

Multi-use path master plan Tony Bernard, LEED AP – Planning Coordinator

Establishing the master plan and project priority

- New development is required to connect to the nearest multi-use path.
- Certain developments and subdivisions have been identified that do not include a connection to the path system or there is a gap in the connection.
- New projects are identified by staff, citizens, HOA's, etc.
- Each new project starts as a "future path project".
- The project list is evaluated on a yearly basis to against 4 criteria: Connectivity, Design & Construction, Safety, and Funding.
- Some path projects are phased due to length, cost, infrastructure needs, etc.
- Historically new path construction was funded at approximately \$100,000 per year.
- No new paths were funded in FY2011.

Goals of the master plan

- Provide interconnectivity to all developments.
- Enhance safety of path system by adding signage, traffic calming measures, regularly trimming shrubs and trees to provide clear zones, etc.
- Reduce the number of at-grade crossings.
- Upgrade existing surface crossings with appropriate signage, pavement markings, etc. to alert both motorists and path users.
- Identify hierarchy of paths and construct/ repave accordingly.
- To the greatest extent practicable, design and construct new paths to AASHTO and ADA standards.
- Identify schedule to inspect and replace existing infrastructure (bridges, etc.).
- Continue to seek grant funding to assist with funding large projects.

Evaluate connectivity

When asked: How does your household use the paths?



Shopping/Dinning: 74.3% of 2010 resident survey respondents use their golf cart to shop at local stores. 6 POINTS

Get to Recreation: 71.7% of 2010 resident survey respondents use their golf cart to get to recreation. **5 POINTS**



Get to Church/School: 23.3% of 2010 resident survey respondents use their golf cart to get to church or school. **4 POINTS**

Get to Medical Offices: 17.6% of 2010 resident survey respondents use their golf cart to get to medical appointments. **3 POINTS**



Get to Work: 8.4% of 2010 resident survey respondents use their golf cart to get to work. 2 POINTS



Shortcut: Existing paths exist from point A to B, but new path would provide a shorter distance. *1 POINTS*

GOALS OF THE MASTER PLAN

Evaluate design & constructability



Path buildable at-grade: The path can be built at grade or with minimal grading. *3 POINTS*

Path buildable in city owned property: The majority of the path can be built in city owned land, right-of-way, or greenbelt. 2 POINTS

Path buildable by PW: The path can be built by Public Works, the city does not have to hire a contractor. **1 POINT**

Removal of vegetation req'd: In order to install path, trees and other vegetation will need to be removed. -1 POINT

Relocation of utilities req'd: In order to install path, underground or overhead utilities will need to be moved. **-1 POINT**



Other structures req'd: In order to install path, retaining walls, bridges, tunnels, or culverts will need to be installed. -2 POINTS



Additional permitting req'd: In order to install path, additional permits would need to be obtained from CORPS, GDOT, EPD, etc. -3 POINTS

GOALS OF THE MASTER PLAN

Design and construct new paths to AASHTO and ADA standards

Evaluate Safety



Path eliminates on street travel: The installation of this path would eliminate the need for carts to travel on a non-residential subdivision street. **3 POINTS**



Path eliminates mid-block crossing: The installation of this path would eliminate an existing or proposed mid-block crossing (poor vehicle visibility) from the immediate area. **2 POINTS**



Path eliminates at-grade crossing: The installation of this path would eliminate a at-grade crossing from the immediate area. **1** POINT



Path requires at-grade crossing: The installation of this path would require an at-grade crossing of a street. **-1 POINT**



Path requires mid-block crossing: The installation of this path would require a mid-block crossing on a street. -2 POINT



Path requires on street travel: The installation of this path would require carts to travel on a non-residential subdivision street. -3 POINTS

GOALS OF THE MASTER PLAN Enhance safety of path system

Evaluate Funding



Developer required to install path: The path would be constructed by the future developer of the nearby site. **3 POINTS**



Path currently has some funding: The city currently has budgeted funds for this project, SPLOST, grants, general fund, etc. **2 POINTS**



Path is eligible for a grant program: The path project would be eligible to submit for a known grant program. **1 POINT**



Funding possible = 80% of the construction cost: The amount of money possible from city, grants, and developers will fund only 80% or more of the path construction cost. **-1** *POINT*



Funding possible = 50% of the construction cost: The amount of money possible from city, grants, and developers will fund only 50% or more of the path construction cost. -2 POINTS



100% city funded: All the funding for the path project will come from the city's general fund. -2 POINTS



Funding possible = 20% of the construction cost: The amount of money possible from city, grants, and developers will fund only 20% or more of the path construction cost. **-3 POINTS**

GOALS OF THE MASTER PLAN

Continue to seek funding sources to assist with funding large projects

Evaluation Matrix – FY2010

- **59** future path projects were evaluated.
- 24.74 miles of potential path was reviewed and added to the master plan.
- **5** path projects require either a bridge or tunnel.
- It is estimated to cost \$10,074,782.00 to construct the 24.72 miles of path and the 5 bridge/tunnel projects. Or \$407,555.90 per mile.
- The 10 corrugated metal path tunnels must be replaced at a cost of \$5,450,000. Tunnels must be replace in order to comply with new height and width requirements.
- Estimated costs are calculated at \$30/LF of path. Bridge and tunnel costs are calculated based on historical costs for such facilities.
- Costs DO NOT include permitting, easements, or design costs and are based on at grade construction only.
- The path project with the HIGHEST overall score should be the best investment.
- NO new paths were funded in FY2010.

Map ID	Path name	Start/ and point	Est. Length in LF (approximate)*	Est. Cost (approximate)*	con	MECTIVIT	SHAND SHE	CONSTRUCT ETY EUN	SCION SCORE
1	SR 74 N multi-use bridge and path connections	Crabapple Ln to Kedron Office Park	1.924	(see below)	13	-9	0	0	4
2	North Peachtree Pkwy (North Hill connection)	North Hill North to North Hill South	974	\$29,218	1	-2	0	-2	-3
3	Kedron Village retail path relocation	Newgate Rd to Kedron Village S/C	551	\$16.541	7	-8	3	-2	0
4	North Peachtree Pkwy/Fayette County boat docks multi-use tunnel	Under N Peachtree Pkwy to Lake Kedron Lagoon	520	(see below)	9	-7	2	-2	2
5	North Peachtree Pkwy (Parkway Dr connection)	Kedron Lagoon to Parkway Dr	1,173	\$35,181	5	-4	1	-2	0
6	Smokerise Pt (Phase I)	Tuxedo Ln to White Springs Ln	292	\$8,768	6	1	3	-2	8
7	Smokerise Pt (Phase II)	Hidden Springs Ln to Sumner Rd	529	\$15,857	3	4	2	-2	7
8	Sumner Road	SR 54 E to Smokerise Point	1,772	\$53,165	6	-6	2	-2	0
9	SR 54 E multi-use bridge and paths at Lexington	Lexington Circle to Peachtree East S/C	168	(see below)	7	-9	1	-2	-3
10	SR 54 E (Phase II)	Carriage Ln to Peachtree East S/C	943	\$28,296	11	-9	-1	-2	-1
11	SR 54 E (Phase I)	Robinson Rd to Carriage Ln	1,113	\$33,377	11	-5	-1	-2	3
12	Prime Point	Stevens Entry to SR 54 E	1,981	\$59,416	5	-9	3	-2	-3
13	Stevens Entry	Prime Point to N Peachtree Pkwy	446	\$13,394	6	2	3	-2	9
14	North Peachtree Pkwy (Flat Creek Rd connection)	Flat Creek Rd to Interlochen Dr	1,294	\$38,829	10	-4	-1	-2	3
15	Robinson Road (Whitfield Farms connection)	Spear Rd to Whitfield Run	948	\$28,447	5	0	2	-2	5
16	SR 54 E/Lake Peachtree multi-use bridge replacement	Lake Peachtree on SR 54 E	144	(see below)	10	-3	0	0	7
17	Willow Rd	Aspen Dr to SR 74 S	2,063	\$61,897	19	-9	2	-2	10
18	Robinson Road (Camp Creek Estates connection)	Windgate Rd to McIntosh Trail	2,452	\$73,569	10	-3	2	-2	7
19	Robinson Road (Crosstown Dr connection)	McIntosh Trail to Crosstown Dr	3,814	\$114,409	5	-3	2	-2	2
20	Police Station	Clover Reach S/D to Police Station	1,561	\$46,839	7	-4	0	-2	1
21	Crosstown Business Park	Police Station to Crosstown Dr	2,201	\$66,025	13	-9	0	-2	2
22	Crosstown Court	Crosstown Court to Towne Club	1,878	\$56,329	9	-6	2	-2	3
23	Crosstown Dr (Northern connection)	Braelinn Village S/C to SR 74 S	1,731	\$51,917	6	-6	1	-2	-1
24	Crosstown Dr crossing	Mid-block crossing from U-Store-It to existing path	818	\$24,539	6	-3	-3	-2	-2

	2	23 Crosstown Dr (Northern connection) 24 Crosstown Dr crossing	Braelinn Village S/C to SR 74 S	1,731 \$51,917	6 -6 1 -2 -1						
						Herit	MTY ANT	CONSTRU	JCTION	1.5COPE	138 Possible
Map IE	D Beth name		Start/ and naint	Est. Length in LF	Est. Cost	ONNY	ESIO A	£ / J	<u>ي</u> (ئ	AL	
# 1	SP 74 N multi use bridge and path connection	ne	Crahapple I n to Kedron Office Bark	(approximate)	(approximate)			X			
2	North Peachtree Pkwy (North Hill connection)		North Hill North to North Hill South	974	(SEE DEIOW) \$29,218	1 -0		-2	-3		OVERAL
3	Kedron Village retail path relocation	/	Newgate Rd to Kedron Village S/C	551	\$16.541	7 8	3	-2	0		OVERVIE
4	North Peachtree Pkwy/Favette County boat do	locks multi-use tunnel	Under N Peachtree Pkwy to Lake Kedron Lagoon	520	(see below)	9 -7	2	-2	2		ID #
5	North Peachtree Pkwy (Parkway Dr connectio	on)	Kedron Lagoon to Parkway Dr	1,173	\$35,181	5 -4	1	-2	0		26
6	Smokerise Pt (Phase I)		Tuxedo Ln to White Springs Ln	292	\$8,768	6 1	3	-2	8		39
7	Smokerise Pt (Phase II)		Hidden Springs Ln to Sumner Rd	529	\$15,857	3 4	2	-2	7		35
8	Sumner Road		SR 54 E to Smokerise Point	1,772	\$53,165	6 -6	5 2	-2	0		
9	SR 54 E multi-use bridge and paths at Lexing	jton	Lexington Circle to Peachtree East S/C	168	(see below)	7 -9) 1	-2	-3		
10	SR 54 E (Phase II)		Carriage Ln to Peachtree East S/C	943	\$28,296	1 -9) -1	-2	-1		31
11	SR 54 E (Phase I)		Robinson Rd to Carriage Ln	1,113	\$33,377	1 -5	5 -1	-2	3		42
12	Prime Point		Stevens Entry to SR 54 E	1,981	\$59,416	5 -9) 3	-2	-3		34
13	Stevens Entry		Prime Point to N Peachtree Pkwy	446	\$13,394	6 2	3	-2	9		
	5	59 Senioa Road	Tyrone Depot to SR 74 N	4,964 \$148,914	8 -6 -1 -2 -1						
				Total Path Cost \$4,054,782							

Current Path Miles 93.89			Total New Path Miles	24.74	
Multi-use bridge/ tunnels				Cost**	
1 SR 74 N multi-use bridge and path connections±	Crabapple Ln to Kedron Office Park			\$1,540,000	
4 North Peachtree Pkwy/Fayette County boat docks multi-use tunnel±	Under N Peachtree Pkwy to Lake Kedron Lagoon			\$910,000	
9 SR 54 E multi-use bridge and paths at Lexington±	Lexington Circle to Peachtree East S/C			\$1,540,000	
16 SR 54 E/Lake Peachtree multi-use bridge replacement	Lake Peachtree on SR 54 E			\$490,000	
54 SR 54 W multi-use bridge and gateway feature±	MacDuff Crossing S/C to MacDuff Pkwy			\$1,540,000 P	artially funded with LCI and SLOST
			Total Bridge Cost	\$6,020,000	
		_	Overall Cost	\$10 074 782	
			010100-0001		
Corrugated metal multi-use tunnel replacements +		10 locations		\$5,450,000	
S Peachtree Pkwy - Village on the Green					
Windgate Rd - Between Larkspur Turn & Rosewood Court					
Mointosh Trail		Overal	I Cost + tunnel replacements	\$15,524,782	
Crosstown Dr Regions Bank					
S Peachtree Pkwy - Braelinn "Three" Ponds					
Bridlepath Ln					
S Peachtree Pkwy - Village Park					
Braelinn Rd - Hampton Corners					
Braelinn Rd - Morallon Hills					
Braelinn Rd - Waterford Green					
" Estimated costs are calculated at \$30/LF path.					
* Estimated length is based on GIS information.					
" Cost do not include permitting, essements, or design cost and are based on an a	ando construction only				

^{av} Cost do not include permitting, easements, or design cost and are based on an at grade construe ± Cost are based on historic costs for tunnels, and/or bridges. + Primary reason for replacement: Tunnels do not meet existing requirements for height and width

Evaluation Matrix

OVERALL PATH RANKING								
TOP 3								
ID #	Path Name		Cost					
26	Flat Creek Nature Area (Crosstown Dr connection)	\$	230,012					
39	Somersby/ Rockaway Rd connection (Phase II)	\$	26,915					
35	Holly Grove Road	\$	62,984					
	BOTTOM 3							
31	Redwine Road (Phase II)	\$	108,076					
42	SR 74 South (Phase II)	\$	78,627					
34	TDK Blvd (Phase II)	\$	159,575					
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COST PATH RANKING								
TOP 3								
ID #	Path Name		Cost					
51	Fulton Court connection	\$	3,499					
25	Crosstown Drive (Wendy's connection)	\$	6,436					
6	Smokerise Pt (Phase I)	\$	8,768					
	BOTTOM 3							
54	SR 54 W multi-use bridge and gateway feature	\$	1,540,000					
9	SR 54 E multi-use bridge and paths at Lexington	\$	1,540,000					
1	SR 74 N multi-use bridge and path connections	\$	1,540,000					

CONNE	CONNECTIVITY PATH RANKING							
TOP 3								
ID #	Path Name		Cost					
17	Willow Rd	\$	61,897					
54	SR 54 W multi-use bridge and gateway feature	\$	1,540,000					
26	Flat Creek Nature Area (Crosstown Dr connection)	\$	230,012					
	BOTTOM 3							
2	North Peachtree Pkwy (North Hill connection)	\$	29,218					
44	Falcon Field connection	\$	21,612					
42	SR 74 South (Phase II)	\$	78,627					

DESIGN & CONSTRUCTION PATH RANKING							
TOP 3							
ID #	Path Name		Cost				
26	Flat Creek Nature Area (Crosstown Dr connection)	\$	230,012				
7	Smokerise Pt (Phase II)	\$	15,857				
35	Holly Grove Road	\$	62,984				
	BOTTOM 3						
56	MacDuff Pkwy multi-use tunnel path connections	\$	41,478				
18	Robinson Road (Camp Creek Estates connection)	\$	73,569				
16	SR 54 E/Lake Peachtree multi-use bridge replacement	\$	490,000				

SAFETY PATH RANKING							
	TOP 3						
ID #	Path Name		Cost				
56	MacDuff Pkwy multi-use tunnel path connections	\$	41,478				
3	Kedron Village retail path relocation	\$	16,541				
6	Smokerise Pt (Phase I)	\$	8,768				
	BOTTOM 3						
51	Fulton Court connection	\$	3,499				
36	SR 74 S/Starrs Mill connection	\$	71,846				
32	Redwine Road (Phase I)	\$	110,530				

FUNDING PATH RANKING								
	TOP 3							
ID #	Path Name		Cost					
38	Somersby/ Rockaway Rd connection (Phase I)	\$	22,625					
39	Somersby/ Rockaway Rd connection (Phase II)	\$	26,915					
52	Planterra Way	\$	57,570					
	BOTTOM 3							
59	Senioa Road	\$	148,914					
58	North Kedron Dr Extension	\$	23,203					
56	MacDuff Pkwy multi-use tunnel path connections	\$	41,478					

Evaluation Matrix

OVERA	OVERALL PATH RANKING							
	TOP 3							
ID #	Path Name		Cost					
26	Flat Creek Nature Area (Crosstown Dr connection)	\$	230,012					
39	Somersby/ Rockaway Rd connection (Phase II)	\$	26,915					
35	Holly Grove Road	\$	62,984					
	BOTTOM 3							
31	Redwine Road (Phase II)	\$	108,076					
42	SR 74 South (Phase II)	\$	78,627					
34	TDK Blvd (Phase II)	\$	159,575					

Overall TOP 3



26 Flat Creek Nature Area (Crosstown Dr connection) Crosstown Dr to Flat Creek path bridge





Somersby/Rockaway Rd connection (Phase II) Meade Field to Somersby (Phase III)



Rockaway Rd Tunnel & Somersby connections





Holly Grove Road Aster Ridge Tr to Holly Springs Rd

OVERA	OVERALL PATH RANKING							
	TOP 3							
ID #	Path Name		Cost					
26	Flat Creek Nature Area (Crosstown Dr connection)	\$	230,012					
39	Somersby/ Rockaway Rd connection (Phase II)	\$	26,915					
35	Holly Grove Road	\$	62,984					
	BOTTOM 3							
31	Redwine Road (Phase II)	\$	108,076					
42	SR 74 South (Phase II)	\$	78,627					
34	TDK Blvd (Phase II)	\$	159,575					

Overall BOTTOM 3





Redwine Rd (Phase II) S Peachtree Pkwy to The Preserve S/D





SR 74 S (Phase II) Dividend Dr to Cooper Lighting





Robinson Road (Holly Grove Rd connection) Holly Grove Rd to Redwine Rd