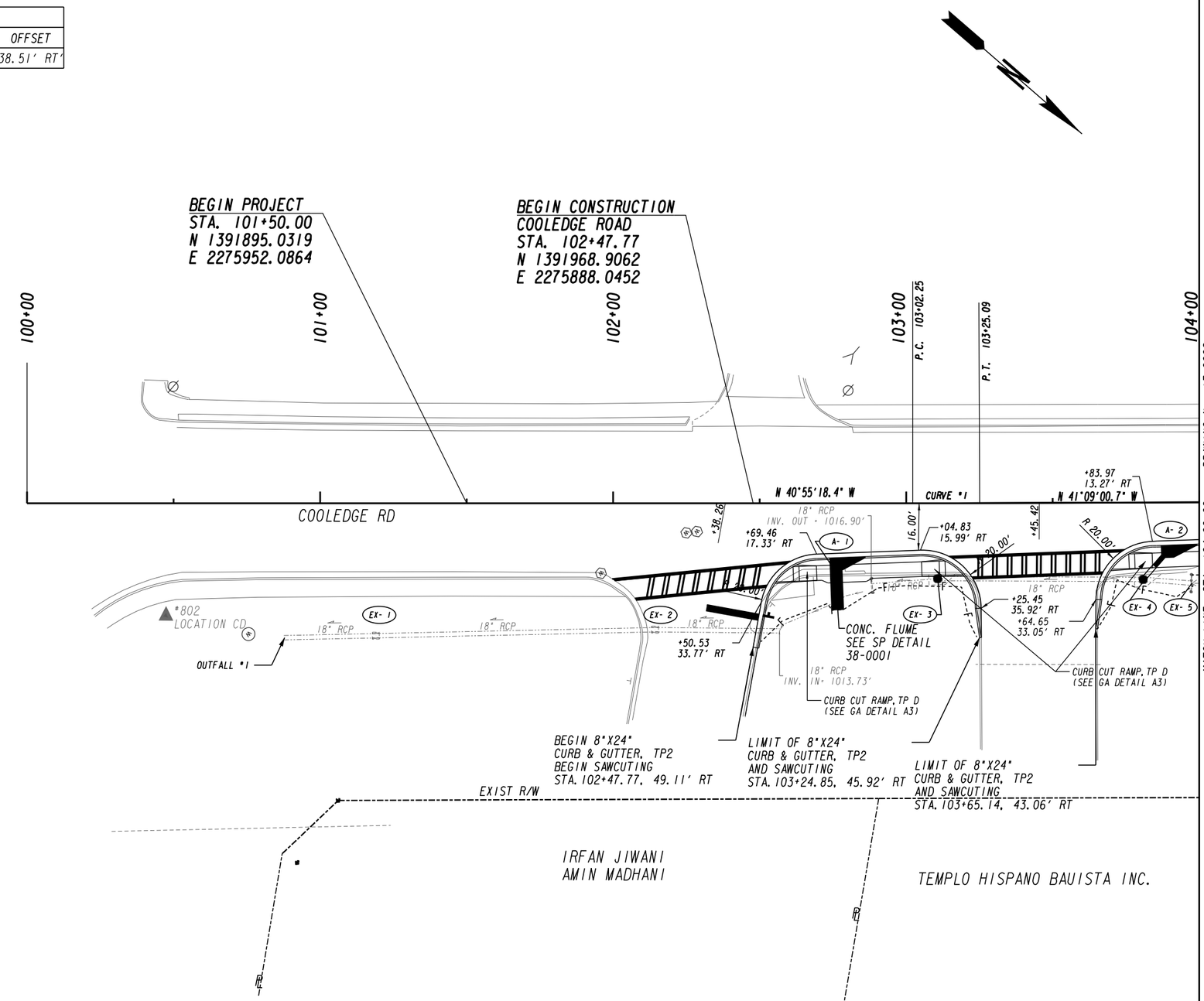
REVISION DATES

SUMMARY QUANTITIES
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 06-0002

CONTROL POINT DATA TABLE						
POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#802	1391842.8140	2276048.3130	1008.89	5/8" REBAR	100+47.51	38.51' RT



CURVE# 1
PI STA= 103+13.67
N= 1392018.7016
E= 2275844.8780
DELTA= 0°13'42.3" (LT)
D= 1°00'00.00"
T= 11.42
L= 22.84
R= 5729.58
E= 0.01

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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City of Tucker

SCALE IN FEET
0 20 40 80

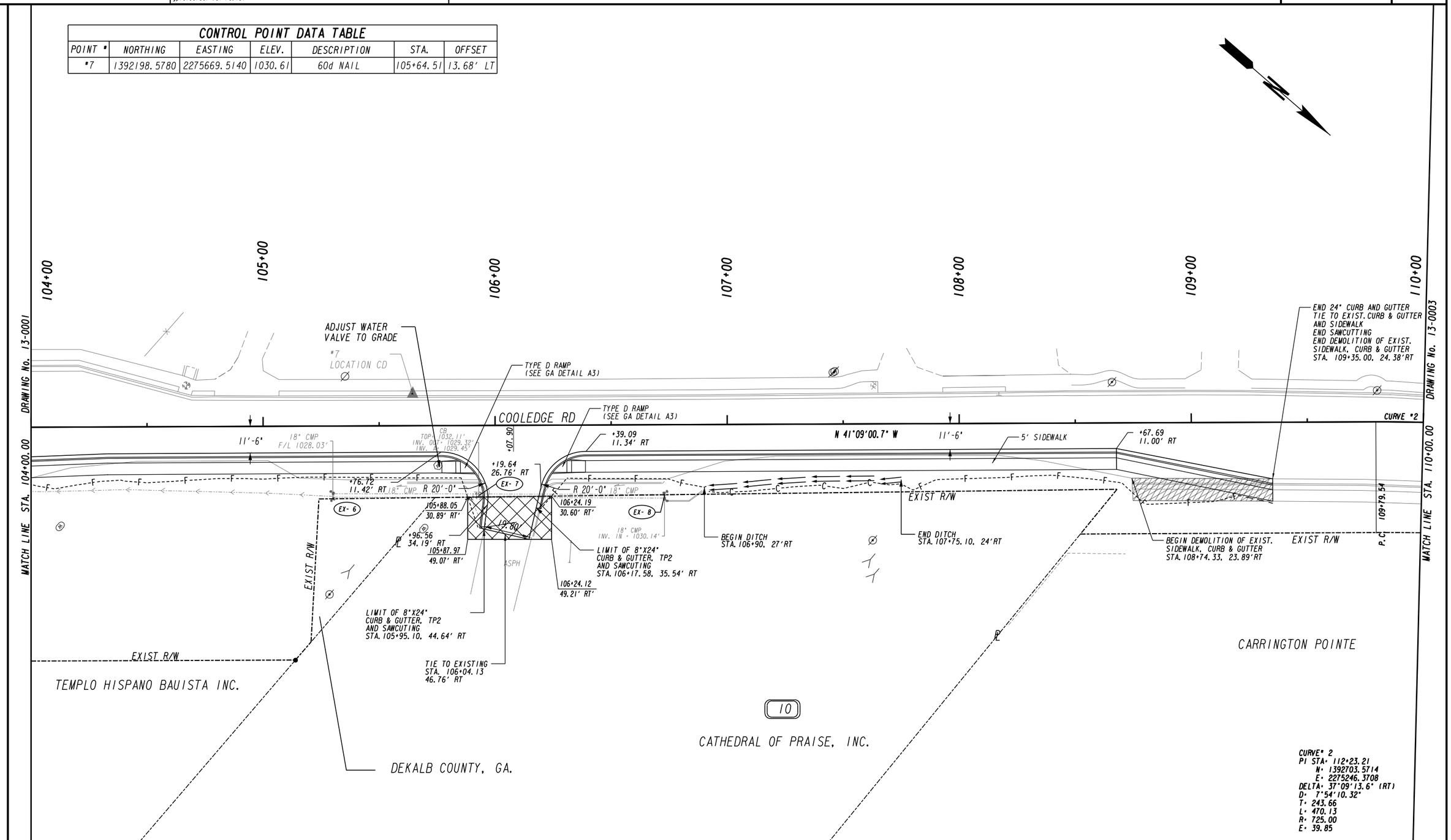
REVISION DATES

CONSTRUCTION PLAN
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

10/23/2015 GPLN

CONTROL POINT DATA TABLE						
POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#7	1392198.5780	2275669.5140	1030.61	60d NAIL	105+64.51	13.68' LT



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
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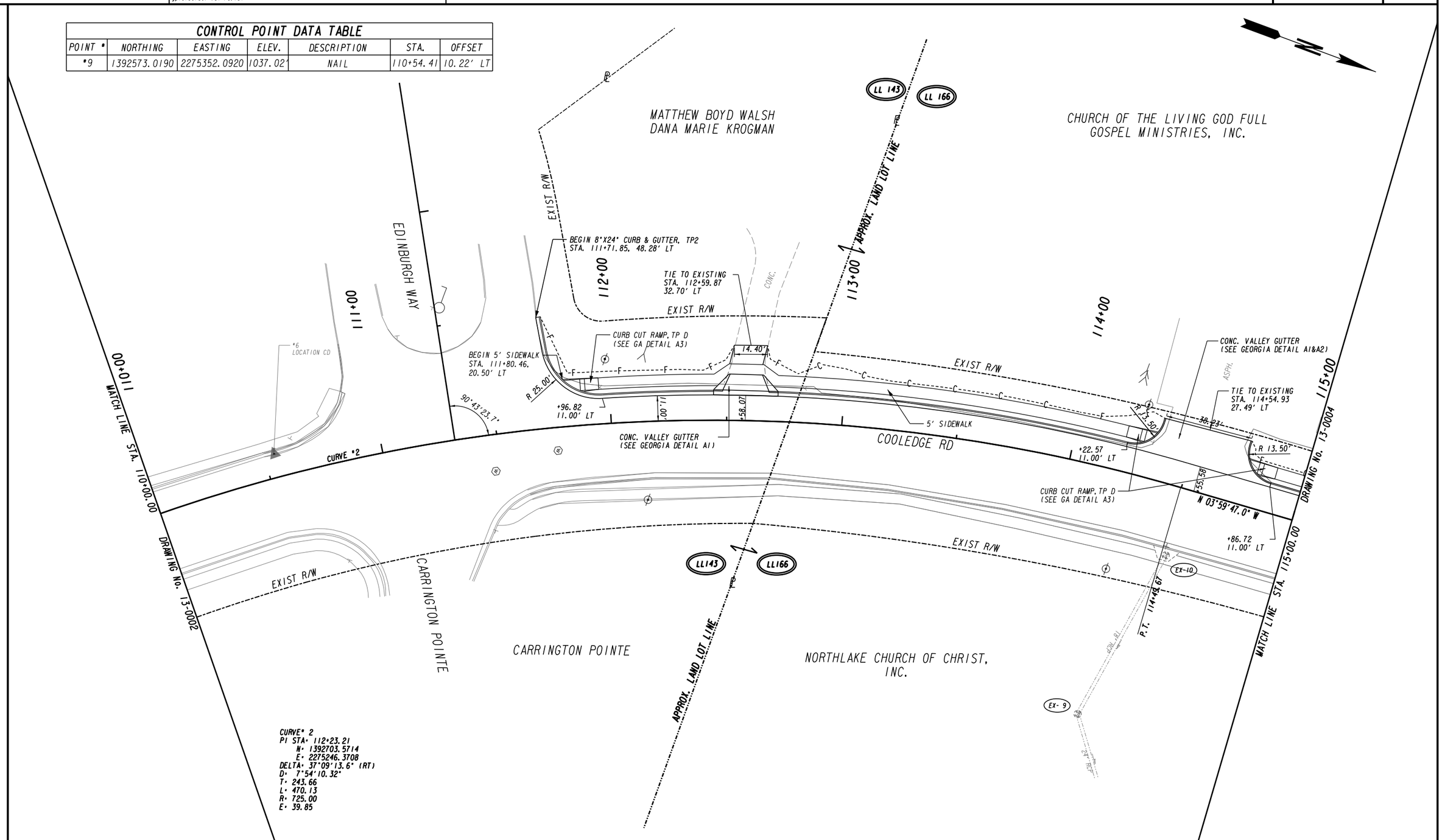
SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	

CONTROL POINT DATA TABLE						
POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#9	1392573.0190	2275352.0920	1037.02'	NAIL	110+54.41	10.22' LT



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
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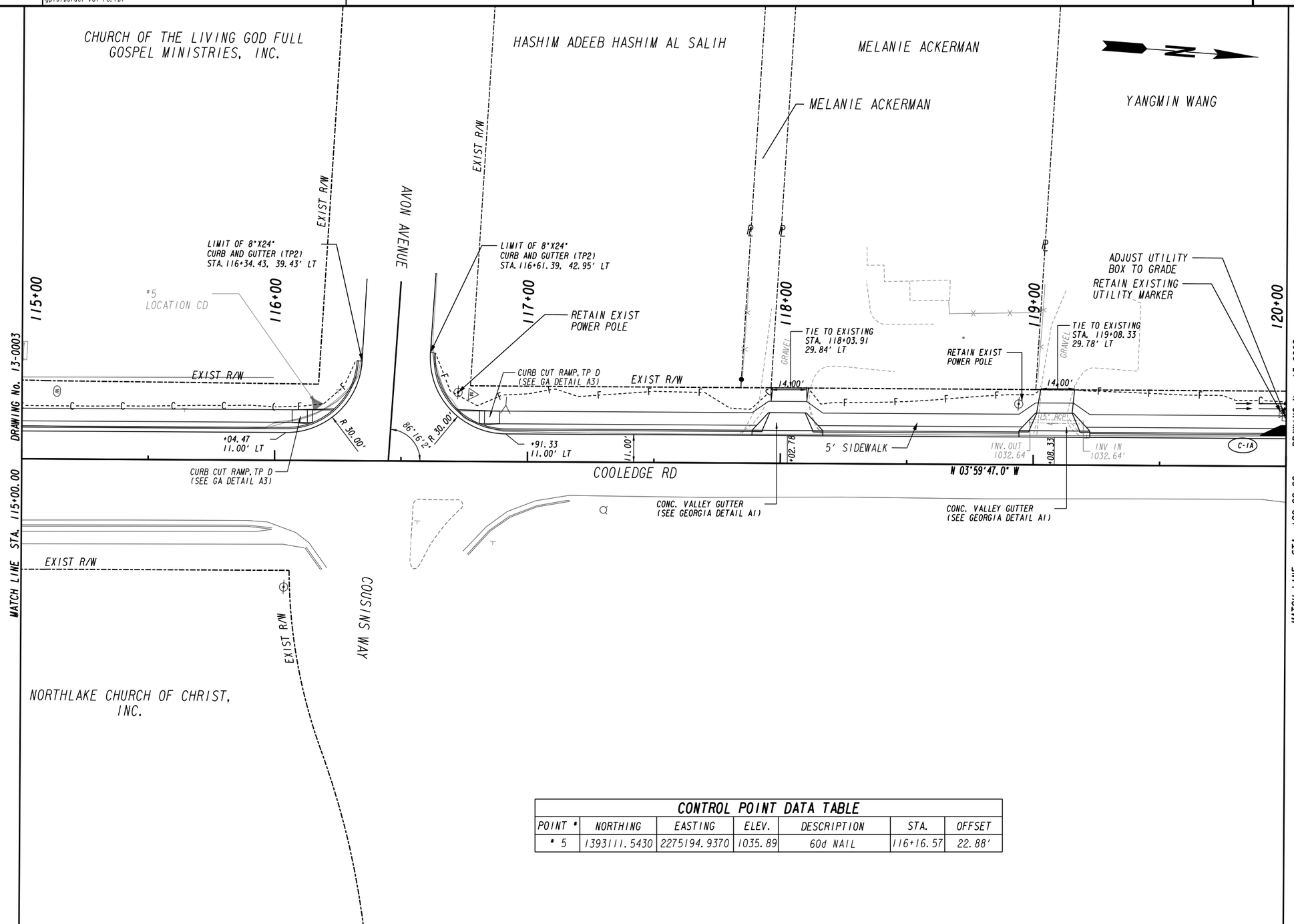
SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

10/23/2015 GPLN



CONTROL POINT DATA TABLE

POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
# 5	1393111.5430	2275194.9370	1035.89	60d NAIL	116+16.57	22.88'

PROPERTY AND EXISTING R/W LINE
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SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
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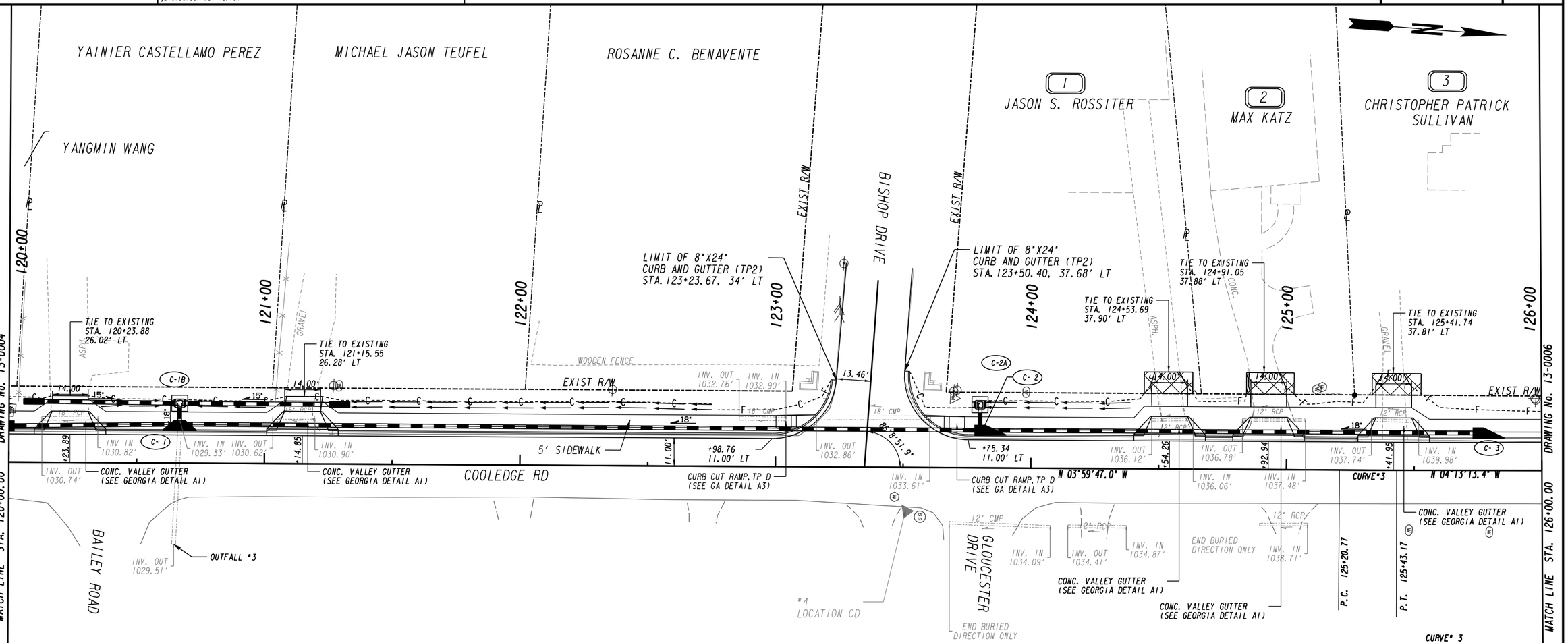
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0004



CURVE* 3
PI STA* 125+31.97
N* 1394026.3117
E* 2275153.9595
DELTA* 0°13'26.4" (LT)
D* 1°00'00.00"
T* 11.20
L* 22.40
R* 5729.58
E* 0.01

CONTROL POINT DATA TABLE						
POINT *	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
*4	1393847.0390	2275183.1790	1035.22	60d NAIL	123+51.10	16.65'

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
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City of Tucker

SCALE IN FEET 0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
COOLEDGE ROAD SIDEWALK PROJECT

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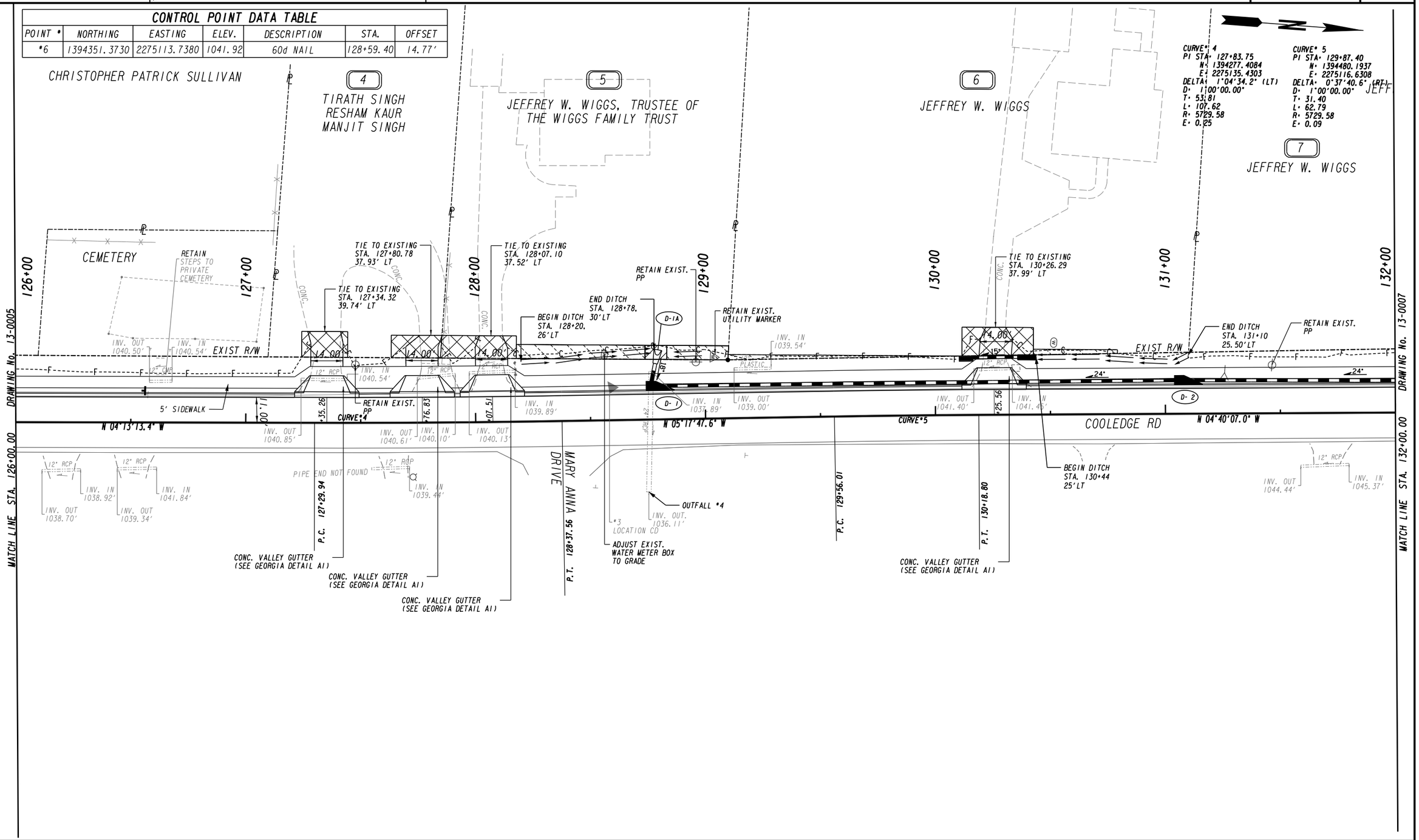
DRAWING No. 13-0005

10/23/2015 GPLN

CONTROL POINT DATA TABLE

POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#6	1394351.3730	2275113.7380	1041.92	60d NAIL	128+59.40	14.77'



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
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City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
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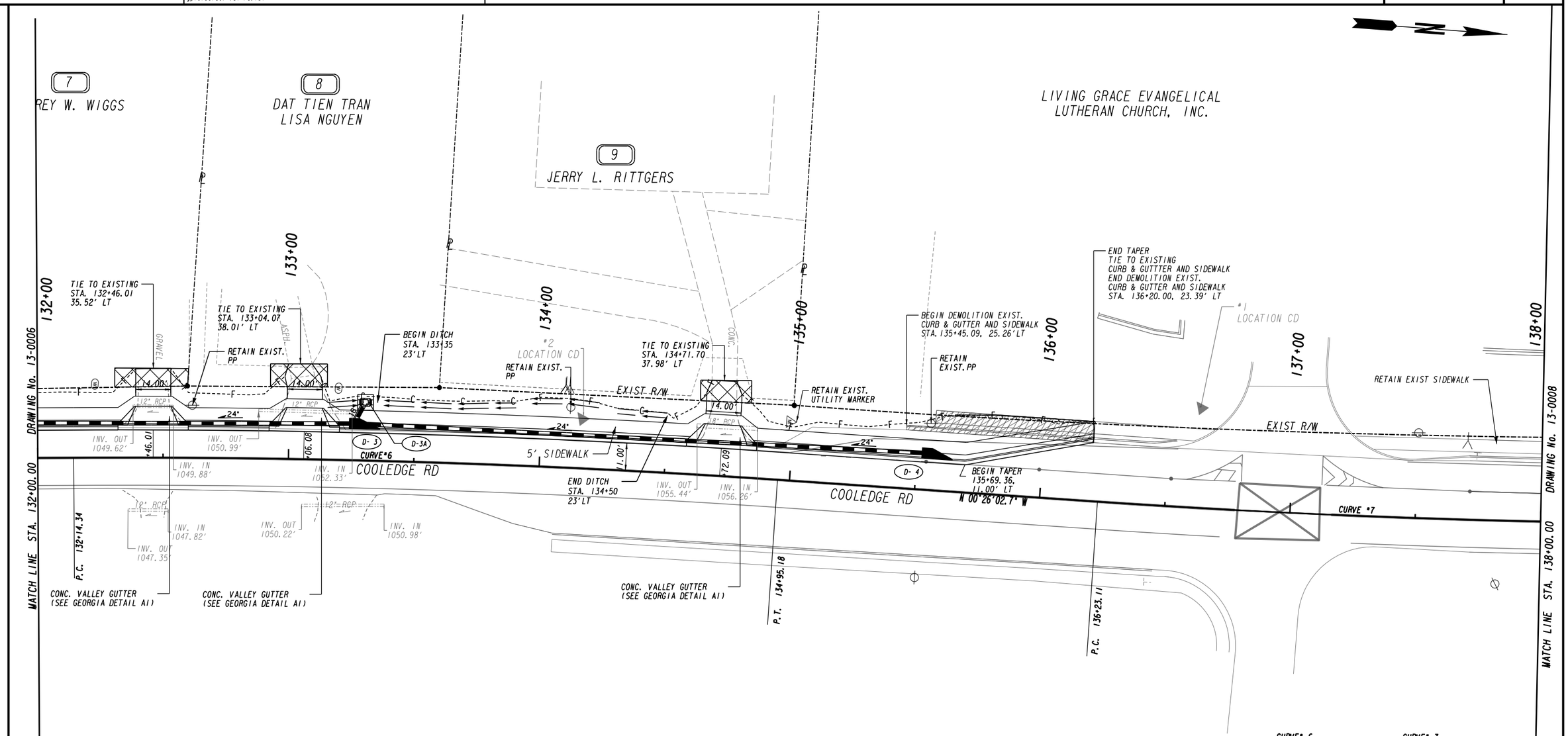
VERIFIED:		DATE:	

DRAWING No. 13-0006

10/23/2015 GPLN



CURVE# 6
PI STA= 133+54.82
N= 1394846.3950
E= 2275086.7255
DELTA= 4°14'04.4" (RT)
D= 1°30'28.02"
T= 140.49
L= 280.85
R= 3800.00
E= 2.60

CURVE# 7
PI STA= 137+19.47
N= 1395211.1607
E= 2275083.9620
DELTA= 2°54'18.8" (LT)
D= 1°30'28.02"
T= 96.36
L= 192.68
R= 3800.00
E= 1.22

CONTROL POINT DATA TABLE

POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#1	1395153.0690	2275043.8100	1061.82	60d NAIL	136+62.10	40.39'
#2	1394907.1550	2275066.8050	1055.49	60d NAIL	134+16.02	20.29'

PROPERTY AND EXISTING R/W LINE
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City of Tucker

SCALE IN FEET
0 20 40 80

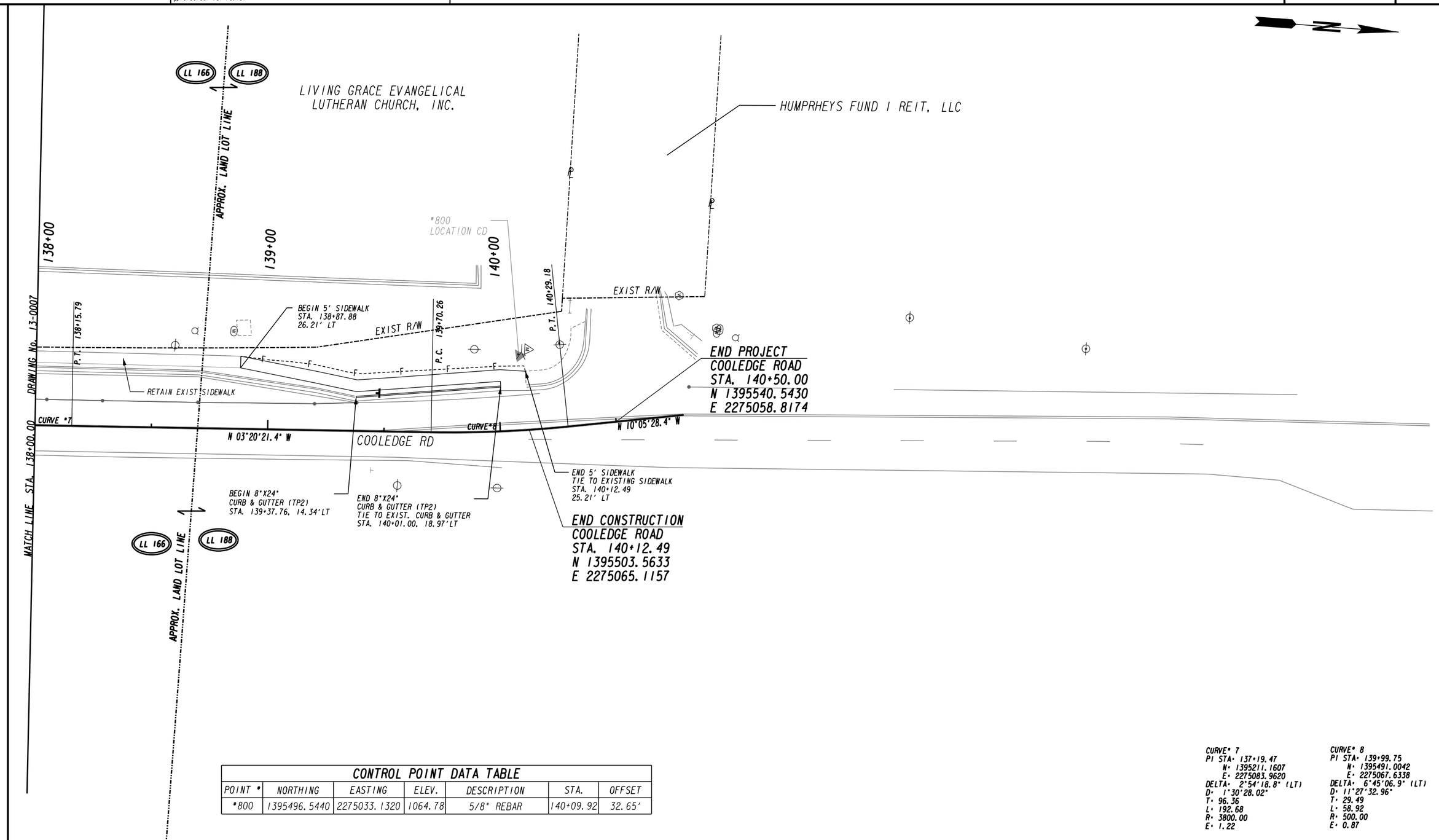
REVISION DATES

CONSTRUCTION PLAN
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No.
13-0007

10/23/2015 GPLN



CONTROL POINT DATA TABLE						
POINT #	NORTHING	EASTING	ELEV.	DESCRIPTION	STA.	OFFSET
#800	1395496.5440	2275033.1320	1064.78	5/8" REBAR	140+09.92	32.65'

CURVE# 7
PI STA: 137+19.47
N: 1395211.1607
E: 2275083.9620
DELTA: 2°54'18.8" (LT)
D: 1°30'28.02"
T: 96.36
L: 192.68
R: 3800.00
E: 1.22

CURVE# 8
PI STA: 139+99.75
N: 1395491.0042
E: 2275067.6338
DELTA: 6°45'06.9" (LT)
D: 11°27'32.96"
T: 29.49
L: 58.92
R: 500.00
E: 0.87

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
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City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
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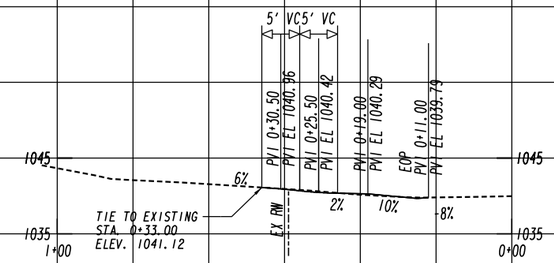
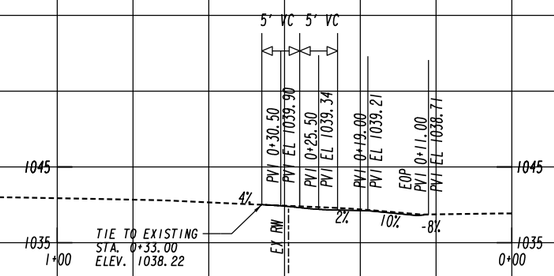
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0008

10/23/2015 GPLN

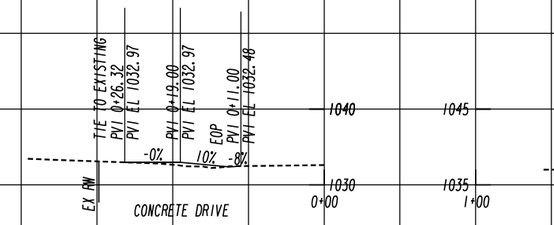


DWY AT STA 125+41.95 LT

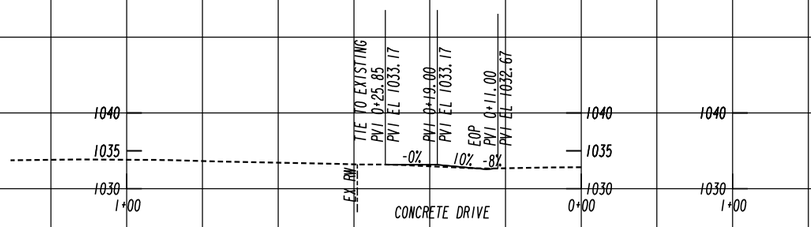


DWY AT STA 124+92.94 LT

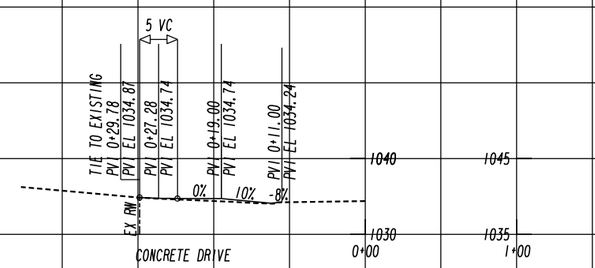
DWY AT STA 124+54.26 LT



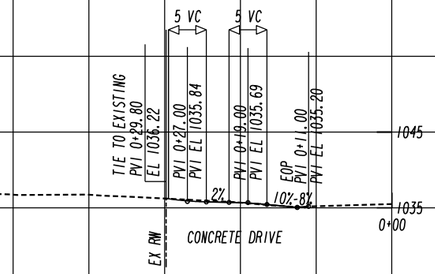
DWY AT STA 121+14.85 LT



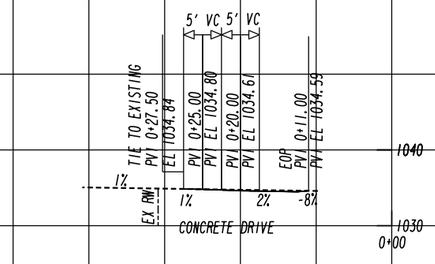
DWY AT STA 120+23.89 LT



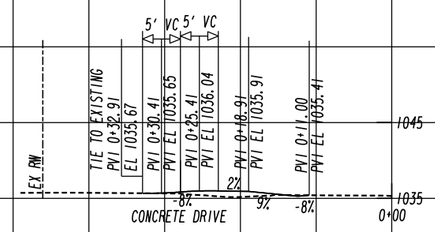
DWY AT STA 119+08.33 LT



DWY AT STA 118+02.78 LT



DWY AT STA 114+55.58 LT



DWY AT STA 112+58.07 LT

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City of Tucker

HORIZONTAL SCALE IN FEET
0 10 20 40

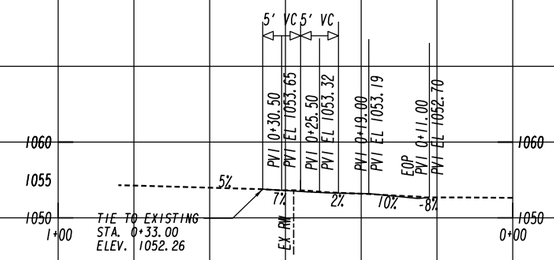
VERTICAL SCALE IN FEET
0 10 20 40

REVISION DATES

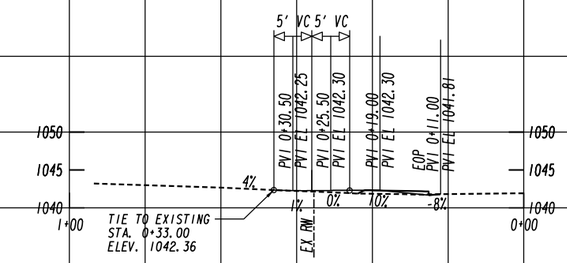
DRIVEWAY PROFILE

COOLEDGE ROAD SIDEWALK PROJECT

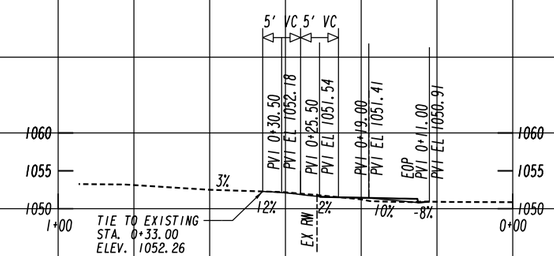
CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	17-0001
CORRECTED:		DATE:	
VERIFIED:		DATE:	



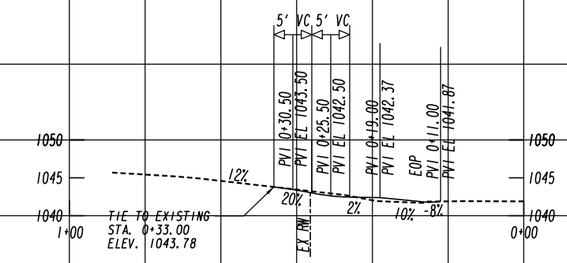
DWY AT STA 133+06.08 LT



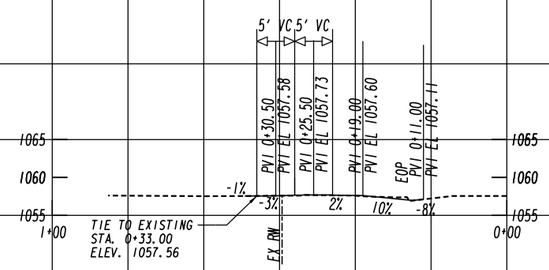
DWY AT STA 128+07.51 LT



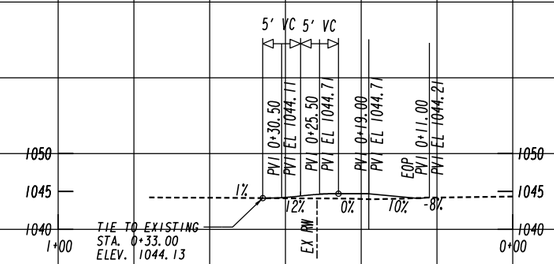
DWY AT STA 132+46.01 LT



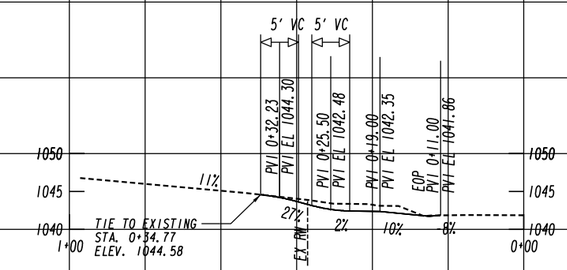
DWY AT STA 127+76.83 LT



DWY AT STA 134+72.09 LT



DWY AT STA 130+25.56 LT



DWY AT STA 127+35.26 LT

LOWE ENGINEERS
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City of Tucker

HORIZONTAL SCALE IN FEET
0 10 20 40

VERTICAL SCALE IN FEET
0 10 20 40

REVISION DATES

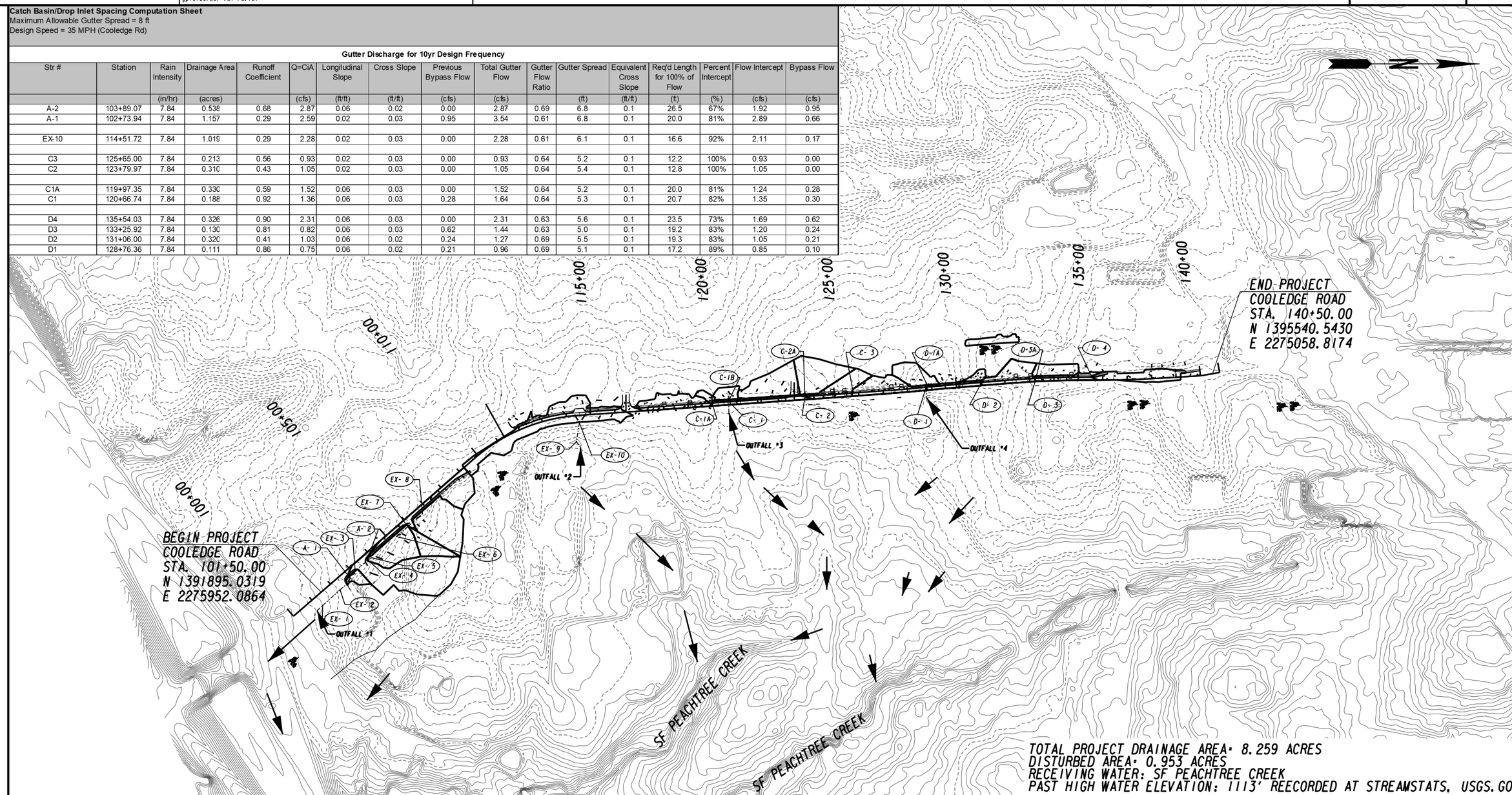
DRIVEWAY PROFILE
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	17-0002
CORRECTED:		DATE:	
VERIFIED:		DATE:	

Catch Basin/Drop Inlet Spacing Computation Sheet
Maximum Allowable Gutter Spread = 8 ft
Design Speed = 35 MPH (Cooledge Rd)

Gutter Discharge for 10yr Design Frequency

Str #	Station	Rain Intensity	Drainage Area	Runoff Coefficient	Q=CiA	Longitudinal Slope	Cross Slope	Previous Bypass Flow	Total Gutter Flow	Gutter Flow Ratio	Gutter Spread	Equivalent Cross Slope	Req'd Length for 100% of Flow	Percent Intercept	Flow Intercept	Bypass Flow
		(in/hr)	(acres)		(cfs)	(ft/ft)	(ft/ft)	(cfs)	(cfs)		(ft)	(ft/ft)	(ft)	(%)	(cfs)	(cfs)
A-2	103+89.07	7.84	0.538	0.68	2.87	0.06	0.02	0.00	2.87	0.69	6.8	0.1	26.5	67%	1.92	0.95
A-1	102+73.94	7.84	1.157	0.29	2.59	0.02	0.03	0.95	3.54	0.61	6.8	0.1	20.0	81%	2.89	0.66
EX-10	114+51.72	7.84	1.019	0.29	2.28	0.02	0.03	0.00	2.28	0.61	6.1	0.1	16.6	92%	2.11	0.17
C3	125+65.00	7.84	0.213	0.56	0.93	0.02	0.03	0.00	0.93	0.64	5.2	0.1	12.2	100%	0.93	0.00
C2	123+79.97	7.84	0.310	0.43	1.05	0.02	0.03	0.00	1.05	0.64	5.4	0.1	12.8	100%	1.05	0.00
C1A	119+97.35	7.84	0.330	0.59	1.52	0.06	0.03	0.00	1.52	0.64	5.2	0.1	20.0	81%	1.24	0.28
C1	120+66.74	7.84	0.188	0.92	1.36	0.06	0.03	0.28	1.64	0.64	5.3	0.1	20.7	82%	1.35	0.30
D4	135+54.03	7.84	0.326	0.90	2.31	0.06	0.03	0.00	2.31	0.63	5.6	0.1	23.5	73%	1.69	0.62
D3	133+25.92	7.84	0.130	0.81	0.82	0.06	0.03	0.62	1.44	0.63	5.0	0.1	19.2	83%	1.20	0.24
D2	131+06.00	7.84	0.320	0.41	1.03	0.06	0.02	0.24	1.27	0.69	5.5	0.1	19.3	83%	1.05	0.21
D1	128+76.36	7.84	0.111	0.86	0.75	0.06	0.02	0.21	0.96	0.69	5.1	0.1	17.2	89%	0.85	0.10



TOTAL PROJECT DRAINAGE AREA= 8.259 ACRES
DISTURBED AREA= 0.953 ACRES
RECEIVING WATER: SF PEACHTREE CREEK
PAST HIGH WATER ELEVATION: 1113' REECORDED AT STREAMSTATS. USGS.GOV

OUTFALL				PRE-CONSTRUCTION					POST-CONSTRUCTION					DRAINAGE AREA		
NO.	DESCRIPTION	STATION	OFFSET	C	Q 50	Q 100	V 50	V 100	C	Q 50	Q 100	V 50	V 100	TOTAL	DISTURBED	SLOPES
1	18" PIPE	100+88	45.87' RT	0.30	1.62	1.72	3.37	3.43	0.30	1.65	1.82	3.38	3.48	3.557	0.189	0.50%
2	24" PIPE	114+50	131.05' RT	0.74	7.92	9.95	9.79	10.42	0.84	9.00	9.95	10.14	10.42	1.019	0.112	3.00%
3	18" PIPE	120+65	31.82' RT	0.33	0.91	1.28	2.64	2.91	0.43	1.16	1.28	2.83	2.91	2.263	0.396	0.40%
4	24" PIPE	128+75	31.45' RT	0.42	0.91	1.16	5.74	6.33	0.51	1.05	1.16	6.14	6.33	1.547	0.257	3.99%

LOWE ENGINEERS
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GDOT

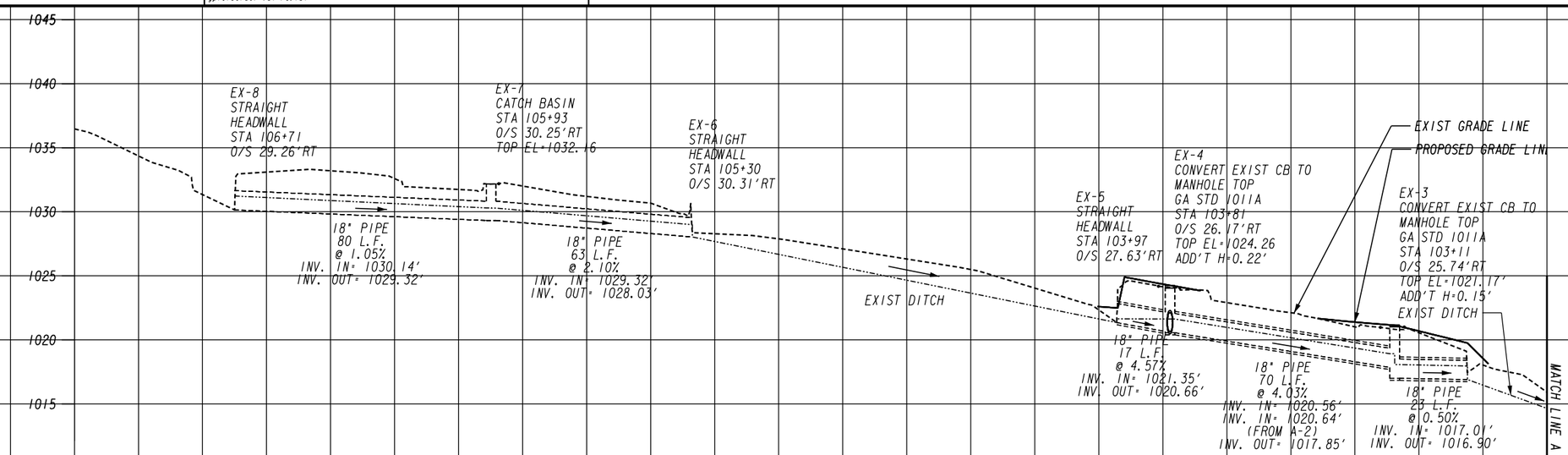
SCALE IN FEET
0 200 400 800

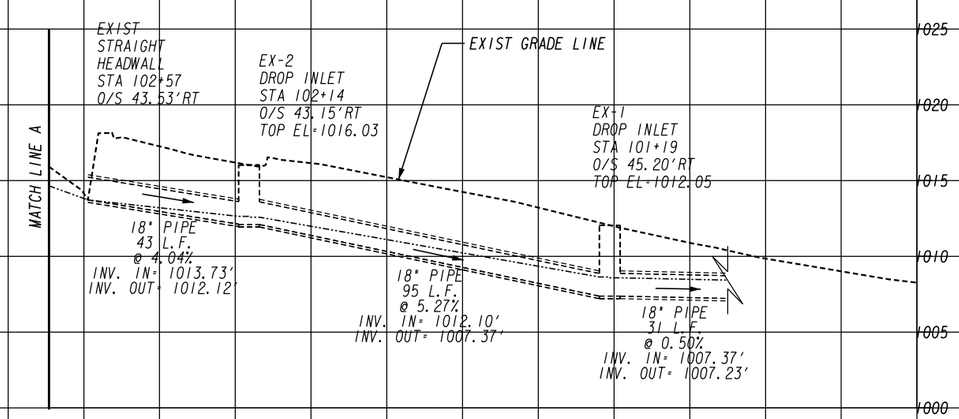
REVISION DATES

DRAINAGE AREA MAP
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 21-0001





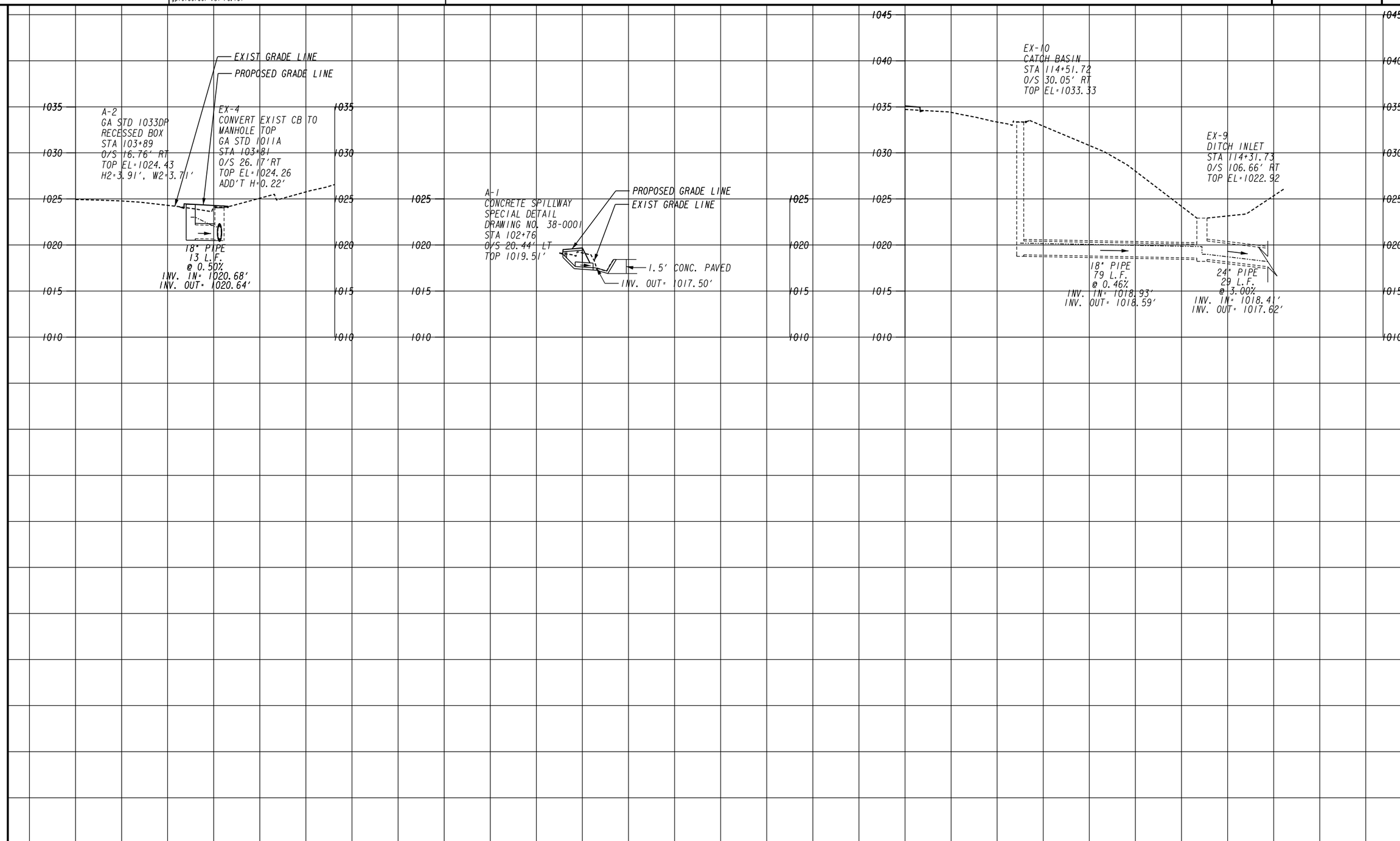
LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8402 FAX 770.857.8401

HORIZONTAL SCALE IN FEET
0 10 20 40
VERTICAL SCALE IN FEET
0 20 40 80

REVISION DATES

DRAINAGE PROFILES
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		22-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

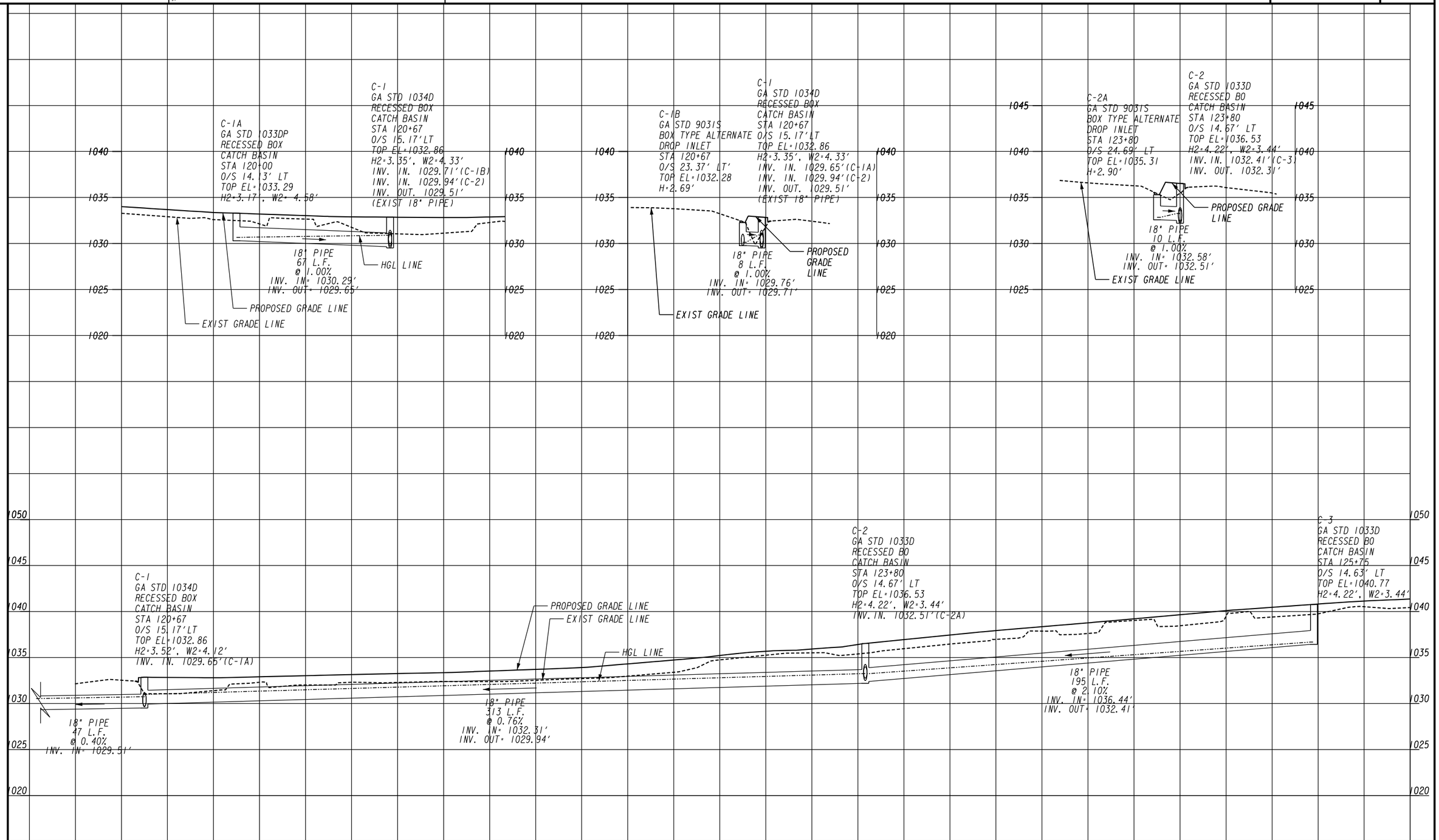
HORIZONTAL SCALE IN FEET
0 10 20 40
VERTICAL SCALE IN FEET
0 20 40 80

REVISION DATES

DRAINAGE PROFILES
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
22-0002



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8402 FAX 770.857.8401

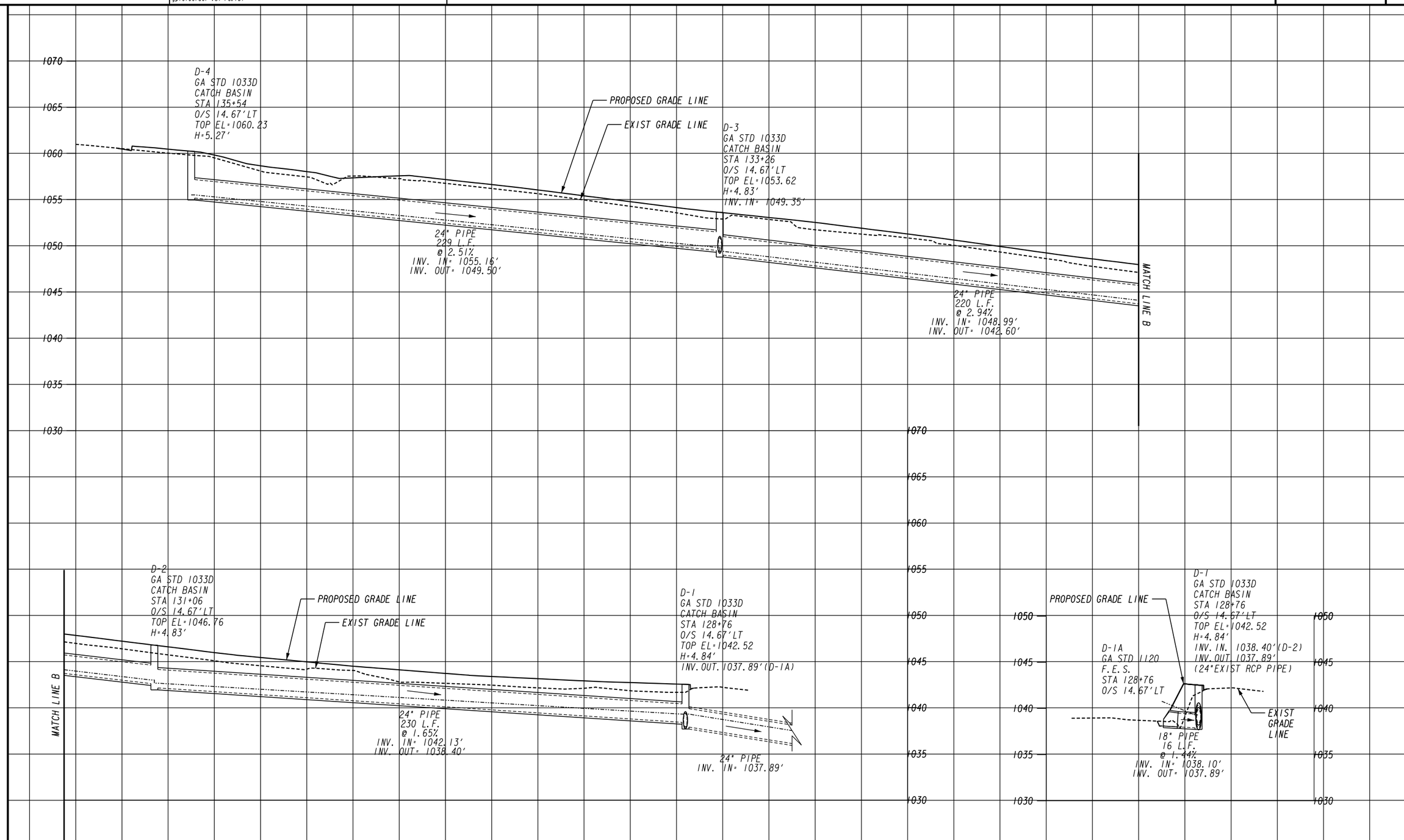
HORIZONTAL SCALE IN FEET
0 10 20 40
VERTICAL SCALE IN FEET
0 20 40 80

REVISION DATES

DRAINAGE PROFILES
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
22-0003



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.828.2002 FAX 770.828.8401

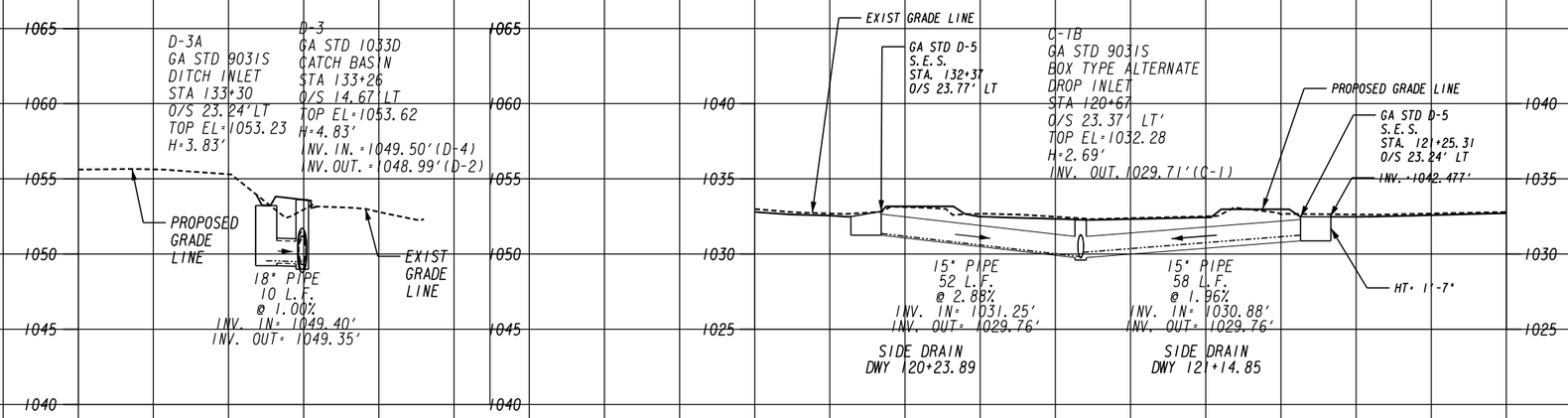
HORIZONTAL SCALE IN FEET
0 10 20 40
VERTICAL SCALE IN FEET
0 20 40 80

REVISION DATES

DRAINAGE PROFILES
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
22-0004



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

HORIZONTAL SCALE IN FEET
0 10 20 40
VERTICAL SCALE IN FEET
0 20 40 80

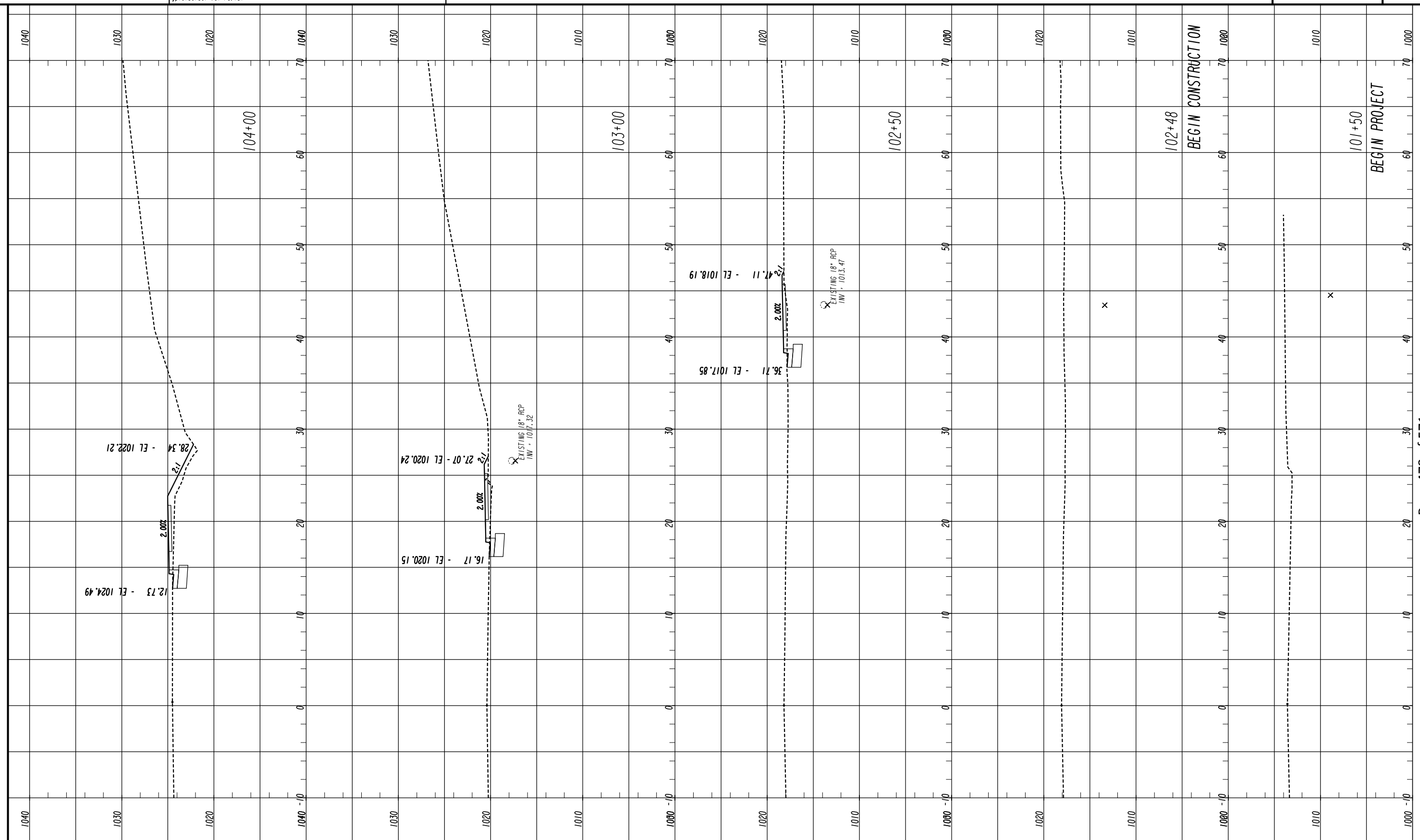
REVISION DATES

DRAINAGE PROFILES
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
22-0005

10/23/2015 GPLN



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

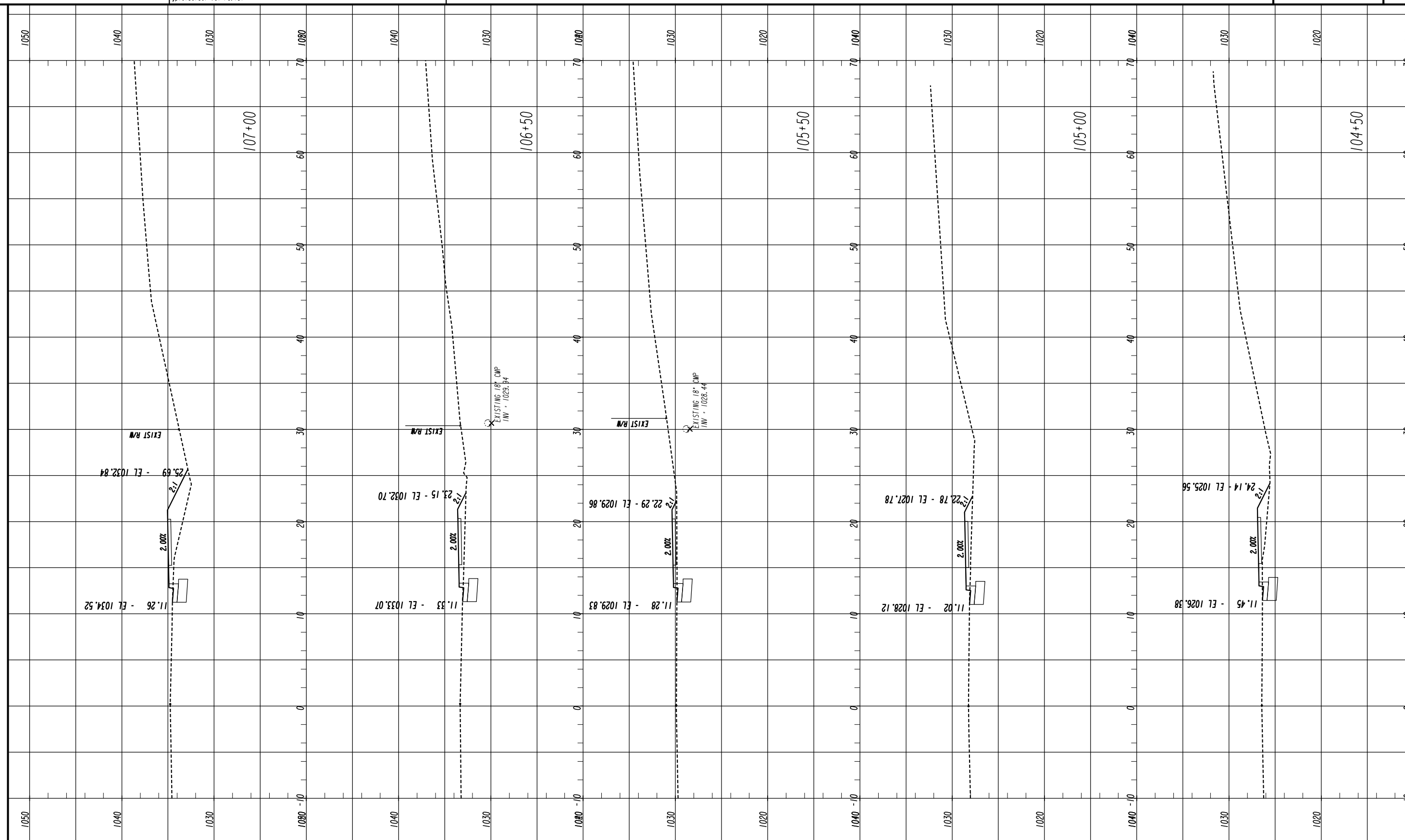
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0001



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990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

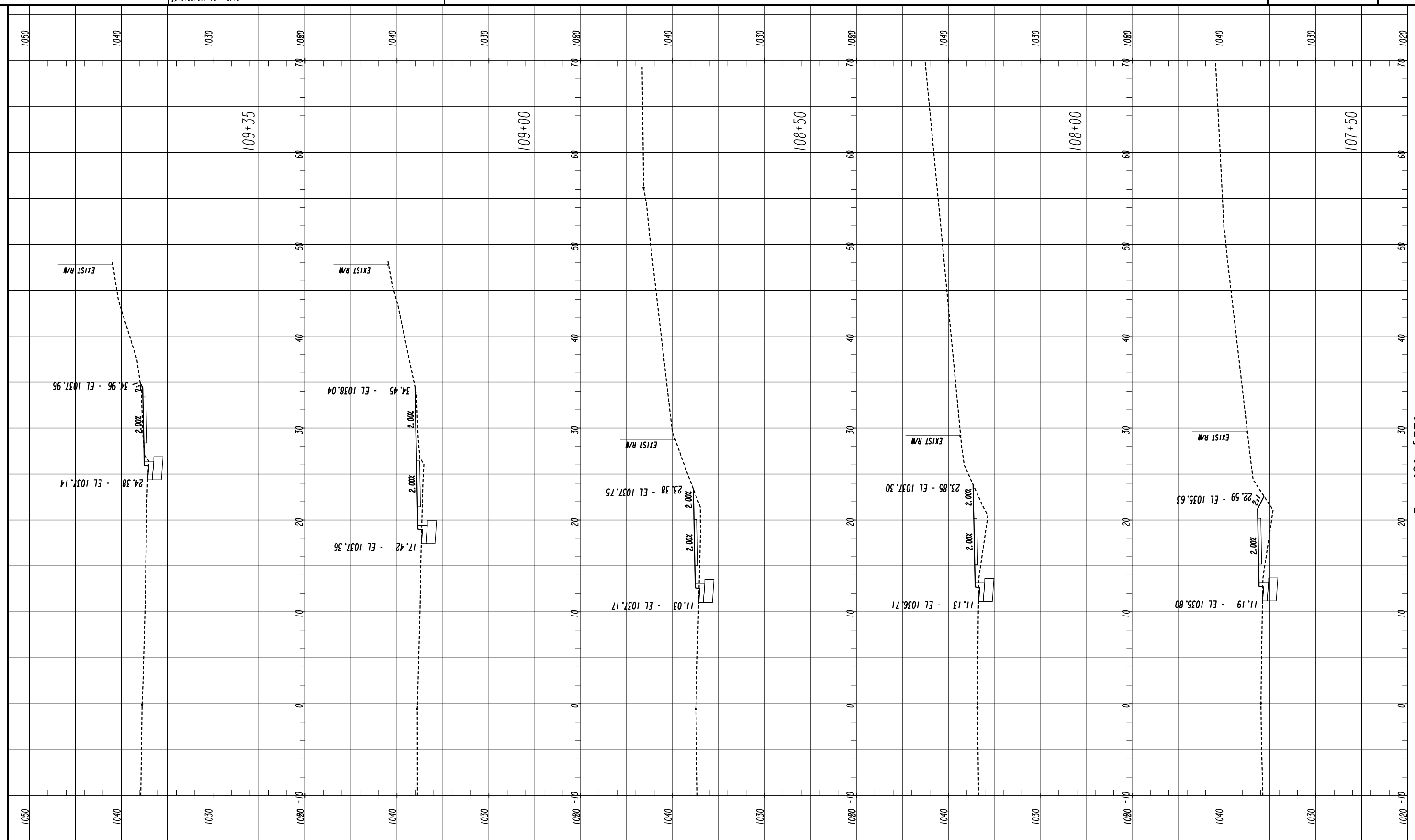
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	23-0002
CORRECTED:		DATE:	
VERIFIED:		DATE:	

09/17/2015 SUXEN



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PHONE 770.857.8400 FAX 770.857.8401

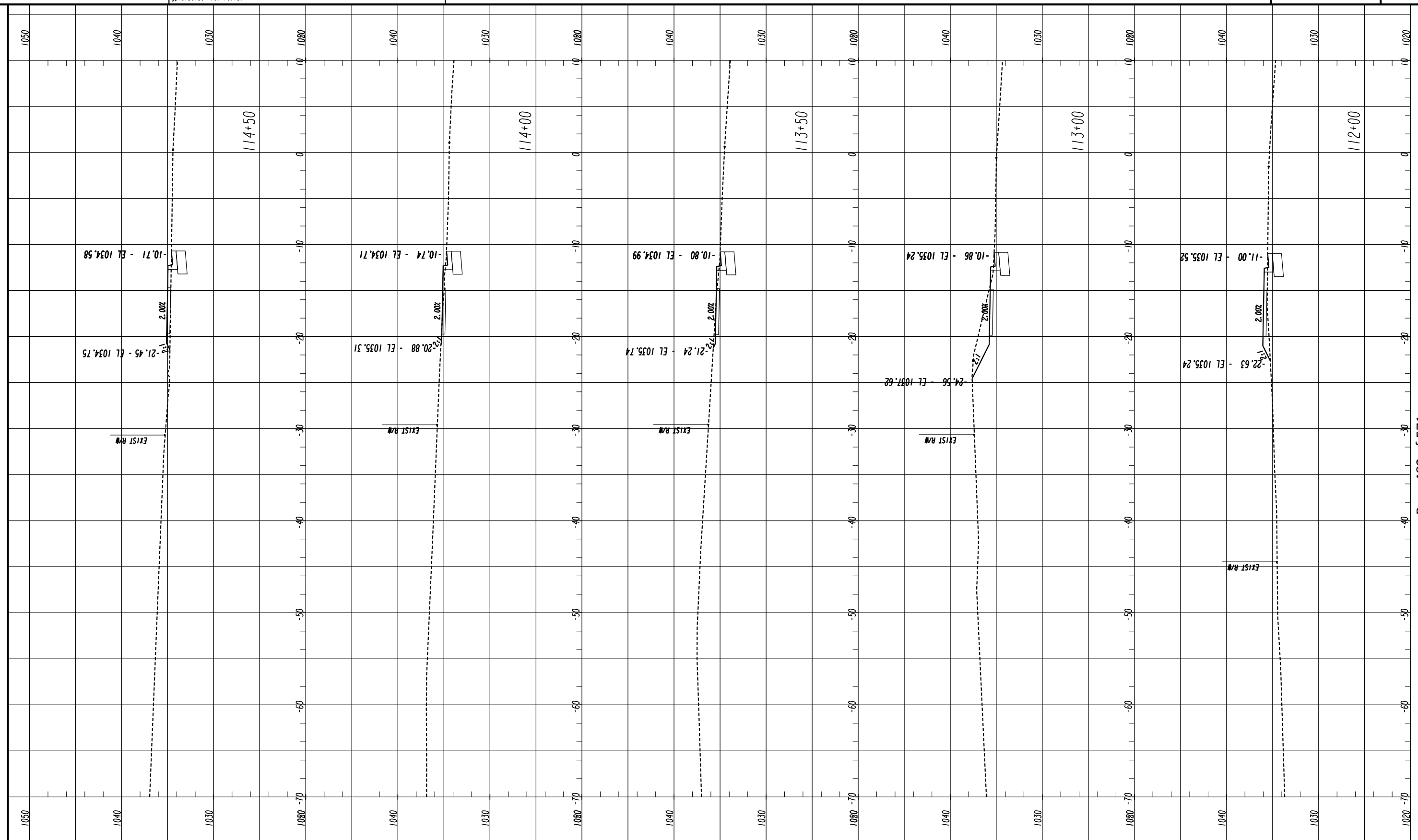
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0003



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PHONE 770.857.8400 FAX 770.857.8401

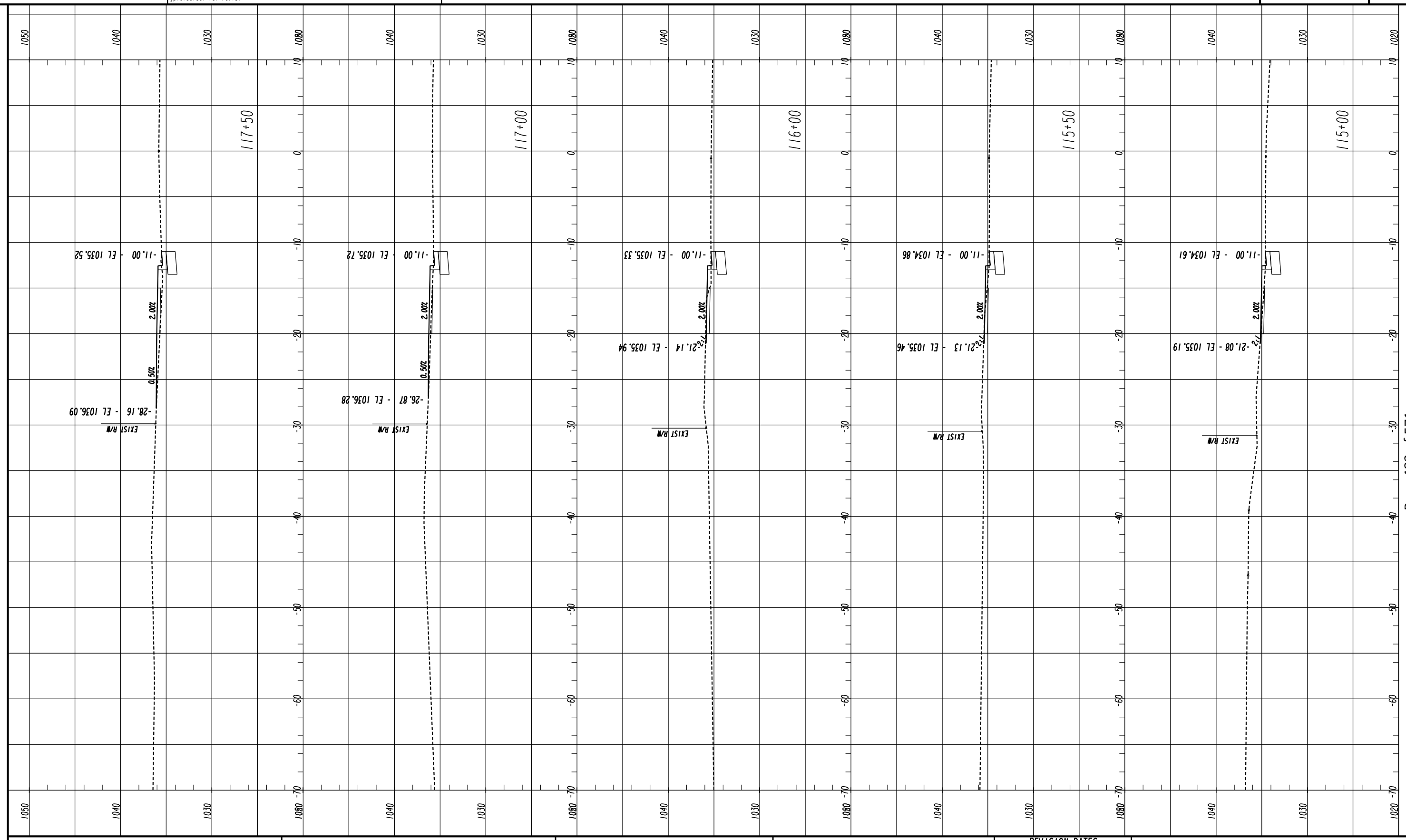
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 23-0004



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PHONE 770.857.8400 FAX 770.857.8401

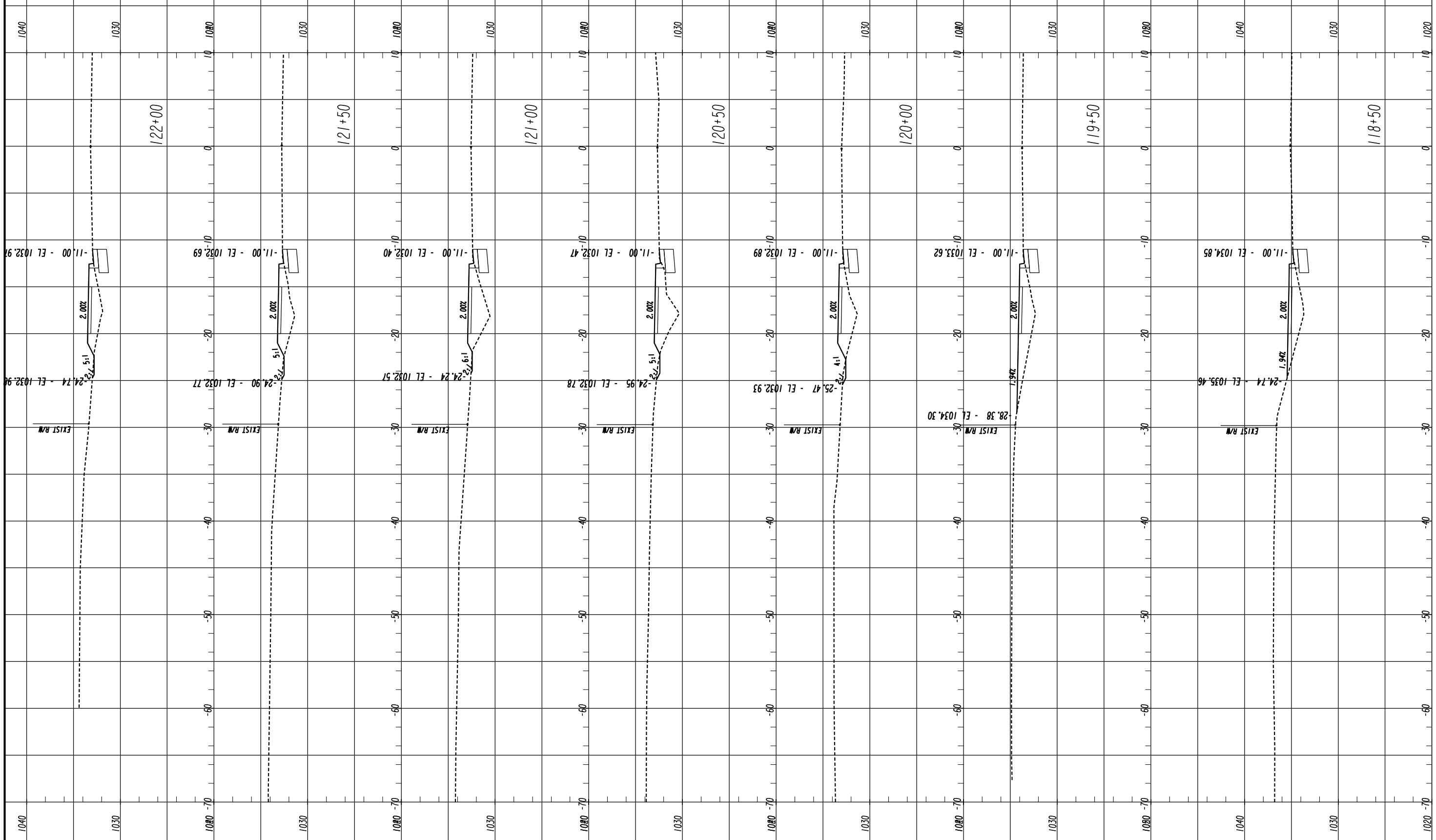
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0005



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PHONE 770.857.8400 FAX 770.857.8401

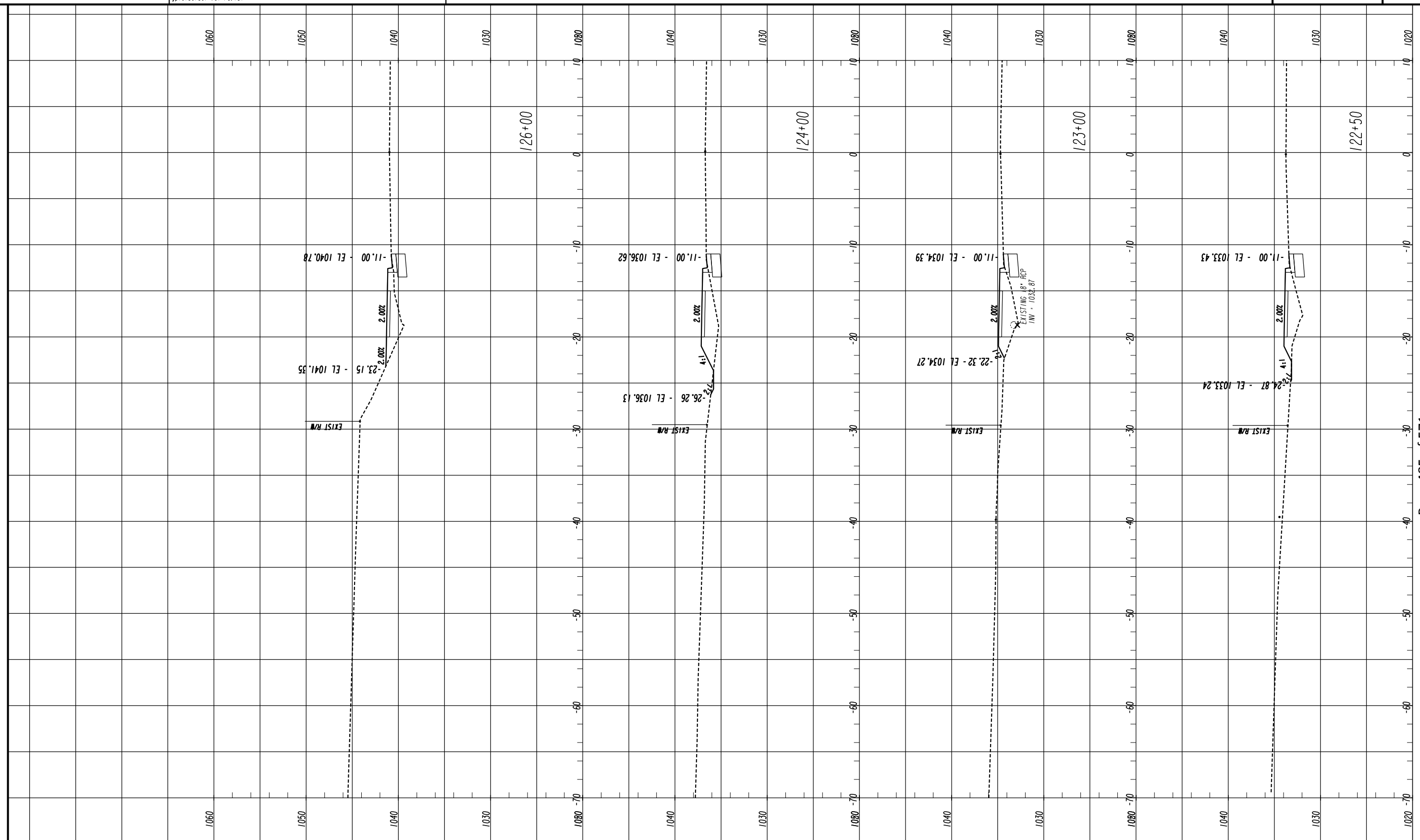
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 23-0006



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

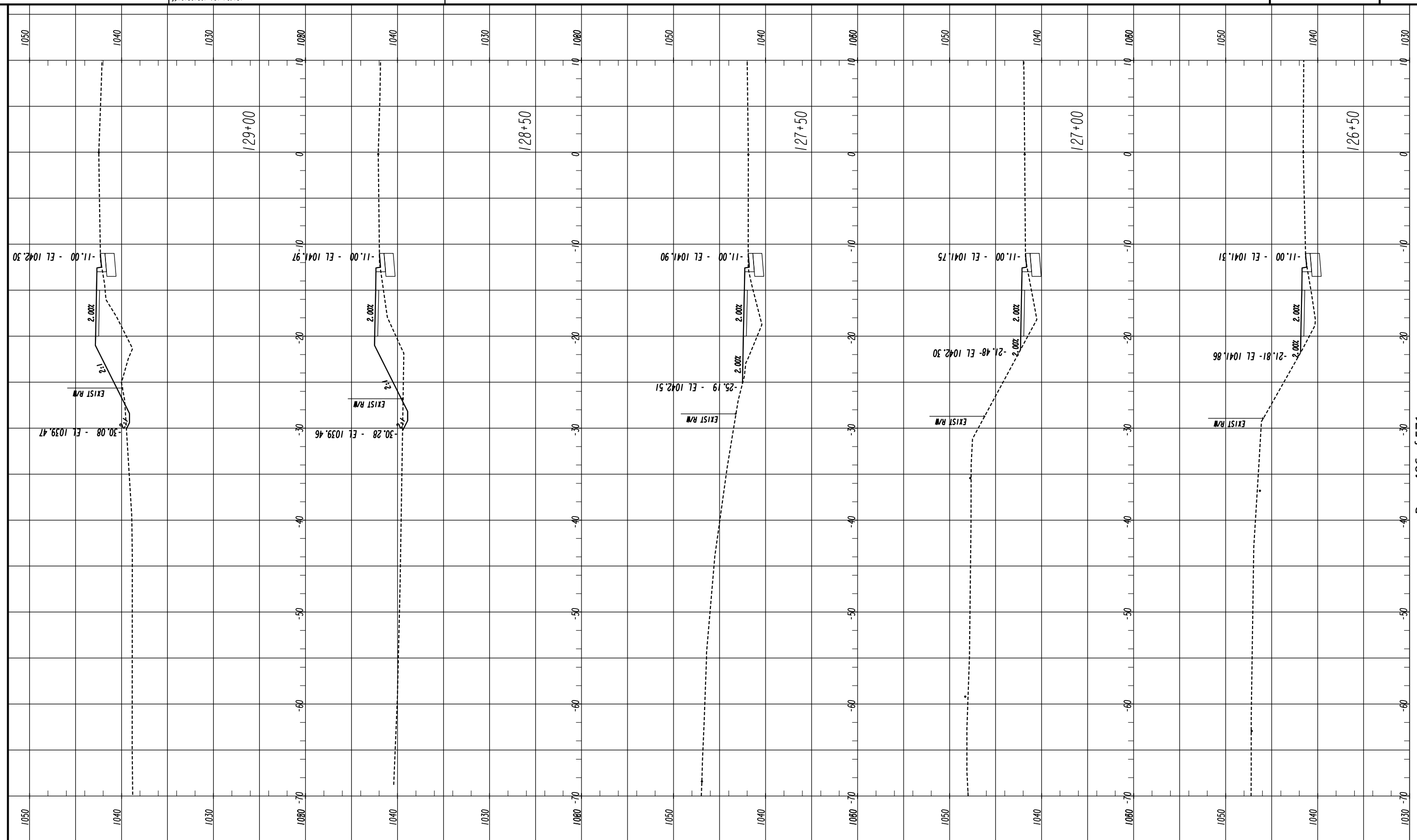
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0007



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PHONE 770.857.8400 FAX 770.857.8401

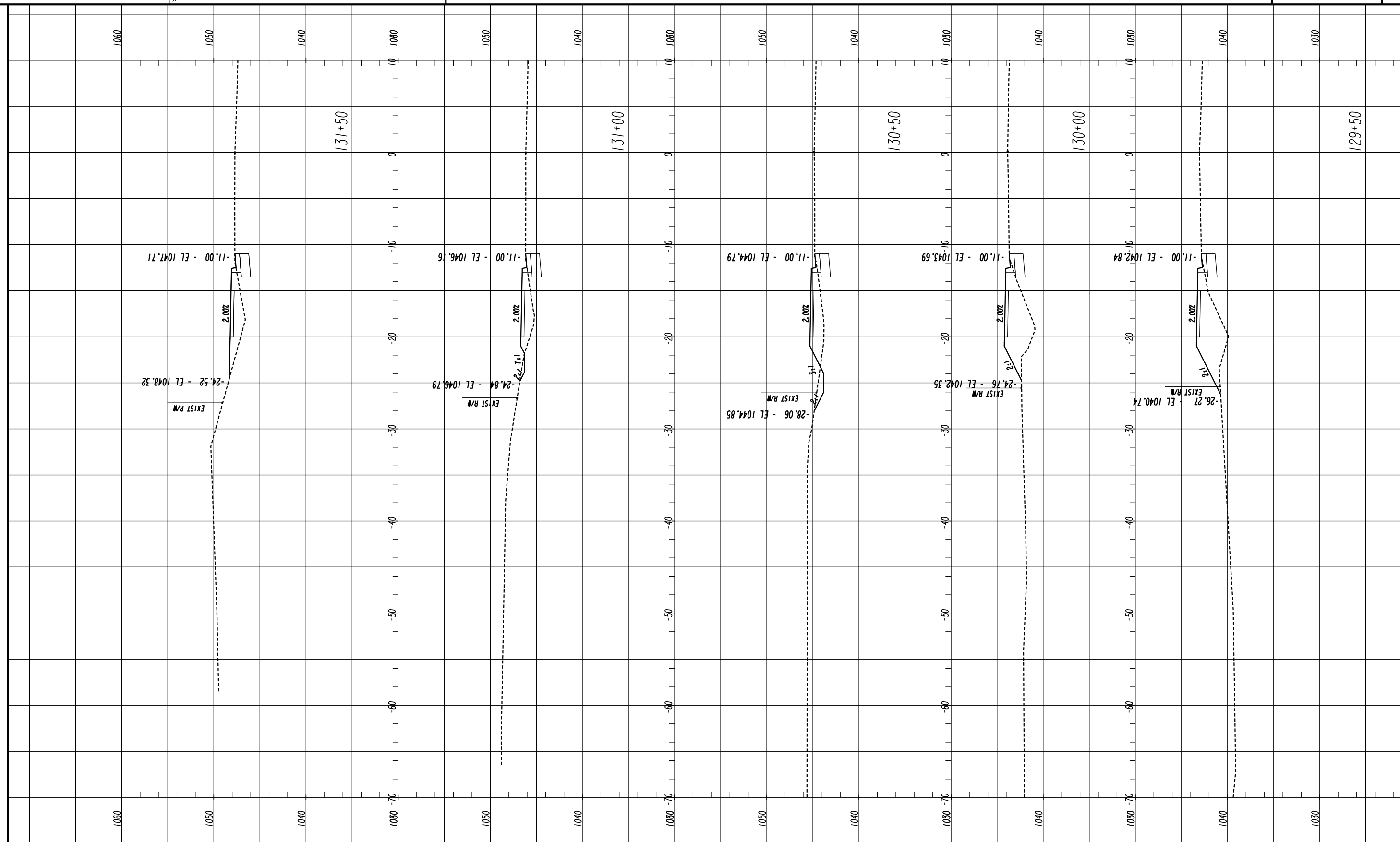
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0008



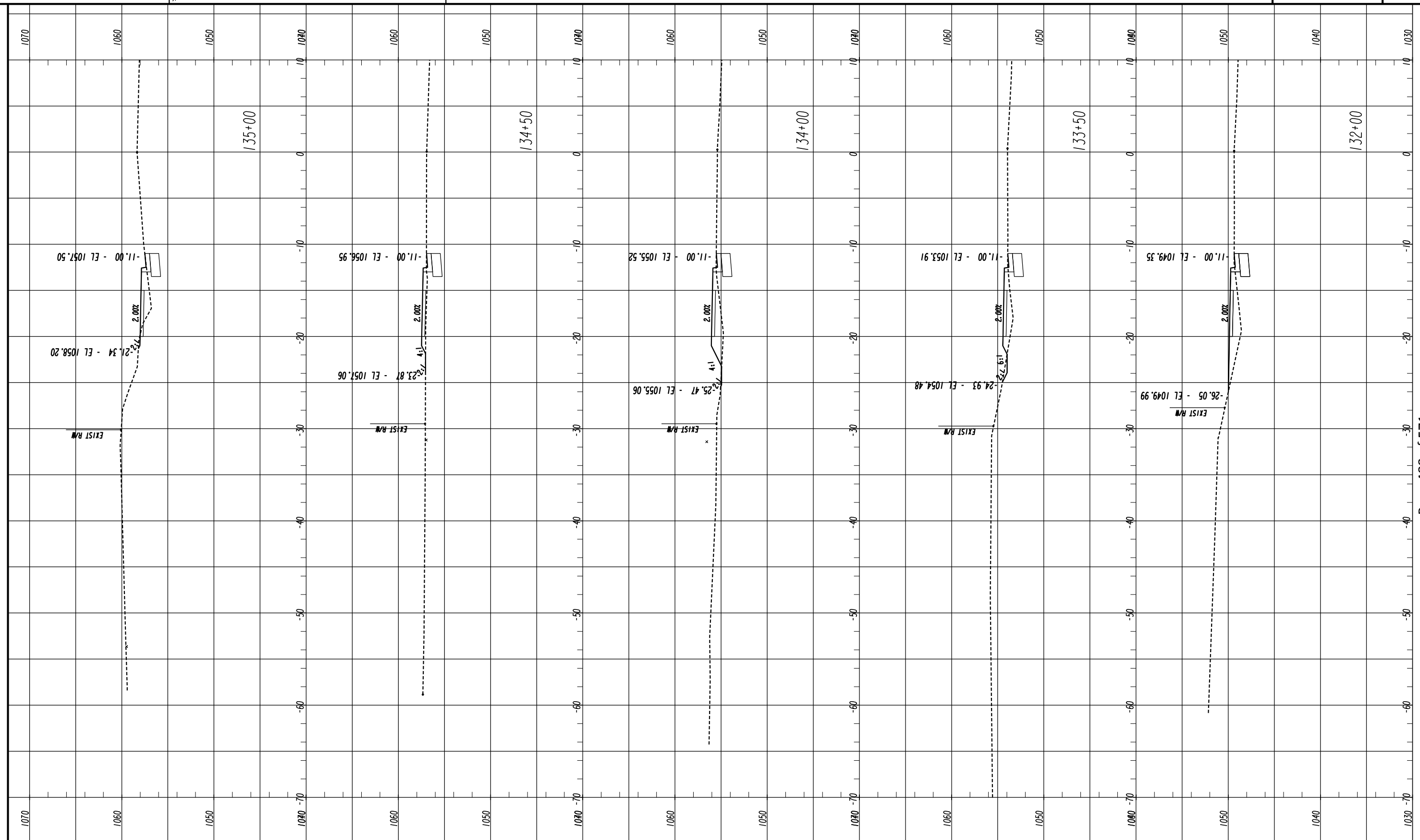
LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	23-0009
CORRECTED:		DATE:	
VERIFIED:		DATE:	



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

SCALE IN FEET
0 5 10 20

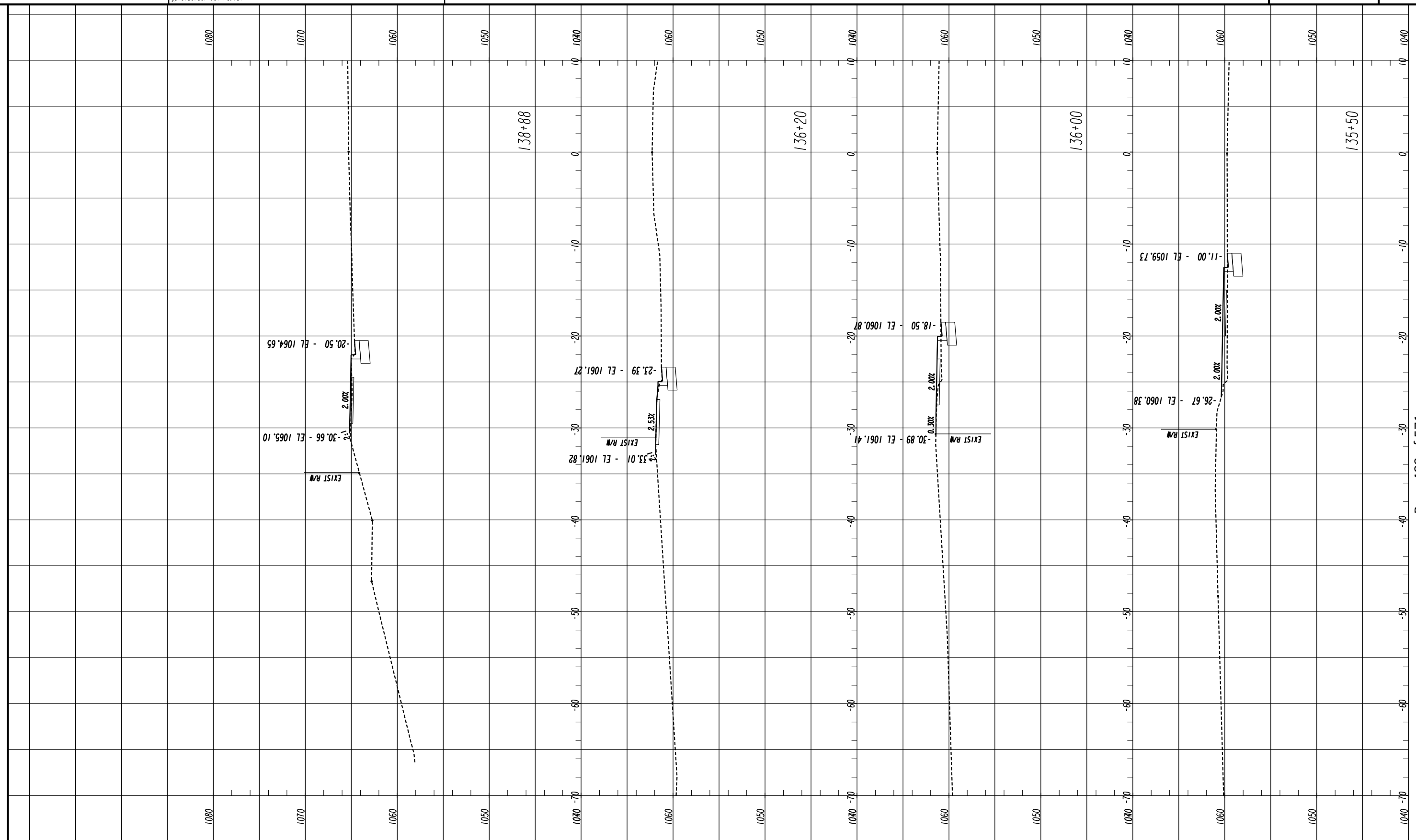
REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0010

09/17/2015 SUXEN



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

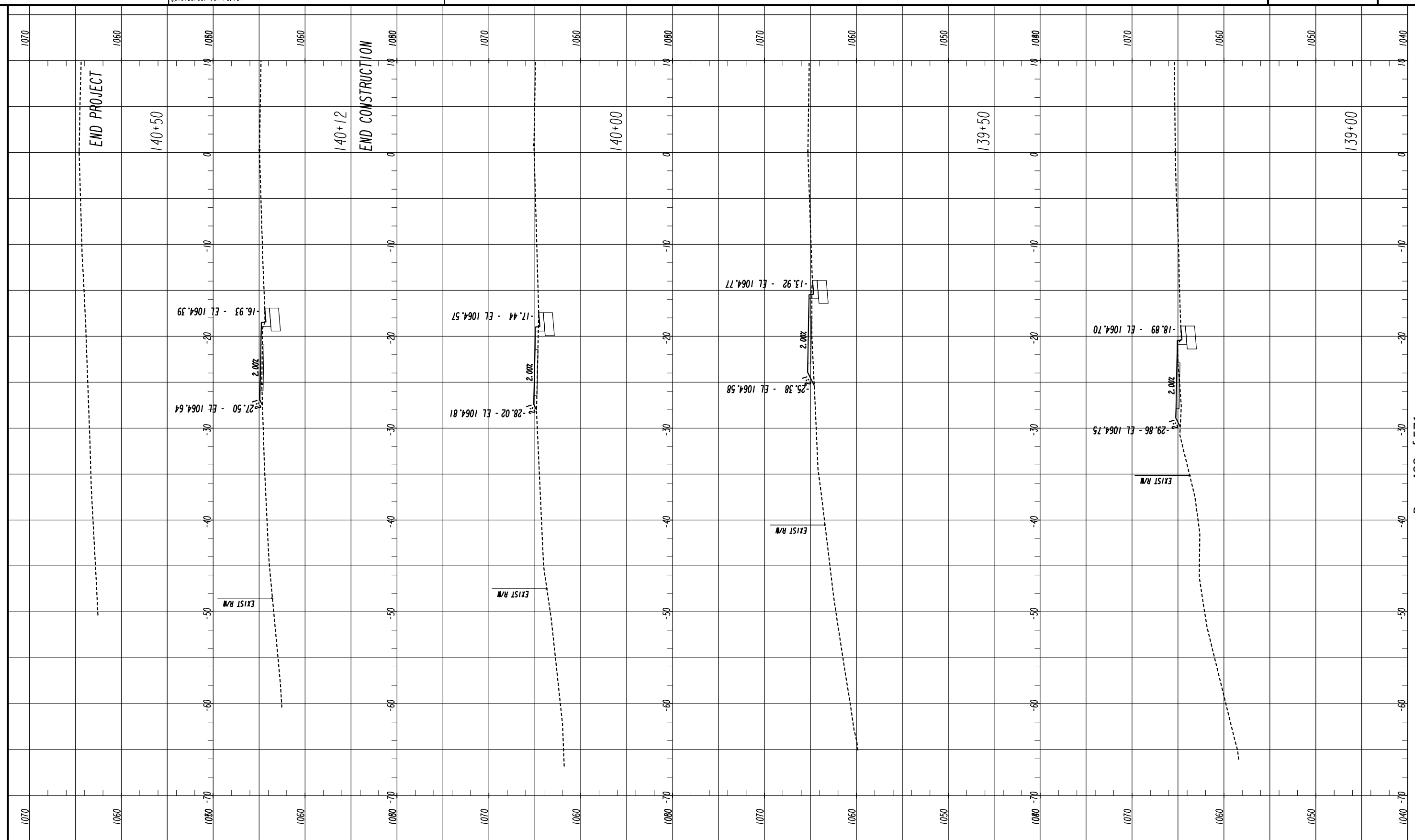
SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
23-0011



LOWE ENGINEERS
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PHONE 770.857.8400 FAX 770.857.8401

SCALE IN FEET
0 5 10 20

REVISION DATES

CROSS SECTIONS COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	23-0012
CORRECTED:		DATE:	
VERIFIED:		DATE:	

UTILITY LINECODES

	EXISTING	TO BE REMOVED	PROPOSED	TYPE OF UTILITY
OVERHEAD	E	E	E	ELECTRIC
	E-T	E-T	E-T	ELECTRIC/TELECOMMUNICATIONS
	E-TV	E-TV	E-TV	ELECTRIC/CABLE TV
	E-T-TV	E-T-TV	E-T-TV	ELECTRIC/TELECOMMUNICATIONS/CABLE TV
	GW	GW	GW	GUY WIRE
	T	T	T	TELECOMMUNICATIONS
	T-TV	T-TV	T-TV	TELECOMUNICATIONS/CABLE TV
	TV	TV	TV	CABLE TV
UNDERGROUND	E	E	E	ELECTRIC
	T	T	T	TELECOMMUNICATIONS
	TV	TV	TV	CABLE TV
	W	W	W	WATER
	**W	**W	**W	WATER FOR LABELED PIPE SIZES
	NW	NW	NW	NON-POTABLE WATER
	**NW	**NW	**NW	NON-POTABLE WATER FOR LABELED PIPE SIZES
	STM	STM	STM	STEAM
	**STM	**STM	**STM	STEAM FOR LABELED PIPE SIZES
	SS	SS	SS	SANITARY SEWER WITH FLOW DIRECTION
	Σ**SS	Σ**SS	Σ**SS	SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES
	SFM	SFM	SFM	SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION
	G	G	G	GAS
	**G	**G	**G	GAS FOR LABELED PIPE SIZES
	P	P	P	PETROLEUM
	**P	**P	**P	PETROLEUM FOR LABELED PIPE SIZES

UTILITY SYMBOLS

EXISTING	PROPOSED	TEMPORARY	
			UTILITY POLE/GUY POLE
			LIGHT POLE
			GUY ANCHOR
X	X	X	SPLICE BOX
			CABINET
			VENT
E	E	E	ELECTRIC MANHOLE
HE	HE	HE	ELECTRIC HAND HOLE
E	E	E	TRANSFORMER
E	E	E	ELECTRIC METER
E	E	E	ELECTRIC BOX
E			ELECTRIC YARD LIGHT POLE
			TRANSMISSION TOWER
T	T	T	TELECOMMUNICATIONS MANHOLE
HT	HT	HT	TELECOMMUNICATIONS HANDHOLE
T	T	T	TELECOMMUNICATIONS PEDESTAL
T	T	T	TELECOMMUNICATIONS MARKER
SLC	SLC	SLC	SUBCRIBER LOOP CARRIER (aka "SLICK")
			PHONE BOOTH
TV	TV	TV	CABLE TV MANHOLE
HTV	HTV	HTV	CABLE TV HANDHOLE
			CABLE TV PEDESTAL
TV	TV	TV	CABLE TV MARKER
			SATELLITE DISH
F	F	F	FIBER MARKER

EXISTING	PROPOSED	TEMPORARY	
W	W	W	WATER VALVE
W	W	W	WATER METER
W	W	W	WATER MANHOLE
			FIRE HYDRANT ASSEMBLY (INCLUDES ASSOCIATED VALVE)
BFP	BFP	BFP	BACKFLOW PREVENTER
PIV	PIV	PIV	PRESSURE INDICATOR VALVE
ARV	ARV	ARV	AIR RELEASE VALVE
W	W	W	WATER VAULT
W	W	W	WATER VALVE MARKER
			STAND PIPE
			CLEANOUT
SS	SS	SS	SANITARY SEWER MANHOLE
ARV	ARV	ARV	AIR RELEASE VALVE
GT	GT	GT	GREASE TRAP
S	S	S	SANITARY SEWER FORCE MAIN VALVE
G			GAS YARD LIGHT POLE
G	G	G	GAS MARKER
G	G	G	GAS VALVE
G	G	G	GAS METER
G	G	G	GAS MANHOLE
GPR	GPR	GPR	GAS PRESSURE REGULATOR
G	G	G	GAS VAULT
GTS	GTS	GTS	GAS TEST STATION
P	P	P	PETROLEUM VALVE

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

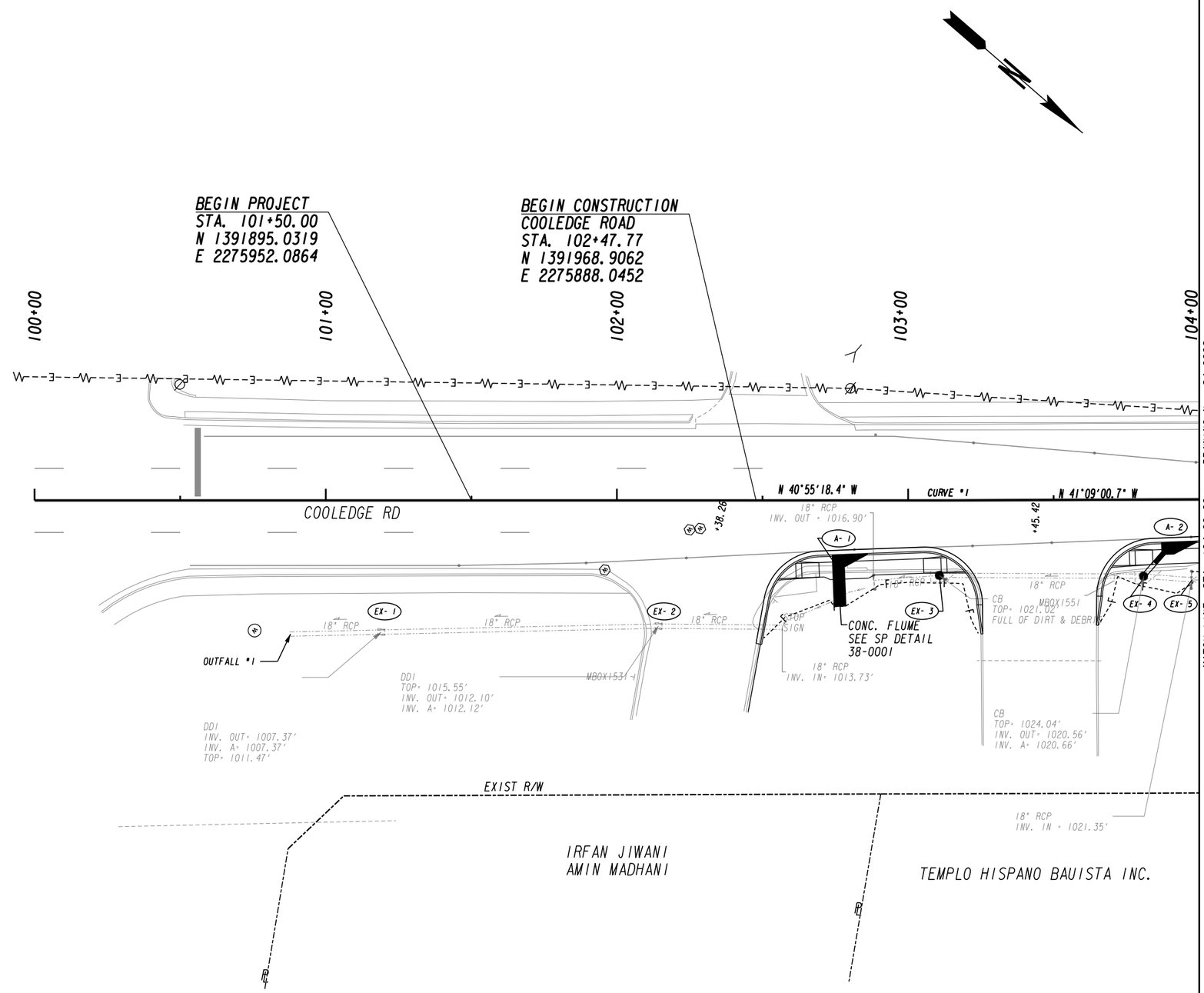
REVISION DATES

UTILITY PLANS LEGEND

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 24-0000



CURVE# 1
PI STA= 103+13.67
N= 1392018.7016
E= 2275844.8780
DELTA= 0°13'42.3" (LT)
D= 1°00'00.00"
T= 11.42
L= 22.84
R= 5729.58
E= 0.01

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

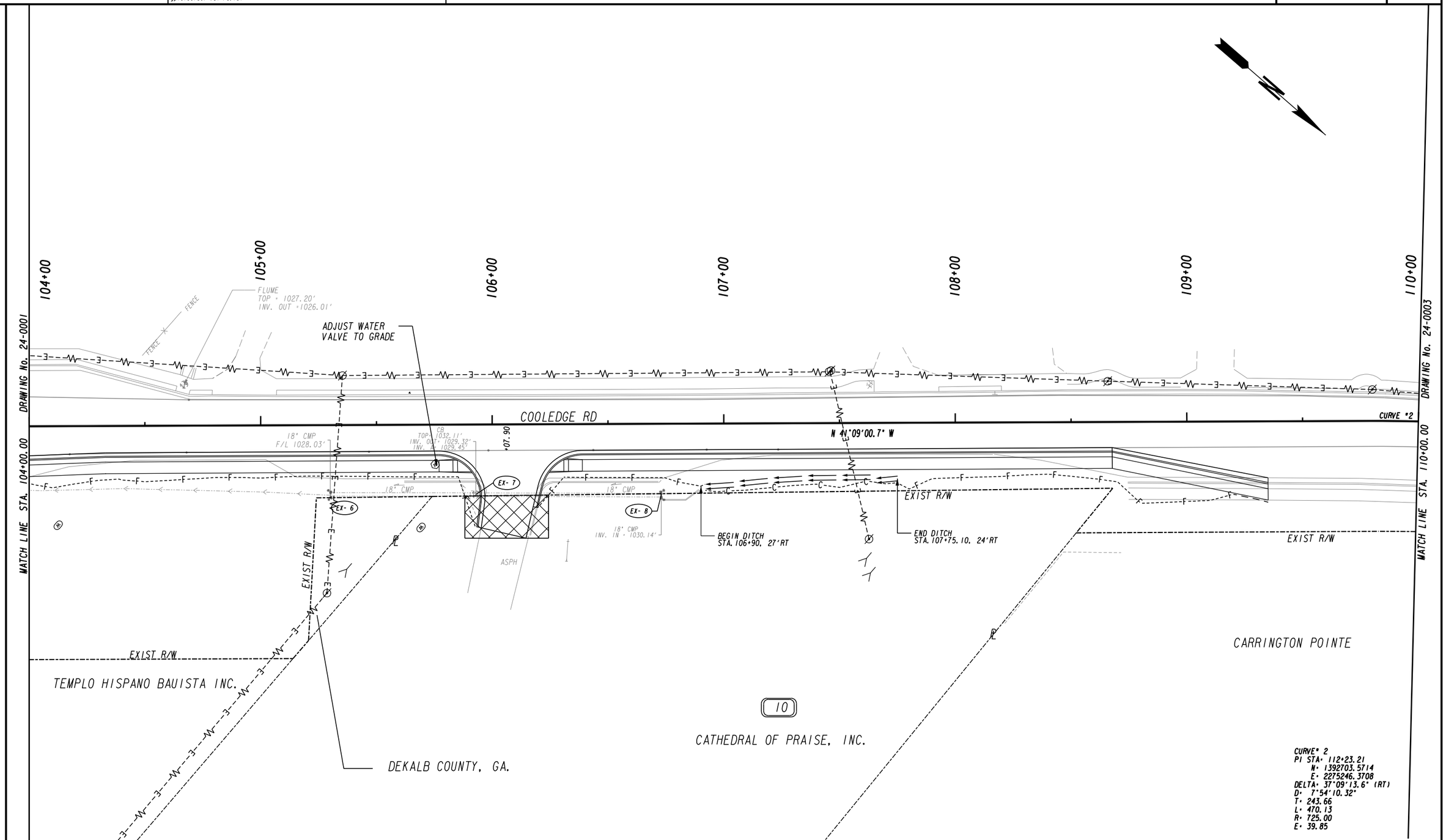
SCALE IN FEET
0 20 40 80

REVISION DATES

UTILITY PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 24-0001



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City of Tucker

SCALE IN FEET
0 20 40 80

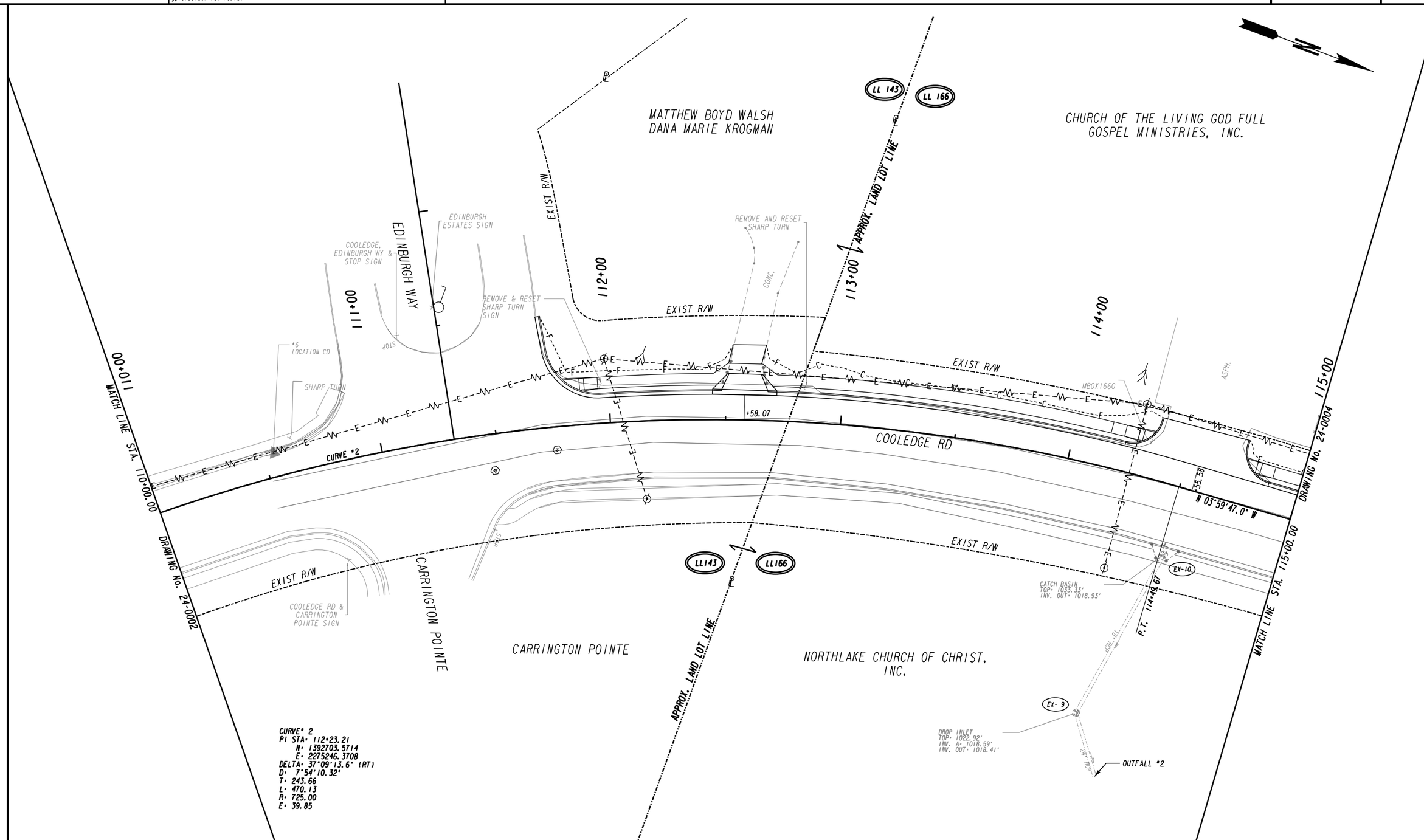
REVISION DATES

UTILITY PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 24-0002

10/23/2015 GPLN



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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

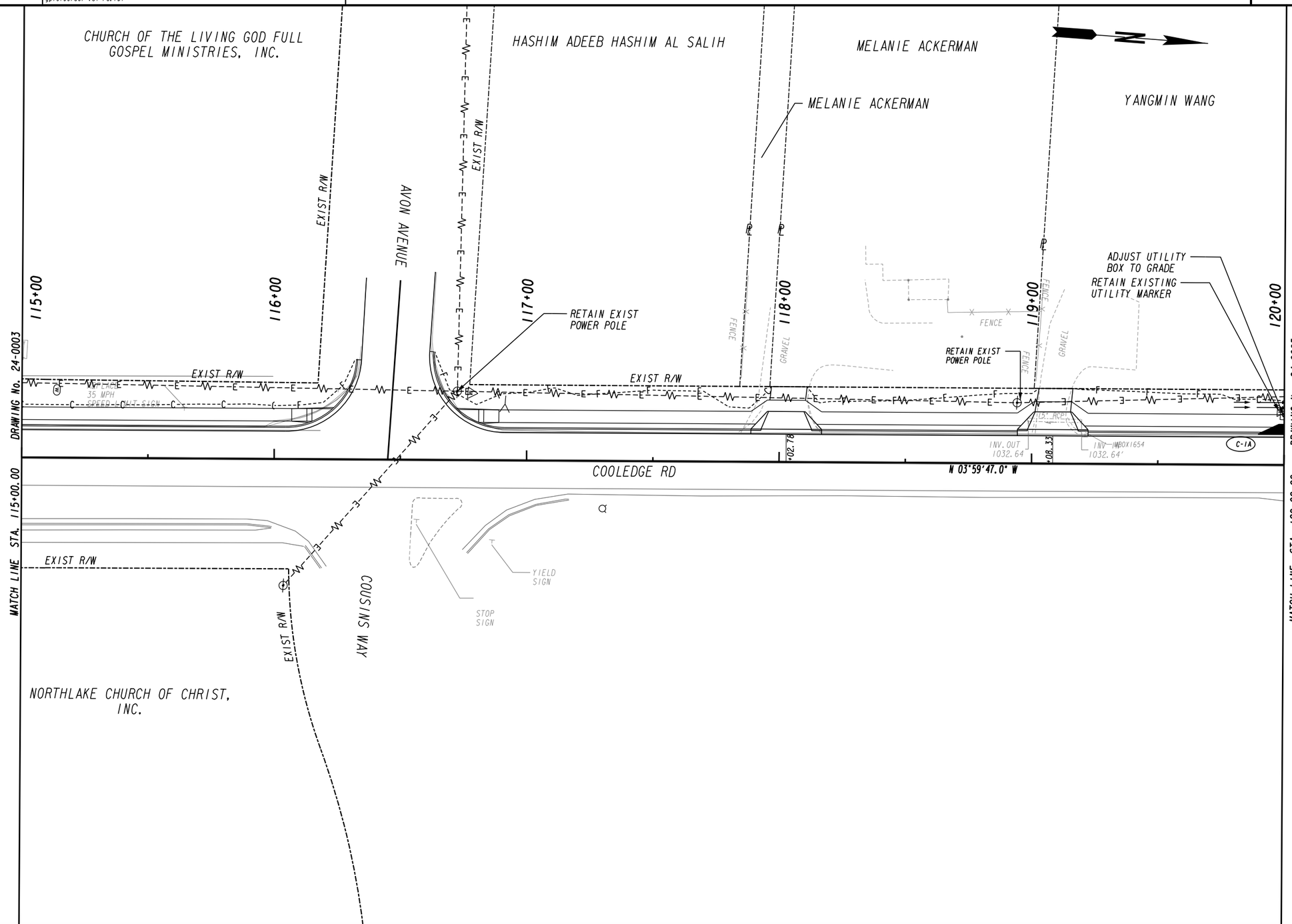
SCALE IN FEET
0 20 40 80

REVISION DATES

UTILITY PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 24-0003



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City of Tucker

SCALE IN FEET
0 20 40 80

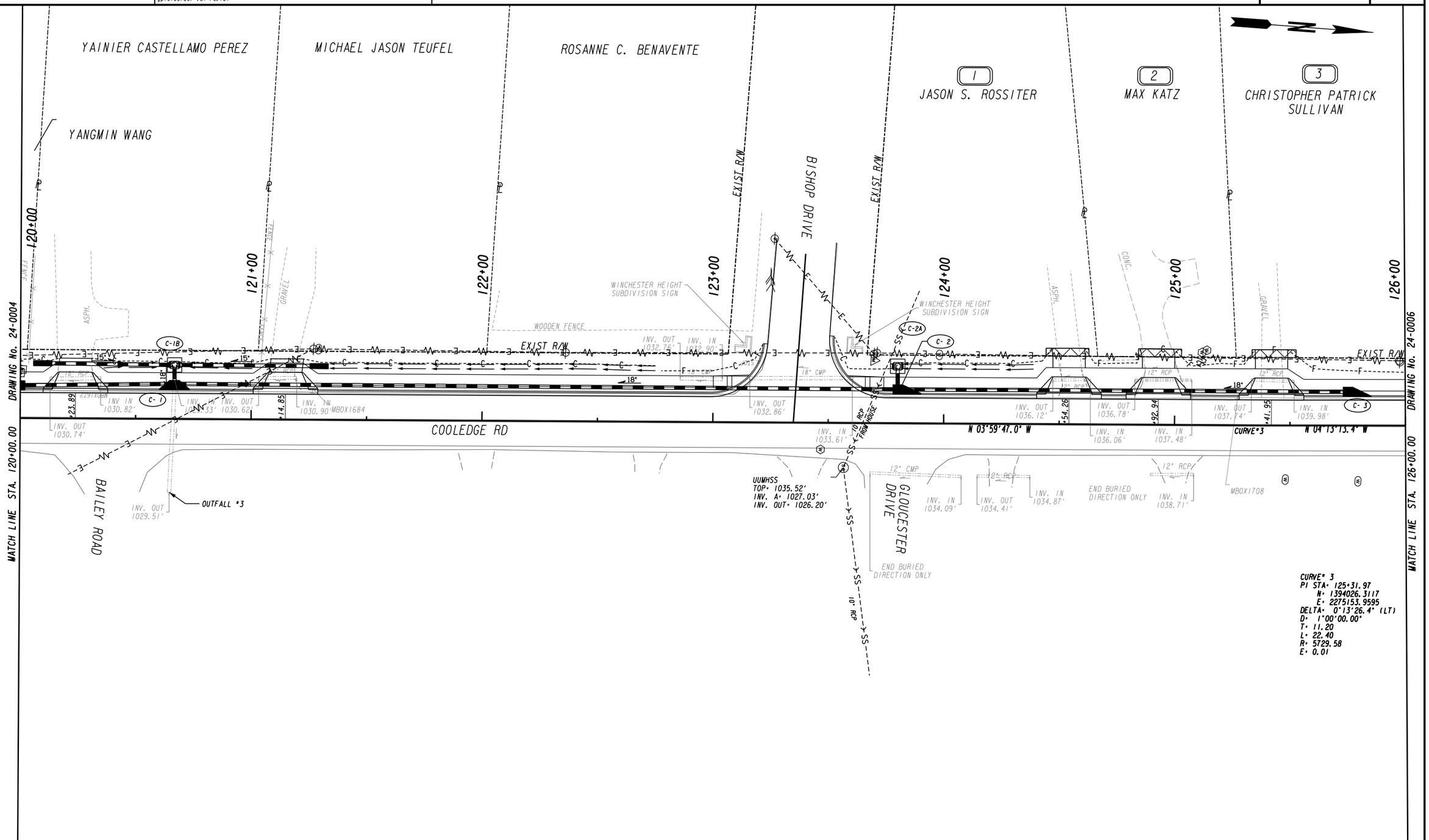
REVISION DATES

UTILITY PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 24-0004

10/23/2015 GPLN



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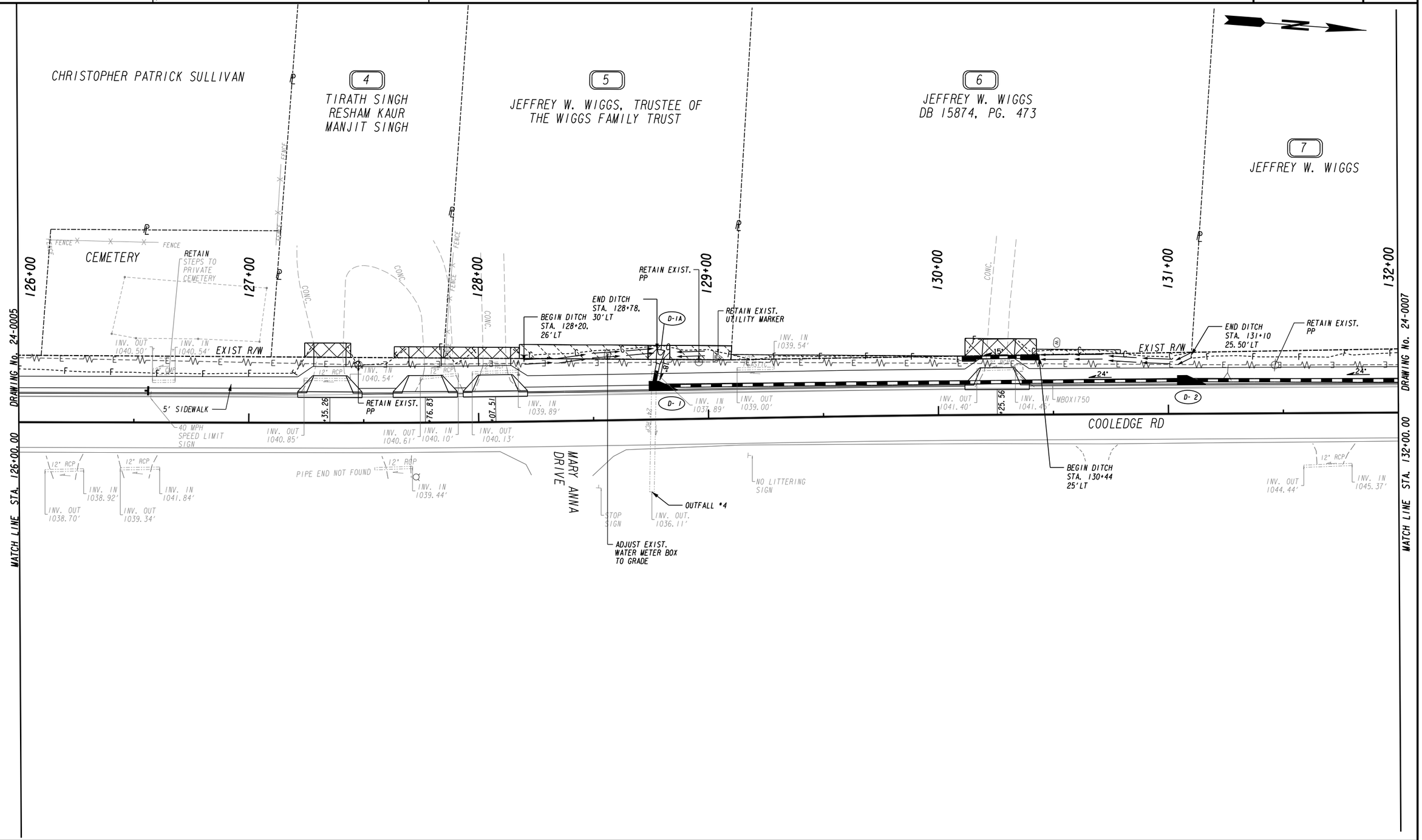
City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES		

UTILITY PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		24-0005
CORRECTED:		DATE:		
VERIFIED:		DATE:		



LOWE ENGINEERS
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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

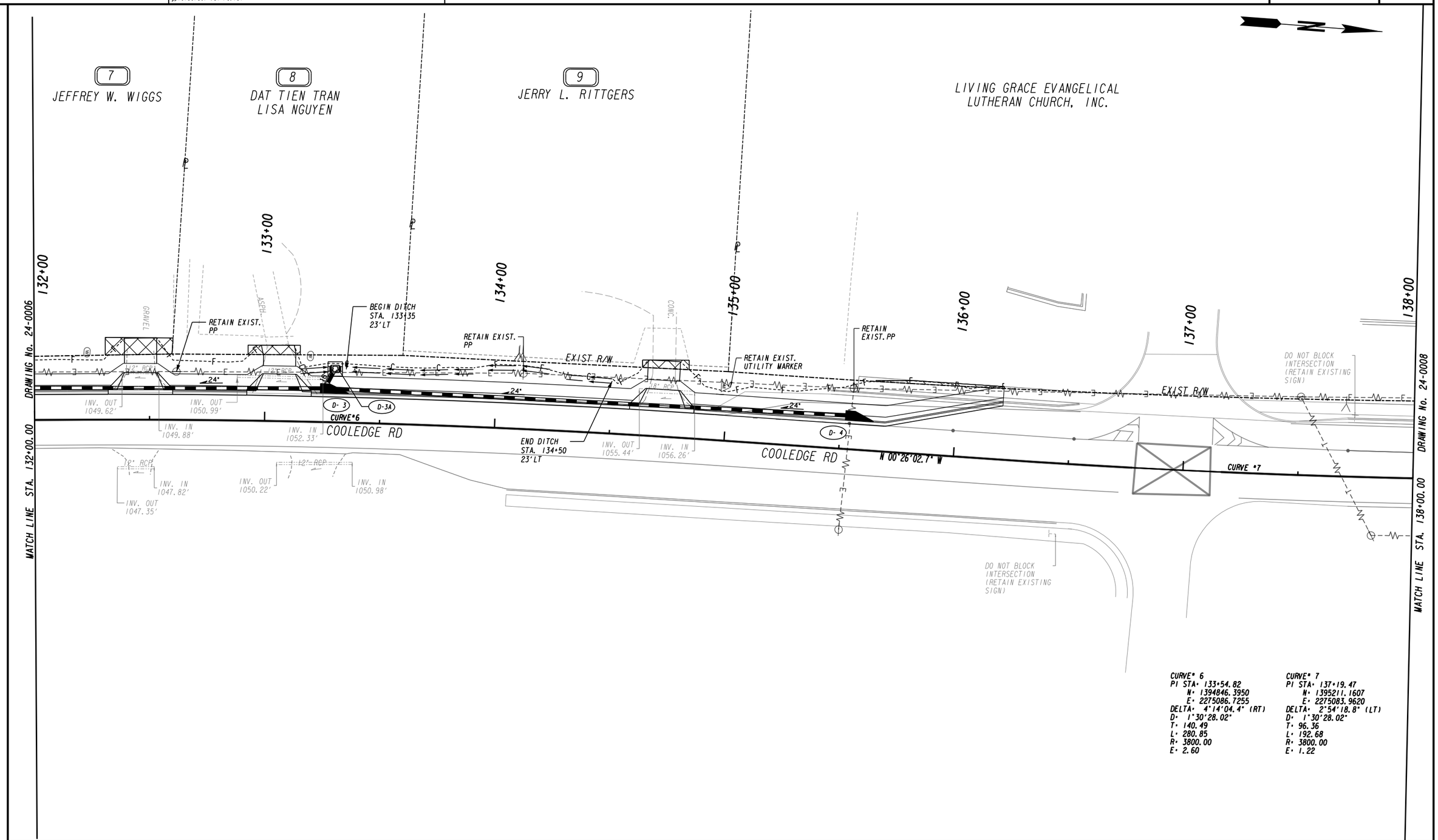
REVISION DATES

UTILITY PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 24-0006

10/23/2015 GPLN



CURVE# 6
PI STA= 133+54.82
N= 1394846.3950
E= 2275086.7255
DELTA= 4°14'04.4" (RT)
D= 1°30'28.02"
T= 140.49
L= 280.85
R= 3800.00
E= 2.60

CURVE# 7
PI STA= 137+19.47
N= 1395211.1607
E= 2275083.9620
DELTA= 2°54'18.8" (LT)
D= 1°30'28.02"
T= 96.36
L= 192.68
R= 3800.00
E= 1.22

LOWE ENGINEERS
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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

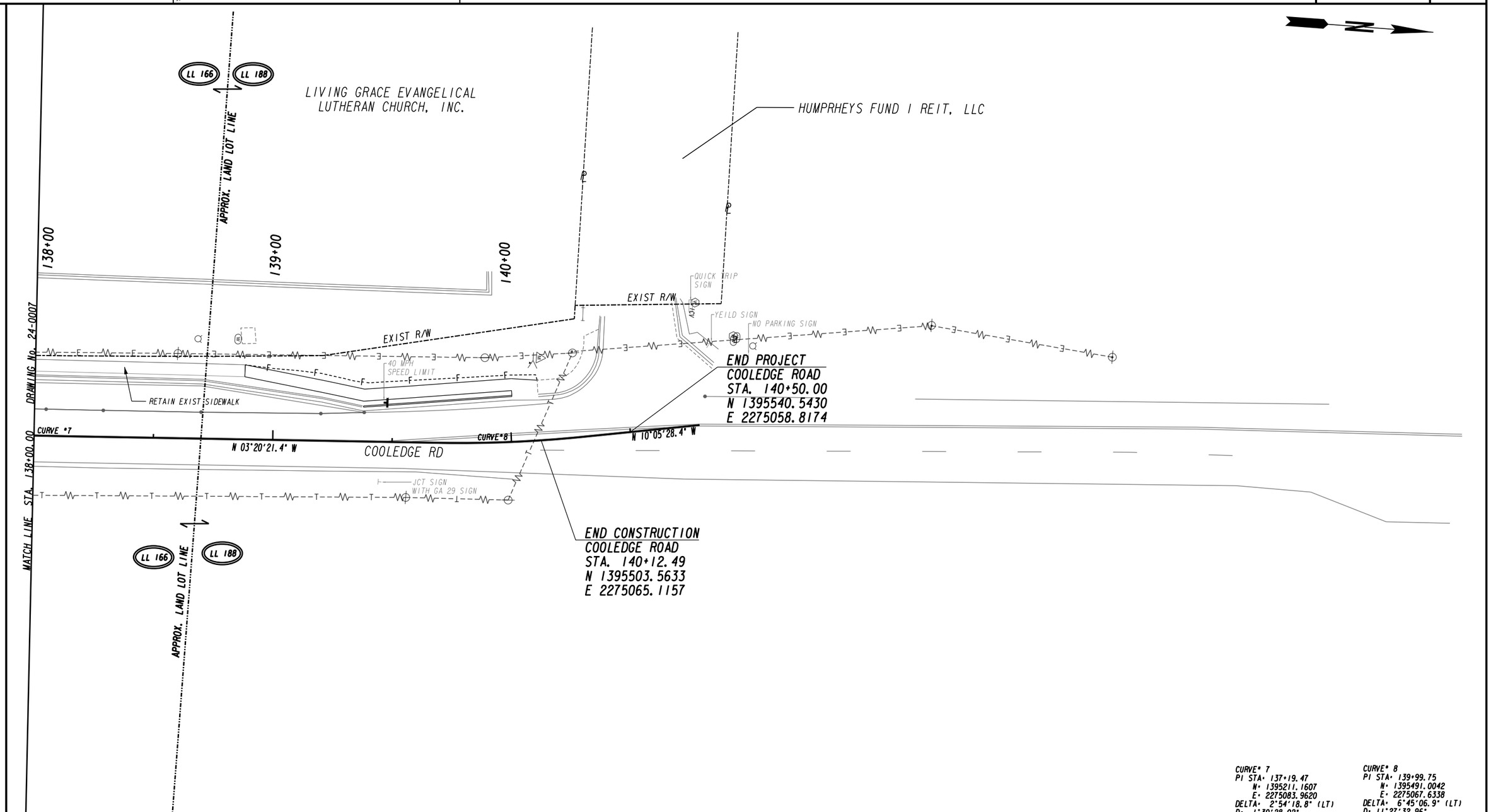
SCALE IN FEET
0 20 40 80

REVISION DATES

UTILITY PLANS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
24-0007



CURVE# 7
PI STA= 137+19.47
N= 1395211.1607
E= 2275083.9620
DELTA= 2°54'18.8" (LT)
D= 1°30'28.02"
T= 96.36
L= 192.68
R= 3800.00
E= 1.22

CURVE# 8
PI STA= 139+99.75
N= 1395491.0042
E= 2275067.6338
DELTA= 6°45'06.9" (LT)
D= 11°27'32.96"
T= 29.49
L= 58.92
R= 500.00
E= 0.87

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
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City of Tucker

SCALE IN FEET
0 20 40 80

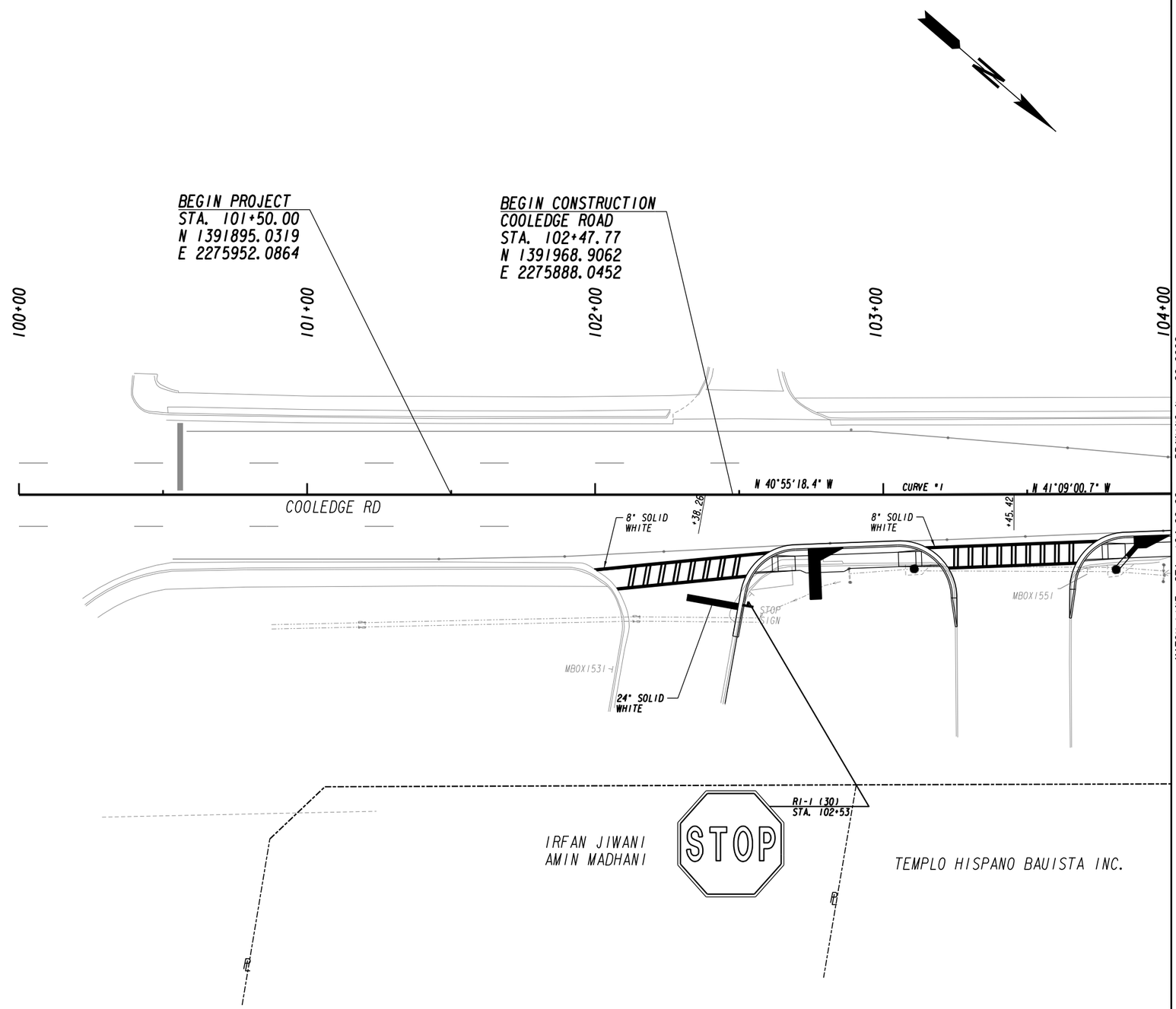
REVISION DATES

UTILITY PLANS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
24-0008

10/23/2015 GPLN



CURVE# 1
PI STA= 103+13.67
N= 1392018.7016
E= 2275844.8780
DELTA= 0°13'42.3" (LT)
D= 1°00'00.00"
T= 11.42
L= 22.84
R= 5729.58
E= 0.01

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City of Tucker

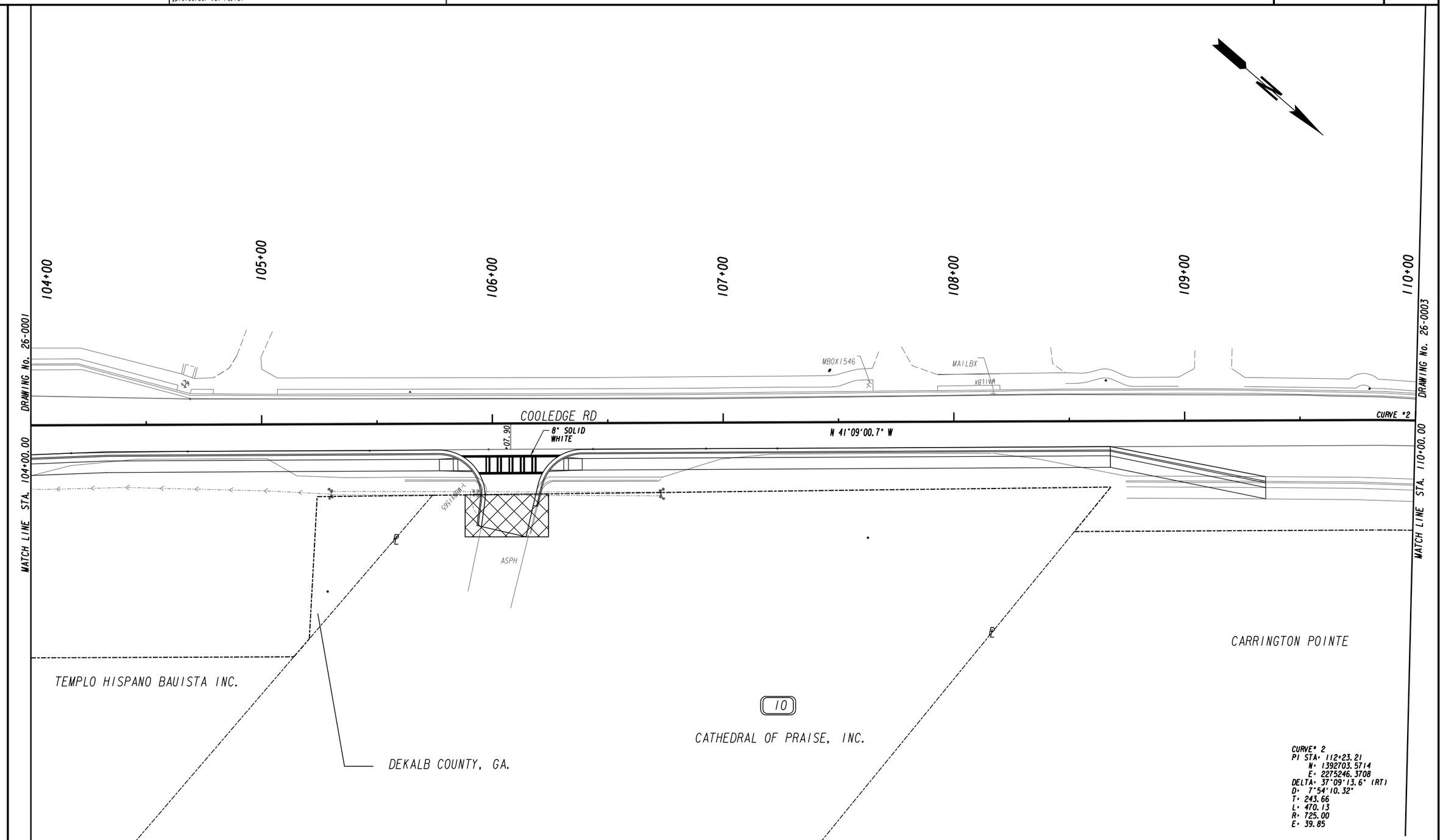
SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 26-0001



LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

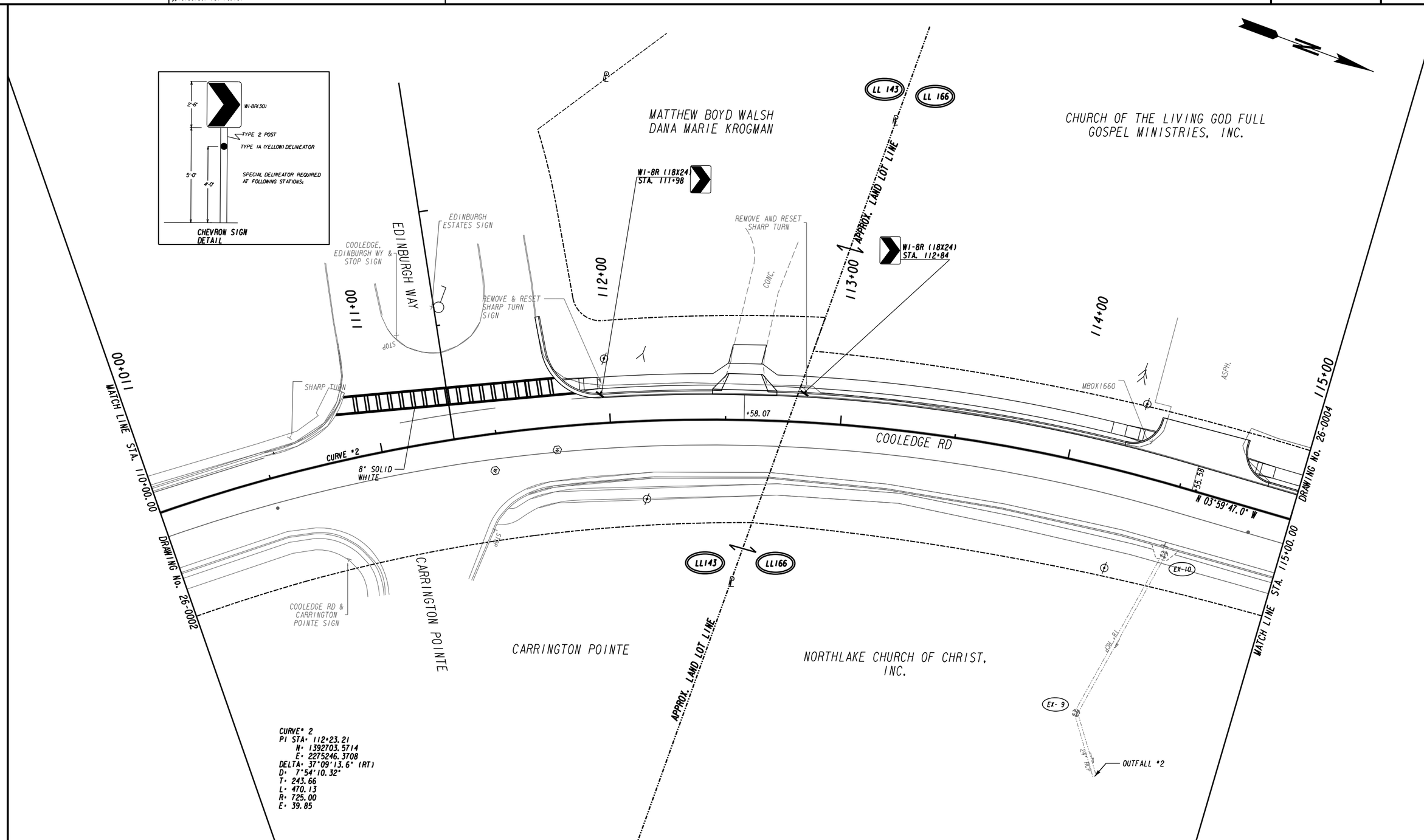
SIGNING AND MARKING PLANS

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 26-0002

10/23/2015 GPLN



LOWE ENGINEERS
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City of Tucker

SCALE IN FEET
0 20 40 80

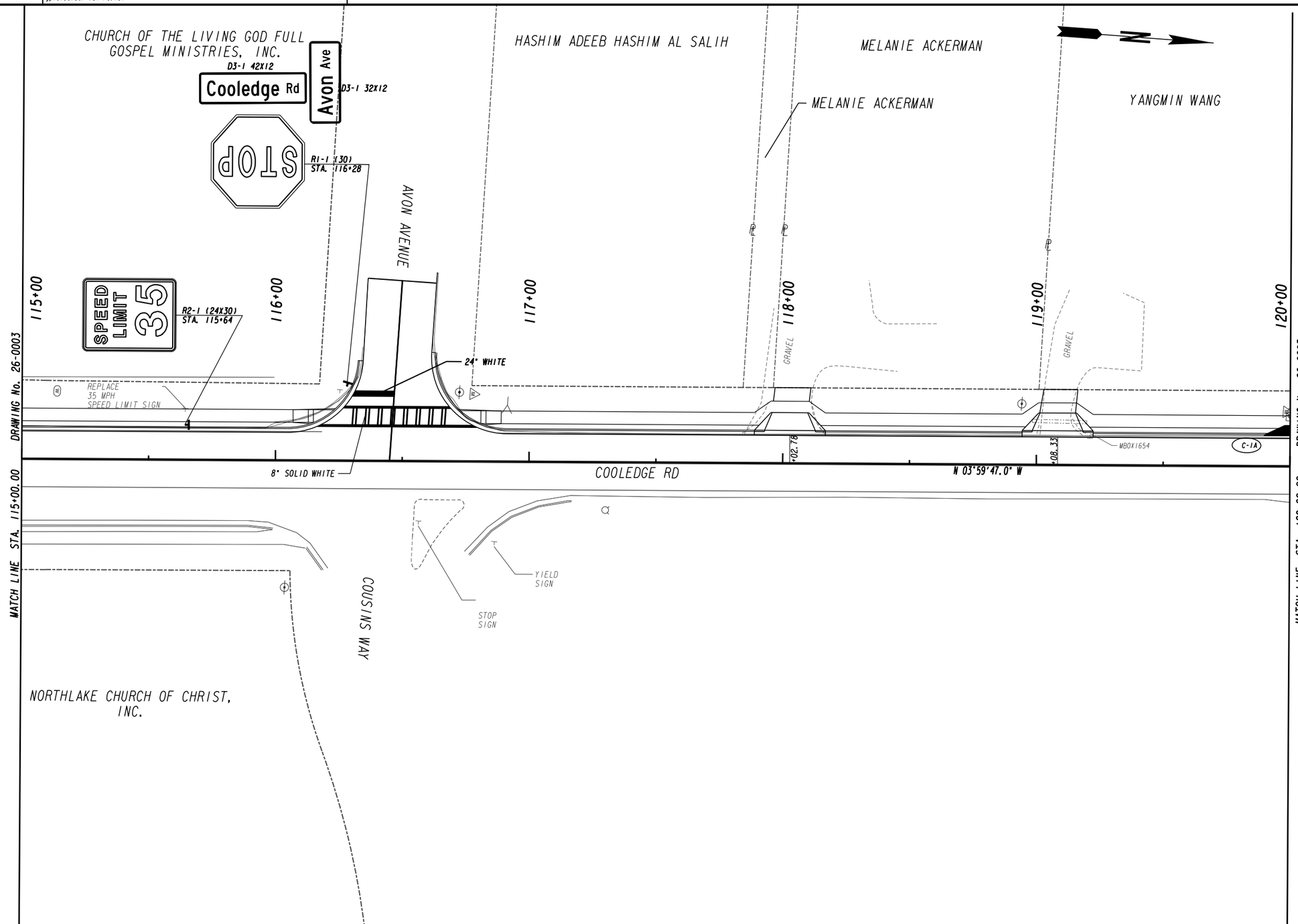
REVISION DATES

SIGNING AND MARKING PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 26-0003

10/23/2015 GPLN



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City of Tucker

SCALE IN FEET
0 20 40 80

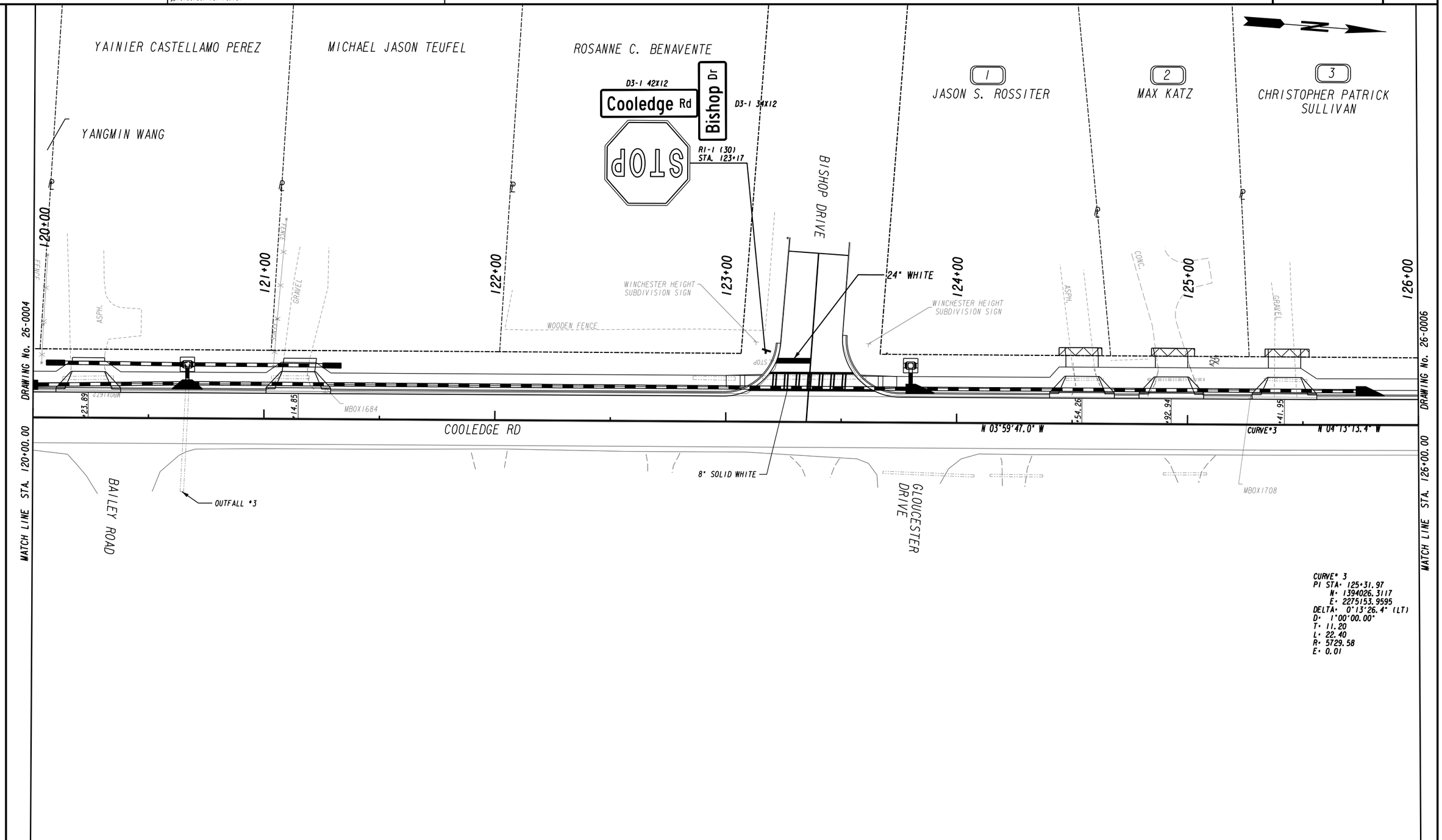
REVISION DATES		

SIGNING AND MARKING PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 26-0004

10/23/2015 GPLN



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City of Tucker

SCALE IN FEET
0 20 40 80

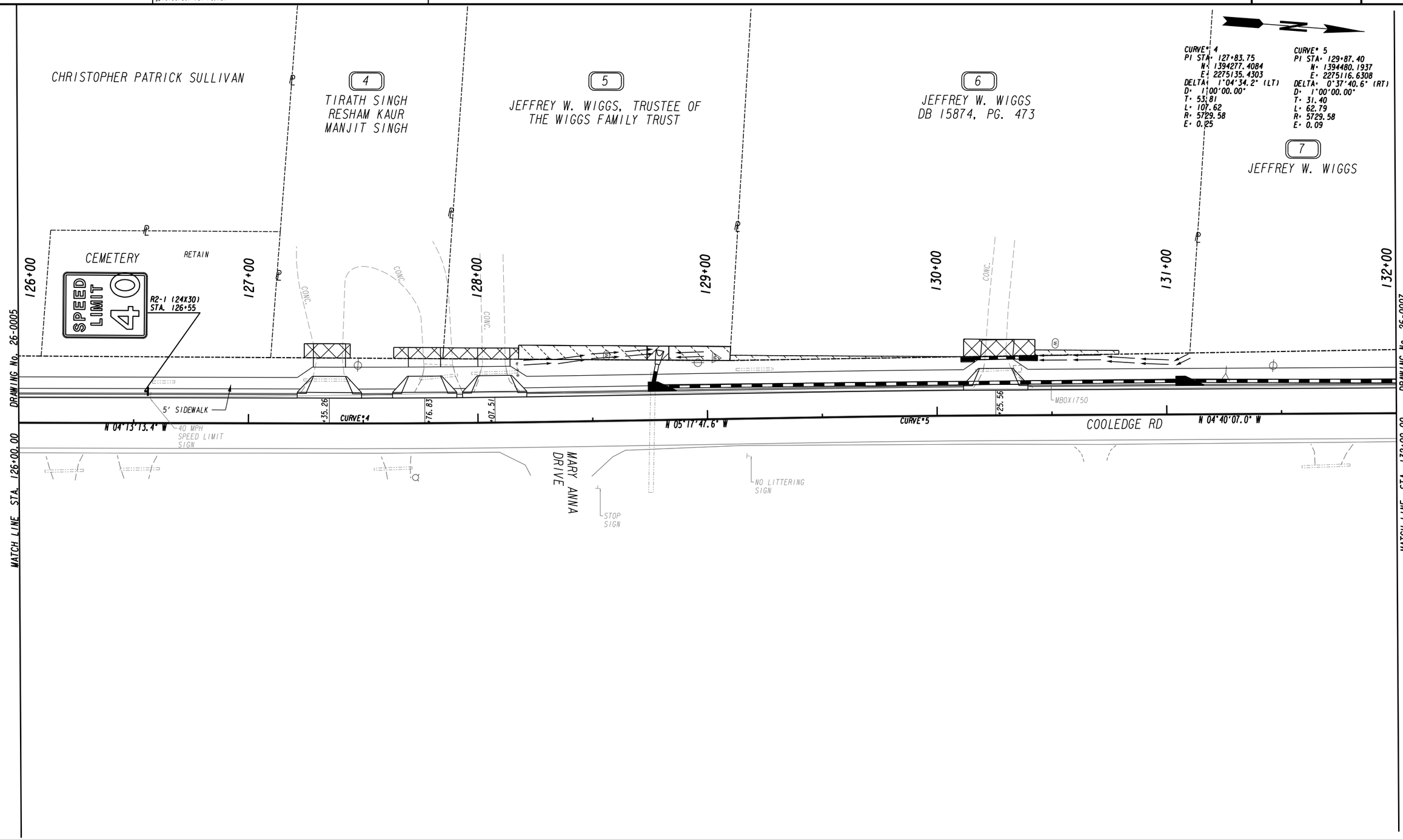
REVISION DATES

SIGNING AND MARKING PLANS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 26-0005

10/23/2015 GPLN



LOWE ENGINEERS
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PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

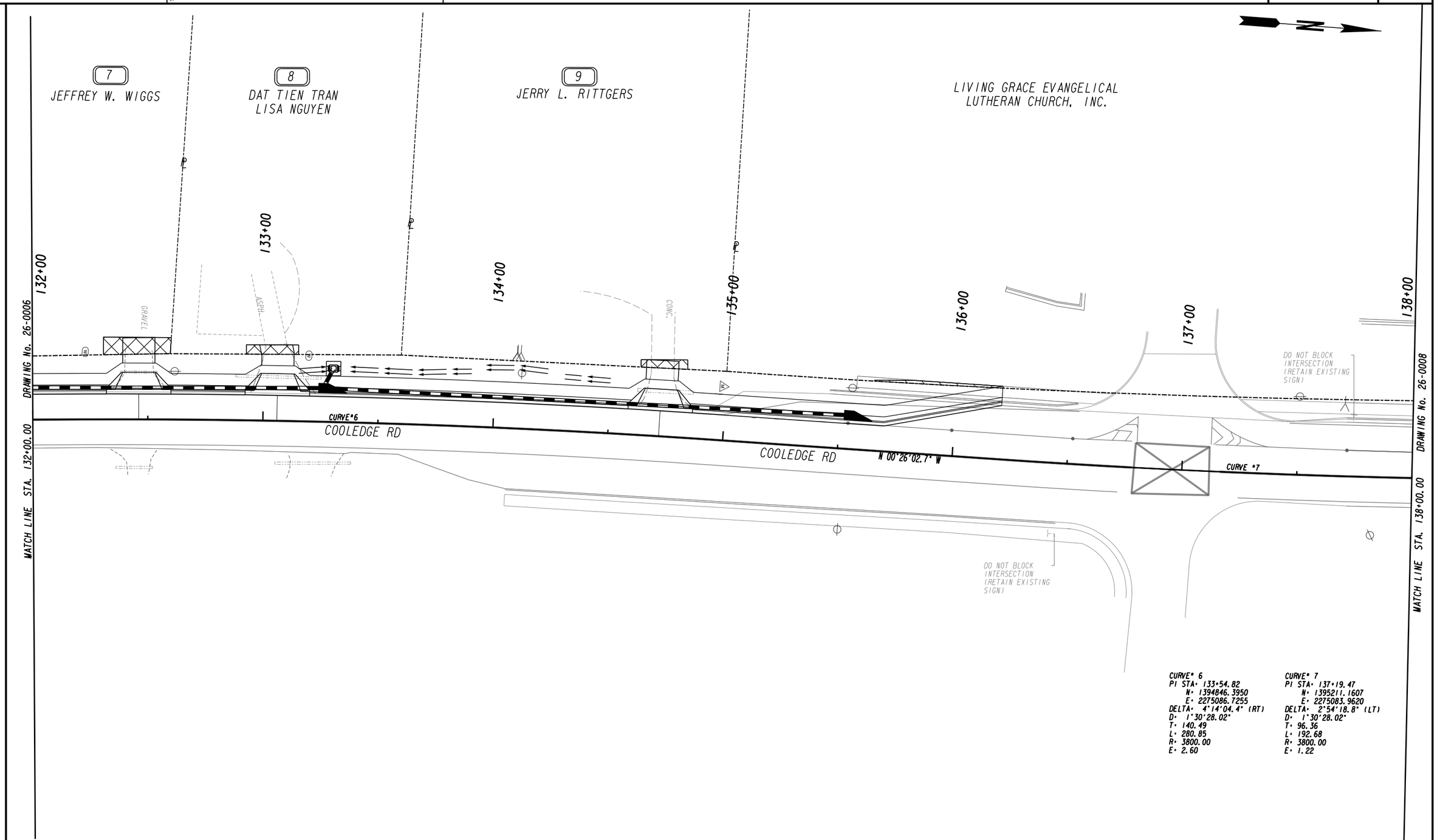
REVISION DATES

SIGNING AND MARKING PLANS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
26-0006

10/23/2015 GPLN



CURVE# 6
PI STA= 133+54.82
N= 1394846.3950
E= 2275086.7255
DELTA= 4°14'04.4" (RT)
D= 1°30'28.02"
T= 140.49
L= 280.85
R= 3800.00
E= 2.60

CURVE# 7
PI STA= 137+19.47
N= 1395211.1607
E= 2275083.9620
DELTA= 2°54'18.8" (LT)
D= 1°30'28.02"
T= 96.36
L= 192.68
R= 3800.00
E= 1.22

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City of Tucker

SCALE IN FEET
0 20 40 80

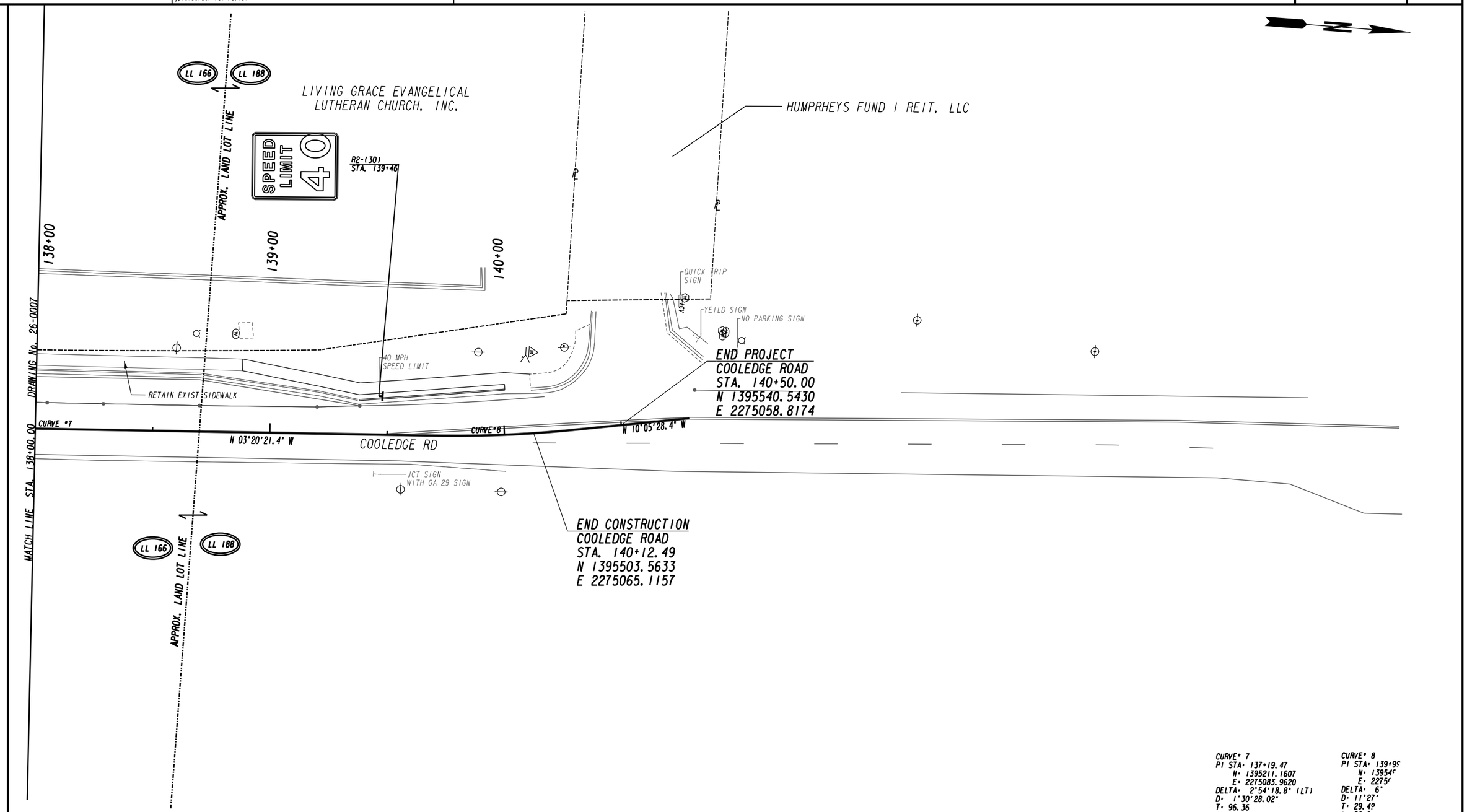
REVISION DATES

SIGNING AND MARKING PLANS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
26-0007

10/23/2015 GPLN



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City of Tucker

SCALE IN FEET
0 20 40 80

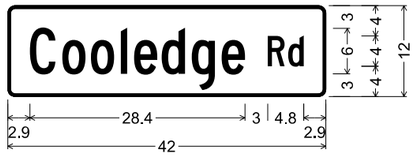
REVISION DATES

SIGNING AND MARKING PLANS
COOLEDGE ROAD
SIDEWALK PROJECT

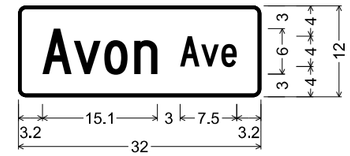
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
26-0008

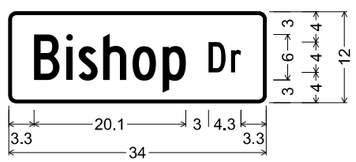
10/23/2015 GPLN



D3-1(2)_42 X 12 METAL BLADE
1.0" RADIUS, 0.4" BORDER, WHITE ON GREEN, 6.0" INITIAL
UPPERCASE, 4.5" LOWERCASE SERIES "C", 100% SPACING



D3-1(2)_32 X 12 METAL BLADE
1.0" RADIUS, 0.4" BORDER, WHITE ON GREEN, 6.0" INITIAL
UPPERCASE, 4.0" LOWERCASE SERIES "C", 100% SPACING



D3-1(2)_34 X 12 METAL BLADE
1.0" RADIUS, 0.4" BORDER, WHITE ON GREEN, 6.0" INITIAL
UPPERCASE, 4.0" LOWERCASE SERIES "C", 100% SPACING

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City of Tucker

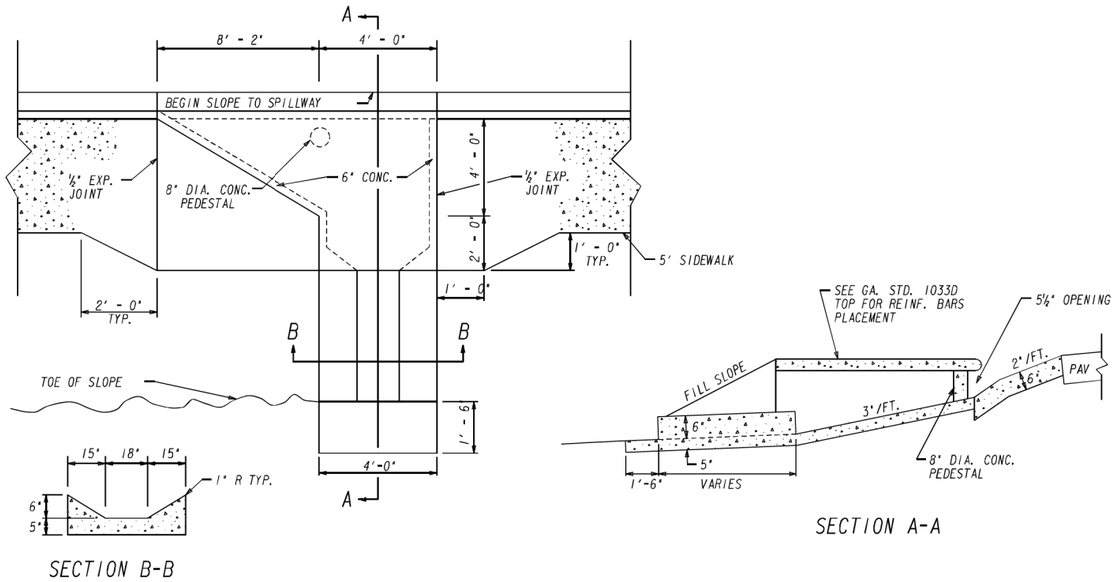
SCALE IN FEET
0 20 40 80

REVISION DATES

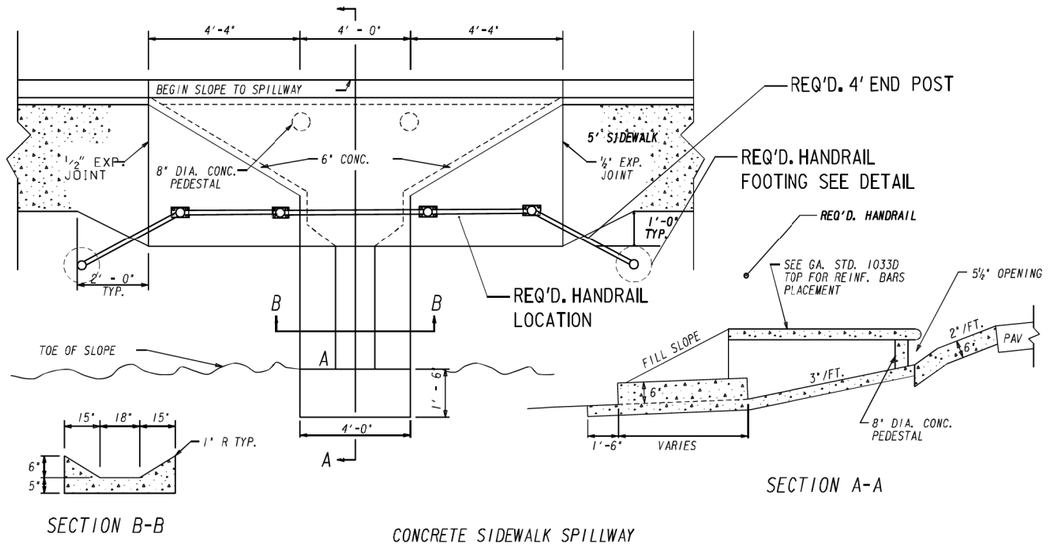
SIGNING AND MARKING PLANS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
26-0009

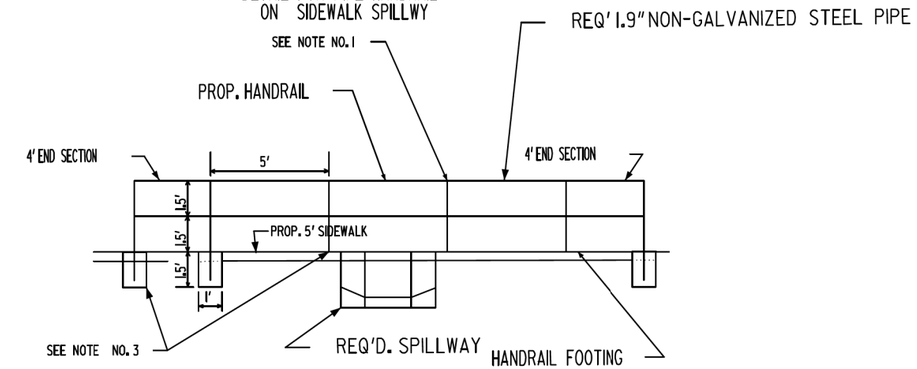


CONCRETE SIDEWALK SPILLWAY
N.T.S



CONCRETE SIDEWALK SPILLWAY
FOR USE IN LOW POINTS
N.T.S

DETAIL FOR PIPE HANDRAIL ON SIDEWALK SPILLWY



ELEVATION

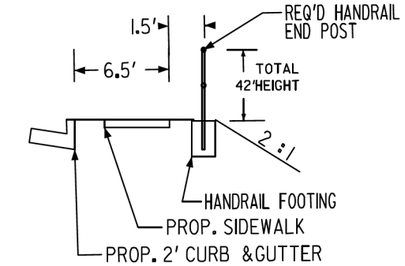
1. HANDRAIL AND POST SHALL BE 1.9" NON-GALVANIZED STEEL PIPE, BLACK POWDER COATED OR 1.9" BLACK POLYKOTE SS40 PIPE. ASSOCIATED HARDWARE SHALL ALSO BE BLACK POWDER COATED INCLUDING TWO RAILS SPACED 21" APART.

2. JOINTS-
A.) NON-GALVANIZED BLACK POWDER COATED STEEL FITTINGS OR COUPLINGS MAY BE USED AT JOINTS (AS SHOWN) IF RAIL IS PRE-FABRICATED.
-OR-
B.) IF RAIL IS CONSTRUCTED ON-SITE, JOINTS MAY BE WELDED. IF WELDED, ALL EXPOSED JOINTS SHALL BE FINISHED BY GRINDING OR FILLING TO GIVE A NEAT APPEARANCE. ALL DAMAGE TO STEEL SHALL BE REPAIRED IN ACCORDANCE WITH THE GA. STANDARD SPECIFICATIONS. JOINTS TO BE PAINTED BLACK AFTER INSTALLATION.

3. FOOTINGS-
A.) POSTS ON SPILLWAY TO BE ANCHORED WITH 2 1/2" X 6 1/2" NON-GALVANIZED BLACK POWDER COATED FLOOR FLANGE WITH 4- ½" X 9" NON-GALVANIZED BLACK POWDER COATED BOLTS (AS SHOWN).

B.) POSTS NOT CONSTRUCTED ON SPILLWAY TO HAVE SUBSTRUCTURE CONSISTING OF A MINIMUM 18" DEEP AND 12" DIAMETER HOLE. BACK FILLED (SURROUNDING THE POST) WITH 3000 PSI CONCRETE. MINIMUM 3" OF CONCRETE TO BE PROVIDED BETWEEN THE BOTTOM OF THE POST AND EXISTING UNDISTURBED SOIL.

4. 1.9" DENOTES O.D. FOR RAIL SECTIONS. I.D. - 1½".



CROSS SECTION

NOT TO SCALE

CONCRETE SIDEWALK SPILLWAY DETAIL
DATE: 10/18/2018

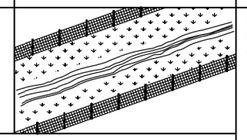
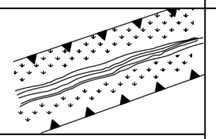
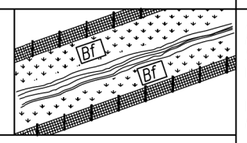
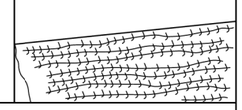
LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

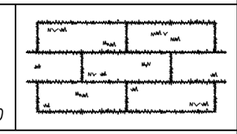
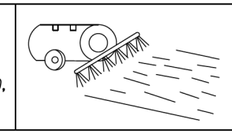
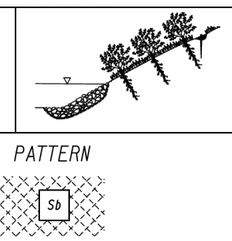
City of Tucker

REVISION DATES

SPECIAL CONSTRUCTION DETAIL
COOLEDGE ROAD
SIDEWALK IMPROVEMENTS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		38-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
	ORANGE BARRIER FENCE LINE CODE ORANGE BARRIER FENCE		ORANGE BARRIER FENCE DELINEATES ENVIRONMENTALLY SENSITIVE AREAS WHERE THE CONTRACTOR SHALL NOT CLEAR, GRUB, OR PLACE CONSTRUCTION MATERIALS OR EQUIPMENT WITHIN THIS AREA.
ESA	ENVIRONMENTALLY SENSITIVE AREA LINE CODE ESA-25'(OR 50')STREAM BUFFER, ETC.		AN ENVIRONMENTALLY SENSITIVE AREA (ESA) CONTAINS RESOURCES THAT ARE ENVIRONMENTALLY, CULTURALLY, OR HISTORICALLY SENSITIVE. ESAs INCLUDE, BUT ARE NOT LIMITED TO: STATE WATER BUFFERS, HISTORIC SITES, ARCHAEOLOGICAL SITES, AND PROTECTED ANIMAL AND PLANT SPECIES HABITATS. IF WORK IS AUTHORIZED IN THIS AREA, THE WORK MUST BE PERFORMED IN ACCORDANCE WITH SECTION 107 AND ANY OTHER APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PLAN NOTES.
Bf	BUFFER ZONE SYMBOL Bf		A STRIP OF UNDISTURBED ORIGINAL VEGETATION, ENHANCED OR RESTORED EXISTING VEGETATION, OR THE RE-ESTABLISHMENT OF VEGETATION SURROUNDING AN AREA OF DISTURBANCE OR BORDERING STREAMS, PONDS, WETLANDS, LAKES, AND COASTAL WATERS. WHEN NECESSARY, BUFFER ZONES ARE TO BE PROTECTED BY ORANGE BARRIER FENCE.
Ds1	MULCH SECTION 163 SYMBOL Ds1		THIS IS AN APPLICATION OF STRAW MULCH USED TO REDUCE SOIL EROSION AND STABILIZE THE SOIL. IT IS USED TO CONTROL EROSION IN AREAS WHERE PERMANENT VEGETATION IS OUT OF SEASON OR TO TEMPORARILY STABILIZE AREAS PRIOR TO FINAL GRADING. MULCHING REQUIREMENTS ARE ADDRESSED BY STANDARD SPECIFICATIONS AND/OR THE PROJECT ENGINEER. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
Ds2	TEMPORARY GRASSING SECTION 163, 700 SYMBOL Ds2		THE SOWING OF A QUICK GROWING SPECIES OF GRASS SUITABLE TO THE AREA AND SEASON. IT IS TYPICALLY USED TO CONTROL EROSION IN AREAS LONGER THAN MULCHING IS EXPECTED TO LAST. TEMPORARY GRASSING SHOULD BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATIONS. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ds3	PERMANENT GRASSING SECTION 700 SYMBOL Ds3		THE SOWING OF PERMANENT VEGETATION, SUCH AS GRASS, SUITABLE TO THE AREA AND SEASON. PERMANENT VEGETATION SHALL BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATION. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
Ds4	SODDING CONSTRUCTION DETAIL D-54 SECTION 700, 890 PATTERN Ds4		THE INSTALLATION OF A SPECIES OF GRASS SODDING SUITABLE TO THE AREA AND SEASON TO PROVIDE IMMEDIATE PERMANENT VEGETATION. SODDING MAY BE SHOWN FOR HIGHLY SENSITIVE AREAS, TO IMPROVE AESTHETICS, OR FOR SPECIAL PLANTING REQUIREMENTS ON THE BASIS OF ENVIRONMENTAL COMMITMENTS OR LANDSCAPING REQUIREMENTS. THE BMP PATTERN FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
Fl-Co	FLOCCULANTS COAGULANTS SECTION 163, 700, 895 SYMBOL Fl-Co POLYACRYLAMIDE		FLOCCULANTS AND COAGULANTS ARE USED TO SETTLE SUSPENDED SEDIMENT, HEAVY METALS, AND HYDROCARBONS (TSS) IN SLOW MOVING RUNOFF FROM CONSTRUCTION SITES FOR WATER CLARIFICATION. ANIONIC POLYACRYLAMIDES (PAM) MAY BE USED IN CONJUNCTION WITH BMPs WITHIN CHANNELS UPSTREAM OF A POST-CONSTRUCTION POND, TEMPORARY SEDIMENT BASIN, OR TEMPORARY SEDIMENT TRAP. FLOCCULANTS SHALL NOT BE USED DOWNSTREAM OF AFOREMENTIONED BMPs! FLOCCULANTS/COAGULANTS ARE TO BE SHOWN ON PLANS WITH APPLICABLE BMP IF NEEDED. PAYMENT FOR PAM AS A FLOCCULANT WILL BE INCLUDED IN THE PRICE FOR THE INSTALLATION AND/OR MAINTENANCE OF THE BMP IT IS USED IN CONJUNCTION WITH. NO SEPARATE PAYMENT WILL BE MADE.
Sb	STREAMBANK STABILIZATION SECTION 702 PATTERN Sb		STREAMBANK STABILIZATION IS THE USE OF READILY AVAILABLE NATIVE PLANT MATERIALS TO MAINTAIN AND ENHANCE STREAMBANKS, OR TO PREVENT, OR RESTORE AND REPAIR SMALL STREAMBANK EROSION PROBLEMS. STREAMBANK STABILIZATION AREAS SHOULD BE SHOWN ON THE PLANS WHEN APPLICABLE TO THE PROJECT. REFER TO THE PROJECT'S STREAM AND STREAM BUFFER MITIGATION PLANS FOR PLANT SPECIES, LOCATIONS, AND OTHER PLANTING DETAILS.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L1

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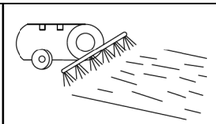
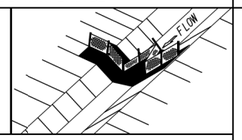
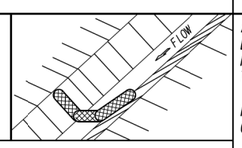
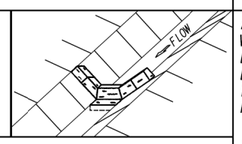
City of Tucker

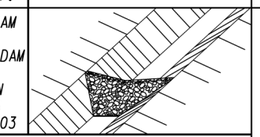
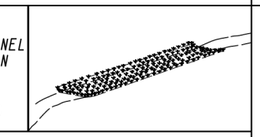
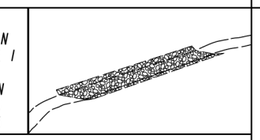
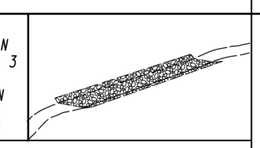
REVISION DATES

EROSION CONTROL LEGEND
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 52-0001

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ss	SLOPE STABILIZATION CONSTRUCTION DETAIL D-35 SECTION 716 PATTERN		SLOPE STABILIZATION (EROSION CONTROL MATTING) IS A PROTECTIVE COVERING USED TO PREVENT EROSION AND ESTABLISH TEMPORARY OR PERMANENT VEGETATION ON STEEP SLOPES, SHORE LINES, OR CHANNELS. SLOPE STABILIZATION MAY BE A ROLLED EROSION CONTROL PRODUCT (RECP) OR A HYDRAULIC EROSION CONTROL PRODUCT (HECP). SLOPE STABILIZATION SHALL BE USED ON ALL CUT OR FILL SLOPES OF 2.5:1 OR STEEPER AND WITHIN 50 FEET OF ALL CROSS DRAINS AND CULVERTS. NOTE: ONLY COCONUT FIBER BLANKET OR WOOD FIBER BLANKET SHALL BE USED AS SLOPE STABILIZATION WITHIN BUFFERED AREAS.
Tac	TACKIFIERS SECTION 163, 700, 895 SYMBOL Tac POLYACRYLAMIDE		TACKIFIERS HYDRATE IN WATER AND READILY BLEND WITH OTHER SLURRY MATERIALS AND ARE USED TO TIE-DOWN FOR SOIL, COMPOST, SEED, STRAW, HAY OR MULCH. TACKIFIERS REQUIREMENTS, SUCH AS ANIONIC POLYACRYLAMIDES (PAM) ARE ADDRESSED BY STANDARD SPECIFICATIONS AND ARE NOT TYPICALLY SHOWN ON THE PLANS. PAM IS TYPICALLY USED BY THE CONTRACTOR FOR TEMPORARY OR PERMANENT GRASSING. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR CRITERIA.
Cd-F	FABRIC CHECK DAM CONSTRUCTION DETAIL D-24D SECTION 171 SYMBOL Cd-F		A CHECK DAM COMPOSED OF SYNTHETIC FIBER FABRIC, WIRE REINFORCED, POST, OVERFLOW WEIR, AND TURF REINFORCEMENT MATTING (TRM) SPLASHPAD PLACED IN DITCHES IN A SPECIAL CONFIGURATION WHICH CONTROLS ENERGY DISSIPATION AND FILTRATION OF STORM WATER. SEE CONSTRUCTION DETAIL D-24D FOR ADDITIONAL INFORMATION AND SPACING REQUIREMENTS. THIS ITEM IS SUITABLE FOR USE IN ROADSIDE DITCHES THAT ARE PART OF INFRASTRUCTURE CONSTRUCTION PROJECTS AND WITHIN THE CLEAR ZONE. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Cd-Fs	COMPOST FILTER SOCK CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163 SYMBOL Cd-Fs		A COMPOST FILTER SOCK CHECK DAM IS COMPOSED OF A PHOTODEGRADABLE OR BIODEGRADABLE KNITTED MESH MATERIAL CONTAINING A WEED FREE FILLER MATERIAL DERIVED FROM A WELL-DECOMPOSED SOURCE OF ORGANIC MATTER. THEY SHALL BE PROPERLY STAKED FOR DITCH APPLICATIONS. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR MATERIAL SPECIFICATIONS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Cd-Hb	BALED STRAW CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163 SYMBOL Cd-Hb		A BALE STRAW CHECK DAM IS COMPOSED OF BALES PREFERABLY BOUND WITH WIRE OR NYLON INSTEAD OF TWINE. BALES SHOULD BE PLACED IN ROWS WITH BALE ENDS TIGHTLY ABUTTING ADJACENT BALES. THE DOWNSTREAM ROW OF BALES SHALL BE PLACED IN A TRENCH TO ALLOW THE TOP OF THE BALE'S LONG, WIDE SIDE TO BE LEVEL WITH THE GROUND AS A NON-ERODIBLE SPLASH PAD. PROPER STAKING IS ALSO REQUIRED FOR DITCH APPLICATIONS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Cd-S	STONE CHECK DAM OR SANDBAG CHECK DAM CONSTRUCTION DETAIL D-56 SECTION 163, 603 SYMBOL Cd-S		STONE CHECK DAMS ARE CONSTRUCTED OF TYPE-3 RIP-RAP WITH GEOTEXTILE UNDERLINER. STONE CHECK DAMS ARE PREFERRED IN ROADWAY DITCHES OUTSIDE THE CLEAR ZONE. CONSIDERATION SHOULD BE GIVEN TO USING OTHER APPROPRIATE CHECK DAMS AND/OR BMPs WITHIN THE CLEAR ZONE. SANDBAG CHECK DAMS ARE RECOMMENDED IN CONCRETE LINED CHANNELS FOR TEMPORARY VELOCITY CONTROL ONLY. ENSURE DISCHARGE POINT IS PROPERLY STABILIZED AND INCLUDE APPROPRIATE BMPs FOR SEDIMENT STORAGE UPSTREAM AND/OR DOWNSTREAM OF CONCRETE LINED CHANNELS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Ch-1	VEGETATED CHANNEL STABILIZATION SECTION 700 LINE CODE		A NEW OR EXISTING CHANNEL MAY BE LINED WITH PERMANENT VEGETATION ONLY FOR VELOCITIES UP TO 5.0 fps. THIS MEASURE SHALL BE DESIGNED IN ACCORDANCE WITH THE GDOT CHANNEL LINING DESIGN PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. TYPICALLY NOT SHOWN IN PLANS.
Ch-2R1	CHANNEL STABILIZATION RIP-RAP, TYPE 1 CONSTRUCTION DETAIL D-49 SECTION 603 LINE CODE		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 1 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2R3	CHANNEL STABILIZATION RIP-RAP, TYPE 3 CONSTRUCTION DETAIL D-49 SECTION 603 LINE CODE		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 3 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L2

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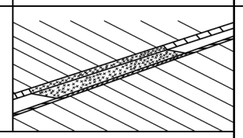
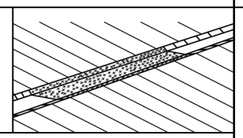
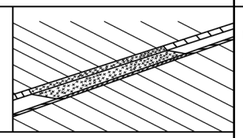
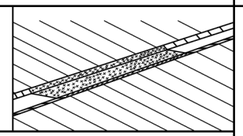
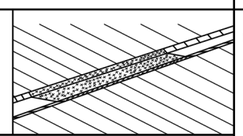
City of Tucker

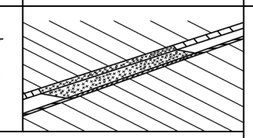
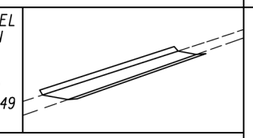
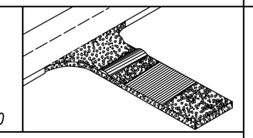
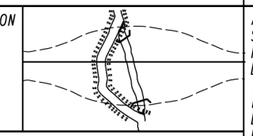
REVISION DATES

EROSION CONTROL LEGEND
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 52-0002

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T1		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-2 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T2	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T2		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-4 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T3		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-6 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T4	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T4		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-8 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T5	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T5		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-10 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T6	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711 LINE CODE Ch-2T6		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-12 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-3	CONCRETE CHANNEL STABILIZATION CONSTRUCTION DETAIL D-10, D-49 SECTION 441 LINE CODE Ch-3		CHANNELS ARE LINED WITH CONCRETE FOR VELOCITIES >/= 10 fps. THIS ITEM CONSISTS OF CONSTRUCTING A 4" THICK CONCRETE CHANNEL. THE CONCRETE SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN. RIP-RAP SHOULD BE USED TO DISSIPATE ENERGY DOWNSTREAM OF CONCRETE LINED CHANNELS.
Co	CONSTRUCTION EXIT CONSTRUCTION DETAIL D-41 SECTION 163, 800 SYMBOL Co		A CONSTRUCTION EXIT IS A STONE STABILIZED PAD THAT REDUCES OR ELIMINATES THE TRANSPORT OF MUD FROM CONSTRUCTION AREAS ONTO PUBLIC ROADS BY EQUIPMENT OR RUNOFF. BEST USED AT ACCESS POINTS, I.e. NEW LOCATION PROJECTS, BORROW PITS, WASTE PITS, ACCESS ROADS, ETC. SHOULD BE MINIMUM 20' WIDE, 50' LONG, 6" THICK, AND REQUIRES A GEOTEXTILE UNDERLINER. ON SITES WHERE THE GRADE TOWARD A PAVED AREA IS GREATER THAN 2%, A FULL WIDTH DIVERSION RIDGE 6" TO 8" HIGH WITH 3:1 SLOPES SHALL BE CONSTRUCTED APPROXIMATELY 15' UPSTREAM OF PAVED AREA. A TIRE WASHING AREA TO REMOVE MUD MAY ALSO BE REQUIRED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS. ALL CONSTRUCTION EXIT REQUIREMENTS ARE INCLUDED IN THE PRICE OF THE CONSTRUCTION EXIT.
Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM SECTION 163 LINE CODE D D D Dc-A D D D		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE OR POLYETHYLENE FILM. INSTALL TWO ROWS OF Sdl-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 0 - 2.5 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L3

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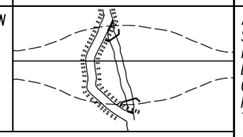
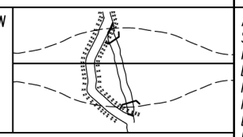
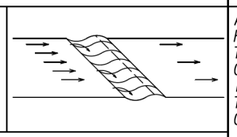
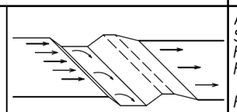
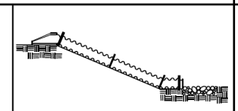
City of Tucker

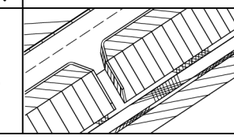
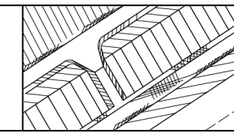
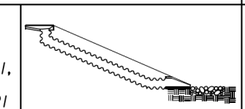
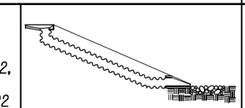
REVISION DATES

EROSION CONTROL LEGEND

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	52-0003
CORRECTED:		DATE:	
VERIFIED:		DATE:	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dc-B	STREAM DIVERSION CHANNEL GEOTEXTILE ONLY SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE ONLY. INSTALL TWO ROWS OF Sdl-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 2.5 - 9.0 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE	—D——D——D—(Dc-B)—D——D——D—	
Dc-C	STREAM DIVERSION CHANNEL RIP-RAP & GEOTEXTILE SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH RIP-RAP AND GEOTEXTILE. INSTALL TWO ROWS OF Sdl-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 9.0 - 13.0 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE	—D——D——D—(Dc-C)—D——D——D—	
Dl-1	DIVERSION BERM CONSTRUCTION DETAIL D-47 SECTION 205		A NON-DESIGNED TEMPORARY EARTHEN BERM WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO BE USED AT THE EDGE OF EMBANKMENT DURING THE GRADING OPERATION. THE BERMS ARE ALSO CONSTRUCTED ABOVE, ACROSS OR BELOW A SLOPE TO REDUCE THE LENGTH OF A SLOPE. THEY ARE USED TO INTERCEPT RUNOFF, PREVENTING SLOPE EROSION AND TO DIRECT THE RUNOFF TO A STABLE OUTLET, DOWN DRAINS "Dn1"OR CATCHMENT AREAS AND ON ALL GRADING PROJECTS.
	LINE CODE	(Dl-1)	
Dl-2	DIVERSION CHANNEL SECTION 205		A DESIGNED TEMPORARY OR PERMANENT CHANNEL WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO DIVERT OFFSITE RUNOFF AWAY FROM DISTURBED AREAS WITHIN THE PROJECT AREA. CHANNEL FOR OFFSITE RUNOFF SHALL BE STABILIZED WITH APPROPRIATE CHANNEL STABILIZATION. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA. A DIVERSION CHANNEL DETAIL MUST ALSO BE PROVIDED IN THE ESPCP. RUNOFF FROM DISTURBED AREAS WITHIN THE PROJECT AREA SHALL NOT BE ALLOWED TO CONVERGE WITH OFFSITE RUNOFF WITHIN THIS DIVERSION.
	LINE CODE	(Dl-2)	
Dn1	TEMPORARY DOWNDRAIN STRUCTURE FLEXIBLE CONSTRUCTION DETAIL D-19 SECTION 163		A TEMPORARY PIPE SLOPE DRAIN IS A PLASTIC FLEXIBLE PIPE TO CARRY WATER FROM THE WORK AREA TO A LOWER ELEVATION. TEMPORARY SLOPE DRAINS SHOULD BE PLACED AT INTERVALS OF 350 FEET ON 0% - 2% GRADES, 200 FEET ON STEEPER GRADES AND MORE FREQUENTLY AS DICTATED BY FIELD CONDITIONS. THE TYPICAL PIPE SIZE IS A CORRUGATED 10". THE PIPE WILL BE ANCHORED WITH STAKES AT INTERVALS NOT TO EXCEED 10'. THE OUTLET AREA SHALL BE STABILIZED FOR VELOCITY DISSIPATION AND EROSION CONTROL.
	LINE CODE	—T——T——T—(Dn1)—T——T——T—	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dn2-A	PERMANENT DOWNDRAIN STRUCTURE CONCRETE CONSTRUCTION DETAIL D-9 SECTION 441		A CONCRETE FLUME TYPE "A" IS USED TO DIRECT SURFACE RUNOFF DOWN A ROADWAY SLOPE INTO ANOTHER FORM OF CONTROL. IT IS USED IN ALL DEPRESSED AREAS WHERE WATER WILL FLOW DOWN THE SLOPE. IT IS DESIGNED FOR A 25-YEAR STORM AND MUST HAVE SOME FORM OF OUTLET PROTECTION. ADDITIONAL LABELING IS NOT REQUIRED IF SHOWN AS A PERMANENT DRAINAGE STRUCTURE ON THE CONSTRUCTION PLANS. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OTHER CRITERIA).
	LINE CODE	(Dn2-A)	
Dn2-B	PERMANENT DOWNDRAIN STRUCTURE CONCRETE CONSTRUCTION DETAIL D-9 SECTION 441		A CONCRETE FLUME TYPE "B" IS USED TO DIRECT SURFACE DITCH RUNOFF DOWN A BACK SLOPE INTO ANOTHER FORM OF CONTROL. IT IS USED IN DEPRESSED AREAS WHERE CONCENTRATED OFFSITE WATER REACHES THE CUT SLOPE. IT IS DESIGNED TO SAFELY CONVEY WATER DOWN THE CUT SLOPE. IT IS DESIGNED FOR A 25-YEAR STORM AND MUST HAVE SOME FORM OF OUTLET PROTECTION. ADDITIONAL LABELING IS NOT REQUIRED IF SHOWN AS A PERMANENT DRAINAGE STRUCTURE ON THE CONSTRUCTION PLANS. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE	(Dn2-B)	
Dn2-1	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP1, 9017J TP1, DETAIL D-26 TP1 SECTION 576, 577		CONCRETE DRAIN INLET WITH METAL PIPE IS USED TO DRAIN CURBS, ON A GRADE, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE	(Dn2-1)	
Dn2-2	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP2, 9017J TP2, DETAIL D-26 TP2 SECTION 576, 577		CONCRETE DRAIN INLET AND METAL PIPE IS USED TO DRAIN CURB, IN A SAG, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE	(Dn2-2)	

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L4

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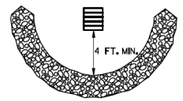
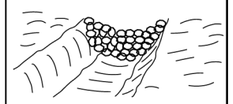
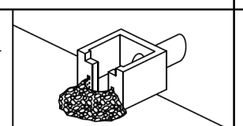
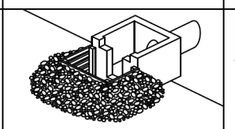
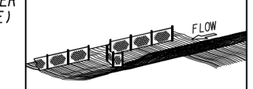
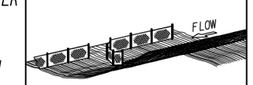
City of Tucker

REVISION DATES

EROSION CONTROL LEGEND
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	52-0004
CORRECTED:	DATE:	
VERIFIED:	DATE:	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING CONSTRUCTION DETAIL D-46 SECTION 163	 SYMBOL Fr	A TEMPORARY STONE BARRIER CONSTRUCTED AT DRAINAGE STRUCTURE INLETS AND POST-CONSTRUCTION POND OUTLETS. IT REDUCES RUNOFF VELOCITY AND HELPS PREVENT SEDIMENT FROM LEAVING SITE PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR ADDITIONAL INFORMATION ON USAGE.
Rd	ROCK FILTER DAM CONSTRUCTION DETAIL D-43 SECTION 163, 603	 SYMBOL Rd	ROCK FILTER DAMS ARE CONSTRUCTED OF TYPE 3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. THEY ARE PLACED ACROSS DRAINAGEWAYS WHICH DRAIN 50 ACRES OR LESS. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING ROCK FILTER DAMS. THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS. ROCK FILTER DAMS SHOULD BE USED IN DITCHES PRIOR TO DISCHARGING INTO STREAMS, WETLANDS, OPEN-WATERS, OR OTHER ESAs.
Rd-B	STONE FILTER BERM CONSTRUCTION DETAIL D-50 SECTION 163, 603	 LINE CODE Rd-B	STONE FILTER BERMS ARE CONSTRUCTED SIMILAR TO ROCK FILTER DAMS FOR A LINEAR APPLICATION. THEY ARE CONSTRUCTED OF TYPE-3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING STONE FILTER BERMS. STONE FILTER BERMS ARE IDEAL ALONG THE PERIMETER FOR SHEET FLOW AND/OR SHALLOW CONCENTRATED FLOW TO A COMMON LOW AREA WHERE PERIMETER SILT FENCE ALONE MAY BE INSUFFICIENT, THERE IS NO WELL-DEFINED CHANNEL FOR A STANDARD ROCK FILTER DAM, AND/OR CONSTRUCTING A ROCK OUTLET TEMPORARY SEDIMENT TRAP IS NOT APPLICABLE.
Rp	RIP-RAP SECTION 603	 PATTERN Rp	RIP-RAP IS A FLEXIBLE PERMANENT BLANKET FOR PROTECTION OF FILL SLOPES AND BRIDGE END ROLLS. RIP-RAP TYPE-I SHOULD BE PLACED ON TOP OF A GEOTEXTILE UNDERLINER AT A MINIMUM 24" THICKNESS OR AS INDICATED ON THE PLANS. RIP-RAP MAY ALSO BE USED AT DRAINAGE STRUCTURE OUTLETS WITHIN THE RIGHT-OF-WAY. HOWEVER, APPROPRIATE OUTLET PROTECTION SHOULD BE PROVIDED AT OUTFALLS. REFER TO STORM DRAIN OUTLET PROTECTION FOR ADDITIONAL INFORMATION ON USING RIP-RAP AT OUTFALLS.
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE CONSTRUCTION DETAIL D-44 SECTION 163	 SYMBOL Rt-P	A PERFORATED HALF-ROUND PIPE WITH STONE FILTER PLACED IN FRONT OF A PERMANENT STORMWATER DETENTION POND OUTLET STRUCTURE TO SERVE AS A TEMPORARY SEDIMENT FILTER. SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRES TOTAL DRAINAGE AREA. SHALL ONLY BE USED IN DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Rt-B	RETROFITTING SLOTTED BOARD DAM CONSTRUCTION DETAIL D-45 SECTION 163	 SYMBOL Rt-B	A SLOTTED BOARD DAM CONSISTS OF STONE AND/OR FILTER FABRIC AND BOARDS WITH 0.5' - 1.0' SPACING TO SERVE AS A TEMPORARY SEDIMENT FILTER. PERMANENT STORMWATER DETENTION POND OUTLET: -DRAINAGE AREA UP TO 100 ACRES -DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA ROADWAY DRAINAGE STRUCTURE: -OPEN END PIPES, WINGED HEADWALLS, OR CONCRETE WEIR OUTLETS WITH DRAINAGE AREA LESS THAN 30 ACRES REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
Rt-Sg1 Rt-Sg2 Rt-Sg3	RETROFITTING SILT CONTROL GATES CONSTRUCTION DETAIL D-20 SECTION 163	 FRONT VIEW SYMBOL Rt-Sg1 Rt-Sg2 Rt-Sg3	A SILT CONTROL GATE CONSISTS OF BOARDS WITHOUT SPACING AND FILTER FABRIC TO BE USED FOR TEMPORARY SEDIMENT STORAGE ON ROADWAY PROJECTS AT THE INLET OF STRUCTURES WITH A DRAINAGE AREA UP TO 50 ACRES. THE DISTURBED AREA WITHIN THE DRAINAGE AREA SHALL NOT EXCEED 5 ACRES. SILT CONTROL GATES SHOULD NOT BE USED ALONE, BUT WITH ANOTHER BMP DOWNSTREAM PRIOR TO DISCHARGE LEAVING PROJECT AREA. DO NOT USE SILT GATES IN STATE WATERS. Rt-Sg1=TYPE 1: USED ON BOX CULVERTS Rt-Sg2=TYPE 2: USED ON STRAIGHT HEADWALLS Rt-Sg3=TYPE 3: USED ON FLARED END SECTIONS AND TAPERED HEADWALLS
Sdl-NS	SEDIMENT BARRIER (NON-SENSITIVE) SILT FENCE TYPE A CONSTRUCTION DETAIL D-24 SECTION 171	 LINE CODE —A——A——A—Sdl-NS—A——A——A—	SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW. TYPE-A SILT FENCE IS TYPICALLY USED IN NON-ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS LESS THAN 10'. IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.
Sdl-S	SEDIMENT BARRIER (SENSITIVE) SILT FENCE TYPE C CONSTRUCTION DETAIL D-24 SECTION 171	 LINE CODE —C——C——C—Sdl-S—C——C——C—	SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW. TYPE-C SILT FENCE IS TYPICALLY USED IN ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS 10' AND GREATER. ALL ENVIRONMENTALLY SENSITIVE AREAS (ESAs) SHALL BE PROTECTED WITH A DOUBLE-ROW OF TYPE-C SILT FENCE REGARDLESS OF FILL HEIGHT. A SINGLE-ROW MAY BE USED FOR OTHER APPLICATIONS. IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L5

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City of Tucker

REVISION DATES

EROSION CONTROL LEGEND

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
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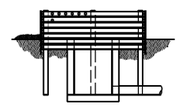
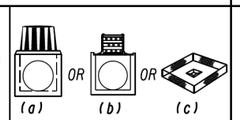
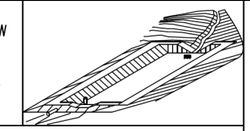
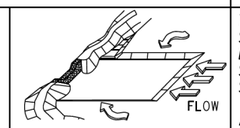
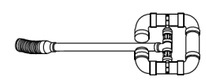
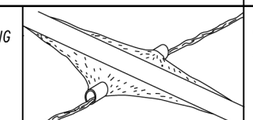
VERIFIED: DATE:

DRAWING No. 52-0005

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd1-BB	SEDIMENT BARRIER BRUSH BARRIER CONSTRUCTION DETAIL D-24B SECTION 201 LINE CODE ✳ ✳ ✳ Sd1-BB ✳ ✳ ✳		THIS ITEM CONSISTS OF INTERMINGLED BRUSH, LOGS, ETC. SO AS NOT TO FORM A SOLID DAM. CONSTRUCTED AT THE TOE OF FILL SLOPES ONLY DURING THE CLEARING AND GRUBBING OPERATION. THE BARRIER SHOULD BE USED AT THE TOE OF FILL SLOPES ON GRADING PROJECTS IN RURAL AREAS WHERE SUFFICIENT RIGHT OF WAY OR EASEMENT IS AVAILABLE (10 FEET OR MORE). THE BARRIER SHOULD RUN ROUGHLY PERPENDICULAR TO THE FLOW OF WATER WHERE THIS DOES NOT CONFLICT WITH RIGHT-OF-WAY OR EASEMENT LIMITS. THEY WILL NOT BE PLACED IN WETLANDS. TYPICALLY NOT SHOWN ON PLANS. PAYMENT FOR THIS ITEM IS INCLUDED IN THE CLEARING AND GRUBBING COST. NO SEPARATE PAYMENT SHALL BE MADE.
Sd2-B	INLET SEDIMENT TRAP (BAFFLE BOX) CONSTRUCTION DETAIL D-42 SECTION 163 SYMBOL Sd2-B		BAFFLE BOX INLET SEDIMENT TRAP USED FOR INLETS RECEIVING HIGH FLOW RATE AND/OR VELOCITY. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES 7 cfs AND GREATER.
Sd2-Bg	INLET SEDIMENT TRAP (BLOCK & GRAVEL) CONSTRUCTION DETAIL D-42 SECTION 163 SYMBOL Sd2-Bg		BLOCK AND GRAVEL DROP INLET PROTECTION USED FOR WHERE HEAVY FLOWS ARE EXPECTED AND WHERE OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE. CAN BE USED AT CULVERT INLETS. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES THAT RANGE FROM 5 - 7 cfs.
Sd2-F	INLET SEDIMENT TRAP (FILTER FABRIC) CONSTRUCTION DETAIL D-24C SECTION 163 SYMBOL Sd2-F		(a) A SEDIMENT BARRIER CONSISTING OF A PREFABRICATED FRAME WITH FILTER FABRIC USED AROUND A DROP INLET OR CATCH BASIN. (b) A SEDIMENT BARRIER CONSISTING OF A PERFORATED METAL STAND PIPE WITH FILTER FABRIC USED AROUND A DROP INLET OR CATCH BASIN. (c) TYPE C SILT FENCE WITH SUPPORTING FRAME CAN BE USED AS AN ALTERNATE TO INLET SEDIMENT TRAP FOR AREAS WITH SLOPES < 5%. THIS ITEM IS USED TO PREVENT SILT FROM ENTERING THE PIPE SYSTEM. SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS. RECOMMENDED FOR INLET RECEIVING FLOW RATES THAT RANGE FROM 0 - 4 cfs.
Sd2-G	INLET SEDIMENT TRAP (GRAVEL) CONSTRUCTION DETAIL D42 SECTION 163 SYMBOL Sd2-G		GRAVEL DROP INLET PROTECTION USED WHERE HEAVY CONCENTRATED FLOWS ARE EXPECTED. STONE AND GRAVEL ARE USED TO TRAP SEDIMENT. THE SLOPE TOWARD THE INLET SHALL BE NO MORE THAN 3:1. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES THAT RANGE FROM 3 - 5 cfs.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd3	TEMPORARY SEDIMENT BASIN CONSTRUCTION DETAIL D-22A, D-22B SECTION 163 SYMBOL Sd3		A BASIN CREATED BY EXCAVATING AN AREA, DAMMING CONCENTRATED FLOW, OR A COMBINATION OF BOTH. THE BASIN IS DESIGNED TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DRAINAGE AREA. THE DRAINAGE AREA SHOULD NOT EXCEED 150 ACRES. BASINS TYPICALLY CONSISTS OF A DAM, PRINCIPAL SPILLWAY, AND AN EMERGENCY SPILLWAY. A FLOATING SURFACE SKIMMER SHALL BE REQUIRED AS PART OF THE PRINCIPAL SPILLWAY UNLESS INFEASIBLE. SUFFICIENT RIGHT-OF-WAY OR EASEMENT IS NEEDED FOR BASIN CONSTRUCTION AND MAINTENANCE ACCESS. SEDIMENT BASINS SHALL BE CONSIDERED ON ALL PROJECTS, BUT MAY NOT BE PRACTICAL. BASINS SHOULD BE LOCATED TO MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES AND UTILITIES. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
Sd4-C	ROCK OUTLET TEMPORARY SEDIMENT TRAP CONSTRUCTION DETAIL D-53 SECTION 163 SYMBOL Sd4-C		TEMPORARY POND WITH ROCK OUTLET DESIGNED TO STORE 67 CUBIC YARDS OF SEDIMENT PER DRAINAGE AREA. DRAINAGE AREA SHALL NOT EXCEED 5 ACRES. DISTINGUISHED FROM TEMPORARY SEDIMENT BASIN BY LACK OF PRINCIPAL SPILLWAY. MAXIMUM POND DEPTH FROM BOTTOM OF POND TO EMERGENCY SPILLWAY IS 4 FEET. A TEMPORARY SEDIMENT BASIN SHALL BE EVALUATED PRIOR TO CONSIDERING A TEMPORARY SEDIMENT TRAP. A TEMPORARY SEDIMENT TRAP IS IDEAL FOR SMALL AREAS WITH NO UNUSUAL DRAINAGE FEATURES AND EFFECTIVE AGAINST COARSE SEDIMENT, BUT NOT AGAINST SILT OR CLAY PARTICLES THAT REMAIN SUSPENDED. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
Sk	FLOATING SURFACE SKIMMER CONSTRUCTION DETAIL D-22A, D-22B SECTION 163 SYMBOL Sk		A BUOYANT DEVICE THAT DRAINS WATER FROM THE SURFACE OF A TEMPORARY SEDIMENT BASIN AT A CONTROLLED FLOW RATE. THE INLET/ORIFICE SIZE IS DESIGNED TO DRAIN THE BASIN WITHIN 24 - 48 HOURS. THE SKIMMER INFORMATION SHALL BE PROVIDED IN CONJUNCTION WITH THE SEDIMENT BASIN INFORMATION IN PLANS. IF A SKIMMER IS INFEASIBLE, THE DESIGNER SHALL PROVIDE A WRITTEN JUSTIFICATION IN THE PLANS. SKIMMERS ARE ATTACHED TO A RISER WITHOUT PERFORATIONS AND ACTS AS THE PRIMARY SPILLWAY. THE SKIMMER BMP SYMBOL SHALL BE SHOWN IN CONJUNCTION WITH THE TEMPORARY SEDIMENT BASIN BMP SYMBOL WHEN APPLICABLE. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR ADDITIONAL INFORMATION.
Sr	TEMPORARY STREAM CROSSING SECTION 107 SYMBOL Sr		A TEMPORARY STRUCTURE INSTALLED ACROSS A FLOWING STREAM OR WATERCOURSE FOR USE BY CONSTRUCTION EQUIPMENT. THIS BMP PROVIDES A MEANS TO CROSS STREAMS OR WATERCOURSES WITHOUT MOVING SEDIMENT INTO STREAMS, DAMAGING THE STREAM BED OR CHANNEL, OR CAUSING FLOODING. THIS BMP SHOULD NOT BE USED ON STREAMS WITH DRAINAGE AREAS GREATER THAN ONE SQUARE MILE, UNLESS SPECIFICALLY DESIGNED TO ACCOMMODATE THE ADDITIONAL DRAINAGE AREA BY THE DESIGN PROFESSIONAL. A CERTIFICATION STATEMENT AND SIGNATURE SHALL ACCOMPANY THE DESIGN. THIS BMP SHALL BE DESIGNED ACCORDING TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA". FOR CONTRACTOR'S USE ONLY!

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L6

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City of Tucker

REVISION DATES

EROSION CONTROL LEGEND

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
BACKCHECKED: DATE:
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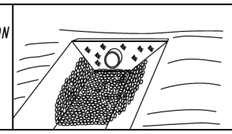
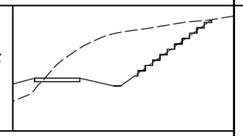
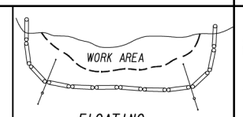
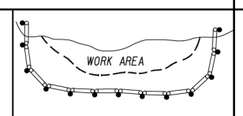
VERIFIED: DATE:

DRAWING No. 52-0006

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
St	STORM DRAIN OUTLET PROTECTION GA. STD. 1125 & 2332		A PIPE OR BOX CULVERT OUTLET HEADWALL WITH AN APRON AND DISSIPATOR BLOCKS IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. IT IS USED ON THE OUTLET OF ALL BOX CULVERTS AND ON 48" AND LARGER PIPES. MAY BE USED ON INLET FOR FLOWING STREAMS. USE ON SMALL PIPES WHEN OUTLET VELOCITY OF THE 25-YEAR STORM IS 12 fps AND GREATER.
	SYMBOL St		
St-Rp	STORM DRAIN OUTLET PROTECTION (RIP-RAP) CONSTRUCTION DETAIL D-55 SECTION 603		RIP-RAP OUTLET PROTECTION IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE, CHANNEL, OR STRUCTURE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. THE MINIMUM DESIGN OF RIP-RAP OUTLET PROTECTION SHALL BE THE 25-YEAR STORM PEAK FLOW, BUT LARGER STORMS ARE RECOMMENDED. TYPE-1 RIP-RAP AT A DEPTH OF 36" AND PLACED ON FILTER FABRIC IS PREFERRED FOR ALL d50 <= 1.2 FEET. TYPE-3 RIP-RAP AT A DEPTH OF 18" AND PLACED ON FILTER FABRIC MAY BE USED FOR d50 <= 0.7 FEET. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR REQUIRED DESIGN DIMENSIONS AND OTHER INFORMATION TO BE INCLUDED IN THE PLANS.
	PATTERN FLAT AREA St-Rp OR St-Rp WELL-DEFINED CHANNEL		
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205		PROVIDING A ROUGH SOIL SURFACE WITH HORIZONTAL DEPRESSIONS, BY OPERATING A CLEATED DOZER ON THE SLOPE IN A VERTICAL DIRECTION. CREATING SERRATED SLOPES IN THE GRADING PROCESS TO CONSTRUCT BENCHES WILL REDUCE RUNOFF VELOCITY AND INCREASE INFILTRATION OF WATER. IN MOST CASES THIS BMP IS NOT REQUIRED TO BE SHOWN ON THE PLANS, BUT REQUIRED TO BE COMPLETED BY THE CONTRACTOR UNDER ALL PROJECTS. IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.
	LINE CODE Su		
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170	 FLOATING	A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.
	LINE CODE Tc-F		
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170	 STAKED	A STAKED TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED IN SHALLOW INUNDATED AREAS. IT MAY BE USED TO PROTECT A SMALL STREAM BEING REALIGNED OR RESTORED. IN THIS CASE, CURTAIN SHOULD EXTEND TO BOTTOM OF STREAMBED. THE HEIGHT SHOULD BE LIMITED TO 5 FEET UNLESS DIRECTED AND EXTEND 2 FEET ABOVE NORMAL WATER ELEVATION. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY BE REFERRED TO AS A SILT BARRIER OR SILT CURTAIN.
	LINE CODE Tc-S		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

GDOT DETAIL EC-L7

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City of Tucker

REVISION DATES

EROSION CONTROL LEGEND
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED: DATE:
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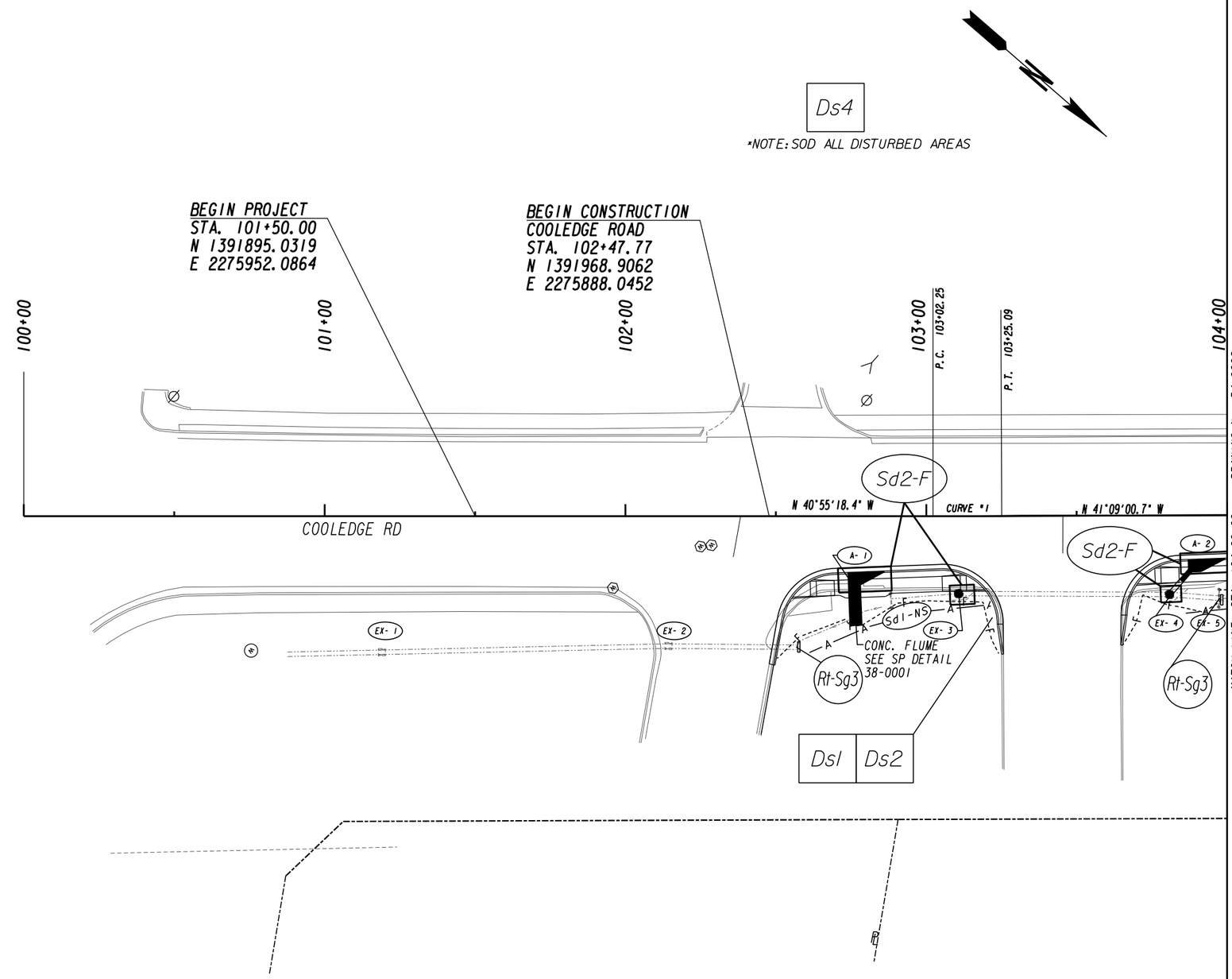
DRAWING No. 52-0007



DRAWING No. 54-0002

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
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City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

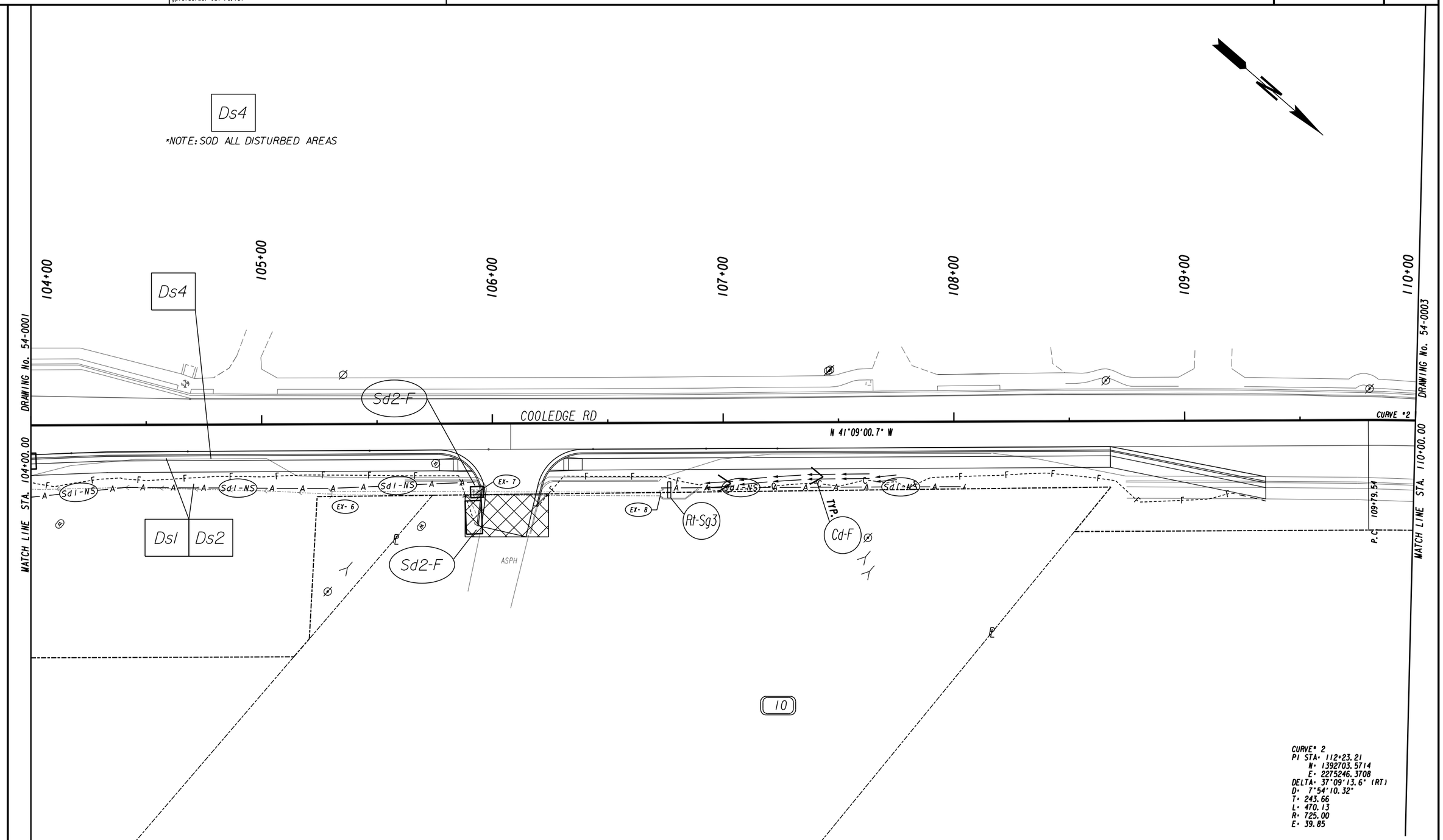
BMP LOCATION DETAILS

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 54-0001

10/23/2015 GPLN



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City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

BMP LOCATION DETAILS

COOLEDGE ROAD SIDEWALK PROJECT

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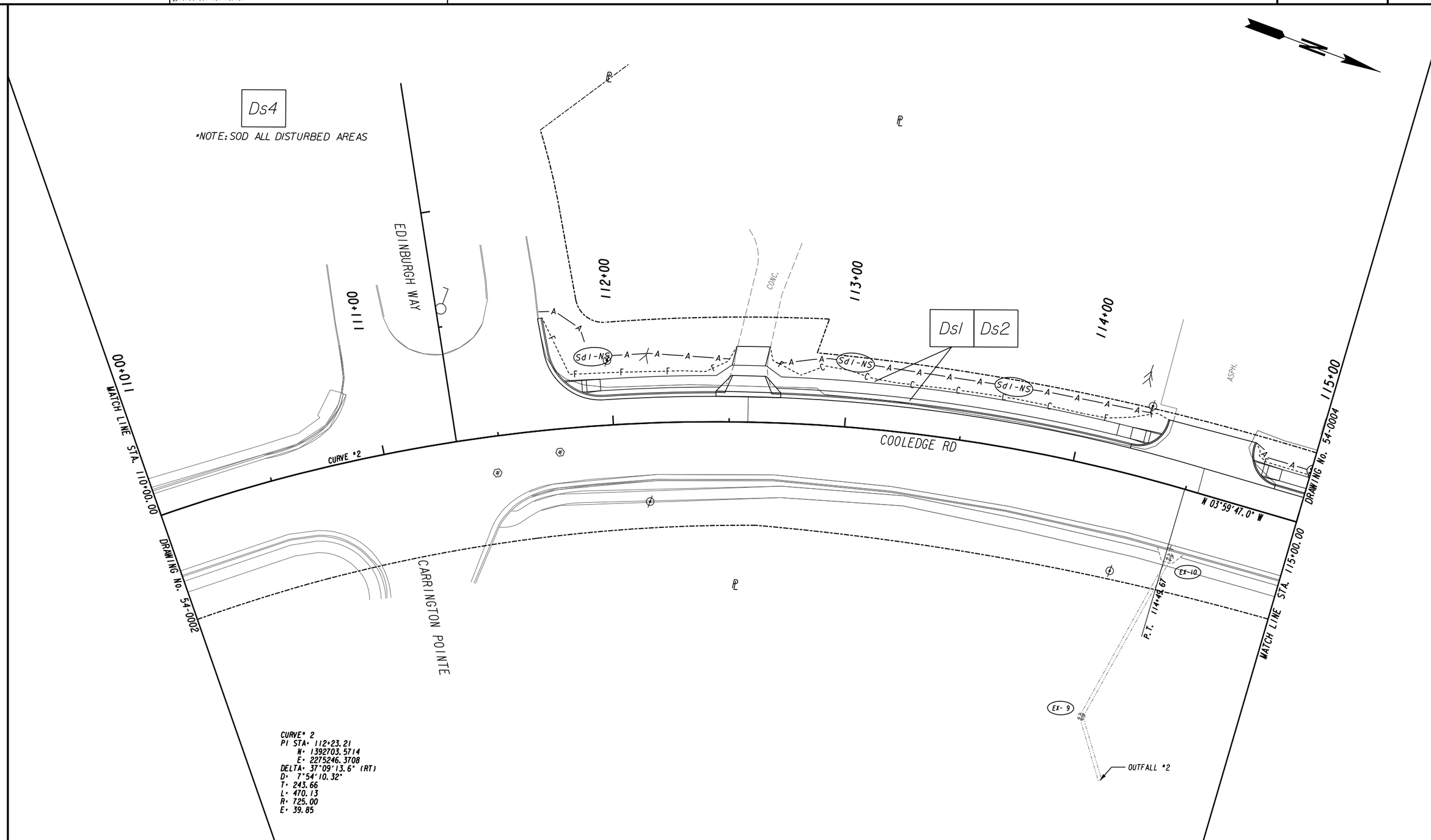
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 54-0002

10/23/2015 GPLN



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City of Tucker

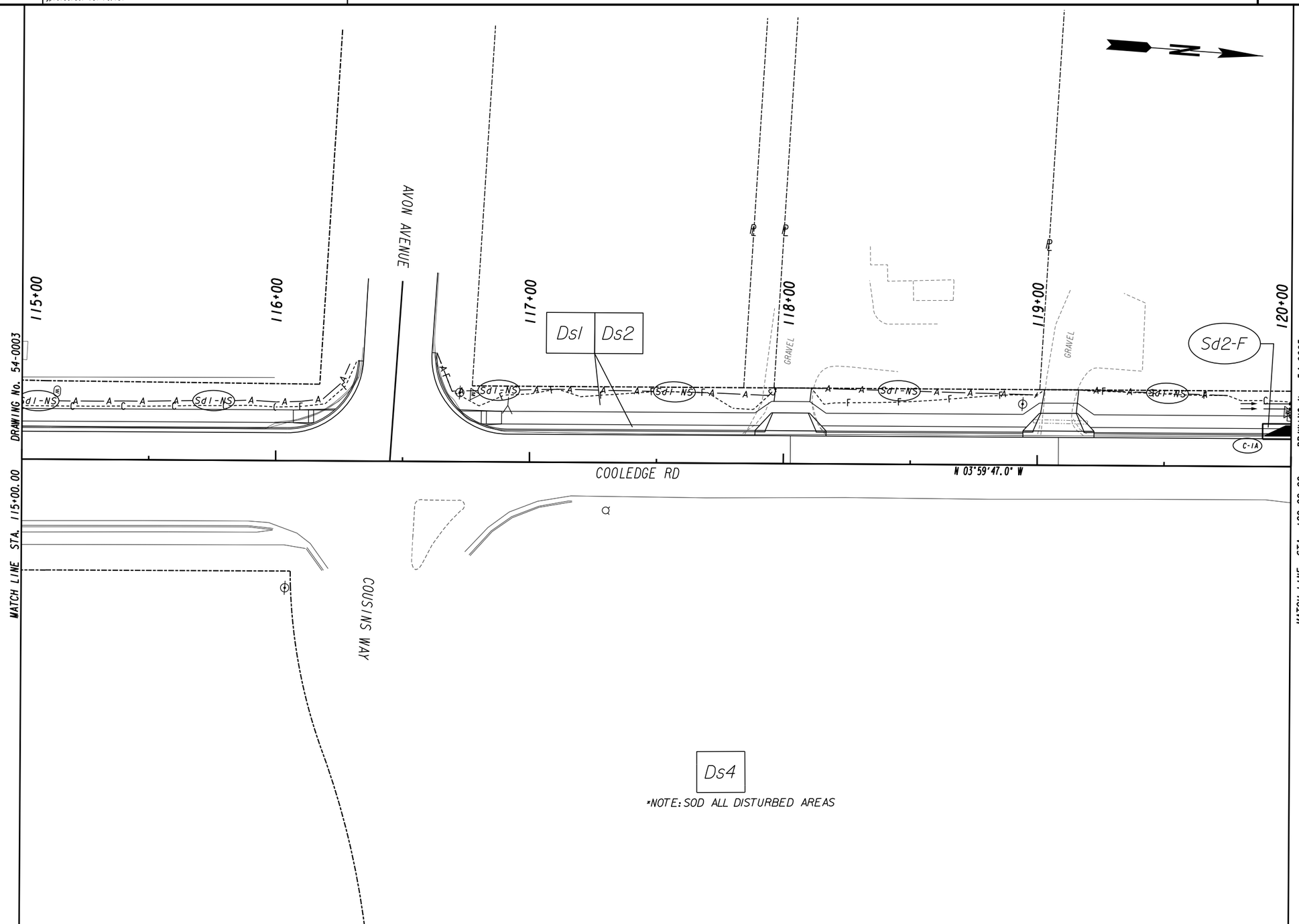
SCALE IN FEET
0 20 40 80

REVISION DATES

BMP LOCATION DETAILS

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		54-0003
CORRECTED:		DATE:		
VERIFIED:		DATE:		



*NOTE: SOD ALL DISTURBED AREAS

LOWE ENGINEERS
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City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES		

BMP LOCATION DETAILS

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
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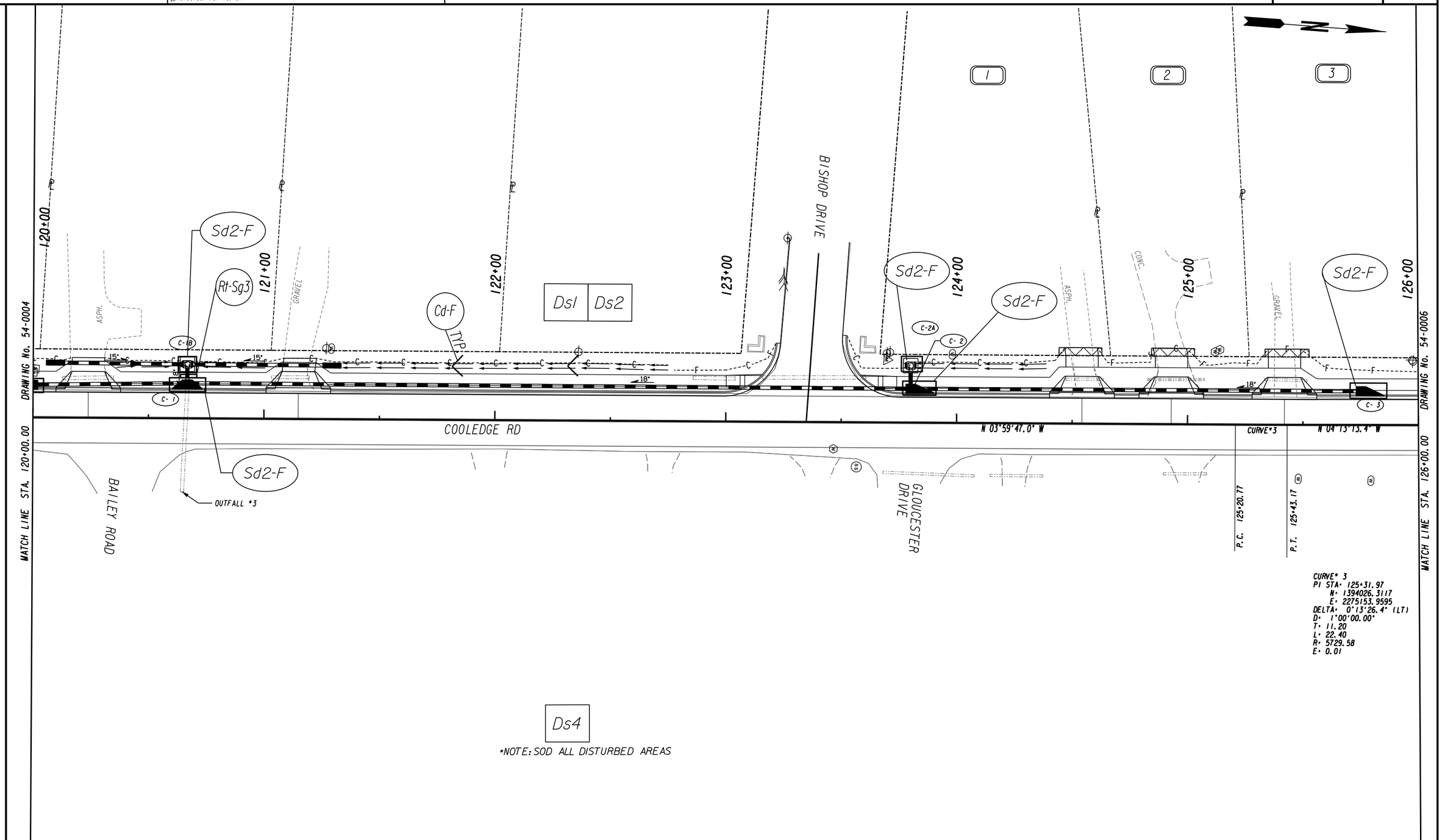
DRAWING No. 54-0004

10/23/2015 GPLN



CURVE* 3
PI STA= 125+31.97
N= 1394026.3117
E= 2275153.9595
DELTA= 0°13'26.4" (LT)
D= 1°00'00.00"
T= 11.20
L= 22.40
R= 5729.58
E= 0.01

*NOTE: SOD ALL DISTURBED AREAS

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

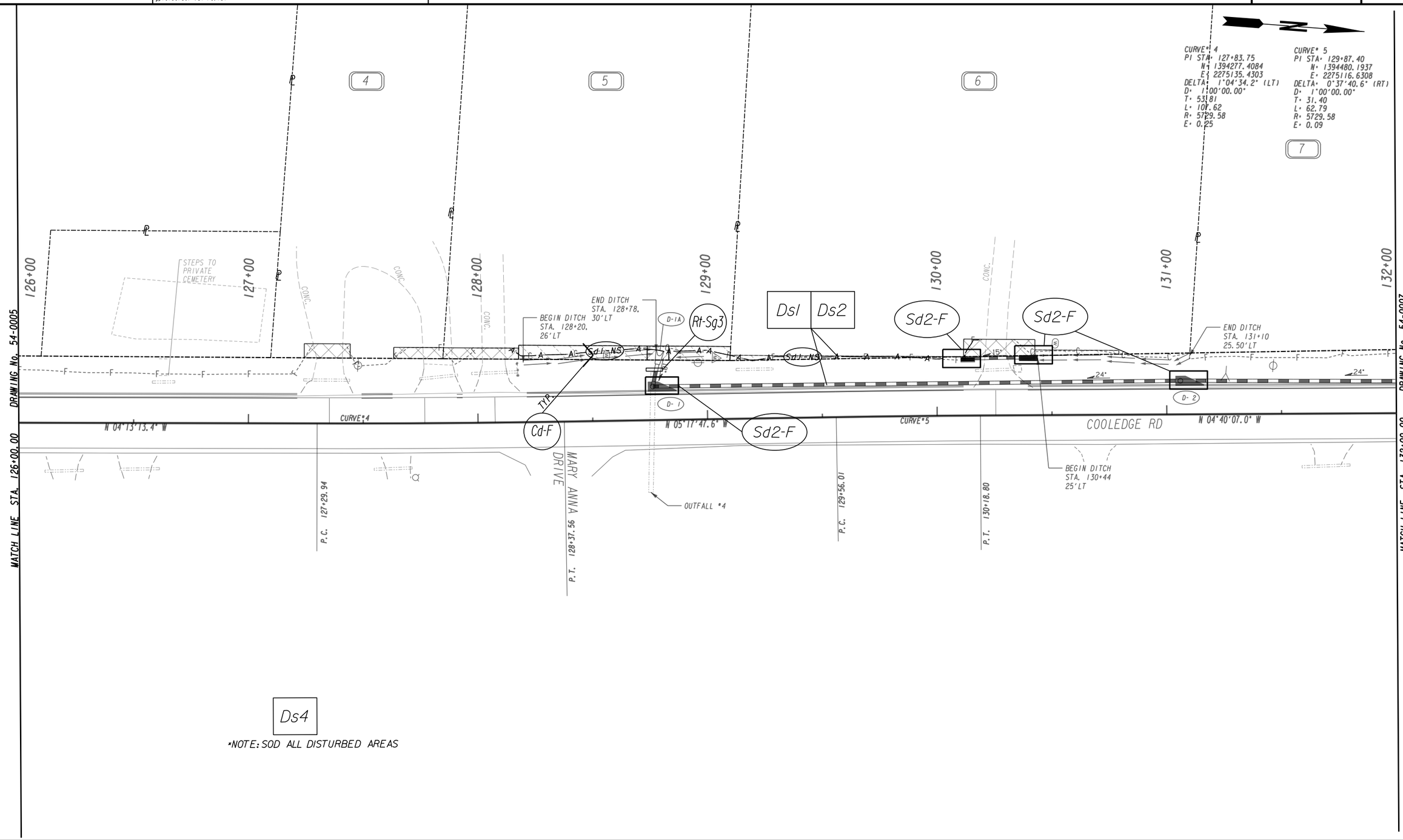
REVISION DATES

BMP LOCATION DETAILS
COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 54-0005

10/23/2015 GPLN



*NOTE: SOD ALL DISTURBED AREAS

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

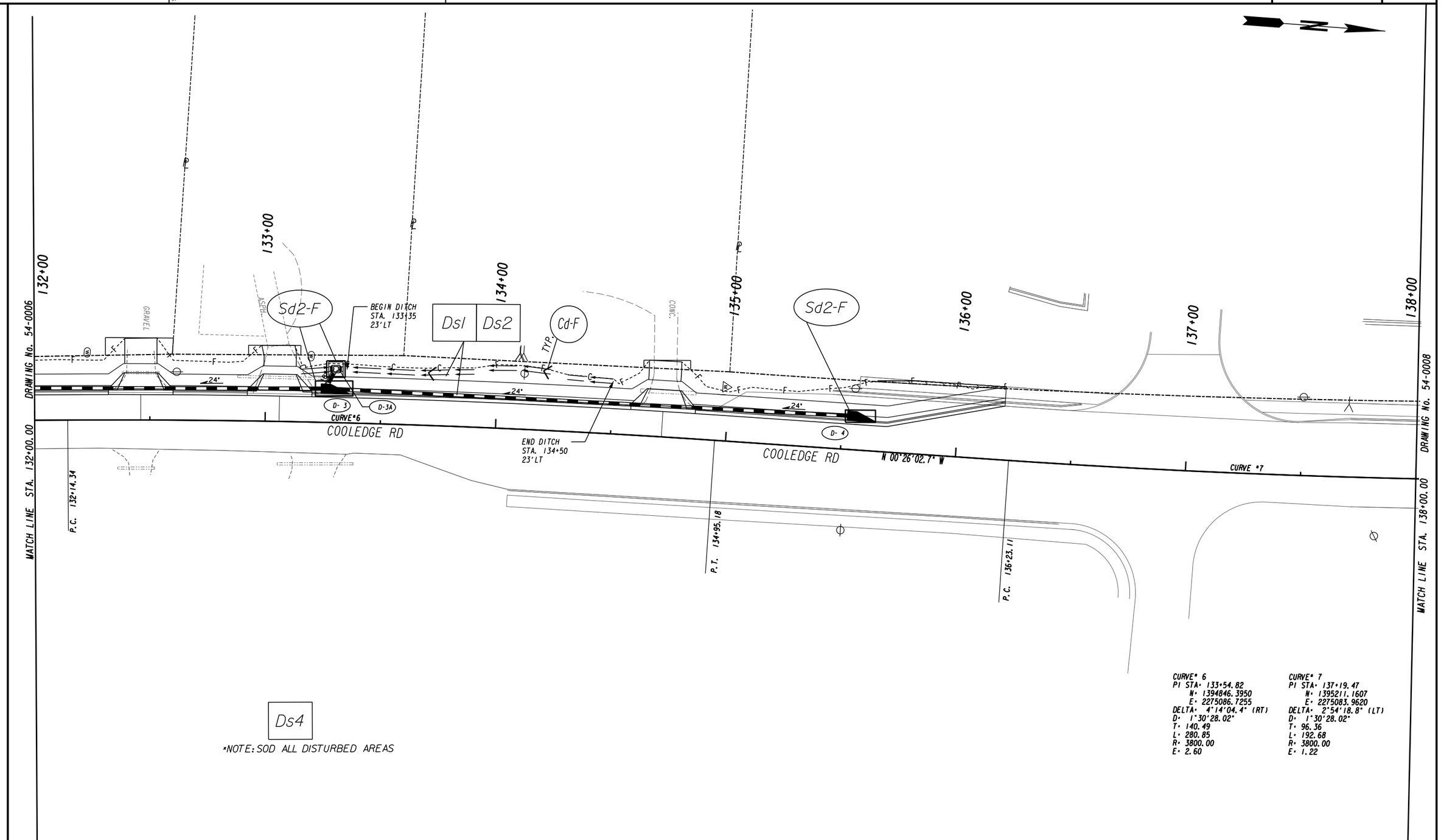
REVISION DATES		

BMP LOCATION DETAILS

COOLEDGE ROAD SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 54-0006



CURVE# 6
PI STA= 133+54.82
N= 1394846.3950
E= 2275086.7255
DELTA= 4°14'04.4" (RT)
D= 1°30'28.02"
T= 140.49
L= 280.85
R= 3800.00
E= 2.60

CURVE# 7
PI STA= 137+19.47
N= 1395211.1607
E= 2275083.9620
DELTA= 2°54'18.8" (LT)
D= 1°30'28.02"
T= 96.36
L= 192.68
R= 3800.00
E= 1.22

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

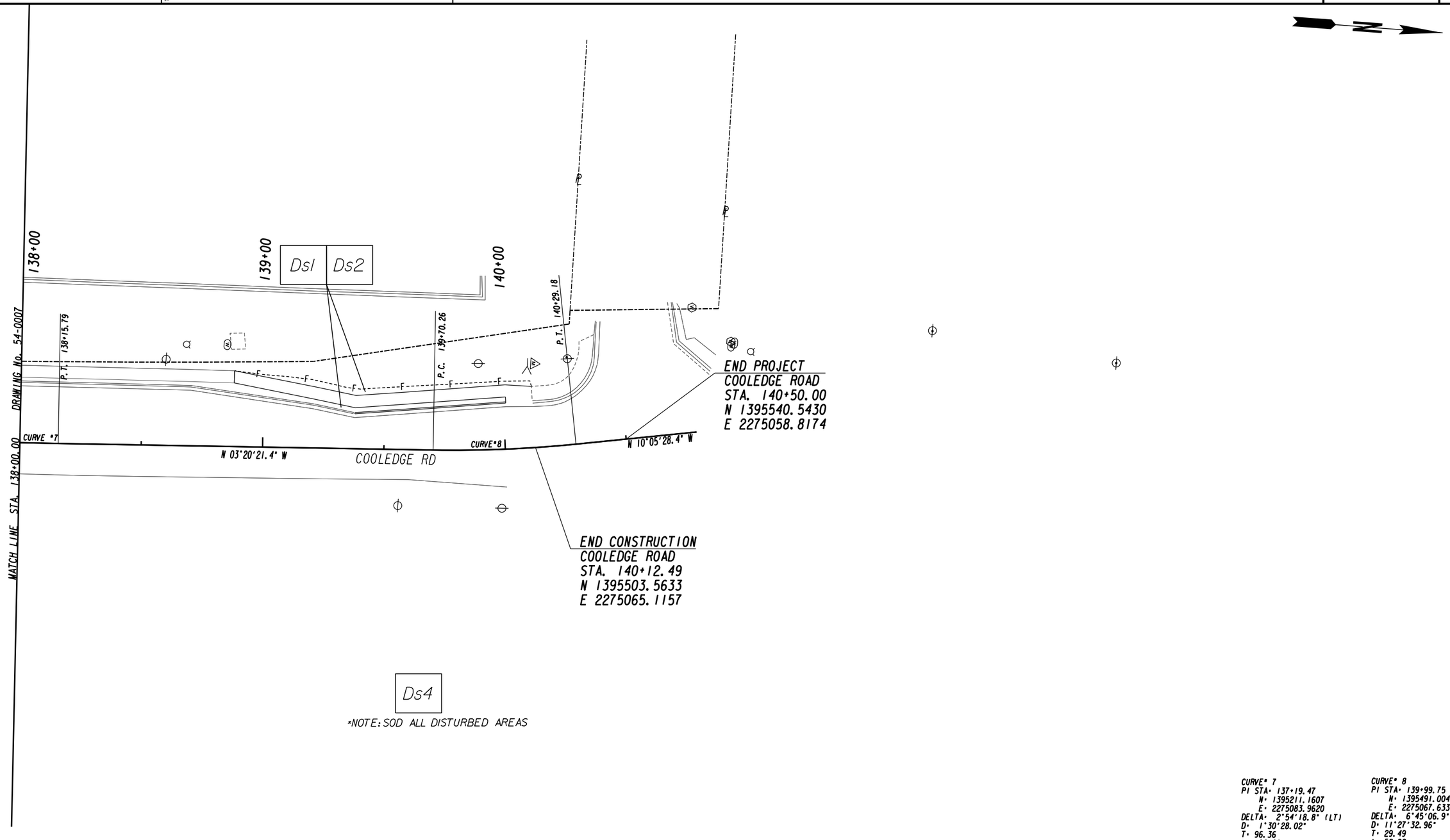
REVISION DATES

BMP LOCATION DETAILS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
54-0007

10/23/2015 GPLN



CURVE# 7
PI STA= 137+19.47
N= 1395211.1607
E= 2275083.9620
DELTA= 2°54'18.8" (LT)
D= 1°30'28.02"
T= 96.36
L= 192.68
R= 3800.00
E= 1.22

CURVE# 8
PI STA= 139+99.75
N= 1395491.0042
E= 2275067.6338
DELTA= 6°45'06.9" (LT)
D= 11°27'32.96"
T= 29.49
L= 58.92
R= 500.00
E= 0.87

LOWE ENGINEERS
990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

City of Tucker

SCALE IN FEET
0 20 40 80

REVISION DATES

BMP LOCATION DETAILS
COOLEDGE ROAD
SIDEWALK PROJECT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		54-0008
CORRECTED:		DATE:		
VERIFIED:		DATE:		

City of Tucker

Invitation to Bid
ITB # 2021-008

COOLEDGE ROAD SIDEWALK PROJECT

BID MANUAL

City of Tucker
1975 Lakeside Parkway, Suite 350
Tucker, Georgia 30084

City of Tucker Invitation to Bid
ITB #2021-008
COOLEDGE ROAD SIDEWALK PROJECT

INVITATION: The City of Tucker, Georgia requests that interested parties submit proposals for the Cooledge Road Sidewalk Project. Proposals will be accepted until the date and time listed below and will be awarded to the responsive and responsible bidder whose bid, conforming with all the material terms and conditions of the ITB, is the lowest in price. Addenda and updates to this bid manual will be posted on the City of Tucker website http://tuckerga.gov or may be requested by email procurement@tuckerga.gov.

BID ACTIVITY SCHEDULE	
Bid Issued	March 1, 2022
Pre-Bid Conference	N/A
Deadline for Questions	March 15, 2022 at 5:00 p.m.
Responses to Questions Posted (Addenda)	March 17, 2022
Bid Deadline	**March 29, 2022 at 3:00 p.m.**
Award at Council Meeting	TBD
Completion from Notice to Proceed	150 calendar days

SCOPE OF WORK: Refer to Exhibit A.

QUESTIONS: Submit all questions in writing to procurement@tuckerga.gov reference Bid #2021-008.

PRE-BID CONFERENCE: N/A

ADDENDA: Responses to the questions received will be by addenda and will be posted on the City website http://tuckerga.gov. The signed acknowledgement issued with each addendum must be submitted with the proposal. It is the vendors responsibility to verify if any addenda were created.

SUBMITTAL REQUIREMENTS: Vendor shall submit ITB Response electronically to procurement@tuckerga.gov with the subject line ITB #2021-008. The email must contain the vendor contact information.

BID TABULATON: Preliminary Bid results will be posted on the City's website, http://tuckerga.gov, following the opening of bids.

Your response must be received by the date and time specified. (Addenda will show any schedule updates) Late receipt of bids will not be considered regardless of postmark/carrier or email issues. Proposals received after the opening time will be filed unopened. The City of Tucker reserves the right to reject any and all proposals or any part, to waive any formalities or informalities to make an award and to re-advertise in the best interest of the City. No proposals received orally/phone.

Exhibit A:
Project Specifications / Scope of Work
ITB #2021-008 Cooledge Road Sidewalk Project

PURPOSE, INTENT AND PROJECT DESCRIPTION

The City of Tucker (City), requests that interested parties submit formal electronic bids for the construction of the Cooledge Road Sidewalk Project.

The Cooledge Road Sidewalk Project will consist of two segments. The first segment of the project is to begin at the exit driveway of 1531 Cooledge Road on the eastern side of the road and will continue northbound until connecting to the existing sidewalk on the backside of 1695 Carrington Pointe. The second segment will begin at the corner of entrance to Edinburgh Way on the west side of the road and continue northbound until connecting to the existing sidewalk in front of 1812 Cooledge Road. The project includes the construction of a new 5-foot-wide sidewalk segment, curb and gutter, stormwater drainage, signage, and landscaping improvements. The complete scope, plans, and other relevant information for ITB #2022-008 Cooledge Road Sidewalk Project is available for download on the City of Tucker website: http://tuckerga.gov or request via email to procurement@tuckerga.gov .

GENERAL CONDITIONS

The contractor shall execute the work according to and meet the requirements of the following:

- Georgia Department of Transportation (GDOT) Specifications, Standards, and Details;
- The Contract Documents including but not limited to the scope of work, plans, and specifications;
- City of Tucker ordinances and regulations;
- OSHA standards and guidelines
- MUTCD Guidelines
- Any other applicable codes, laws and regulations including but not limited to Section 45- 10-20 through 45-10-28 of the Official Code of Georgia Annotated, Title VI of the Civil Rights Act, Drug-Free Workplace Act, and all applicable requirements of the Americans with Disabilities Act of 1990.

The contractor will be responsible for providing all labor, materials, and equipment necessary to perform the work. This is a unit price bid. Payment will be made based on actual work completed.

The contractor is responsible for inspecting the jobsite prior to submitting a bid. No change orders will be issued for differing site conditions.

Materials must come from GDOT approved sources. The contractor will be required to submit in writing a list of proposed sources of materials. When required representative samples will be taken for examination and testing prior to approval. The materials used in the work shall meet all quality requirements of the contract. Materials will not be considered as finally accepted until all tests, including any to be taken from the finished work have been completed and evaluated. Standard Specification 106 – Control of Materials will be used as a guide. All materials will be tested according to the GDOT Sampling, Testing, and Inspection Manual by an approved consultant/lab hired by the City.

The successful bidder must have verifiable experience at construction of similar projects in accordance with these specifications. Bidder shall provide at least three examples and reference information (including company name, project name, contact name, phone number and email address) demonstrating experience successfully completing projects of similar scope.

10% retainage will be withheld from the total amount due the contractor until Final Acceptance of work is issued by the City. The City will inspect the work as it progresses.

PROSECUTION AND PROGRESS

The Contractor will mobilize with sufficient forces such that all construction identified as part of this contract shall be substantially completed within 150 calendar days. The contractor will be considered substantially complete when all work required by this contract has been completed (excluding punch list work).

Upon Notice of Award, the Contractor will be required to submit a Progress Schedule.

Normal workday for this project shall be 7:00AM to 7:00PM and the normal workweek shall be Monday through Friday. Lane closures on Cooledge Road are limited to the hours of 9:00AM to 4:00PM. The City will consider extended workdays or workweeks upon written request by the Contractor on a case by case basis. No work will be allowed on national holidays (i.e. Memorial Day, July 4th, Labor Day, etc.). Hours of operation for subdivision streets shall be 8:00AM to 7:00PM.

The work will require bidder to provide all labor, administrative forces, equipment, materials and other incidental items to complete all required work. The City shall perform a Final Inspection upon substantial completion of the work. The contractor will be allowed to participate in the Final Inspection. All repairs shall be completed by the contractor at contractor's expense prior to issuance of Final Acceptance.

The contractor shall be assessed liquidated damages in the amount of $200.00 per calendar day for any contract work (excluding punch list work) that is not completed within 150 calendar days. Liquidated damages shall be deducted from the 10% retainage held by the City. The contractor will also be assessed liquidated damages in the amount of $200.00 per calendar day for not completing any required Punch List work within 45 calendar days.

The contractor shall provide all material, labor, and equipment necessary to perform the work without delay until final completion.

The contractor shall provide a project progress schedule prior to or at the preconstruction meeting. This schedule should accurately represent the intended work and cannot be vague or broad such as listing every road in the contract.

The contractor shall submit a two-week advance schedule every **Friday by 2:00p.m**, detailing scheduled activities for the following week.

PERMITS AND LICENSES

The contractor shall procure all permits and licenses, pay all charges, taxes and fees, and give all notices necessary and incidental to the due and lawful prosecution of the work.

BONDING AND INSURANCE REQUIREMENTS

No bid may be withdrawn for a period of forty-five (45) days after the time has been called on the date of opening.

All bids must be accompanied by a Bid Bond of a reputable bonding company authorized to do business in the State of Georgia, in an amount equal to at least five percent (5%) of the total amount of the bid.

Upon Notice of Award, the successful contractor shall submit a Performance Bond pursuant to O.C.G.A. § 36- 91-70 payable to the City of Tucker in the amount of 100% of the total contract price. The successful contractor shall also submit a Payment Bond in the amount of 100% pursuant pursuant to O.C.G.A. § 36- 91-90.

Upon Notice of Award, the successful contractor shall procure and maintain a General Liability Insurance Policy with minimum limits of $1,000,000 per person and $1,000,000 per occurrence.

MATERIALS

The City will provide a Construction Engineering & Inspections (CEI) Consultant to inspect the work and provide materials testing. All materials will meet appropriate GDOT specifications. Materials quality control test types will meet GDOT specifications at a frequency equal to or exceeding that set by those specifications. Contractor will be responsible for replacing any work performed with material from rejected sample lot at no cost to the City.

PUBLIC NOTIFICATION

The contractor shall be responsible for installing variable message signs at each end of the project one week prior to commencement of work. Payment for this will be included in the item for Traffic Control. The City will be responsible for notification to individual property owners.

EXISTING CONDITIONS / DEVIATION OF QUANTITIES

All information given in this ITB concerning quantities, scope of work, existing conditions, etc. is for information purposes only. It is the Contractor's responsibility to inspect the project site to verify existing conditions and quantities prior to submitting their bid. This is a Unit Price bid and no payment will be made for additional work without prior written approval from the City. At no time will Contractor proceed with work outside the prescribed scope of services for which additional payment will be requested without the written authorization of the City.

The City reserves the right to add, modify, or delete quantities. The City may also elect to add or eliminate certain work locations at its discretion. The Contractor will not be entitled to any adjustment of unit prices or any other form of additional compensation because of adjustments made to quantities and/or work locations. Contractor will be paid for actual in-place quantities completed and accepted for pay items listed in the Bid Schedule. All other work required by this ITB, plans, specs, standards, etc. but not specifically listed in the Bid Schedule shall be considered "incidental work" and included in the bid prices for items on the Bid Schedule.

TRAFFIC CONTROL

The contractor shall, at all times, conduct his work so as to assure the least possible obstruction of traffic. The safety and convenience of the general public and the residents along the roadway and the protection of persons and property shall be provided for by the contractor as specified in the

State of Georgia, Department of Transportation Standard Specifications Sections 104.05, 107.09 and 150.

Traffic whose origin and destination is within the limits of the project shall be provided ingress and egress at all times unless otherwise specified by the City. The ingress and egress include entrances and exits via driveways at various properties, and access to the intersecting roads and streets. The contractor shall maintain sufficient personnel and equipment (including flaggers and traffic control signing) on the project at all times, particularly during inclement weather, to ensure that ingress and egress are safely provided when and where needed.

Two-way traffic shall be maintained at all times, unless otherwise specified or approved by the City. In the event of an emergency situation, the Contractor shall provide access to emergency vehicles and/or emergency personnel through or around the construction area. Any pavement damaged by such an occurrence will be repaired by the Contractor at no additional cost to the City.

The contractor shall furnish, install and maintain all necessary and required barricades, signs and other traffic control devices in accordance with the MUTCD and DOT specifications, and take all necessary precautions for the protection of the workers and safety of the public.

All existing signs, markers and other traffic control devices removed or damaged during construction operations will be reinstalled or replaced at the contractor's expense, except as otherwise called for in the plans. At no time will contractor remove regulatory signing which may cause a hazard to the public.

PROTECTION AND RESTORATION OF PROPERTY AND LANDSCAPE

The contractor shall be responsible for the preservation of all public and private property, crops, fish ponds, trees, monuments, highway signs and markers, fences, grassed and sodded areas, etc. along and adjacent to the highway, road or street, and shall use every precaution necessary to prevent damage or injury thereto, unless the removal, alteration, or destruction of such property is provided for under the contract.

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect or misconduct in the execution of the work, or in consequence of the non-execution thereof by the contractor, he shall restore, at his/her own expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, rebuilding or otherwise restoring as may be directed, or she/he shall make good such damage or injury in an acceptable manner. The contractor shall correct all disturbed areas before retainage will be released.

ADJUSTING UTILITY STRUCTURES TO GRADE

All sewer manholes and water valves are to be adjusted by the DeKalb County Department of Watershed Management. The contractor shall coordinate required utility adjustments with the CEI inspector.

THERMOPLASTIC PAVEMENT MARKINGS

This work shall include Thermoplastic Pavement Markings. Final (thermoplastic) pavement markings shall be placed at least 15 calendar days but no more than 60 calendar days after placement of final asphalt lift. These final pavement markings shall match the signing & marking plans

including center lines, lane lines, turn arrows, crosswalks, stop bars, etc. unless specifically directed otherwise by the City. Final pedestrian crosswalk markings shall adhere to the latest standards. Pavement marking materials shall meet GDOT standard specifications and be on the qualified products list.
Temporary pavement markings, where required, shall be included in the pay item for thermoplastic pavement markings. There is no separate pay item for temporary pavement markings.

CLEANUP
All restoration and clean-up work shall be performed daily. Operations shall be suspended if the contractor fails to accomplish restoration and clean-up within an acceptable period of time. Asphalt and other debris shall be removed from gutters, sidewalks, yards, driveways, etc. Failure to perform clean-up activities may result in suspension of the work.

SAFETY
Beginning with mobilization and ending with acceptance of work, the contractor shall be responsible for providing a clean and safe work environment at the project site. The contractor shall comply with all OSHA regulations as they pertain to this project.

SPECIAL CONDITIONS

1. Remove and properly dispose of all demolished asphalt and concrete. Demolished items shall be included in the "GRADING COMPLETE" bid item.
2. All disturbed or damaged grassing and landscaping on backside of sidewalk to match surrounding conditions. Cost to be included in the "GRASSING COMPLETE" bid item.
3. All grassing strips between back of curb and front of Trail shall be Sod.
4. Contractor shall be required to meet all GDOT lane closure requirements. Signage and all other forms of traffic control shall be included in the "TRAFFIC CONTROL" quantity for the project
5. Sawcut of edge of pavement throughout the project is to be included in the "GRADING COMPLETE" quantity for the project.

SUBCONTRACTOR

Any contractor utilizing a subcontractor must submit a proposed list of subcontractors and a Subcontractor Affidavit (Exhibit E-2).

BID DOCUMENT SUBMITTAL REQUIREMENTS:

1. Unit Price Bid Proposal Form (Exhibit B)
2. W-9 Form (Exhibit C)
3. Certificate of Insurance (Exhibit D)
4. Contractor Affidavit (Exhibit E-1)
5. Subcontractor Affidavit (Exhibit E-2)
6. Proposed List of Subcontractors
7. Bid Bond Form (Exhibit F)
8. Related Experience and References
9. Acknowledgement of Addendum issued with each Addendum

Exhibit B: Cost Proposal

ITB #2022 – 008 Cooledge Road Sidewalk Project				
ITEM NO.	**DESCRIPTION**	**UNITS**	**QUANTITY**	**UNIT COST**
	ROADWAY ITEMS			
210-0100	GRADING COMPLETE - Cooledge Rd	LS	1	
150-1000	TRAFFIC CONTROL - Cooledge Rd	LS	1	
318-3000	AGGR SURF CRS	TN	300	
441-0104	CONC SIDEWALK, 4 IN	SY	2000	
441-6216	CONC CURB & GUTTER, 8" X 24", TP 2	LF	3000	
999-5200	DETECTABLE WARNING SURFACE	EA	12	
	SURFACING ITEMS			
310-1101	GR AGGR BASE CRS, 8 IN, INCL MATL	TN	300	
441-0016	DRIVEWAY CONCRETE 6 IN TK	SY	190	
441-4020	CONC VALLEY GUTTER, 6 IN	SY	370	
441-4030	CONC VALLEY GUTTER, 8 IN	SY	90	
	DRAINAGE ITEMS			
441-0303	CONC SPILLWAY, SP DES	EA	1	
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	660	
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	700	
550-2150	SIDE DRAIN PIPIE, 15 IN, H 1-10	LF	130	
550-3615	SAFETY END SECTION 15 IN, SIDE DRAIN, 6:1 SLOPE	EA	2	
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	1	
611-4001	RECONSTR MINOR DRAINAGE STR	EA	2	
668-1100	CATCH BASIN, GP 1	EA	9	
668-2100	DROP INLET, GP 1	EA	3	
ITEM NO.	**UTILITY**	**UNITS**	**QUANTITY**	
611-8055	ADJUST MINOR STRUCTURE TO GRADE	EA	1	
611-8120	ADJUST WATER METER BOX TO GRADE	EA	1	
611-8140	ADJUST WATER VALVE BOX TO GRADE	EA	1	
	TEMPORARY EROSION CONTROL			
700-9000	SOD	SY	5500	
	GRASSING COMPLETE	LS	1	
	EROSION CONTROL INSTALLATION & MAINTENANCE	LS	1	
	SIGNS			
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	28.00	
636-1036	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	SF	25.00	
636-2070	GALV STEEL POSTS, TP 7	LF	142.0	
	PAVEMENT MARKINGS			
653-1704	THERMOPLASTIC SOLID TRAFFIC STRIPE, 24 IN, WHITE	LF	60	
653-1804	THERMOPLASTIC SOLID TRAFFIC STRIPE, 8 IN, WHITE	LF	2000	
TOTAL COST				

Company Name:_____

Address: _____

Contact Person: _____

Phone Number:_____

Email Address: _____

Signature:_____

*In case of discrepancy between the unit price and the total price on the completed Bid Schedule, the unit price will prevail, and the total price will be corrected.

City of Tucker

Invitation to Bid
ITB # 2021-008

COOLEDGE ROAD SIDEWALK PROJECT

BID MANUAL

City of Tucker
1975 Lakeside Parkway, Suite 350
Tucker, Georgia 30084

Exhibit B: Cost Proposal

ITB #2022 – 008 Cooledge Road Sidewalk Project				
ITEM NO.	**DESCRIPTION**	**UNITS**	**QUANTITY**	**UNIT COST**
	ROADWAY ITEMS			
210-0100	GRADING COMPLETE - Cooledge Rd	LS	1	**$40,000.00**
150-1000	TRAFFIC CONTROL - Cooledge Rd	LS	1	**$30,000.00**
318-3000	AGGR SURF CRS	TN	300	**$40.00/$12,000.00**
441-0104	CONC SIDEWALK, 4 IN	SY	2000	**$43.00/$86,000.00**
441-6216	CONC CURB & GUTTER, 8" X 24", TP 2	LF	3000	**$22.00/$66,000.00**
999-5200	DETECTABLE WARNING SURFACE	EA	12	**$150.00/$1,800.00**
	SURFACING ITEMS			
310-1101	GR AGGR BASE CRS, 8 IN, INCL MATL	TN	300	$30.00 **/$9,000.00**
441-0016	DRIVEWAY CONCRETE 6 IN TK	SY	190	$45.00 **/$8,550.00**
441-4020	CONC VALLEY GUTTER, 6 IN	SY	370	$45.00 **/$16,650.00**
441-4030	CONC VALLEY GUTTER, 8 IN	SY	90	$45.00 **/$4,050.00**
	DRAINAGE ITEMS			
441-0303	CONC SPILLWAY, SP DES	EA	1	$2,000.00**/$2,000.00**
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	660	$70.00 **/$46,200.00**
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	700	$75.00 **/$52,500.00**
550-2150	SIDE DRAIN PIPIE, 15 IN, H 1-10	LF	130	$50.00 **/$6,500.00**
550-3615	SAFETY END SECTION 15 IN, SIDE DRAIN, 6:1 SLOPE	EA	2	$450.00 **/$900.00**
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	1	$500.00 **/$500.00**
611-4001	RECONSTR MINOR DRAINAGE STR	EA	2	$300.00 **/$600.00**
668-1100	CATCH BASIN, GP 1	EA	9	$1,000.00**/$9,000.00**
668-2100	DROP INLET, GP 1	EA	3	$3,000.00 **/$9,000.00**
ITEM NO.	**UTILITY**	**UNITS**	**QUANTITY**	
611-8055	ADJUST MINOR STRUCTURE TO GRADE	EA	1	$200.00 **/$200.00**
611-8120	ADJUST WATER METER BOX TO GRADE	EA	1	$200.00 **/$200.00**
611-8140	ADJUST WATER VALVE BOX TO GRADE	EA	1	$200.00 **/$200.00**
	TEMPORARY EROSION CONTROL			
700-9000	SOD	SY	5500	$8.00 **/$44,000.00**
	GRASSING COMPLETE	LS	1	$3,000.00**/$3,000.00**
	EROSION CONTROL INSTALLATION & MAINTENANCE	LS	1	$8,000.00**/$8,000.00**
	SIGNS			
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	28.00	$50.00 **/$1,400.00**
636-1036	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	SF	25.00	$50.00 **/$1,250.00**
636-2070	GALV STEEL POSTS, TP 7	LF	142.0	$20.00 **/$2,840.00**
	PAVEMENT MARKINGS			
653-1704	THERMOPLASTIC SOLID TRAFFIC STRIPE, 24 IN, WHITE	LF	60	$8.00 **/$480.00**
653-1804	THERMOPLASTIC SOLID TRAFFIC STRIPE, 8 IN, WHITE	LF	2000	$6.00 **$12,000.00**
TOTAL COST				**$474.820.00**

Company Name: DAF Concrete, Inc.

Address: 9160 Turner Road, Jonesboro, GA, 30236

Contact Person: Antonio Sanchez

Phone Number: (770) 629-4036

Email Address: daf_concrete_inc@yahoo.com

Signature: Antonio Sanchez

*In case of discrepancy between the unit price and the total price on the completed Bid Schedule, the unit price will prevail, and the total price will be corrected.

EXHIBIT C

Form **W-9**
(Rev. November 2017)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give Form to the requester. Do not send to the IRS.

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
DAF Concrete, Inc.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☒ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any)

Exemption from FATCA reporting code (if any)

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.
9160 Turner Road

Requester's name and address (optional)

6 City, state, and ZIP code
Jonesboro, GA, 30236

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number
☐☐☐ - ☐☐ - ☐☐☐☐

or

Employer identification number
30 - 0217601

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here Signature of U.S. person ▶ Antonio Sanchez Date ▶ 3-25-2022

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

EXHIBIT E-1

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contractor's Name:	**DAF Concrete, Inc.**
Solicitation/Contract No./ Call No. or Project Description:	**ITB #2021-008**

CONTRACTOR AFFIDAVIT

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, entity or corporation which is engaged in the physical performance of services on behalf of the Georgia Department of Transportation has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

390540
Federal Work Authorization User Identification Number
(EEV/E-Verify Company Identification Number)

2/6/2012
Date of Authorization

DAF Concrete, Inc.
Name of Contractor

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

Antonio Sanchez
Printed Name (of Authorized Officer or Agent of Contractor)

President
Title (of Authorized Officer or Agent of Contractor)

Antonio Sanchez
Signature (of Authorized Officer or Agent)

3/29/2022
Date Signed

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE

29 DAY OF March, 20 22

Audrey Clyde
Notary Public

My Commission Expires: May 9 2025

AUDREY CLYDE
NOTARY PUBLIC
HENRY COUNTY, GEORGIA
[NOTARY SEAL]

EXHIBIT E-2

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contractor's Name:	DAF Concrete, Inc.
Subcontractor's (Your) Name:	N/A
Solicitation/Contract No./ Call No. or Project Description:	ITB #2021-008

SUBCONTRACTOR AFFIDAVIT

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

Furthermore, the undersigned subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the subcontractor with the information required by O.C.G.A. § 13-10-91(b).

Additionally, the undersigned subcontractor will forward notice of the receipt of an affidavit from a sub-subcontractor to the contractor within five business days of receipt. If the undersigned subcontractor receives notice that a sub-subcontractor has received an affidavit from any other contracted sub-subcontractor, the undersigned subcontractor must forward, within five business days of receipt, a copy of the notice to the contractor. Subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

_____ _____

Federal Work Authorization User Identification Number (EEV/E-Verify Company Identification Number) — Date of Authorization

_____

Name of Subcontractor

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

Antonio Sanchez — President

Printed Name (of Authorized Officer or Agent of Contractor) — Title (of Authorized Officer or Agent of Contractor)

_____ _____

Signature (of Authorized Officer or Agent) — Date Signed

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE

_____ DAY OF _____, 20_____

_____ [NOTARY SEAL]

Notary Public

My Commission Expires: _____

EXHIBIT F

Contact Information Form

Please fill out this sheet with the appropriate contact information for your company.

Full Legal Name of Company: DAF Concrete, Inc.

Contractor Information:

Primary Contact Person: Antonio Sanchez

Title: President Telephone Number: (404) 433-8824

Secondary Contact Person: Audrey Clyde

Title: Secretary Telephone Number: (770) 629-4036

Address: 9160 Turner Road

City / State / Zip: Jonesboro, GA, 30236

Mailing Address (If different than above): _____

City / State / Zip: _____

E-mail Address: daf_concrete_inc@yahoo.com

Federal Employee ID Number (FEIN): 30-0217601

BID BOND

KNOW ALL MEN BY THESE PRESENTS, THAT

(Name of Contractor) DAF CONCRETE INC at

(Address of Contractor) 212 HICKS DRIVE, MARIETTA, GA 30060

(Corporation, Partnership and / or Individual) hereinafter called Principal, and

(Name of Surety) THE OHIO CASUALTY INSURANCE COMPANY

(Address of Surety) BOSTON, MA

A corporation of the State of Massachusetts, and a surety authorized by law to do business in the State of Georgia, hereinafter called Surety, are held, and firmly bound unto

(Name of Obligee) City of Tucker Georgia

(Address of Obligee) 1975 Lakeside Parkway, Suite 350, Tucker, Georgia 30084

Hereinafter referred to as Obligee, in the penal sum of FIVE PERCENT OF BID AMOUNT Dollars ($5% of bid amount) in lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

WHEREAS, the Principal is about to submit, or has submitted, to the City of Tucker, Georgia, a proposal for furnishing materials, labor, and equipment for:

ITB # 2021-008
COOLEDGE ROAD SIDEWALK PROJECT

WHEREAS, the Principal desires to file this Bond in accordance with law in lieu of a certified Bidder's check otherwise required to accompany this Proposal.

NOW, THEREFORE, the conditions of this obligation are such that if the bid is accepted, the Principal shall within ten days after receipt of notification of the acceptance execute a Contract in accordance with the Bid and upon the terms, conditions, and prices set forth in the form and manner required by the City of Tucker, Georgia, and execute a sufficient and satisfactory Performance Bond and Payment Bond payable to the City of Tucker, Georgia, each in an amount of 100% of the total Contract Price, in form and with security satisfactory to said the City of Tucker, Georgia, and otherwise, to be and remain in full force and virtue in law; and the Surety shall, upon failure of the Principal to comply with any or all of the foregoing requirements within the time specified above, immediately pay to the City of Tucker, Georgia,

upon demand, the amount hereof in good and lawful money of the United States of America, not as a penalty, but as liquidated damages.

PROVIDED, FURTHER, that Principal and Surety agree and represent that this bond is executed pursuant, to and in accordance with the applicable provisions of the Official Code of Georgia Annotated, as Amended, including, but not limited to, O.C.G.A. SS 13-10-1, et. Seg. And SS 36- 86-101, et. Seg. And is intended to be and shall be constructed as a bond in compliance with the requirements thereof.

Signed, sealed, and dated this 29th day of March A.D., 20 22 .

ATTEST: Audrey Clyde
(Principal Secretary)

(SEAL)

Osvaldo Sanchez
(Witness to Principal)

9110 Turner Road, Jonesboro, GA
(Address)

DAF Concrete Inc.
(Principal)

BY: Antonio Sanchez

212 Hicks Drive, Marietta, GA 30060
(Address)

The Ohio Casualty Insurance Company
(Surety)

ATTEST:

BY: _____
(Attorney-in-Fact) and Resident Agent

Keith A Griffin
(Attorney-in-Fact)

PO Box 34526, Seattle, WA 98124
(Address)

(SEAL)

Kelly Wothey
(Witness as to Surety)

PO Box 1768, Stockbridge, GA 30281

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual. SURETY

The Ohio Casualty Insurance Company

POWER OF ATTORNEY

Principal: DAF Concrete, Inc.
Agency Name: GRIFFIN INSURANCE AGENCY LLC Bond Number: BID-0012981
Obligee: City of Tucker
Bid Bond Amount: (5% of Bid Amount) Five Percent of Bid Amount

KNOW ALL PERSONS BY THESE PRESENTS: that The Ohio Casualty Insurance Company, a corporation duly organized under the laws of the State of New Hampshire (herein collectively called the "Company"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint **Keith Griffin** in the city and state of **STOCKBRIDGE, GA**, each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Company in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Company and the corporate seal of the Company has been affixed thereto this 26th day of September, 2016.

THE OHIO CASUALTY INSURANCE COMPANY INCORPORATED 1919 NEW HAMPSHIRE

The Ohio Casualty Insurance Company

By: David M. Carey, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

STATE OF PENNSYLVANIA
COUNTY OF MONTGOMERY ss

On this 26th day of September, 2016, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of The Ohio Casualty Insurance Company and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.

TERESA PASTELLA COMMONWEALTH OF PENNSYLVANIA NOTARY PUBLIC

Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-law and Authorizations of The Ohio Casualty Insurance Company, which is now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.
Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature or electronic signatures of any assistant secretary of the Company or facsimile or mechanically reproduced or electronic seal of the Company, wherever appearing upon a certified copy of any power of attorney or bond issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of The Ohio Casualty Insurance Company do hereby certify that this power of attorney executed by said Company is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Company this 29th day of March, 2022.

THE OHIO CASUALTY INSURANCE COMPANY INCORPORATED 1919 NEW HAMPSHIRE

By: Renee C. Llewellyn, Assistant Secretary

eBonding_POA

CITY OF TUCKER

ACKNOWLEDGE RECEIPT OF ADDENDUM #1 FORM

ITB #2022-0008
Cooledge Road Sidewalk Project

Upon receipt, please print and add to your proposal

I hereby acknowledge receipt of the supplement pertaining to the above referenced bid.

COMPANY NAME: DAF Concrete, Inc.

CONTACT PERSON: Antonio Sanchez

ADDRESS: 9160 Turner Road

CITY: Jonesboro **STATE:** GA **ZIP:** 30236

PHONE: (770) 629-4036 **FAX:** (678) 545-6218

EMAIL ADDRESS: daf_concrete_inc@yahoo.com

Antonio Sanchez 3-28-22

SIGNATURE **DATE**

03.2022 Version

ADDENDUM #1

1. Q:. Please confirm the thickness for the ramps

   A: The sidewalk is 4" thick. The ramp thickness will taper per the GDOT detail for a Type D ramp.

1. Q: For Utility items should we include only the coordination with Dekalb Water?

   A: There are three items that require adjustment by the contractor

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 2/3/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
Griffin Insurance Agency Inc	PHONE (A/C, No, Ext): (770)507-3200	FAX (A/C, No): (770)507-7967
P O Box 1768	E-MAIL ADDRESS: COI@GriffinInsure.com	
	INSURER(S) AFFORDING COVERAGE	NAIC #
Stockbridge GA 30281	INSURER A: Auto Owners Insurance	18988
INSURED	INSURER B: AmGUARD INSURANCE	42390
DAF CONCRETE INC	INSURER C: NorGuard Insurance	31470
212 HICKS DR SE	INSURER D:	
	INSURER E:	
MARIETTA GA 30060	INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			80300719	5/5/2021	5/5/2022	EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE / X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 300,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY / X PRO-JECT / LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
B	AUTOMOBILE LIABILITY			DAAU 270914	4/13/2021	4/13/2022	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	ANY AUTO						BODILY INJURY (Per person)	$
	ALL OWNED AUTOS / X SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS / X NON-OWNED AUTOS						PROPERTY DAMAGE (Per accident)	$
							Underinsured motorist combined sir	$
A	X UMBRELLA LIAB / X OCCUR			48-999249-01	5/5/2021	5/5/2022	EACH OCCURRENCE	$ 2,000,000
	EXCESS LIAB / CLAIMS-MADE						AGGREGATE	$ 2,000,000
	DED / RETENTION $							$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			DAWC 285963	3/25/2021	3/25/2022	X PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N: Y	N/A					E.L. EACH ACCIDENT	$ 100,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 100,000
							E.L. DISEASE - POLICY LIMIT	$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Keith Griffin/KSW

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CLAYTON COUNTY
COMMUNITY DEVELOPMENT

Permits and License Division

This registration must be displayed in a conspicuous place in your business establishment.
This registration is not transferable
Valid for Calendar Year 2022

Business Name: D A F CONCRETE, INC.

Business Location: 9160 TURNER RD
JONESBORO GA 30236

Mailing Address: 9160 TURNER ROAD
JONESBORO GA 30236

Owner: D A F CONCRETE, INC.

License Number: BL-15-41711-2018-155021

License Type: Business License

Issue Date: 1/7/2022

Classification: In Jurisdiction

Expiration Date: 12/31/2022

Business Type: 238110 Poured Concrete Foundation and Structure Contractors

Restrictions and Comments:

Other Licenses:

County/State/Federal	Document No.	Holder Name	Expiration Date

This registration may be suspended or revoked if Federal, State or County Codes, Ordinances, or requirements are violated. Report any of the following changes to the Business License Division immediately: Ownership, Name, Location, Business Type, or additional lines of Business.

If this business closes before the end of the expiration date, please send us a signed written notification of the business closure and the last day of operation to the Business License Division address. It will properly inactivate your business license account and protect you from incurring late fees and penalties.

DAF Concrete
Reliability is our promise!
9160 Turner Rd Jonesboro, GA, 30236
P: 770.629-4036 Cell: 404.433.8824

OBJECTIVE

DAF Concrete Inc. has been in business since 2003. We have grown from doing residential foundation to working with counties repairing, removing, and installing driveways, sidewalks, storm drains etc. DAF also lays Asphalt for roadways and parking lots. We are known for getting the job done with the best quality and professionalism.

SKILLS & ABILITIES - Concrete Estimator -Concrete Finishing - Asphalt repairs - Repair, Remove and install of Storm drains, Catch Basin Tops, Sidewalks, Curbing, Driveways, etc. - Brick Pavers - Stone and Brick Masonry - Concrete Retaining Wall - Concrete Covers

Contacts

Antonio Sanchez – President (404) 433-8824
Osvaldo Sanchez – Project Manager (404) 395-8464
Audrey Clyde – Secretary (770) 629-4036

Office Address

9160 Turner Road
Jonesboro, GA, 30236
Office #: (770) 629-4036
Fax #: (678) 545-6218
Email: daf_concrete_inc@yahoo.com
Website: www.dafconcreteinc.com
EIN # 30-0217601

EXPERIENCE

YR 2022

- Washington Road Sidewalk Improvements (Phase II), ***City of East Point***, Jeremy Goodwin (404) -895-5436
- Hollow Stream Drainage Improvements, ***City of Powder Springs***, Dwayne Eberhart – (770) 293-0124
- Infrastructure Repairs Citywide, ***City of Powder Springs***, Dwayne Eberhart – (770) 293-0124
- Molly Lane Sidewalk Improvements***, City of Woodstock***, Chris Knock – (770) 592-6000 x1706
- Tilly Mill Drainage Improvements, ***City of Doraville***, Hari Karikaran – (470) 885-9663
- LMIG 2021 Sidewalks, ***City of Peachtree Corners***, James Nguyen – (470) 395-7029
- ADA Ramps Improvements, ***City of Brookhaven***, Gerren Francis – (404) 353-7389
- Caldwell Drive Sidewalk Improvements, ***City of Hampton***, David Corn – (770) 946-3062

- Traffic Maintenance for Speed tables Countywide, ***Dekalb County***, Garrett Bell – (404) 297-4583
- 2027-A Driveway & Curb Repair - ***Fayette County***, David Schreiber – (770) 320-6083
- Asphalt Repairs Countywide, ***Dekalb County School District,*** Demetrice Mott – (678) 676-1749
- Church St & Tucker Industrial Blvd, ***City of Tucker***, Sam Durrance – (678) 215-7030

YR 2021

- Cameron Springs Sidewalk Improvements, ***City of Powder Springs***, Dwayne Eberhart – (770) 293-0124
- Streetscapes III – Sidewalk Phase, ***City of Woodstock***, Jeremy Parker – (770) 592-6000 x1710
- Various Projects Repairing Sidewalks, ***Henry County***, Steven Cariola – (770) 288-7623
- Cogburn Road Sidewalk Improvements, ***City of Milton***, Matthew Fallstrom – (678)-242-2558
- Repairing Catch Basin & ADA Ramps throughout South Fulton, ***City of South Fulton***, Alton Matthews – (404) 427-3594
- General Pipe Work on Annual Contract, ***Clayton County Water Authority (Still affective***, Marcus McLester - (678) 422-5221
- BL076-20 Restoration of Utility Repairs on Annual Contract (Dept. of Watershed Resources), ***Gwinnett County (Still affective)***, Chris Neidlinger – (678) 376-6969
- BL079-19, Provision of Poured-In-Place Concrete & Associated Miscellaneous Site Work on an Annual Contract (Dept. of Fire and Emergency Services), ***Gwinnett County (Still affective)***, Michael Williamson – (404) 391-1145
- BL032-17 Restoration of Poured-In-Place Concrete and Associated Miscellaneous Site Work on Annual Contract (Community Services), ***Gwinnett County (Still affective)***, Dale Foster – (678) 277-0937
- Wynne Russell Sidewalk Improvements, ***City of Lilburn***, Kim Conroy – (770) 722-1820
- Elmdale Drive Sidewalk Improvements, ***City of Tucker***, Ken Hildebrandt – (770) 865-5645
- Ashford Dunwoody/ Montgomery Elementary Intersection, ***City of Brookhaven***, Don Sherrill - 404) 637-0682
- 1940-A Driveway & Curb Repair - ***Fayette County***, James Munster – (770) 320-6026
- Annual Contract for Miscellaneous Concrete Work, ***Clayton County Water Authority (Still affective)*** Marcus Mclester– (678) 422-5221
- Annual Contract for Asphalt Repairs, Paving, Patching and Milling, ***Dekalb County School District, (Still affective)*** Fred Schoenfield – (678) 676-1408
- Annual Contract for Asphalt Patching and Paving, ***Clayton County Water Authority (Still affective)*** Scott Mask – (678) 699-0759

YR 2020

- #2020-700 Annual Contract for Sidewalk Construction Services, ***City of Hampton***, David Corn, (770) 946-3062
- Ashford Dunwoody/ Montgomery Elementary Intersection, ***City of Brookhaven***, Don Sherrill - 404) 637-0682
- Annual Contract for Sidewalk Construction Services, ***City of Hampton***, Alex Cohilas – (770) 897-2119
- Stucco Repair, ***CWC Office Furnishings***, Jeffrey Jones – (404) 895-5697
- Washington Road Sidewalk Improvements, ***City of East Point,*** Cadell Hall **–** (404) 291-7245
- BL076-20; Restoration Utility Repairs on an Annual Contract, ***Gwinnett County***, Christopher Neidlinger – (678) 376-6969
- Annual Contract 2019 Standby Miscellaneous Construction – Paving & Concrete Services, ***Fulton County***, Pamela Keel – (678) 778-7040
- 1863-A Driveway & Curb Repair, ***Fayette County***, James Munster – (770) 320-6026
- S. Clayton St. Addition Improvements, ***City of Lawrenceville***, Johannes Louw – (770) 277-7533
- Avondale Stadium Parking Lot, ***Dekalb County School District***, Fred Scheonfeld – (678) 676-1408
- Ashford Dunwoody/ Johnson Ferry Rd Intersection, ***City of Brookhaven***, Don Sherrill - 404) 637-0682
- Cedar Grove Middle Patching Pothole, ***Dekalb County School District***, Fred Scheonfeld – (678) 676-1408
- 1798-A Driveway & Curb Repair, ***Fayette County***, James Munster – (770) 320-6026

- Annual Contract for Miscellaneous Concrete Work, ***Clayton County Water Authority (Still affective)*** Marcus Mclester– (404) 593-3614
- Annual Contract for Asphalt Repairs, Paving, Patching and Milling, ***Dekalb County School District,*** Fred Schoenfield – (678) 676-1408
- Annual Contract for Asphalt Patching and Paving, ***Clayton County Water Authority (Still affective)*** Scott Mask – (678) 699-0759
- FY2020 Sidewalk Repairs, ***City of Alpharetta***, Joshua Chance – (678) 297-6234
- Canton Street Pedestrian Improvements, ***City of Alpharetta***, Andrew Echols – (678) 297-6238
- W Pike St Sidewalk Addition, ***City of Lawrenceville***, Johannes Louw – (770) 277-7533
- Idlewood Road Sidewalk Improvements, ***City of Tucker***, Ken Hildebrandt – (770) 865-5645
- Nuckolls Road Sidewalk Improvements, ***Forsyth County***, Charlie Crowe - (770) 781-2165
- W Taylor Avenue Sidewalk Improvements, ***City of East Point,*** Cadell Hall **–** (404) 291-7245
- CDBG Governors Drive Sidewalk, ***City of Forest Park***, Jeff Eady – (404) 608-2310

YR 2019

- Street Repairs/ Richard D. Sailors, ***City of Powder Springs***, Dwayne Eberhart – (404) 273-4509
- Echols Rd Sidewalk Improvements, ***Forsyth County***, Charlie Crowe - (770) 781-2165
- Street Repairs/ Hopkins Road, ***City of Powder Springs***, Dwayne Eberhart – (404) 273-4509
- Fire station #20 Driveway Replacement, ***Gwinnett County***, Michael R. Williamson – (404) 391-1145
- 1666-A Driveway & Curb Repair, ***Fayette County***, James Munster – (770) 320-6026
- Headland Drive and Delowe Drive Sidewalks Phase III, ***City of East Point***, Vincent Reynolds – (404) 270-7114
- Curb & Gutter Repair, ***Henry County***, Marvin Wiley – (770) 288-7262
- Driveway and Curb Repair, ***Fayette County***, James Munster – (770) 320-6082
- Nichols Rd & Nichols Dr Sidewalk Improvements, ***Forsyth County***, Charlie Crowe – (770) 781-2165
- E. Drew Valley Sidewalks Project, ***City of Brookhaven***, Don Sherrill - 404) 637-0682
- Cheshire Way Sidewalks Project, ***City of Brookhaven***, Don Sherrill – (404) 637-0682
- Woodrow Way Sidewalks Project, ***City of Brookhaven***, Don Sherrill – (404) 637-0682

YR 2018

- Evans Drive Sidewalks Project, ***City of Riverdale***, Lisa Kopro – (404) 491-5044
- Mill Creek Road Sidewalks Project*, **City of Brookhaven***, Don Sherrill – (404) 637-0682
- Cartecay Drive Sidewalks Project, ***City of Brookhaven***, Greg Smith – (404) 735-7838
- Lanier Drive Sidewalks Project, ***City of Brookhaven***, Don Sherrill – (404) 637-0682
- Tyron Rd Sidewalks Project, ***City of Brookhaven***, Don Sherrill – (404) 637-0682
- Installing Speed Tables, ***City of Milton***, Matthew Fallstrom – (678)-242-2558
- Headland Drive and Delowe Drive Sidewalks, ***City of East Point***, Vincent Reynolds – (404) 270-7114

YR 2017

- Asphalt/ Concrete Pavement Maintenance and Repairs Services, Fulton County, Mark Moore – (404) 285-1307
- CDBG – West Street Roadways and Sidewalks, ***City of Forest Park***, Jeff Eady – (404) 608-2310
- Moon Road Sidewalks, ***City of Lawrenceville***, Johannes Louw – (678) 618-2839
- East Crogan Street Sidewalks, ***City of Lawrenceville***, Johannes Louw – (678) 618-2839
- Annual Contract for Miscellaneous Concrete Work, ***Clayton County Water Authority (Still affective)*** Scott Mask – (678) 699-0759

- Annual Contract for Asphalt Patching and Paving, ***Clayton County Water Authority (Still affective)*** Marcus Mclester– (404) 593-3614
- Annual Contract for BL065-15 (Concrete & Asphalt), ***Gwinnett County, GA (Still affective)***, Christopher Neidlinger – (678) 376-6969
- Annual Contract for BL032-17 (Poured-in-Place Concrete & Associated Miscellaneous Site Work) ***Gwinnett County, GA (Still affective)***

YR 2016

- Panhandle Road Sidewalk Construction from McDonough Rd to Tara Rd for ***Clayton County, GA*** Project Manager: Jatta Battary – (404) 655-2582

YR 2015

- Austell Powder Springs Road, ***City of Powder Springs***
- Old Monticello Street Stream and Shoulder Improvements, ***City of Covington, GA*** Project Manager: Ken Swain - (770) 778-5830
- Restoration of Utility Repairs on an Annual Contract (Still affective) Project Manager: Chris Neidlinger – (678) 725-9805

YR 2014

- North Fulton Ave. CDBG Sidewalk, ***City of Hapeville*** Project Manager: Keck & Wood Inc. (678) -417-4000
- Lake Ridge Pkwy Sidewalk Installation, ***Board of Commissioners of Clayton County Central Services Department, GA***
- Cemetery Street Sidewalk, ***City of Austell*** Project Manager: Keck & Wood Inc. (678) -417-4000 CDBG Sidewalk Improvements Glenn Dr. Sharon Street and School Place, ***Forest Park Department of Public Work*** Project Manager: Jeff Eady 678) 300-4314
- Annual Contract for Miscellaneous Concrete Work, ***Clayton County Water Authority*** (Still affective)

ITB #2022-008 COOLEDGE ROAD SIDEWALK PROJECT

BID SUBMISSION SHEET

The below listed firms submitted bids which were turned in at the time indicated.
Any bid or proposal submitted after the due date and time may not be considered for award.

COMPANY	RECEIVED	BID AMOUNT
1. IP Construction, LLC	3/29/2022 6:18am	$ 753,864.65
2. Backbone Infrastructure, LLC	3/29/2022 7:02am	$ 644,626.85
3. Sol Construction LLC	3/29/2022 11:49am	$ 699,972.00
4. Ohmshiv Construction LLC	3/29/2022 12:12pm	$ 797,589.00
5. DAF Concrete Inc	3/29/2022 12:14pm	$ 474,820.00
6. CMC Inc	3/29/2022 12:37pm	$1,040,406.25
7. Peach State Construction Company	3/29/2022 12:56pm	$ 762,591.50
8. Glosson Enterprises	3/29/2022 1:23pm	$ 840,885.80
9. Construction 57 Inc	3/29/2022 1:28pm	$ 547,515.00
10. Tri-Scapes	3/29/2022 1:33pm	$ 862,692.90
11. SD&C	3/29/2022 2:13pm	$ 846,913.30
12. Summit Construction and Development	3/29/2022 2:50pm	$ 716,796.86

Opened/Verified by: Lisa Owen 3/29/2022

Ken Hildebrandt

STATE OF GEORGIA
CITY OF TUCKER **RESOLUTION R2022-04-14**

A RESOLUTION TO AWARD A ROAD CONTRACT FOR THE FOR THE COOLEDGE ROAD SIDEWALK PROJECT.

WHEREAS, at the regular meeting of Mayor and City Council of the City of Tucker in Dekalb County, Georgia, held on April 11, 2022, a motion was made and duly seconded that the City of Tucker award a contract for bid 2022-008 for Cooledge Road Sidewalk project to DAF Concrete;

WHEREAS, the GA Code § 32-4-118, notwithstanding any provisions of Code Section 36-39-11 to the contrary, where a contract has been let for bid, the municipality, by resolution entered in its minutes, shall award the contract to the lowest reliable bidder;

SO RESOLVED, this the 11th day of April, 2022 by the Mayor and City Council, that the contract C2022-008-CE21,22/SP19,20,21,22 for Cooledge Road Sidewalk project shall be awarded to DAF Concrete for $ 474,820.00.

APPROVED:

_____
Frank Auman, Mayor

ATTEST:

_____
Bonnie Warne, City Clerk (seal)

MEMO

To: **Honorable Mayor and City Council Members**

From: **Rip Robertson, Director, Parks & Recreation**

CC: **Tami Hanlin, City Manager**

Date: **April 11, 2022**

RE: **Memo for** Consideration of approval for Fitzgerald Park #3 Concession/Restroom Renovations

---

Issue:

The City of Tucker is renovating an 80/90's era restroom/concession facility. This facility has not had any significant improvements since the City's acquisition of the park in 2019. This project will provide improved restroom, concession, and storage at this field.

Recommendation:

Staff recommends awarding the Fitzgerald Park field #3 Concession/Restroom Renovations to JOC Construction in the amount of $90,814.56.

Background:

We continue to make improvements to our parks and athletic fields and this renovation project at Fitzgerald Park filed #3 will provide adequate, updated, improved restrooms, storage, and concessions for tournaments and league play. We have been improving Fitzgerald Park baseball fields and facilities since acquiring the park in 2019. Fitzgerald Park has been the home to TFL and TBA since the late 1960's. The present football and cheerleading programs have annual participation of approximately 400 (spring flag football and fall tackle football). The City reintroduced baseball in the park last season and has grown to almost 180 participants in just one year. This project is part of a larger effort to make improvements to the park to benefit the participants and the surrounding community. This is the City's only sports complex and will continue to grow with expanded youth and adult athletic programs and continued growth of our existing youth programs.

Summary:

We are utilizing a state bid contract, Gordian, for this project. This is a process we have used previously with US Communities, SourceWell and Gordian. The system provides a competitively bid pricing structure for state and national projects. JOC has completed numerous park projects for our community and have done an excellent job.

Financial Impact:

This item is budgeted as part of the FY 2020 SPLOST funds: 320-6210-54-12000 (SP2013). This project is within the projected budget.

PROCUREMENT ROUTING FORM

ITB, RFP, RFQ	COST ESTIMATE	PROJECT NAME	SCOPE OF WORK
STATE BID	$ 90814.56	**Fitz Field #3 Bathroom and Dugout Improvments**	Exhibit A attached ___

TASK ORDER #		DEPARTMENT:	Parks and Recreation	Bid Release Date:	
DEPT HEAD:	Rip Robertson	PROJECT MANAGER:	Jason Collins		
BOND REQUIRED (>100k):		PROJECT TYPE:	PROF SVCS ___ X		
Performance Bond ___ Payment Bond ____		REG CONSTRUCTIC X			
GL ACCOUNT #/PROJECT #:	320-6210-54.12000 SP2013		**If split between projects, indicate % or order to apply		
GL ACCOUNT #/PROJECT #:			FY(s):		
PROJECT MANAGER:		**DATE:**		CONTRACT TERM	
DEPARTMENT HEAD:	Rip Robertson	**DATE:**	22 MAR 2022		

VERIFY GL #, ACCOUNT #, PROJECT #, AND Fiscal Year FUNDS AVAILABLE $_____

FINANCE: **DATE:**

IS RESOLUTION REQUIRED? (Road Systems) RESOLUTION DRAFTED #_____ PLACED ON COUNCIL AGENDA_____

CITY ATTORNEY: **DATE:**

ADVERTISED DATES:	to			BidNet		GA Procurement		Tucker Website
TYPE OF CONTRACT:		STATE BID		COMPETITIVE BID		ON-CALL TASK ORDER		
COST PROPOSAL AMT:	$			Exhibit B attached ___		# OF ADDENDA: ____		
CONTRACT #				EXISTING VENDOR___ NEW VENDOR (see setup below)				
AWARDED CONTRACT VENDOR NAME:								

_____ APPROVED IN THE CURRENT FISCAL YEAR BUDGET - NO COUNCIL MEETING REQUIRED

_____ APPROVED BY CITY MANAGER PER PURCHASING POLICY

APPROVED AT CITY COUNCIL MEETING DATE: _____

CONTRACT AND EXHIBITS REVIEWED BY: PERFORMANCE AND PAYMENT BONDS IN CONTRACT?

CITY ATTORNEY **DATE:**

NEW VENDOR SETUP

FINANCE: **DATE:**

PO REQUISITION COMPLETED

FINANCE **PO#**_____ **DATE:**

CONTRACT LANGUAGE, BONDS AND EXHIBITS (IF DIFFERENT FROM ORIGINAL) REVIEWED BY:

CITY ATTORNEY **DATE:**

APPROVED CONTRACT SENT TO CONTRACTOR (VENDOR) TO SIGN: _____ Award Letter Emailed: _____

CONTRACTOR SIGNED - CITY MANAGER NEEDS TO SIGN: _____ ATTESTED BY CITY CLERK: _____

NTP DATE:_____ NTP SENT TO VENDOR: _____ VENDOR SIGNED NTP RETURNED: _____

CONTRACT COMPLETED SCAN & SAVE TO: _____PROCUREMENT FOLDER_____CITY CLERK CONTRACT FOLDER

EMAIL SIGNED CONTRACT TO: ____CONTRACTOR ___ DEPT HEAD ____ PROJECT MANAGER

FILE ORIGINAL CONTRACT WITH CITY CLERK & ADD TO CONTRACT LOG (S:City Clerk-Contracts-Contracts & IGA Log)

GORDIAN®

Work Order Signature Document

EZIQC Contract No.: GA-ST03-040820-LRI

[X] **New Work Order** [ ] **Modify an Existing Work Order**

Work Order Number: 102800.00 Work Order Date: 03/22/2022

Work Order Title: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

Owner Name:	City of Tucker	Contractor Name:	JOC Construction, LLC.
Contact:	Jason Collins	Contact:	Bob Bowers
Phone:	678-551-9619	Phone:	770-235-3933

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of EZIQC Contract No GA-ST03-040820-LRI.

Brief Work Order Description:

City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

Time of Performance ***See Schedule Section of the Detailed Scope of Work***

Liquidated Damages Will apply: [ ] Will not apply: [X]

Work Order Firm Fixed Price: $90,814.56

Owner Purchase Order Number:

Approvals

Owner Date Contractor Date

Sourcewell

GORDIAN®

Detailed Scope of Work

To: Bob Bowers
JOC Construction, LLC.
1954 Airport Rd. Ste 235
Chamblee, GA 30341
770-235-3933

From: Jason Collins
City of Tucker
1975 Lakeside Pkwy
Tucker, GA 30084
678-551-9619

Date Printed: March 22, 2022

Work Order Number: 102800.00

Work Order Title: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

Brief Scope: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

☐ **Preliminary** ☐ **Revised** ☒ **Final**

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

Please see the attached detailed scope of work (DSOW).

Contractor _____ Date _____

Owner _____ Date _____

Contractor's Price Proposal - Summary

Date:	March 22, 2022
IQC Master Contract #:	GA-ST03-040820-LRI
Work Order Number:	102800.00
Owner PO #:	
Work Order Title:	City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Contractor:	JOC Construction, LLC.
Proposal Name:	City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Proposal Value:	$90,814.56

01 - General Requirements	**$20,866.54**
05 - Metals	**$37.86**
06 - Wood, Plastic, and Composites	**$7,599.22**
07 - Thermal & Moisture Protection	**$45,188.23**
08 - Openings	**$9,994.94**
09 - Finishes	**$7,127.77**
Proposal Total	**$90,814.56**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **%**

Contractor's Price Proposal - Detail

Date: March 22, 2022

IQC Master Contract #: GA-ST03-040820-LRI
Work Order Number: 102800.00
Owner PO #:
Work Order Title: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Contractor: JOC Construction, LLC.
Proposal Name: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Proposal Value: $90,814.56

	Sect.	Item	Modifer	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			

01 - General Requirements

1	01 22 20 00 0008			HR	Cement MasonFor tasks not included in the Construction Task Catalog® and as directed by owner only.								$846.34
						Quantity		Unit Price		Factor		Total	
					Installation	16.00	x	47.56	x	1.1122	=	846.34	
					two masons 1 day to fill in CMU block openings.								
2	01 22 23 00 0007			MO	40' Engine Powered, Telescoping Boom Man Lift With Platform								$5,349.74
						Quantity		Unit Price		Factor		Total	
					Installation	1.50	x	3,206.70	x	1.1122	=	5,349.74	
					platform for working on new roof, installation of siding, painting, installing and pressure washing.								
3	01 22 23 00 0868			WK	3,000 PSI Pressure Washer With Full-Time Operator								$3,449.44
						Quantity		Unit Price		Factor		Total	
					Installation	2.00	x	1,550.73	x	1.1122	=	3,449.44	
					pressure washing all cmu block, old frames, wooden deck, CMU block on dugouts, concrete around concessions.								
4	01 22 23 00 0868		0033	MOD	For Equipment Without Operator, Deduct								-$696.00
						Quantity		Unit Price		Factor		Total	
					Installation	0.50	x	-1,251.57	x	1.1122	=	-696.00	
					@50 usage.								
5	01 22 23 00 1003			WK	6,000 LB Telescopic Boom, Hi-Reach, Rough Terrain Construction Forklift With Full-Time Operator								$8,857.76
						Quantity		Unit Price		Factor		Total	
					Installation	2.00	x	3,982.09	x	1.1122	=	8,857.76	
					Construction forklift to carry equipment, demoing out old roofing materials, old plywood, stair treads.								
6	01 71 13 00 0003			EA	Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' BedIncludes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom man lifts with >40' boom lengths, etc.								$1,824.72
						Quantity		Unit Price		Factor		Total	
					Installation	2.00	x	820.32	x	1.1122	=	1,824.72	
					mobilization for boom and forklift.								
7	01 74 19 00 0016			EA	40 CY Dumpster (6 Ton) "Construction Debris"Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.								$1,234.54
						Quantity		Unit Price		Factor		Total	
					Installation	2.00	x	555.00	x	1.1122	=	1,234.54	
					for demo of old siding, old treads, misc. wood, demoed roofing materials on both the roofs and dugouts.								

Subtotal for 01 - General Requirements **$20,866.54**

Contractor's Price Proposal - Detail Continues..

Work Order Number: 102800.00
Work Order Title: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

Proposal Name: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Proposal Value: $90,814.56

	Sect.	Item	Modifer	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			

05 - Metals

8	05 43 00 00 0046			EA	Up To 1/2" Rod, Beam Clamp Clevis Hanger (Unistrut P2677)								$37.86
						Quantity		Unit Price		Factor		Total	
					Installation	2.00	x	17.02	x	1.1122	=	37.86	
					Attach rod to structure.								

Subtotal for 05 - Metals **$37.86**

06 - Wood, Plastic, and Composites

9	06 11 16 00 0011			LF	2" x 12" Pressure Treated Wood Rafter								$352.35
						Quantity		Unit Price		Factor		Total	
					Installation	64.00	x	4.95	x	1.1122	=	352.34	
					18 Lf dugout x 4=64lf								
10	06 11 16 00 0021			LF	2" x 12" Pressure Treated Wood Floor Joist								$213.94
						Quantity		Unit Price		Factor		Total	
					Installation	42.00	x	4.58	x	1.1122	=	213.94	
					14 stairs x 3 feet.								
11	06 11 16 00 0158			LF	2" x 4" Pressure Treated Lumber, For Roofing Nailers								$1,364.54
						Quantity		Unit Price		Factor		Total	
					Installation	576.00	x	2.13	x	1.1122	=	1,364.54	
					144 lf per dugout.x 4								
12	06 16 33 00 0005			SF	5/8" Thick CDX Plywood Roof DeckingApplied to wood rafters.								$5,924.11
						Quantity		Unit Price		Factor		Total	
					Installation	1,916.00	x	2.78	x	1.1122	=	5,924.11	
					new decking for metal roof on concession stand and 4 dugouts.								
13	06 16 33 00 0005		0027	MOD	For >1,696 To 3,200, Deduct								-$255.72
						Quantity		Unit Price		Factor		Total	
					Installation	1,916.00	x	-0.12	x	1.1122	=	-255.72	
					quantity mod.								

Subtotal for 06 - Wood, Plastic, and Composites **$7,599.22**

07 - Thermal & Moisture Protection

14	07 26 13 00 0008			CLF	6" Wide Self Adhesive Butyl Sealing Tape								$702.49
						Quantity		Unit Price		Factor		Total	
					Installation	6.00	x	105.27	x	1.1122	=	702.49	
					sealant tape.								
15	07 27 23 00 0002			SF	0.5" Thick Leaded Vinyl Acoustic Plenum Barrier 0.48 LB/SF								$10,626.18
						Quantity		Unit Price		Factor		Total	
					Installation	1,340.00	x	7.13	x	1.1122	=	10,626.18	
					Ice shield over over concession stand roofs.								

Contractor's Price Proposal - Detail Continues..

Work Order Number: 102800.00
Work Order Title: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

Proposal Name: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Proposal Value: $90,814.56

	Sect.	Item	Modifer	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			

07 - Thermal & Moisture Protection

16	07 31 13 13 0002			SQ	200 LB/SQ, 5" Exposure, Three Tab Fiberglass Reinforced, Asphalt Composition Shingle (CertainTeed CT 20)								$2,284.41
						Quantity		Unit Price		Factor		Total	
					Installation	0.00	x	180.75	x	1.1122	=	0.00	
					Demolition	19.16	x	107.20	x	1.1122	=	2,284.41	
					For demo of old shingle roof.								
17	07 41 13 00 0039			LF	Ridge Flashing For Galvanized Steel Standing Seam Concealed Fastener Roofing								$1,096.07
						Quantity		Unit Price		Factor		Total	
					Installation	45.00	x	21.90	x	1.1122	=	1,096.07	
					ridge flashing.								
18	07 41 13 00 0040			LF	Eave Flashing For Galvanized Steel Standing Seam Concealed Fastener Roofing								$2,712.70
						Quantity		Unit Price		Factor		Total	
					Installation	148.00	x	16.48	x	1.1122	=	2,712.70	
					eave flashing.								
19	07 41 13 00 0047			SF	Architectural/Structural Or Structural 0.032" Aluminum Standing Seam Concealed Fastener Roofing								$18,070.67
						Quantity		Unit Price		Factor		Total	
					Installation	1,916.00	x	8.48	x	1.1122	=	18,070.67	
					new metal roof over 4 dugouts and concession stand 3.								
20	07 41 13 00 0047		0011	MOD	For >1,500 To 5,000, Add								$2,706.34
						Quantity		Unit Price		Factor		Total	
					Installation	1,916.00	x	1.27	x	1.1122	=	2,706.34	
					quantity mod.								
21	07 46 46 00 0004			SF	7-1/4" Board with 6" Exposure, 5/16" Thick, Fiber Cement Lap Siding								$5,236.24
						Quantity		Unit Price		Factor		Total	
					Installation	1,100.00	x	3.25	x	1.1122	=	3,976.12	
					Demolition	1,100.00	x	1.03	x	1.1122	=	1,260.12	
					new siding replacement.								
22	07 62 19 00 0004			LF	Up To 5" Girth, 0.016" Thick, KYNAR 500® Finish, Aluminum Drip Edge								$637.02
						Quantity		Unit Price		Factor		Total	
					Installation	148.00	x	3.87	x	1.1122	=	637.02	
					drip edge.								
23	07 91 26 00 0027			CLF	3/4" x 3/4" Silicon RTV Foam Seal								$1,116.11
						Quantity		Unit Price		Factor		Total	
					Installation	2.00	x	501.76	x	1.1122	=	1,116.11	
					for foam closures.								

Subtotal for 07 - Thermal & Moisture Protection **$45,188.23**

08 - Openings

Contractor's Price Proposal - Detail Continues..

Work Order Number: 102800.00
Work Order Title: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

Proposal Name: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Proposal Value: $90,814.56

	Sect.	Item	Modifer	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			

08 - Openings

24	08 13 13	13 0018		EA	3' x 7' x 1-3/4", 20 Gauge, Level 1 Standard Duty, Honeycomb Core, Hollow Metal Door	$4,400.58

	Quantity		Unit Price		Factor		Total
Installation	7.00	x	556.26	x	1.1122	=	4,330.71
Demolition	2.00	x	31.41	x	1.1122	=	69.87

new metal doors.

25	08 33 16	00 0002		EA	4' x 4', Galvanized Steel Overhead Coiling Counter Grilles, Manual Lift	$3,643.97

	Quantity		Unit Price		Factor		Total
Installation	2.00	x	1,638.18	x	1.1122	=	3,643.97

closest comparable to 4x4 screen for food service.

26	08 33 23	11 0164		EA	4' x 8', 0.04" Aluminum Overhead Coiling Door, Chain Lift	$1,950.39

	Quantity		Unit Price		Factor		Total
Installation	1.00	x	1,753.63	x	1.1122	=	1,950.39

closest comparable to roll up door. two 4x4 = 1 (4x8)

Subtotal for 08 - Openings **$9,994.94**

09 - Finishes

27	09 91 13	00 0036		SF	2 Coats Paint, Brush Work, Paint Exterior Concrete Block Walls	$3,838.60

	Quantity		Unit Price		Factor		Total
Installation	2,332.00	x	1.48	x	1.1122	=	3,838.60

CMU block wall exterior building =1292 +dugouts 1040

28	09 91 13	00 0100		SF	1 Coat Primer, Brush/Roller Work, Paint Exterior Smooth Wood Siding	$648.41

	Quantity		Unit Price		Factor		Total
Installation	1,100.00	x	0.53	x	1.1122	=	648.41

prime new siding.

29	09 91 13	00 0102		SF	2 Coats Paint, Brush/Roller Work, Paint Exterior Smooth Wood Siding	$1,333.53

	Quantity		Unit Price		Factor		Total
Installation	1,100.00	x	1.09	x	1.1122	=	1,333.53

paint new siding.

30	09 91 13	00 0224		LF	Paint Exterior Metal Door Frame And Trim, 1 Coat Primer, Brush/Roller Work	$100.59

	Quantity		Unit Price		Factor		Total
Installation	119.00	x	0.76	x	1.1122	=	100.59

prime 7 door frames.

31	09 91 13	00 0226		LF	Paint Exterior Metal Door Frame And Trim, 2 Coats Paint, Brush/Roller Work	$217.06

	Quantity		Unit Price		Factor		Total
Installation	119.00	x	1.64	x	1.1122	=	217.06

paint. 7 door frames and trim @17 linear feet per door.

32	09 91 13	00 0331		LF	Paint Steel Pipes 6" To 8" Diameter, 1 Coat Primer	$89.15

	Quantity		Unit Price		Factor		Total
Installation	48.00	x	1.67	x	1.1122	=	89.15

prime 6 steel posts.

Contractor's Price Proposal - Detail Continues..

Work Order Number: 102800.00
Work Order Title: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

Proposal Name: City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Proposal Value: $90,814.56

	Sect.	Item	Modifer	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			

09 - Finishes

33	09 91 13 00 0336			LF	Paint Steel Pipes 6" To 8" Diameter, 1 Coat Paint							$89.15
						Quantity		Unit Price		Factor		Total
					Installation	48.00	x	1.67	x	1.1122	=	89.15
					paint 6 steel deck posts.							
34	09 91 13 00 0477			SF	Paint Exterior Miscellaneous Metal Surfaces, 1 Coat Alkyd Primer, Brush/Roller Work							$63.35
						Quantity		Unit Price		Factor		Total
					Installation	64.00	x	0.89	x	1.1122	=	63.35
					prime two screens.							
35	09 91 13 00 0478			SF	Paint Exterior Miscellaneous Metal Surfaces, 1 Coat Alkyd Enamel, Brush/Roller Work							$58.37
						Quantity		Unit Price		Factor		Total
					Installation	64.00	x	0.82	x	1.1122	=	58.37
					paint two screens.							
36	09 93 13 53 0002			SF	Stain Sealer, Brush Work							$689.56
						Quantity		Unit Price		Factor		Total
					Installation	1,000.00	x	0.62	x	1.1122	=	689.56
					stain top side of deck, rails, treads and underside of deck.							

Subtotal for 09 - Finishes **$7,127.77**

Proposal Total **$90,814.56**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: %

Sourcewell

GORDIAN®

Client - City of Tucker

Detailed Scope of Work

Print Date:	March 22, 2022
Work Order Number:	102800.00
Work Order Title:	City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements
Contractor:	GA-ST03-040820-LRI - JOC Construction, LLC.
Brief Scope:	City of Tucker - Fitzgerald Park Field #3 Concession and Dugout Improvements

To: Bob Bowers
JOC Construction, LLC.
1954 Airport Rd. Ste 235
Chamblee, GA 30341
770-235-3933

From: Jason Collins
City of Tucker
1975 Lakeside Pkwy
Tucker, GA 30084
678-551-9619

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

Detailed Scope:

Please see the attached detailed scope of work (DSOW).

Owner _____ Date _____

Contractor _____ **Date** _____

March 22, 2022

City of Tucker

Concession Stand #3 Renovation and (4) Dugouts
3877 Lawrenceville Highway
Tucker, GA

Summary of Scope

This Scope of Work includes the renovation of Concession Stand #3 and (4) dugouts based on general specifications provided by City of Tucker and observations made by contractor at site visit.

Detailed Scope of Work

We have included the following items in our proposal:

1. Demo and remove all old siding from Concession Stand #3.
2. Demo and remove existing roof shingles from Concession Stand #3 and (4) dugouts.
3. Demo and remove old doors from concessions stand #3.
4. Demo and removed all plywood over restroom doors and other openings.
5. Demo and remove existing stair treads.
6. Pressure washing entire building and CMU block wall at (4) dugouts.
7. Provide and install new siding above CMU block wall on exterior of Concession Stand #3.
8. Provide and install new deck treads on stairs leading to Concession Stand #3 deck.
9. Stain deck, stair railings, treads, deck rail, beams, and joists.
10. Provide and install new plywood and decking to support new roof on Dugouts and Concession Stand #3.
11. Provide and install HT ice and water shield over plywood decking.
12. Provide and install new metal roof on Concession Stand #3 and (4) dugouts.
13. Provide and install new drip edge to eave of roofs.
14. Provide and install new gable trim flashing to rake edges of roofs.
15. Provide and install new ridge cap to ridge of roofs.
16. Provide and install foam closure to eave and ridge of roof.
17. Provide and install butyl tap to all metal panel overlaps.
18. Brush, Clean paint and reinstall window screens.
19. Provide and install 7 new doors and (2) new roll up windows.
    *Cores to be provided.
20. Provide and install block to fill (2) existing openings.
21. Prep, prime and paint all frames, windows, window trim, siding, and exterior CMU block wall on Concession Stand #3 and (4) dugouts.
22. Brush and paint 6 metal posts.

March 22, 2022

Details that apply to all work

1. This proposal is based on normally expected conditions as observed upon site visit.
2. Contractor shall utilize the latest issue of the SOURCEWELL Specifications for all work.
3. All measurements and quantities supplied in this scope of work are approximate in nature and are supplied as a convenience for the contractor. The contractor is responsible for field verification of all measurements and quantities.
4. Contractor shall verify all new and existing conditions and dimensions at job site.
5. Parking will be made available for the Contractor by the Owner and the Contractor shall coordinate all parking with the Owner prior to beginning work.
6. All salvageable materials remain the property of the Owner.
7. Contractor shall coordinate inspections as required / if required.
8. Contractor is responsible for protection of all surfaces including those not in the scope of work from construction dust, debris or damage during construction up until final acceptance. The methods of protection including wood, plastic, paper or other means for sealing / protecting furniture, sidewalks, doors or windows, etc.
9. Contractor shall be responsible for daily job site clean-up and will make provisions for disposing of all of his trade's debris. There shall not at any time be any material or debris left on site that could endanger the public.
10. Contractor shall be responsible for 48 hours advanced notice to coordinate Utility Interruptions.

Submittals

1. Paint, doors, roofing materials.

Schedule

1. The total estimated duration to complete this project including an allotment for administrative time, submittal processing, inspection time, punch list remediation, and closeout time will be **90 Days** from the time JOC Construction receives purchase order from client, however, should there be any circumstances that impede progress that are out of the control of JOC Construction Inc. a time extension equal to documented days lost will be issued.

Owners Responsibilities

1. Provide access to job site and prompt response to RFI and submittal information submitted by contractor.

Closeout

1. Contractor must remove all excess materials, debris, tools and equipment form the site.
2. Owner shall be provided 1 Electronic Copy of the Operations and Maintenance manual for the project with retainage billing.

3. Owner will be provided a 1 year warranty from Contractor on furnished material and workmanship.

Clarifications

1. At the time of the issuance of a purchase order, it is understood that permits are **NOT** required. If the contractor will be responsible for obtaining applicable permits for the above mentioned work, then Owner will be responsible for reimbursement of any fees that may be charged to contractor associated with permitting as well as any and all fees and expenses (i.e. permit fees, professional design and engineering fees as outlined in the Construction Task Catalog) incurred as described in the EZIQC master document.
2. Prevailing wages have **NOT** been included in this proposal.
3. This proposal is based on Normal Working Hours as defined by Monday through Friday, 7AM to 5PM EST.
4. Hazardous Material Removal or handling has not been included in this proposal.
5. Any reference to match existing shall describe closest match available. Due to aging of materials, discontinued items, and minor batch color discrepancies from manufacturers, it is not always possible to find an exact match for existing materials.

MEMO

To: Honorable Mayor and City Council Members

From: Brian Anderson

CC: Tami Hanlin, City Manager

Date: 04/11/2022

RE: Memo for Appointment to Construction Board of Appeals

Issue:
Terms are expiring for the Board Members to the Construction Board of Appeals

Recommendation:
Appoint/reappoint Board Members to the Construction Board of Appeals

Background:

Construction Board of Appeals		
Name	**Term Length**	**Term Expiration**
Jason Burton	4 years	4/4/2022
Charles Logan	4 years	4/4/2022
Jo Becker	4 years	4/4/2022

STATE OF GEORGIA **RESOLUTION R2022-04-15**
CITY OF TUCKER

A RESOLUTION TO APPOINT MEMBERS OF THE CONSTRUCTION BOARD OF APPEALS FOR THE CITY OF TUCKER; AND FOR OTHER PURPOSES

WHEREAS, the City of Tucker is authorized to adopt and enforce the state minimum standard codes as defined in O.C.G.A. § 8-2-20(9)**;** and

WHEREAS, the Mayor and Council previously created a Construction Board of Appels in accordance with Chapter 8 BUILDINGS AND CONSTRUCTION Sec. 8-37 of the Code of Ordinances;

WHEREAS, the Mayor of the City of Tucker is authorized to appoint members of the Construction Board of Appeals, subject to approval by the Council of the City of Tucker.

AND WHEREAS, the Mayor and Council of the City of Tucker desire to appoint/reappoint members to the Construction Board of Appeals;

NOW THEREFORE BE IT RESOLVED by the Mayor and Council of the City of Tucker while at their meeting on April 11, 2022, appoint/reappoint the following as members of the Construction Board of Appeals with a four (4) year term:

MEMBER	TERM
_____	_____
_____	_____
_____	_____

SO RESOLVED, this the 11th day of April 2022.

APPROVED:

_____
Frank Auman, Mayor

ATTEST:

_____
Bonnie Warne, City Clerk (seal)