

APPENDIX A

EXISTING CONDITIONS



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KEY ISSUES AND OPPORTUNITIES

The existing conditions analysis provides an understanding of important characteristics of Tucker’s existing transportation system, highlighting specific challenges and opportunities throughout the City. These opportunities can be used as a baseline for project recommendations.

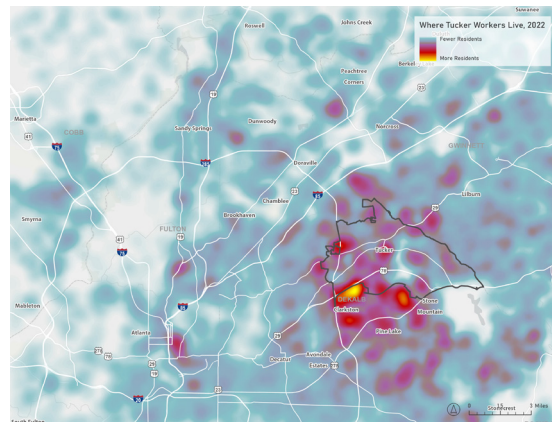
The City of Tucker has made significant progress in implementing transportation projects from previous plans, but there is still work to be done.

 **9 miles of sidewalk completed**

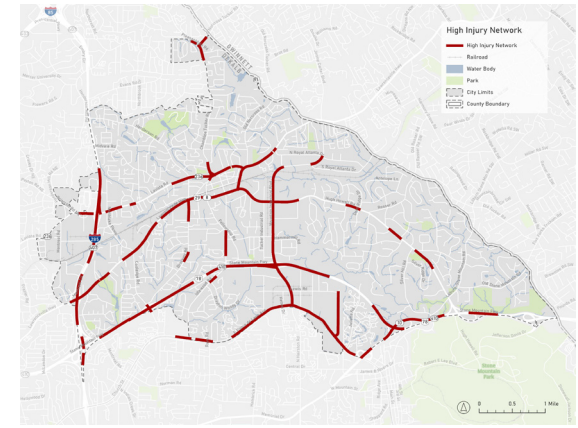
 **7 roadway improvement projects under design**

 **32 miles of trails planned**

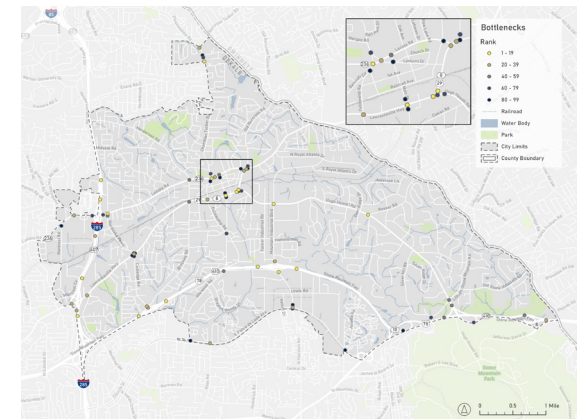
More than 32,000 workers commute into the City of Tucker, many from just south of the City, in Clarkston and unincorporated DeKalb. These represent very short commutes that could potentially be completed of foot or bike with the right infrastructure.



The High Injury Network represents only 10% of the road network, but 77% of the traffic fatalities and serious injuries.



About 51.98% of trips are passing through Tucker, contributing to traffic within the City. There are opportunities to improve congestion at key intersection to mitigate larger corridor-wide congestion issues.



LAND USE AND DEVELOPMENT

Land use and development patterns are closely related to the transportation network, often influencing traffic patterns and infrastructure needs. Accounting for existing and future land use characteristics in the transportation planning process allows for greater efficiency and accessibility across the City's network.

The following section examines land use characteristics in relation to the transportation network to understand patterns and identify development and planning priorities.



Residential

The majority of Tucker is designated as residential area of varying densities; the eastern portion of Tucker has low-density residential neighborhoods, while the western portion of the City has increased density. Mixed-use areas, typically along major corridors, have multi-family housing. Single family land uses are differentiated by lot size. Medium- and high-density land uses are determined by units per acre, ranging from four to 24 units/acre.

EXISTING LAND USE

The City's Future Land Use map was developed as part of the 2018 Comprehensive Plan. It provides guidelines for future development and growth across the City, highlighting the intended character of each area that will achieve the visions for the City's future. Each determined character helps to establish guidelines for general land use and density, which influences specific needs for the transportation network. Specific transportation-related considerations include capacity, projected traffic, and accessibility in each area.



Commercial

A cluster of large commercial uses can be seen around the intersection of I-285 and LaVista Road, providing convenient access for both patrons and freight support from I-285. Smaller commercial uses are dispersed throughout residential areas, providing convenient shopping opportunities for residents.



Industrial

Significant industrial land uses are found throughout Central Tucker, on either side of Mountain Industrial Blvd. Most of these areas are light industrial, with few heavy industrial uses. A cluster of industrial uses can also be found west of I-285. These areas provide convenient access to the freight network.



Office

Employment centers and office parks are found along many of the major roads throughout Tucker. The I-285 corridor in particular provides access to a number of large employment centers, office parks, and office locations. This allows for convenient access to these employers for those



Institutional

Institutional uses throughout the City include medical facilities, worship centers, schools, and senior care facilities. Many of these uses are distributed throughout the City, with more regional facilities, such as the Emory University Hospital and other medical facilities, typically located along large roads to allow for convenient access.

Figure 1. Destinations & Land Use

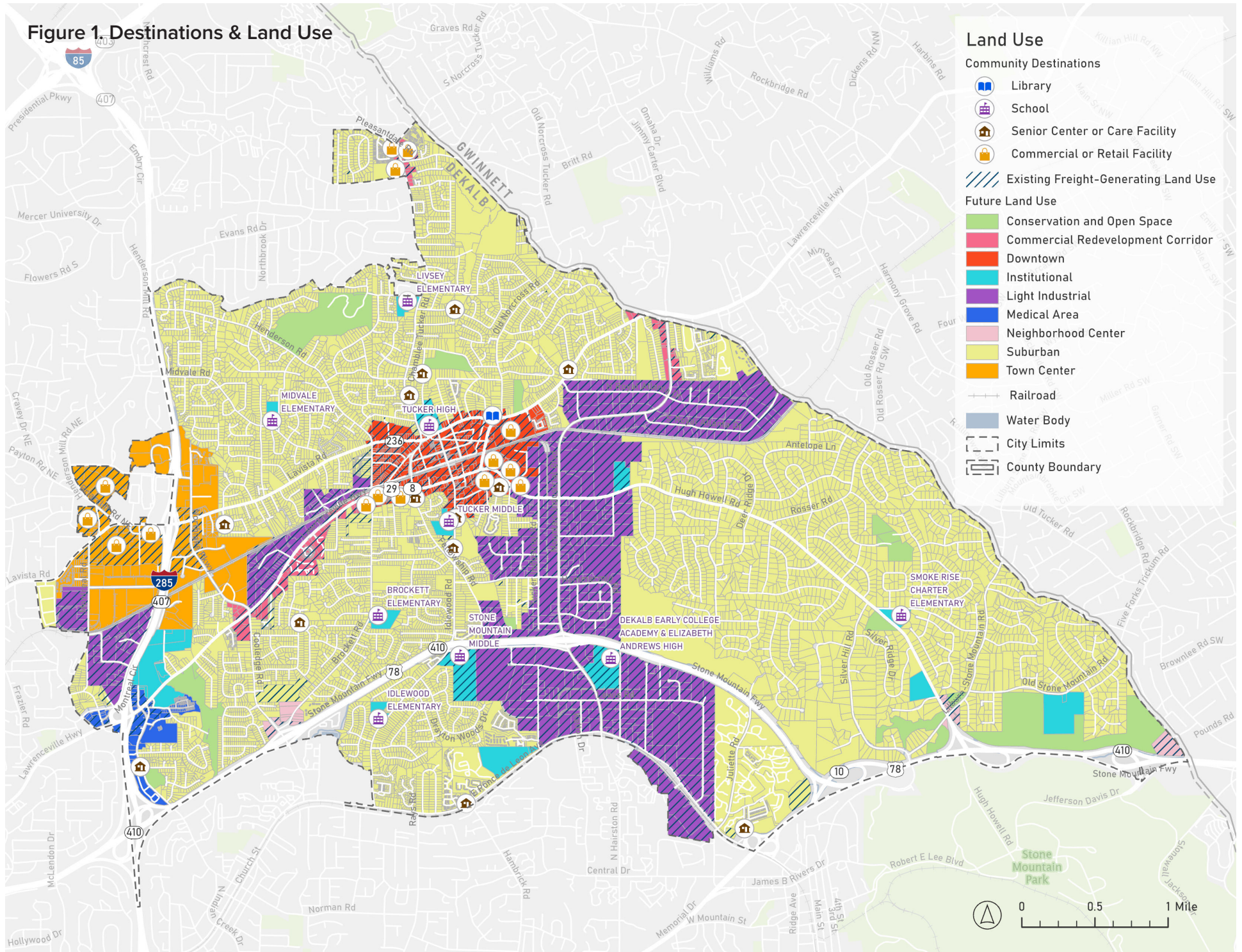
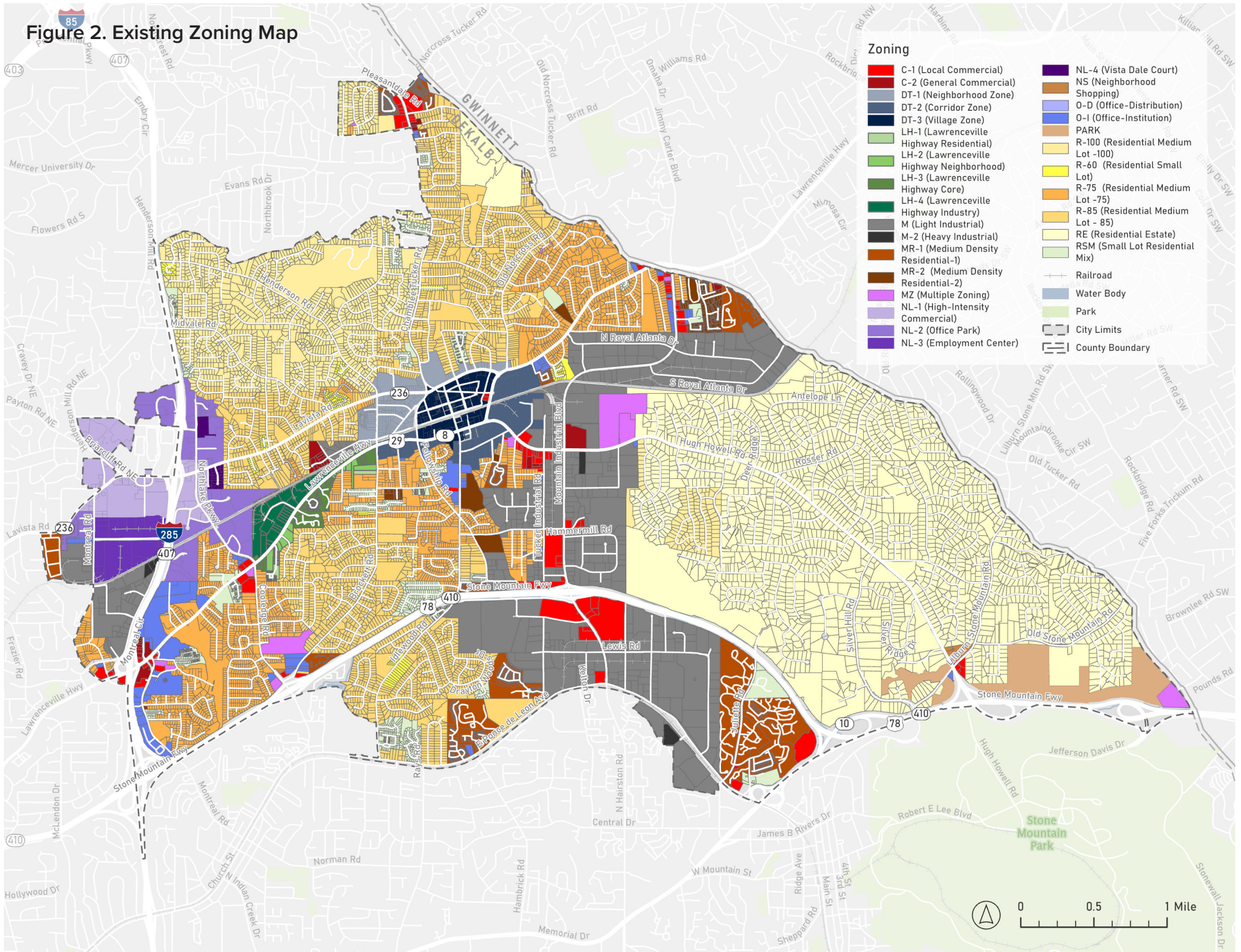


Figure 2. Existing Zoning Map



COMMUNITY DESTINATIONS

The community destinations depicted in the following map represent locations within Tucker that are popular, or even daily, destinations for residents. These community destinations tend to be places where people are more likely to walk or bike to, if distances and infrastructure allows.

These facilities are concentrated in and around downtown Tucker. Shopping destinations are also clustered around Northlake Mall. Schools and parks are more evenly distributed, particularly in downtown, north of downtown, and south of downtown. There are also a handful of parks in the eastern end of Tucker, off of Hugh Howell Road.

Schools and senior centers/care facilities are destinations for some of the most vulnerable transportation users. These types of facilities are distributed throughout the City, particularly in residential areas.

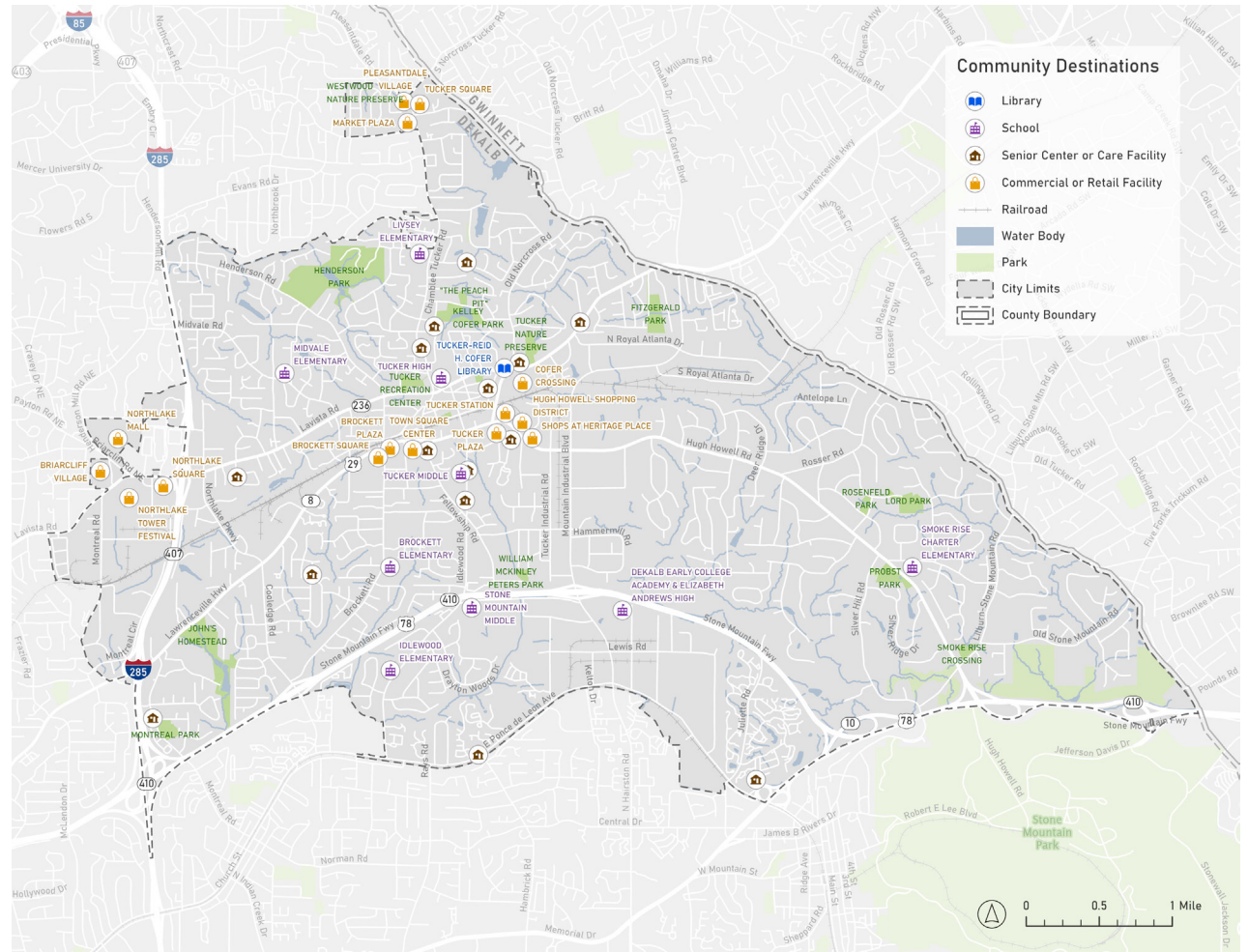


Figure 3. Community Destinations Map

DEMOGRAPHIC PROFILE

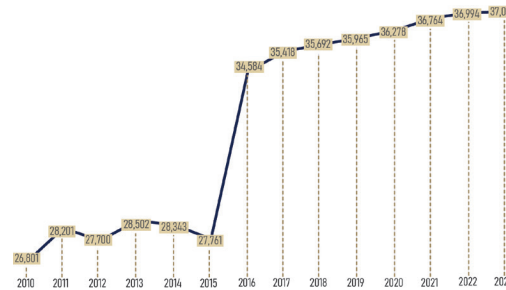
Demographics are an important consideration, as the presence or location of certain transportation users may have significant implications of the needs for the City's transportation network. This information helps to identify relative concentrations of people who experience a higher transportation burden.

Areas with high population density may be more favorable locations for walking and biking opportunities. Area with low-income residents or those with less reliable transportation options are more likely to depend on transit and active transportation. Elderly and disabled populations are more likely to need accessible facilities and transit.

A thorough analysis of socio-economic trends allows the City to assess current conditions and anticipate future needs by identifying opportunities for investment that benefit all types of transportation user in Tucker. The following information reflects demographics for the year 2023.

POPULATION

POPULATION GROWTH



POPULATION DENSITY

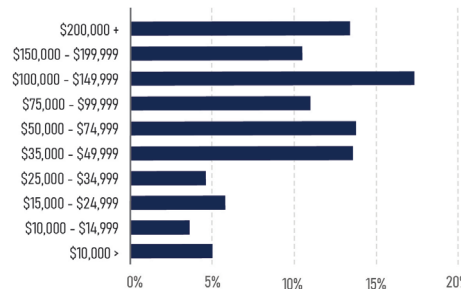


■ 5.3 People/Acre

DeKalb County: 4.5 People/Acre

INCOME

ANNUAL HOUSEHOLD INCOME



POVERTY STATUS



■ Percent of Residents in Poverty - 11.8%
 ■ Percent of Residents not in Poverty - 88.2%

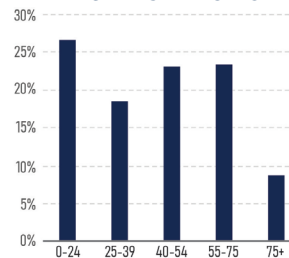
MEDIAN HOUSEHOLD INCOME

City of Tucker: \$81,141 DeKalb County: \$77,861

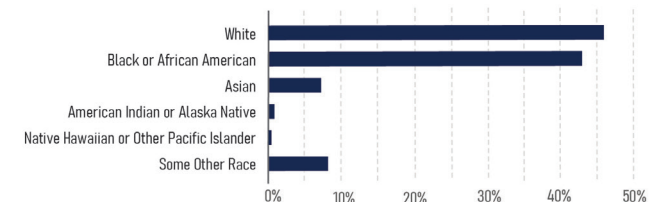
DeKalb County: 12.8% of Residents in Poverty

AGE & RACE

AGE DISTRIBUTION



RACE DISTRIBUTION



MEDIAN AGE

City of Tucker: 43.3 years old DeKalb County: 36.8 years old

NON-WHITE POPULATION

City of Tucker: 59.7% DeKalb County: 70.4%

Figure 4. Population Density Map

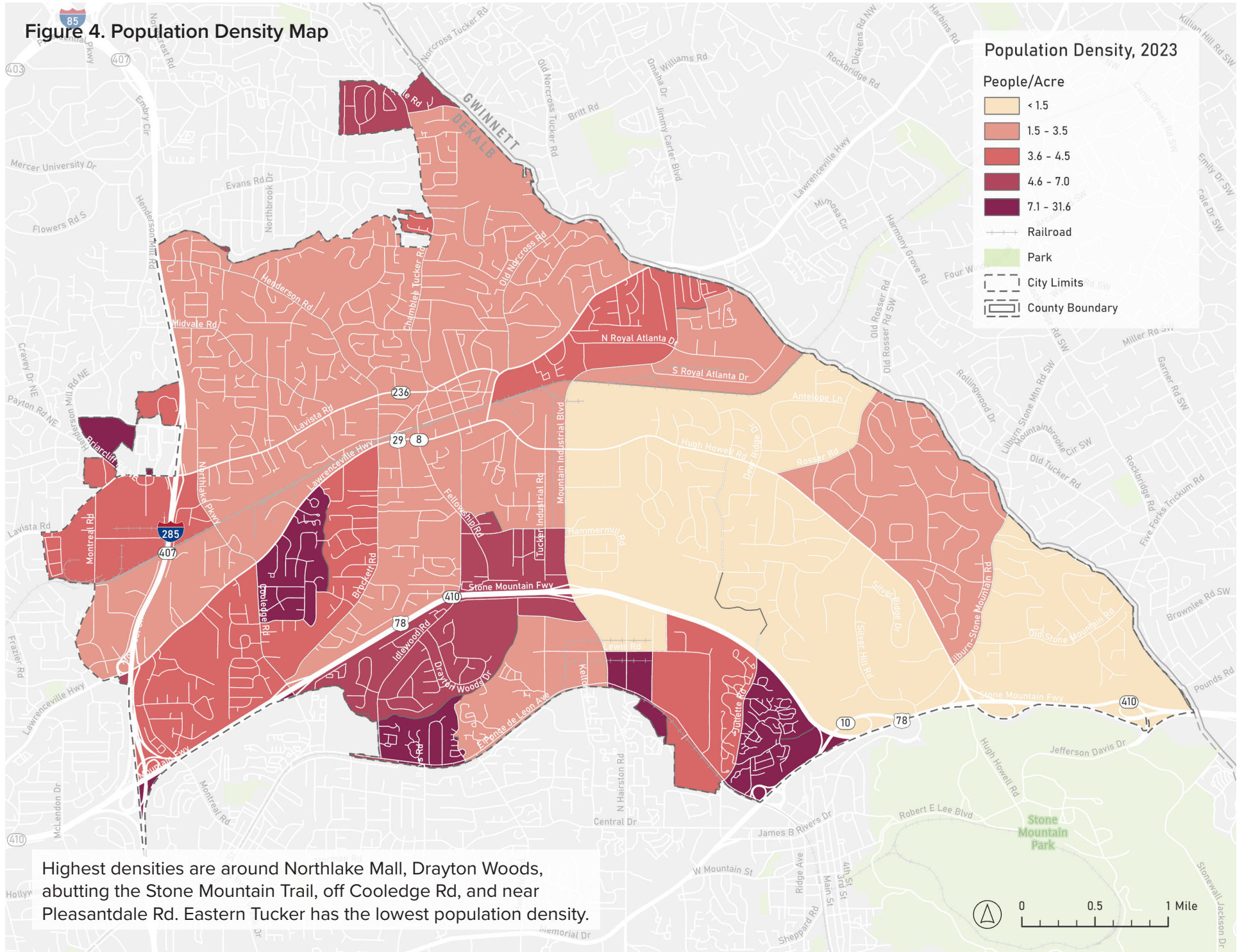
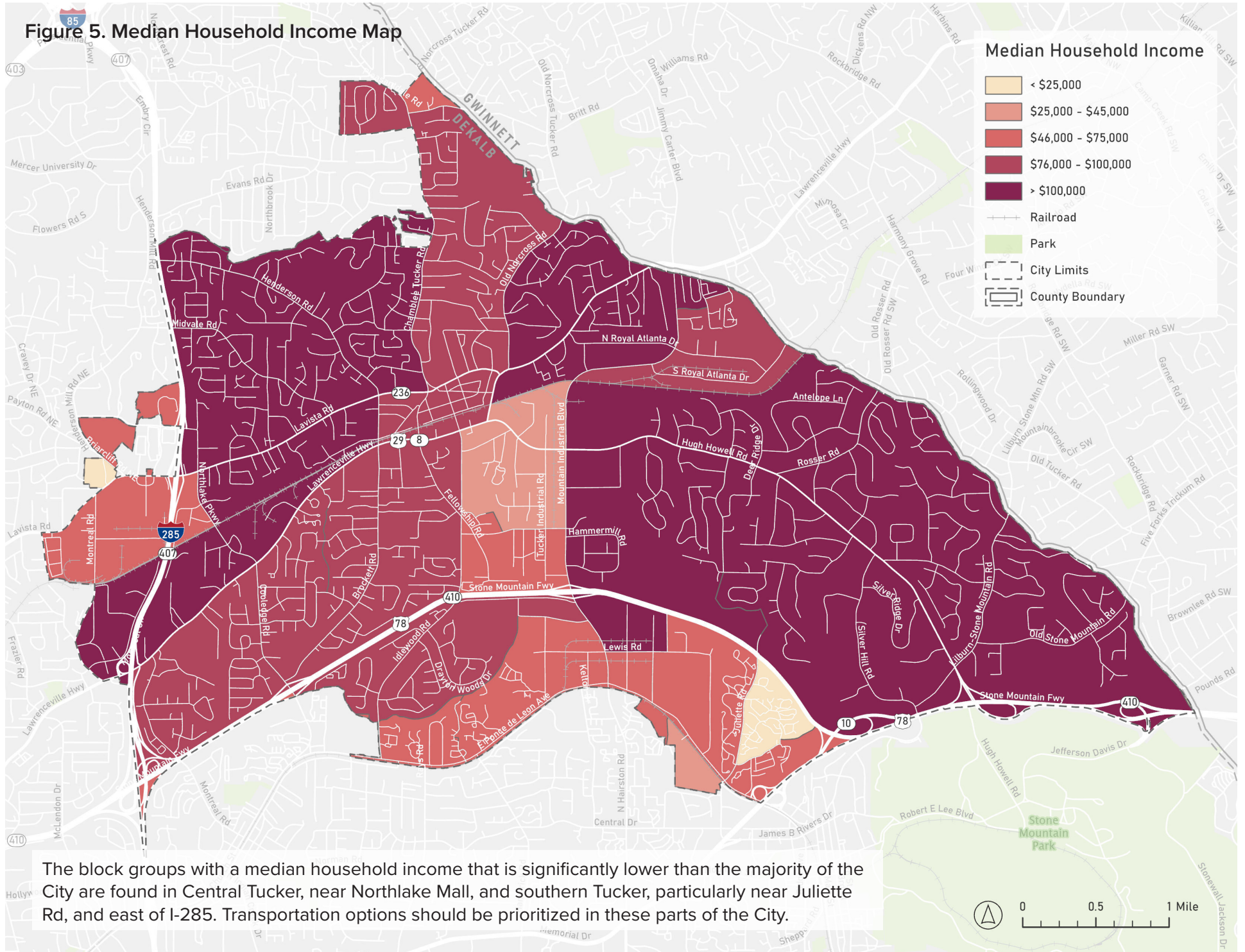


Figure 5. Median Household Income Map



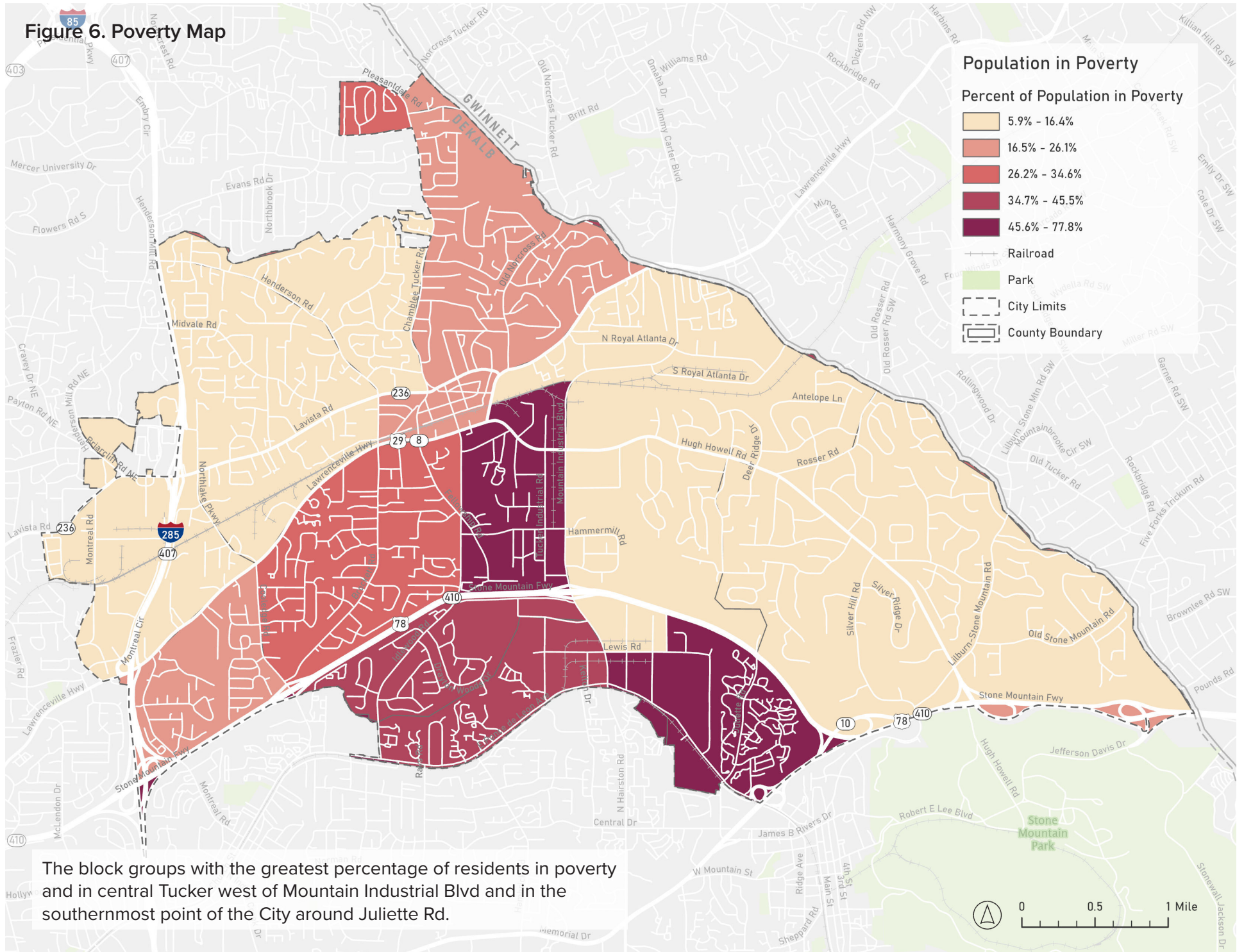
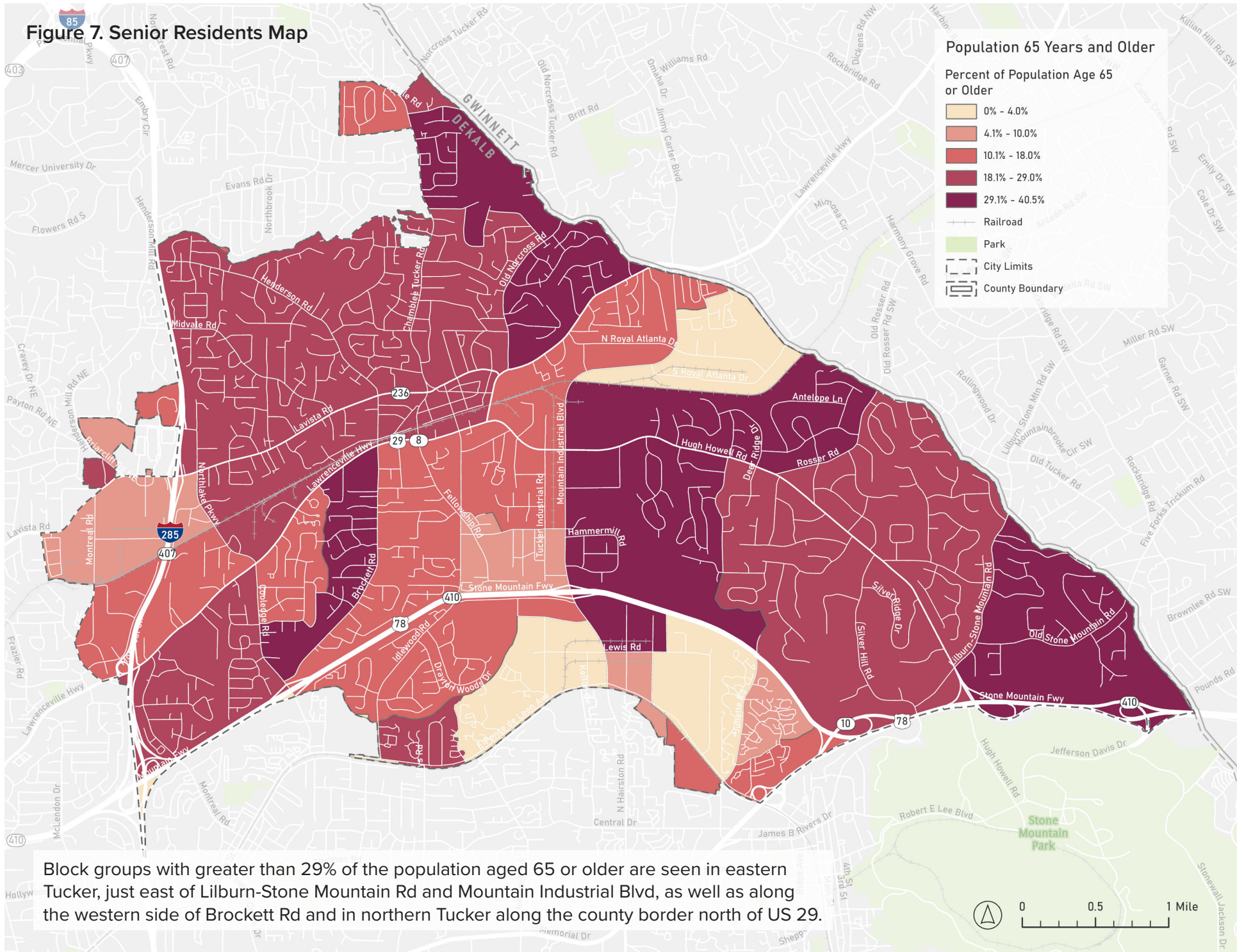


Figure 7. Senior Residents Map



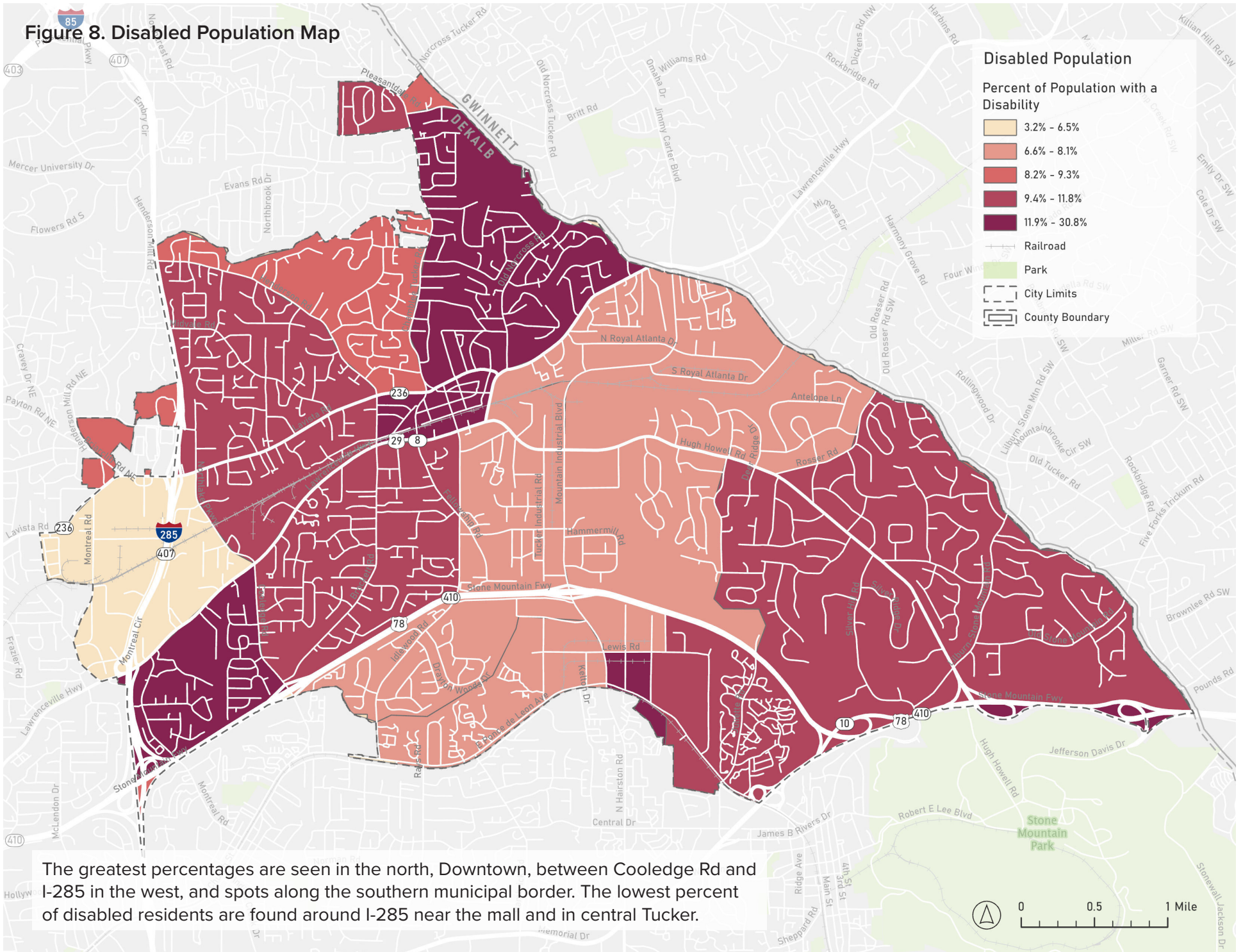
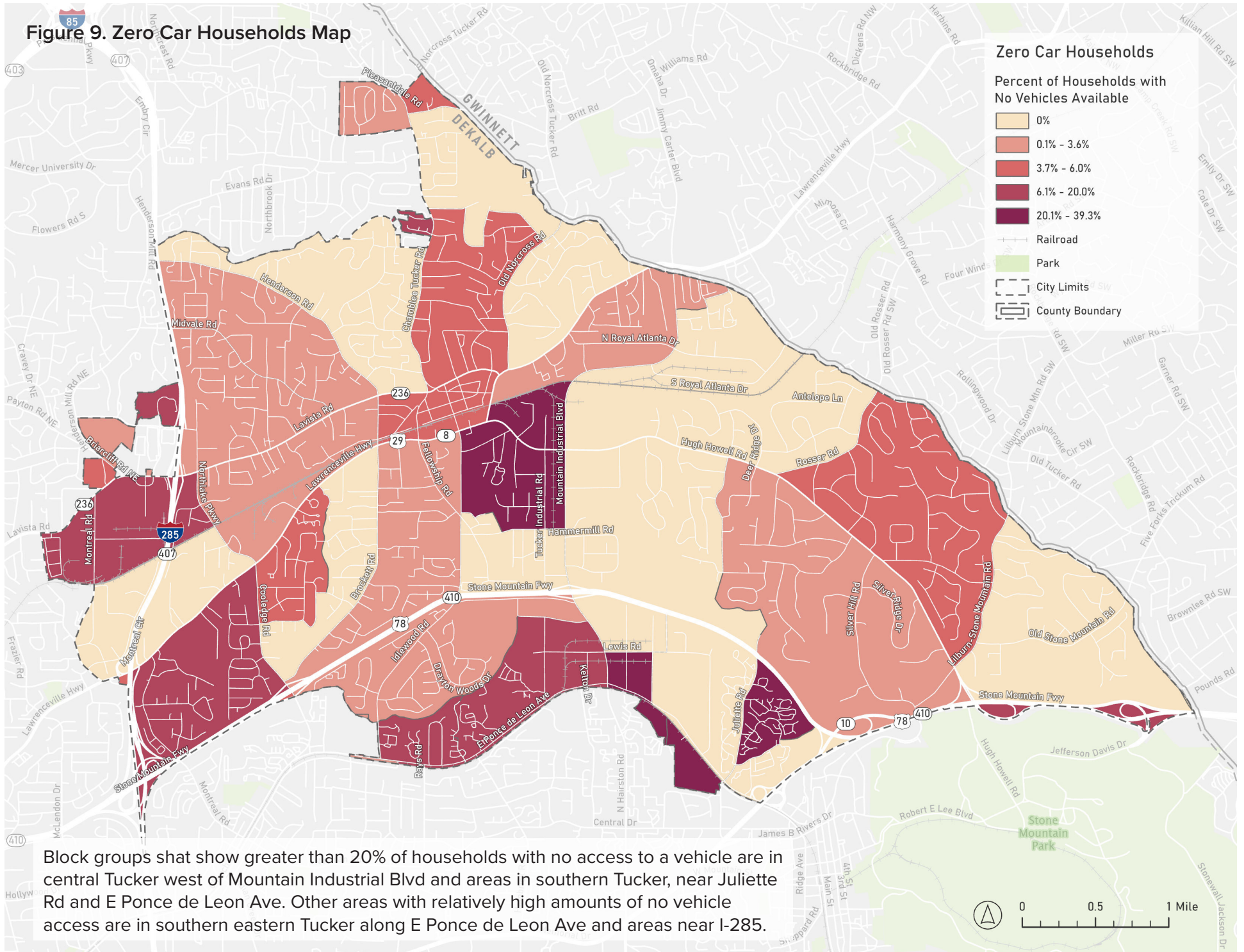


Figure 9. Zero Car Households Map



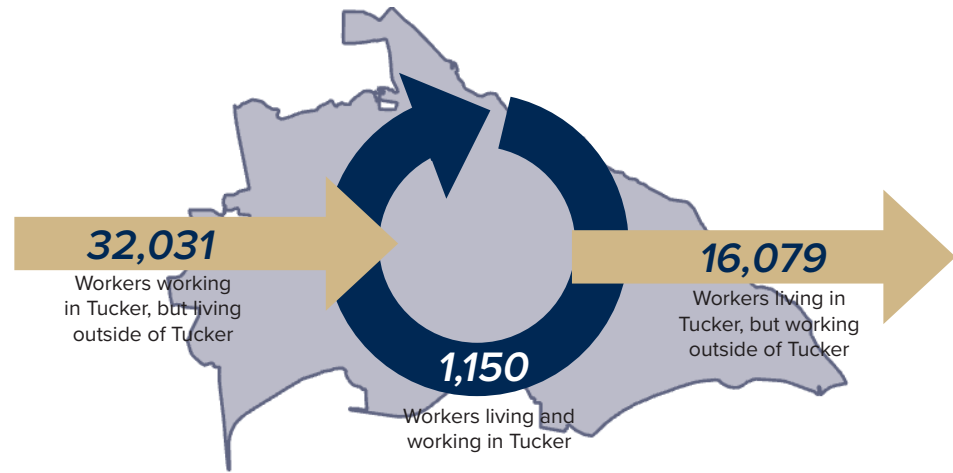
Block groups that show greater than 20% of households with no access to a vehicle are in central Tucker west of Mountain Industrial Blvd and areas in southern Tucker, near Juliette Rd and E Ponce de Leon Ave. Other areas with relatively high amounts of no vehicle access are in southern eastern Tucker along E Ponce de Leon Ave and areas near I-285.

EMPLOYMENT

Employment information was analyzed to better understand those regularly using Tucker’s transportation network and daily destinations.

Multiple datasets from the United States Census Bureau were utilized in this analysis. Data from the 2023 American Community Survey (ACS) was used to understand employment distribution of residents within Tucker. This provides insight into the types of travel flows that exist in the City, such as traffic patterns during the AM and PM peak.

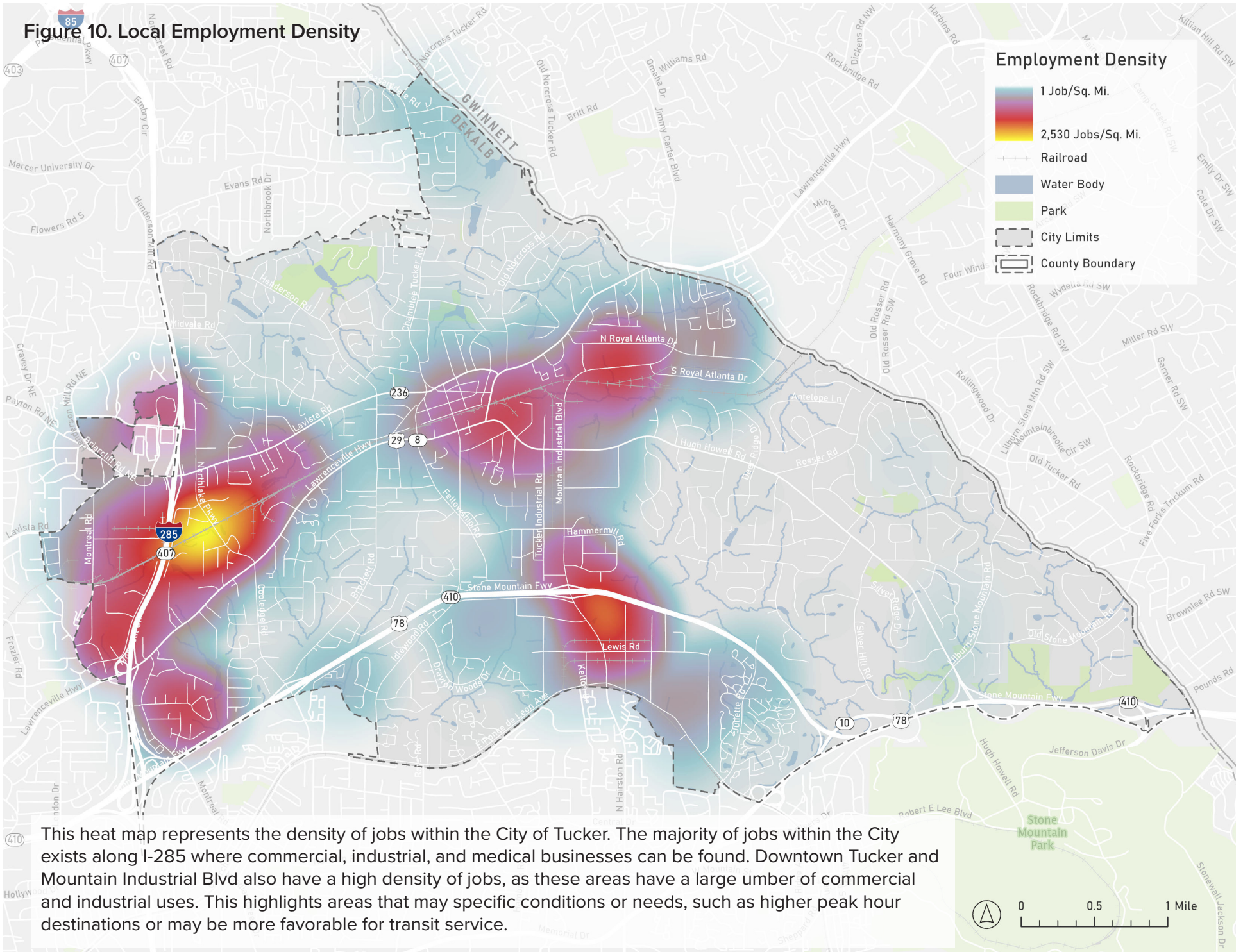
In addition, data from the Longitudinal Employer-Household Dynamics (LEHD) program for the year 2022 was used to understand patterns specific to individuals that work within the City of Tucker. This information can be used to gain insight into the types of transportation, such as heavy commercial vehicle activity, that may be prevalent in the area.



Employment by Industry



Figure 10. Local Employment Density



This heat map represents the density of jobs within the City of Tucker. The majority of jobs within the City exists along I-285 where commercial, industrial, and medical businesses can be found. Downtown Tucker and Mountain Industrial Blvd also have a high density of jobs, as these areas have a large number of commercial and industrial uses. This highlights areas that may have specific conditions or needs, such as higher peak hour destinations or may be more favorable for transit service.

WHERE DO PEOPLE COMMUTE TO?

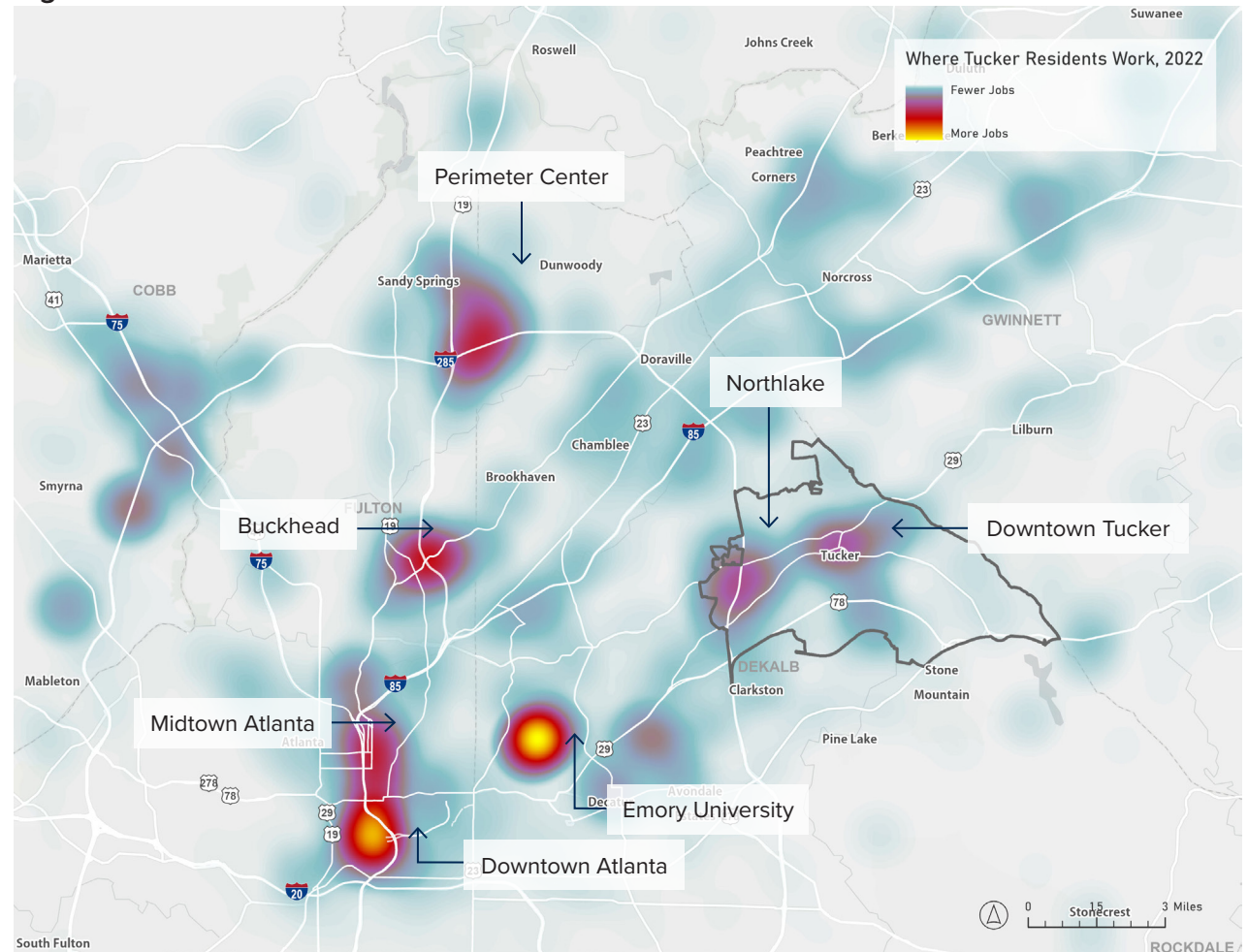
Key commute destinations (for Tucker residents) are:

- Emory University area
- Downtown/Midtown Atlanta
- Buckhead
- Perimeter Center

To better understand residential and employment locations of people in City of Tucker, Figure 11 and Figure 12 show commute origins and destinations (based on 2022 LEHD data). The heat map at right illustrates employment locations of Tucker residents, shown as densities across the region. This provides a picture of where Tucker residents are commuting.

Within the City of Tucker, Downtown and the Northlake area show the highest density of employment. Significant employment densities can also be seen outside of Tucker. Within Atlanta, many residents work in Downtown, Midtown, and Buckhead, which are major commercial and office centers. Another significant employment location within Atlanta is seen near Emory University and the Emory University Hospital. Northwest of Tucker in Sandy Springs, a significant density of employment is seen throughout Perimeter Center where offices, Perimeter Mall, and Northside Hospital are located.

Figure 11. Where Tucker Residents Work



EMPLOYMENT

WHERE DO PEOPLE COMMUTE FROM?

People who work in Tucker commute from all over the Atlanta region, with two key hotspots:

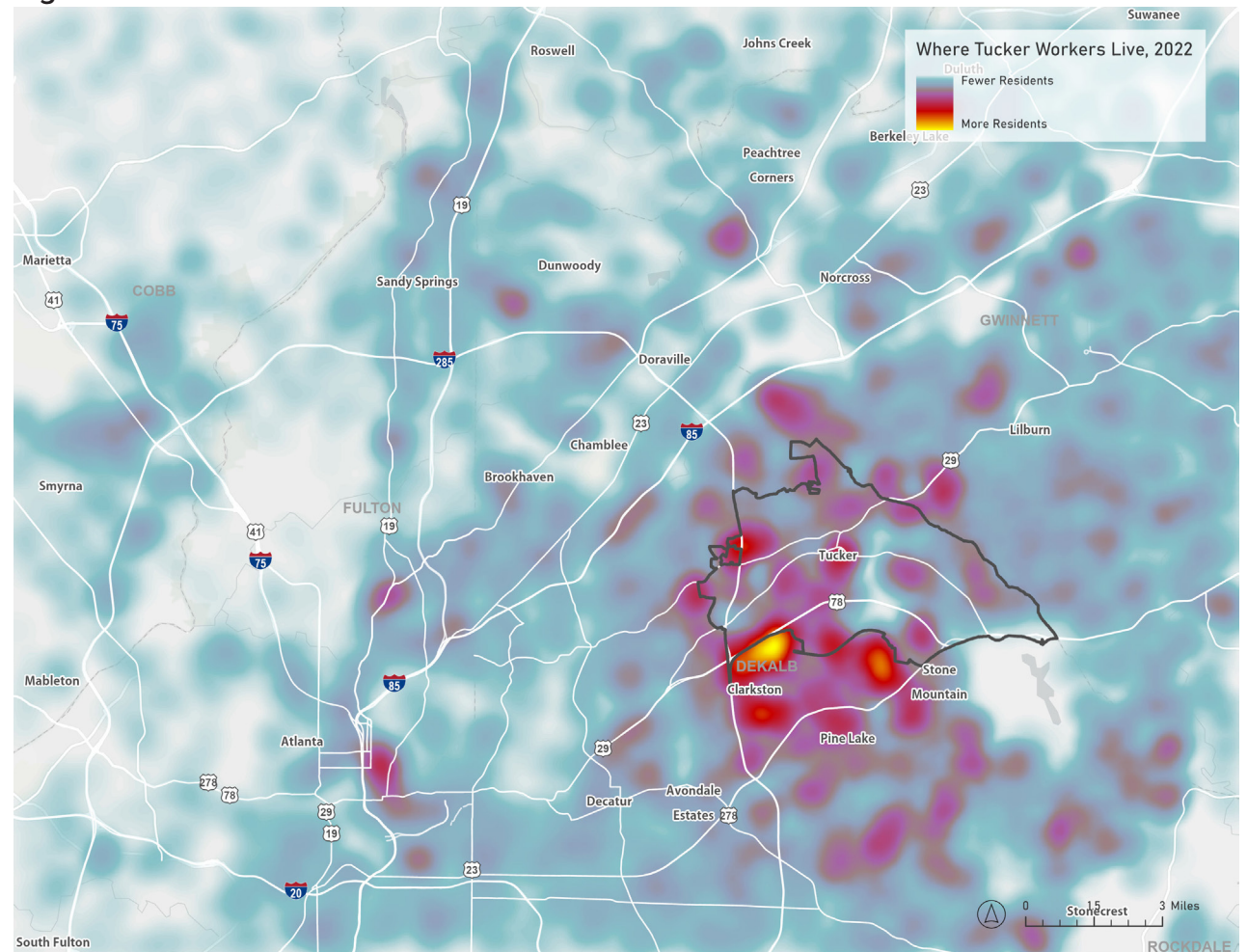
- Clarkston
- Unincorporated DeKalb county (just south of Tucker)

These home locations offer relatively short commutes for Tucker workers. By reinforcing walking and biking links to the south of the City, Tucker could encourage more of its workers to walk or bike to work, thus reducing burden on the roadway network.

LEHD data for the year 2022 was also used to illustrate density of residential locations of those that work within Tucker, shown in the following map.

The majority of those working in Tucker live in or near the City. The highest density of residents is seen just south of Tucker in Clarkston and unincorporated DeKalb County. Within Tucker, the greatest density of residences exist near Northlake and Downtown.

Figure 12. Where Tucker Workers Live



TRANSPORTATION SYSTEM CHARACTERISTICS

This section provides details on the transportation infrastructure in the City of Tucker, including a comprehensive inventory of the roadway network, bridge conditions, and travel trends. The analysis identifies patterns and trends that impact the functioning of the City and the mobility of residents and visitors.

While the transportation network in Tucker is car-dominant, roads must also support people on foot, bike, and transit.



Main Street



Idlewood Road

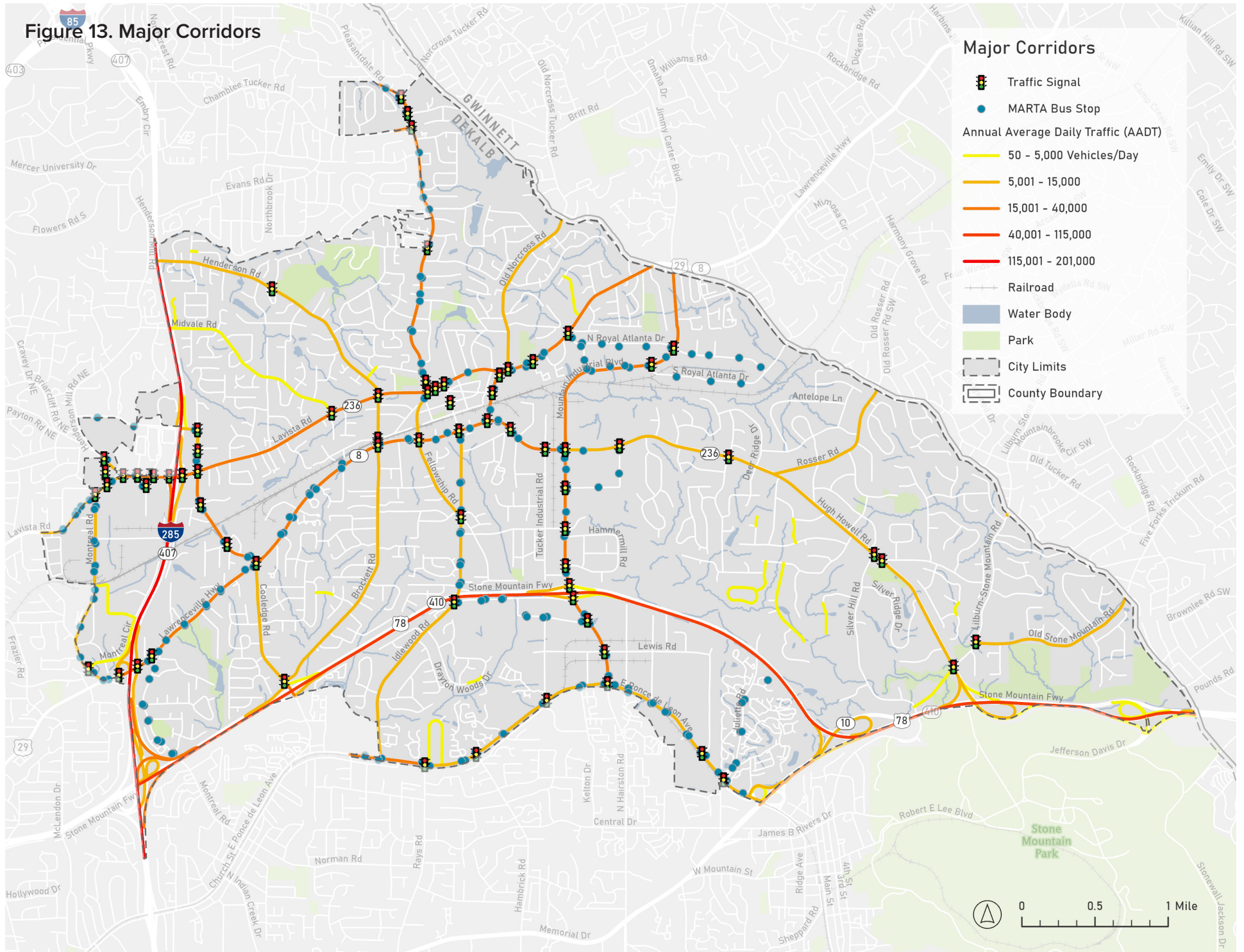
MAJOR CORRIDORS

Table 1. Major Corridor Details

| ROADWAY | STATE ROUTE | # OF LANES | TRAFFIC VOLUMES | TRANSIT ROUTE(S) | SIDEWALKS | BIKEWAY/ TRAIL | SAFETY SCORE |
|--------------------------|----------------|------------|------------------|------------------|-----------|----------------|--------------|
| Lawrenceville Hwy | US-29 / GA-8 | 4-6 | 20,600 - 24,800 | ● | ● | ○ | 4.1 |
| Stone Mountain Freeway | US-78 / GA-410 | 6-8 | 85,900 - 114,000 | ○ | N/A | N/A | 5 |
| Lavista Rd | GA-236 | 4-6 | 25,400 | ● | ● | ○ | 3.6 |
| Northlake Pkwy | N/A | 4 | 16,400 | ● | ● | ○ | 2.1 |
| Mountain Industrial Blvd | N/A | 4 | 24,700 - 36,300 | ● | ● | ○ | 5 |
| Chamblee Tucker Rd | N/A | 2-4 | 18,000 | ● | ● | ○ | 2 |
| Hugh Howell Rd | N/A | 4 | 10,700 - 24,600 | ● | ● | ● | 3.2 |
| E Ponce de Leon Ave | N/A | 2 | 9,710 - 18,200 | ● | ● | ● | 3 |
| Brockett Rd | N/A | 2 | 5,720 - 19,600 | ○ | ● | ○ | 1.2 |
| Montreal Rd | N/A | 4 | 9,820 | ● | ● | ○ | 1.4 |
| Coolidge Rd | N/A | 2-4 | 12,100 | ○ | ● | ○ | 1.1 |
| Fellowship Rd | N/A | 2-4 | 7,450 | ○ | ● | ○ | 1 |
| Idlewood Rd | N/A | 4 | 8,930 | ● | ● | ● | 1.7 |

● Complete coverage ● Some coverage ○ No coverage

Figure 13. Major Corridors



FUNCTIONAL CLASSIFICATION

The roadway network can be understood by functional classification, as each road is classified based on the types of transportation functions it is intended to serve and the traffic volumes it can support.

Tucker is served by Interstate 285 and multiple principal arterials, including US 78, US 29, and Mountain Industrial Blvd, which provide regional connectivity to the area. Minor arterials include SR 236, Cooledge Rd, Old Stone Mountain Rd, and Tucker Chamblee Rd. Similar to principal arterials, these roads support regional accessibility and work with interstates and principal arterials to facilitate freight movement and commuter traffic in the area.

Major Collectors throughout Tucker, such as Henderson Rd and Brockett Rd, work to connect local roads to the larger transportation network. The majority of roadways within Tucker are local roads, primarily serving residential neighborhoods and small commercial areas.

Table 2. Non-Local Roads

| FUNCTIONAL CLASS | ROADWAY |
|------------------------------------|--|
| Interstate | <ul style="list-style-type: none"> 1-285 |
| Principal Arterial | <ul style="list-style-type: none"> US 78 US 29 Mountain Industrial Blvd |
| Minor Arterial | <ul style="list-style-type: none"> SR 236 E Ponce de Leon Ave Old Stone Mountain Rd Pleasantdale Rd Chamblee Tucker Rd Briarcliff Rd NE Cooledge Rd Tucker Norcross Rd |
| Minor Arterial/ Major Collector | <ul style="list-style-type: none"> Lilburn Stone Mountain Rd |
| Major Collector | <ul style="list-style-type: none"> Idlewood Rd Fellowship Rd Brockett Rd Rosser Rd Northlake Pkwy Montreal Rd Henderson Rd Midvale Rd Old Norcross Rd |



Interstate Highways are high-capacity, high-speed roads designed for long-distance travel, with limited access points and no at-grade intersections,



Principal Arterials are major roads that facilitate high traffic volumes and connect key areas of a city with regional and interstate networks.



Minor Arterials provide essential links between neighborhoods and principal arterials, supporting moderate traffic volumes and balancing access with mobility.



Major Collectors gather traffic from local roads and direct it to arterial roads, managing moderate volumes and offering a mix of property access and mobility.

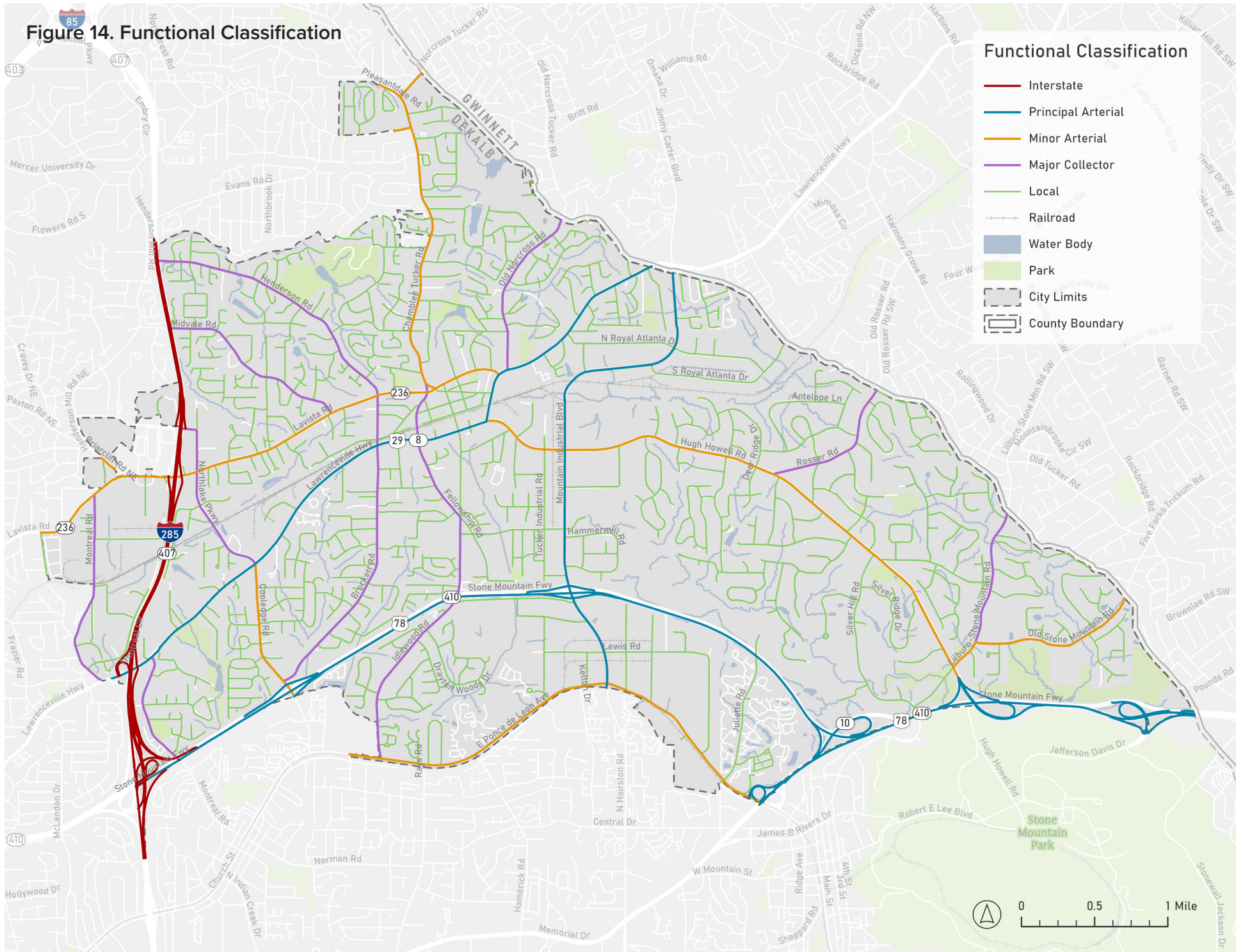


Minor Collectors connect local streets to major collectors, serving lower traffic volumes and providing access within neighborhoods and to smaller commercial zones.



Local Roads primarily serve residential and small commercial areas, focusing on providing access to individual properties and supporting local pedestrian and vehicular movement.

Figure 14. Functional Classification



THROUGH LANES

Another key feature of the roadway network is the number of through lanes present on each roadway, which impacts the capacity of the road. The following map shows the number of bi-directional through lanes on each roadway.

Roadways with six or more through lanes in Tucker are I-285 and US 78. These roads carry large amounts of traffic in either direction separated by a median.

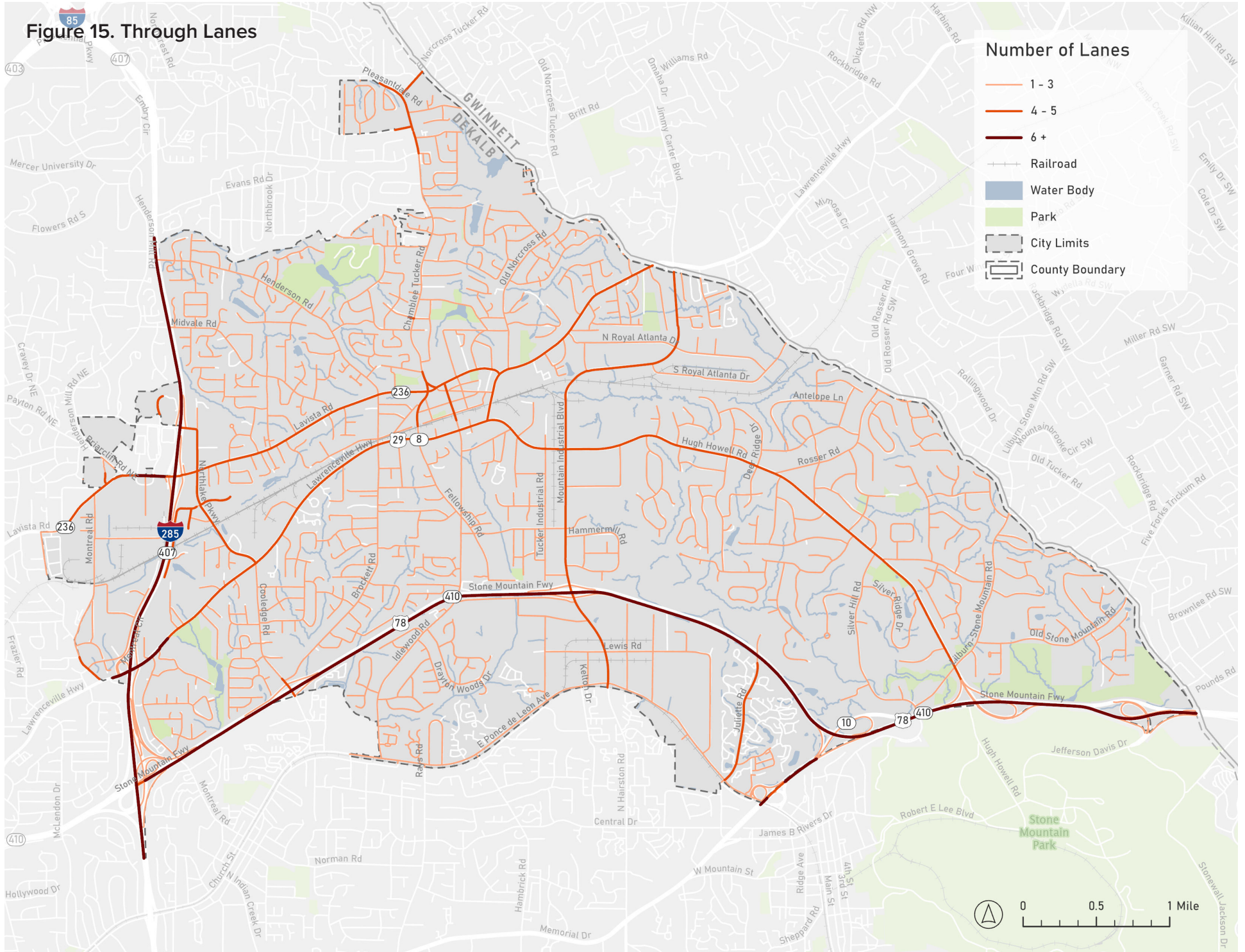
Roads with four or five through lanes serve as connections across Tucker, to Downtown, or through dense residential neighborhoods. These roads include SR 236, US 29, and Mountain Industrial Highway, as well as road segments near Downtown, large commercial centers, and dense residential neighborhoods.

The majority of roads in Tucker are between two and three through lanes, typically local roadways. It should be noted that roads with one through lane and entry and exit ramps to interstates and highway in the area.

Table 3. Roadways with 4+ lanes

| ROADWAY | NO. OF LANES |
|--|--------------|
| I-285 | 8 - 10 |
| US 78 | 6 - 8 |
| US 29 | 4 - 6 |
| SR 10 | 4 - 6 |
| SR 236/LaVista | 4 - 6 |
| Mountain Industrial Blvd | 4 |
| Montreal Rd | 4 |
| Juliette Dr | 4 |
| Northlake Pkwy | 4 |
| Brockett Rd | 4 |
| Parklake Dr NE | 4 |
| Exchange Pl | 4 |
| Crescent Centre Blvd | 3 - 4 |
| Main St | 3 - 4 |
| Tucker Norcross Rd | 3 - 4 |
| Henderson Mill Rd NE | 3 - 4 |
| Chamblee Tucker Rd/ Pleasantdale Rd | 2 - 4 |
| Fellowship Rd | 2 - 4 |
| Cooledge Rd | 2 - 4 |
| Brymond Dr | 2 - 4 |

Figure 15. Through Lanes



SPEED LIMIT

Data on posted speeds limits for each roadway is available from the City of Tucker and is mapped in Figure 17. Speed limits are generally designated by state legislation based on roadway characteristics. Municipalities can also establish adjustments to speed limits. Posted speeds can have a significant influence on the safety of a given roadway, as crashes occurring at higher speeds tend to have more severe outcomes than those occurring at slower speeds.

As shown in Figure 16, the vast majority of roads in Tucker have a speed limit of 30 MPH. These are typically local roads that make up neighborhoods and provide connections to private residences.

Collector roads throughout the City have speed limits between 35-40 MPH. The majority of arterial roadways have posted speed limits between 40-45 MPH. These typically have four to five lanes, allowing traffic to move at varied speeds. The largest roadways in Tucker, I-285 and US-78, have posted speed limits of 65 MPH.

Figure 16. Speed Limit by Roadway Miles

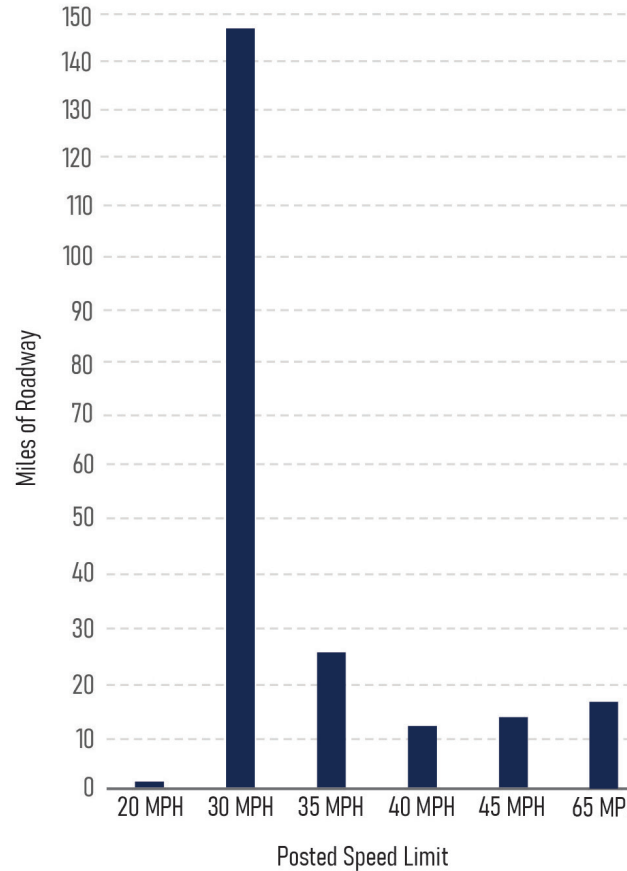
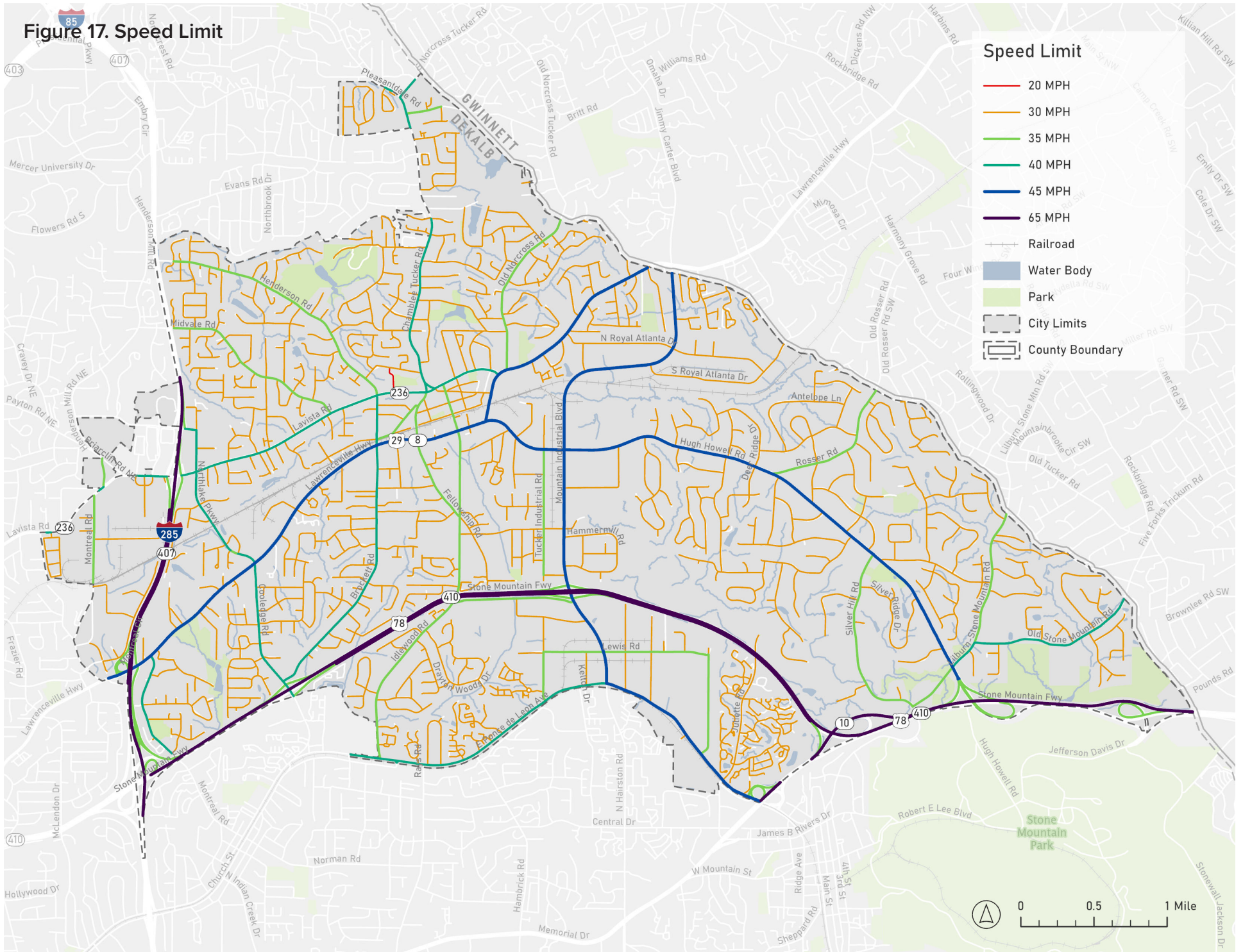


Figure 17. Speed Limit



OBSERVED TRAFFIC SPEED

After analyzing posted speed limits, Replica data was utilized to understand observed speeds or “free-flow speed”, which is defined as the 66th percentile annual average speed in miles per hour during off-peak hours. This information provides a picture of the speeds that are observed on the road, highlighting corridors where speeding may be present or where drivers may be regularly traveling below the speed limit.

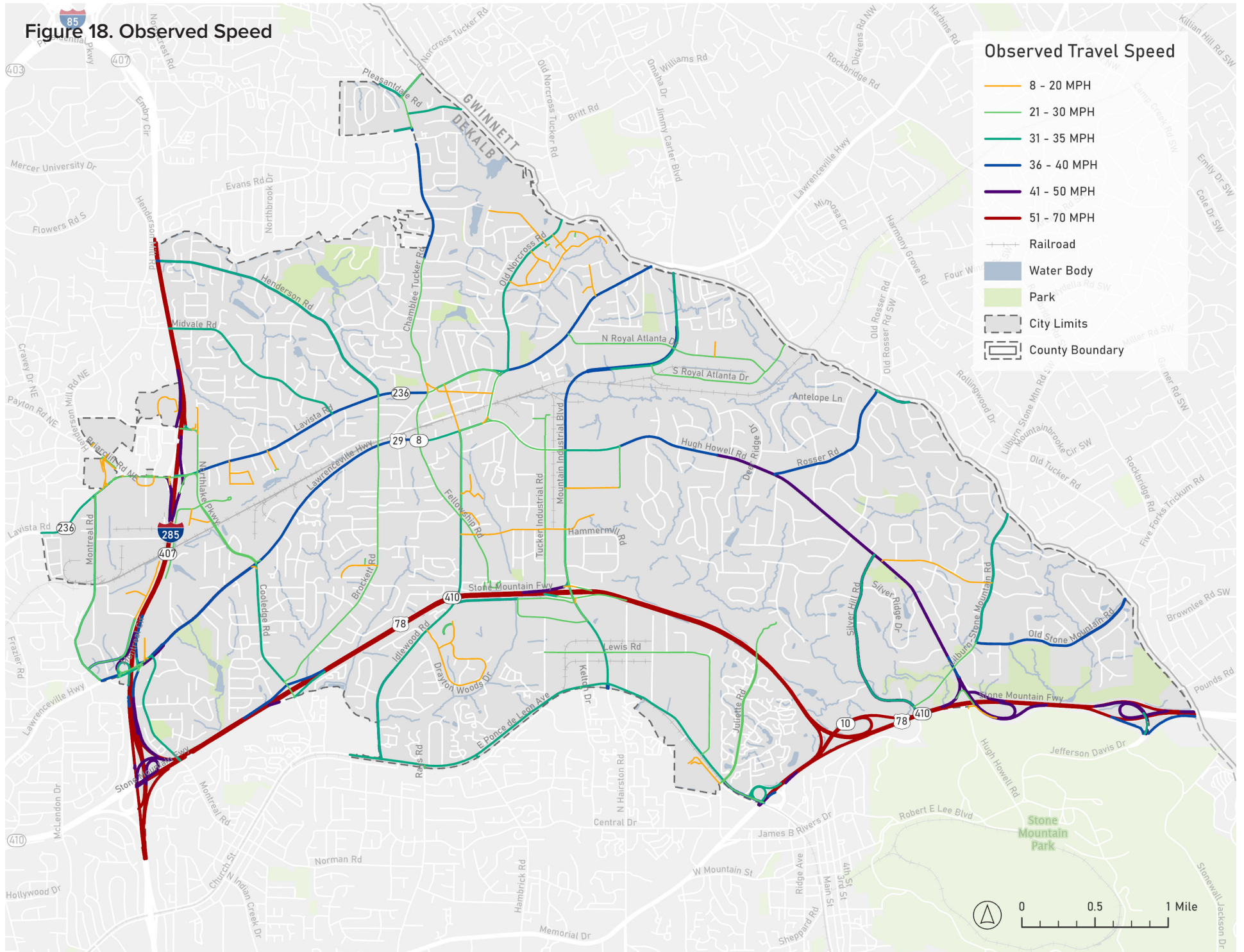
The highest free-flow speeds are along I-285 and US 78, between 51 and 70 MPH. Speeds along the southern segment of Hugh Howell Rd are shown to be between 41 to 50 MPH. Many other arterials and collectors roads fall between 31 and 40 MPH.

Based on the Replica data, a significant number of roads in Tucker show free-flow speeds lower than the posted speed limit, such as US 29 and Mountain Industrial Blvd. This may suggest that drivers are experiencing significant congestion along these corridors or that conditions make drivers feel safer operating at slower speeds.

Table 4. Speed Limit vs Observed Speed

| ROADWAY | SPEED LIMIT | OBSERVED SPEED | MPH ABOVE SPEED LIMIT |
|-----------|-------------|----------------|-----------------------|
| I-285 | 65 MPH | 63-66 MPH | 0-1 |
| US 78 | 65 MPH | 54-70 MPH | 0-5 |
| Rosser Rd | 35 MPH | 36-37 MPH | 1-2 |

Figure 18. Observed Speed



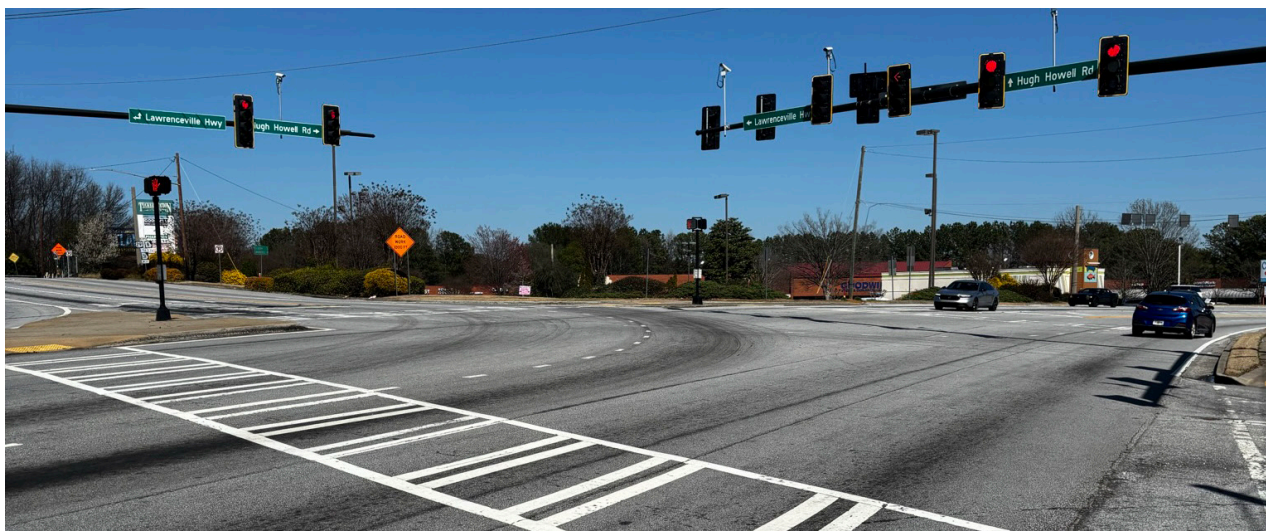
ROAD OWNERSHIP

Understanding road ownership is important for assessing maintenance responsibilities of roads within Tucker's transportation network. GDOT owns and maintains about 42 miles of many of the largest roads in the City, including:

- I-285
- US 78
- US 29
- SR 236
- Mountain Industrial Blvd

As these roads carry a significant amount of Tucker's traffic, these roads are likely to require regular maintenance.

Very few road segments within Tucker are owned by DeKalb County, less than two miles. Those roads are near the municipal boundary on all sides of the City. The majority of roads within Tucker, about 168 miles, are owned and maintained by the City.

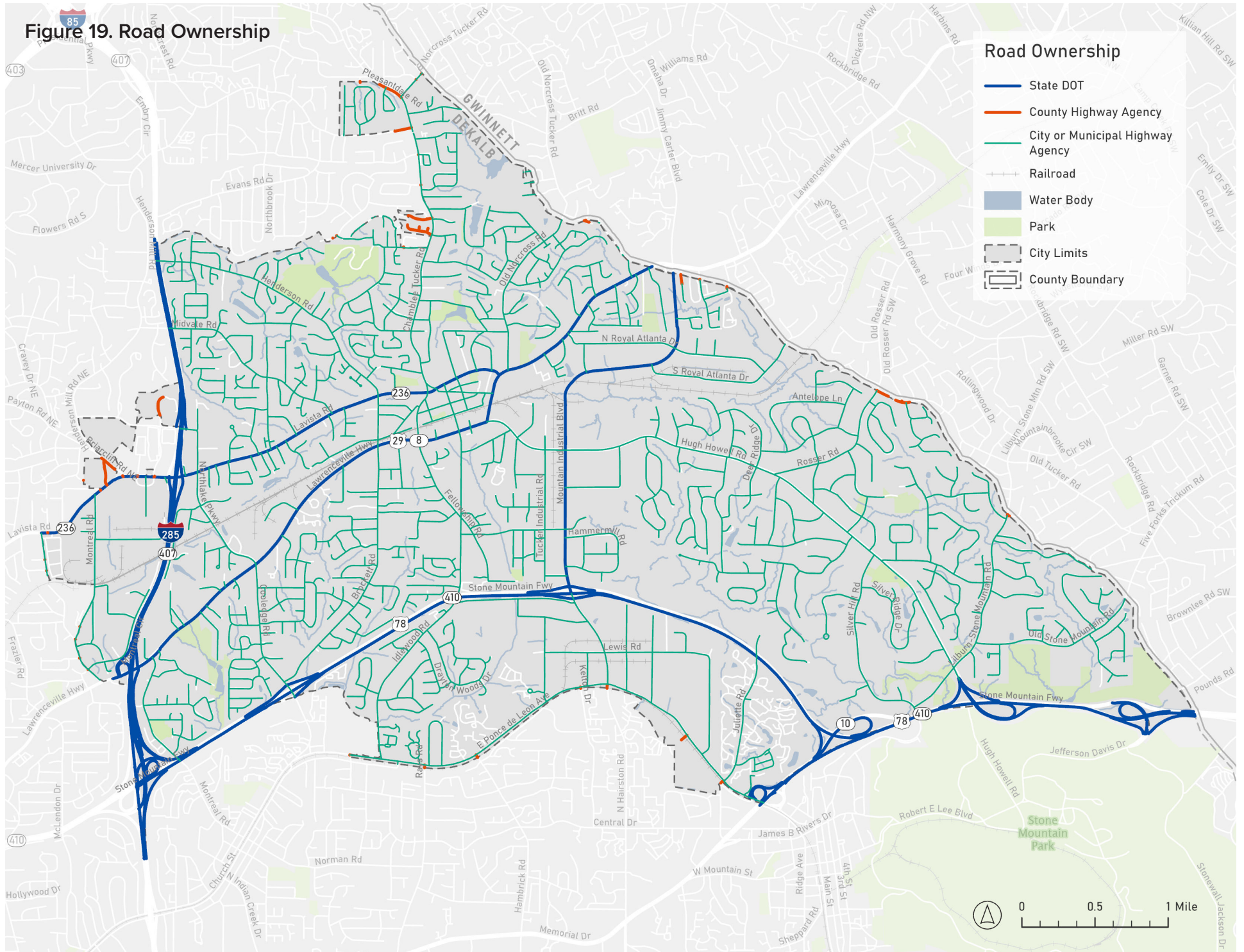


US 29/Lawrenceville Hwy



SR 236/Lavista Rd

Figure 19. Road Ownership



TRAFFIC VOLUMES

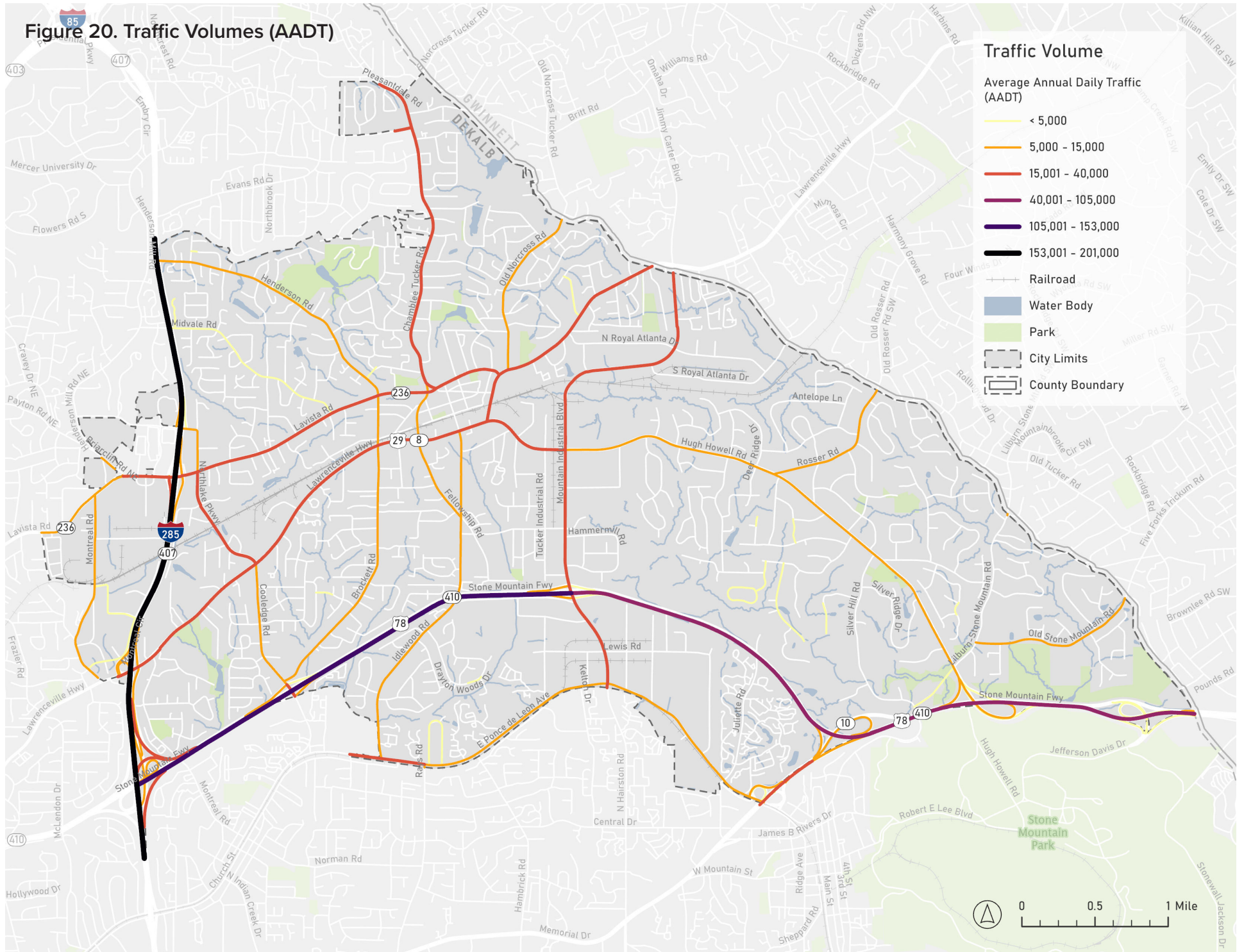
Traffic volumes are mapped in Figure 20 to depict the typical daily travel patterns in the region. This data comes from GDOT and is measured as Annual Average Daily Traffic (AADT).

The greatest volumes are seen on I-285 which carries between 115,000 to more than 200,000 cars per day. US 78, LaVista Road, Lawrenceville Highway (US 29), Stone Mountain Freeway (US 78), and Tucker Chamblee Road all provide access to I-285, and have high traffic volumes, especially in the eastern half of Tucker. A handful of collector roads provide north-south connectivity, primarily Chamblee-Tucker Road.

Table 5. Top 10 Roadway Volumes

| ROADWAY | VOLUME (AADT) |
|-----------------------------------|---------------|
| I-285 | 201,000 |
| US 78 | 114,000 |
| Mountain Industrial Blvd | 36,300 |
| SR 10 | 35,700 |
| SR 236/Lavista Rd | 25,400 |
| US 29/Lawrenceville Hwy | 24,800 |
| SR 236/Hugh Howell Rd | 24,600 |
| Pleasantdale Rd | 24,300 |
| N Hairston Rd | 22,400 |
| Brockett Rd (segment under US 78) | 19,600 |

Figure 20. Traffic Volumes (AADT)



BRIDGE CONDITIONS

There are thirty-four bridge structures that can be found throughout Tucker, allowing roads to traverse other roads, rail lines, and waterways. The National Bridge Inventory, maintained by the USDOT, catalogs bridges and their conditions to ensure proper maintenance and functioning throughout the transportation system. Most of the bridges in Tucker fall under the jurisdiction of GDOT and a small number are maintained by the City.

The majority of bridges found in Tucker are considered to be in good condition, meaning they have been noted to have some minor problems. Twelve bridges are noted to be in fair condition, showing that all primary structural elements are sound but there may be minor section loss, cracking, or other surface flaws. Fair condition indicates the potential for future repairs to maintain proper functioning or prevent further degradation. Repairs and upgrades can be implemented along the structure in conjunction with roadway projects to ease efforts of the City. No bridges in Tucker are rated as poor condition.

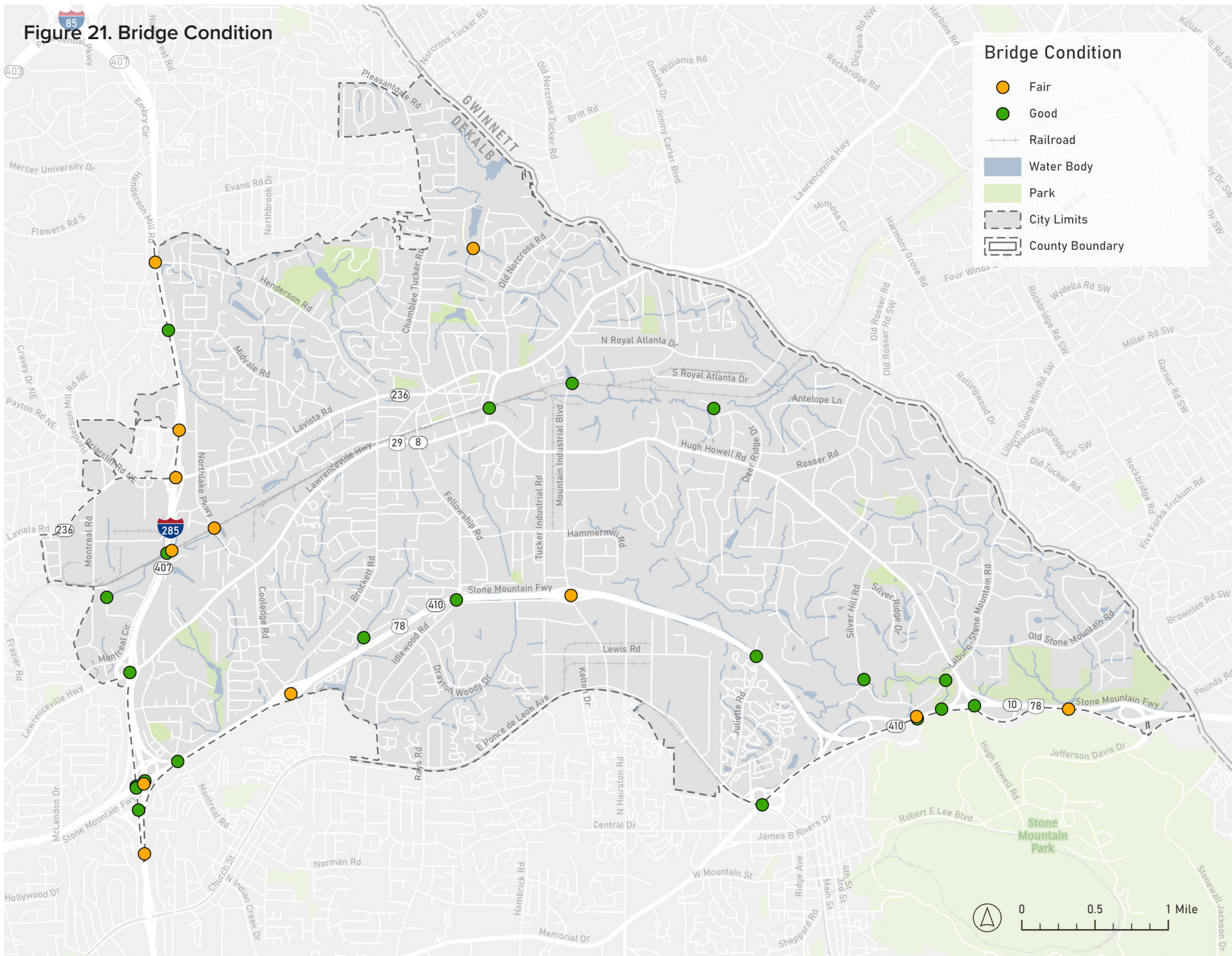
34 TOTAL BRIDGES



22 GOOD  **12** FAIR  **0** POOR 

In the City of Tucker, out of 34 bridges, twelve are rated fair and zero are rated poor.

Figure 21. Bridge Condition



PAVEMENT CONDITION

Roadway repaving represents a large portion of Tucker’s budget each year, with about \$4.5-5 million spend on repaving annually. The Pavement Condition Index (PCI), available from the City of Tucker, shows pavement rating for segments of local roads across the City. Pavement is scored on a one-hundred point scale that corresponds conditions shown in Figure 22. This rating system helps to inform the City about maintenance needs of each roadway, as each condition can be related to necessary improvements to keep the roadway network functioning properly. Those that are Poor, Very Poor, Serious, or Failed condition will require significant investment to get the pavement up to the ideal standard. Pavement condition information can be used to highlight locations where roadway improvement projects can be performed in conjunction with maintenance to streamline efforts.

Out of about 170 miles of roadway catalogs in this PCI, 68.5 miles of roadway are in Excellent condition, needing no maintenance. A significant amount of roadway, about 50

miles, is in either Good or Fair condition which has little need for maintenance. However, performing minimal maintenance on these roadways to bring the condition up to Excellent can be very cost efficient. There are about 50 miles of roadway in Poor condition or below. These roads need significant maintenance.

Figure 23. Pavement Condition Index Rating and Mileage

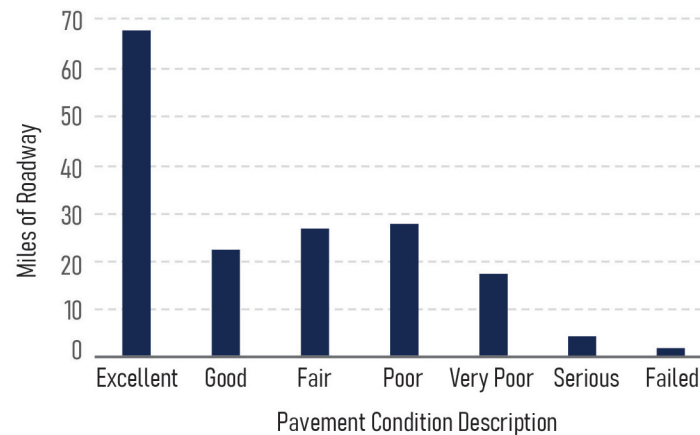
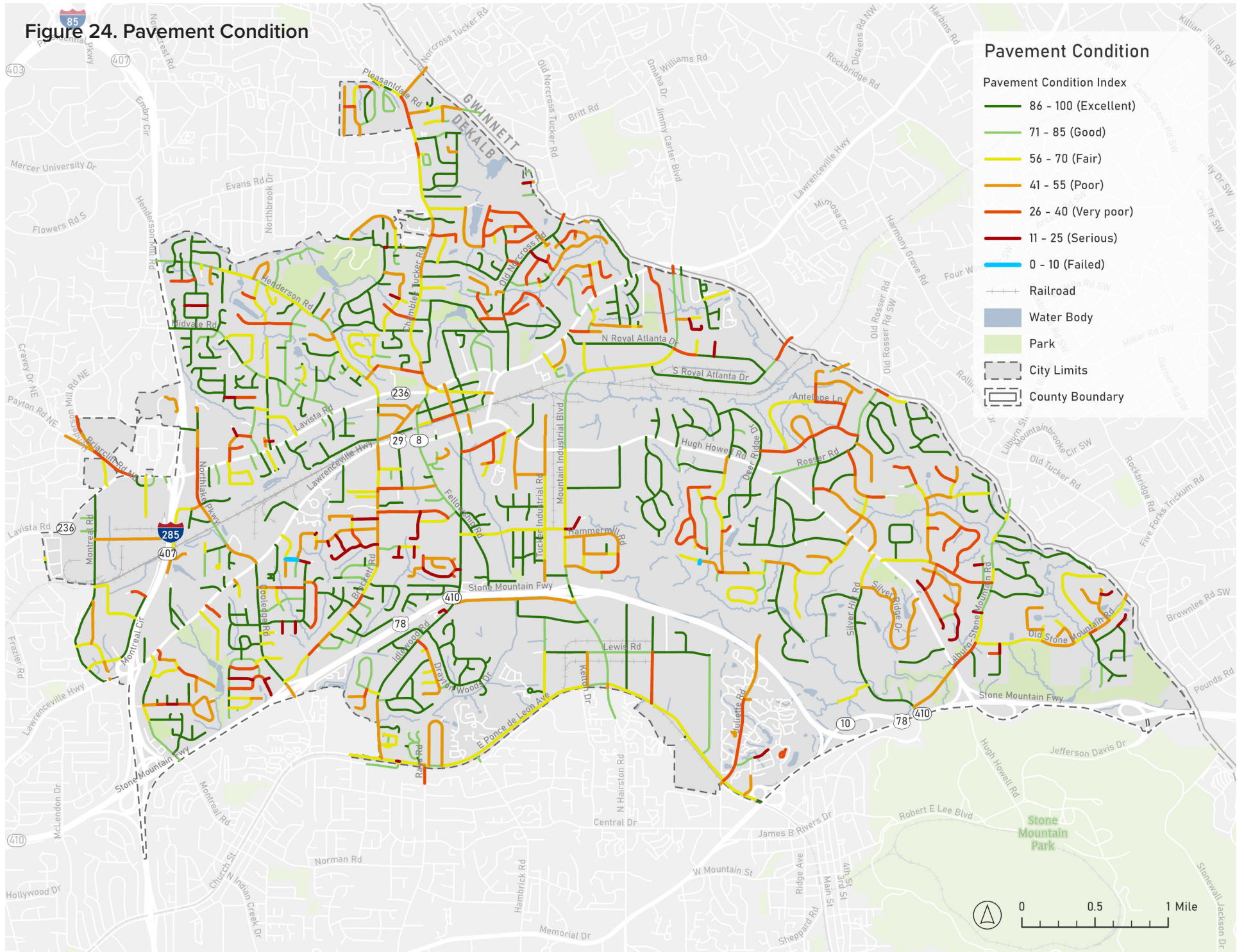


Figure 22. Pavement Condition Index Rating and Mileage

| Condition Description | EXCELLENT | GOOD | FAIR | POOR | VERY POOR | SERIOUS | FAILED |
|-----------------------|-----------|---------|---------|---------|-----------|---------|--------|
| PCI Rating | 100-86 | 85-71 | 70-56 | 55-41 | 40-26 | 25-11 | 10-0 |
| Mileage within Tucker | 68.5 mi | 22.6 mi | 27.7 mi | 28.1 mi | 18.0 mi | 4.4 mi | 0.2 mi |

Figure 24. Pavement Condition

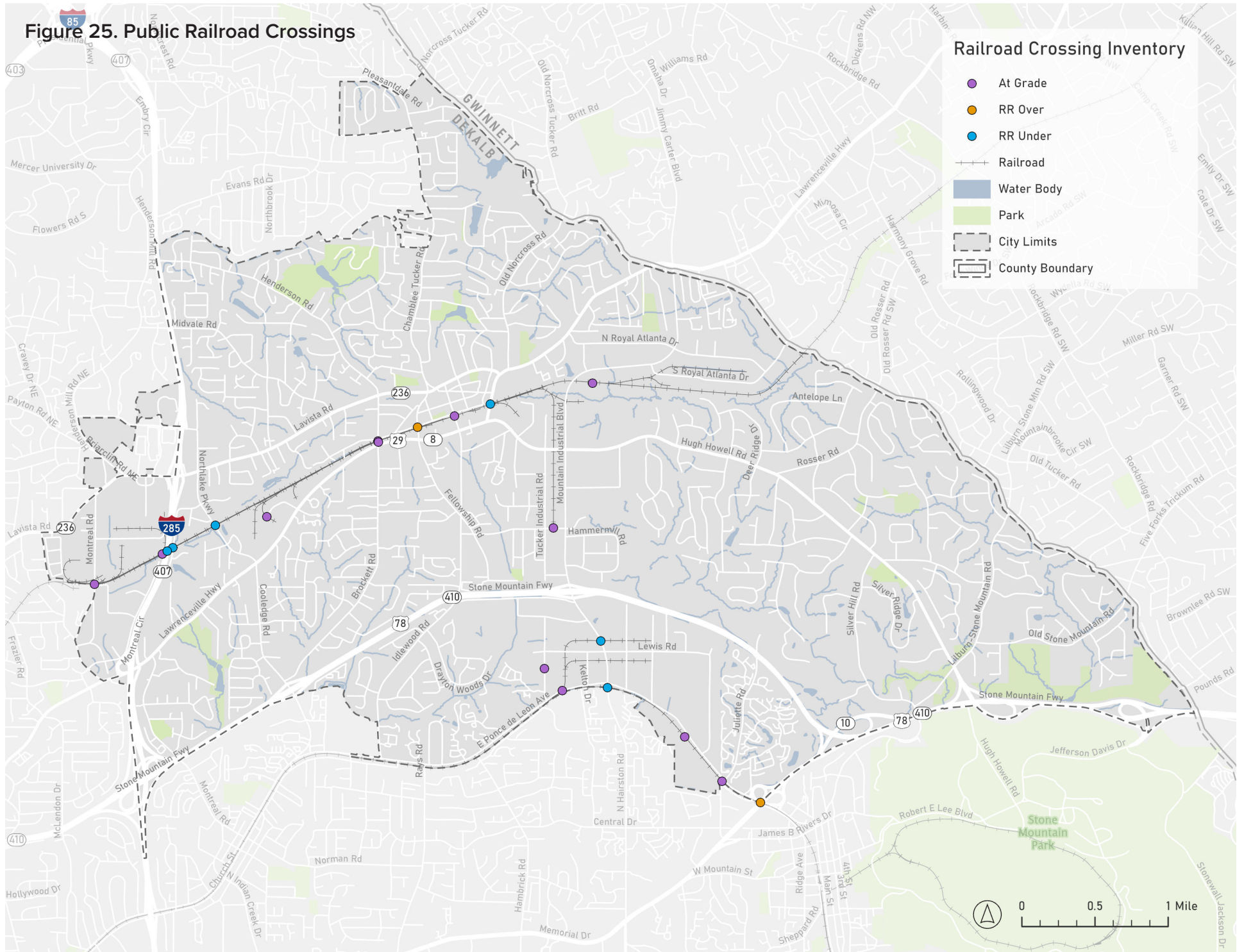


RAILROAD CROSSINGS

The industrial uses in central Tucker are served by two CSX Transportation rail lines, one traveling east-west near Lawrenceville Hwy and one along the southern municipal boundary and E Ponce de Leon Ave. As these travel through the City, there are 20 public crossing locations along the rail line. While many of these crossings are separated, with the railroad traveling either below or above roadways, twelve are at grade where traffic must interact with passing trains.



Figure 25. Public Railroad Crossings



TRAFFIC SIGNALS

Traffic signals are an effective intersection control method to accommodate high volume locations with a large interchange of traffic. Traffic signals also require routine maintenance and can be re-timed and/or coordinated to improve operations within an area.

There are 69 traffic signals in the City, all of which are maintained by DeKalb County. Signals are found along many of the larger roads throughout Tucker and heavily trafficked areas such as Northlake and Downtown. In addition, Tucker has three overhead flashing beacons to alert drivers in particular locations, such as blind curves.

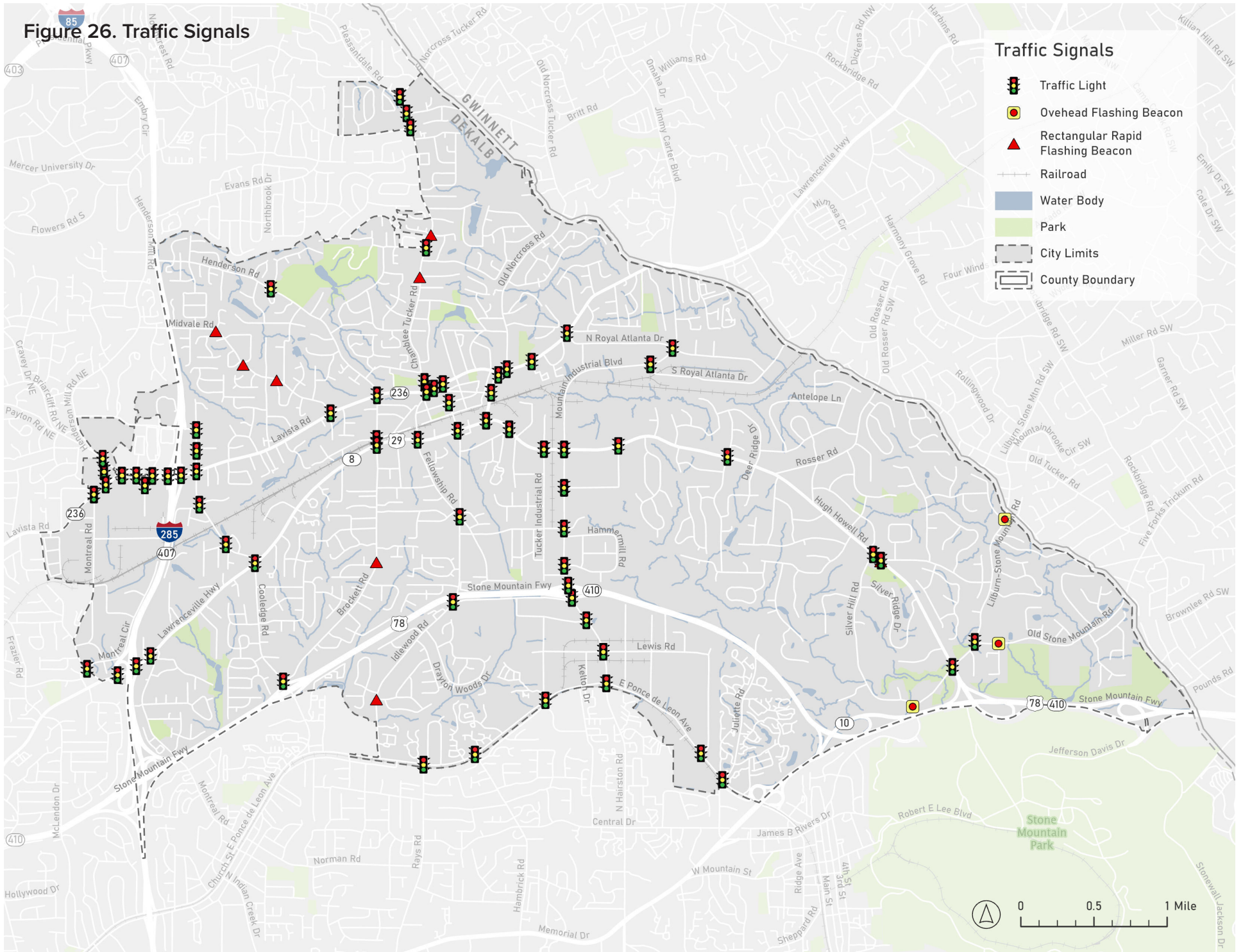
The City has eight Rectangular Rapid Flashing Beacons (RRFBs) within school-zones, allowing students to safely cross roadways while walking or biking to school.

Intelligent Transportation Systems (ITS) and transportation technology enable infrastructure and vehicles to communicate with each other and with central repositories such as traffic management centers, thereby achieving greater efficiency. In recent years, ITS and transportation technology have rapidly evolved into real-time data-driven systems, significantly advancing transportation safety and mobility. The transportation industry increasingly finds that addressing safety, capacity, and other modern transportation challenges can be effectively achieved by incorporating select ITS and transportation technologies.

Various ITS solutions, such as intelligent infrastructure, offer numerous benefits. For instance, they can reduce crashes through advanced driver warnings via Variable Message Signs (VMS), enhance mobility through smart or coordinated signal corridors, and reduce emissions by minimizing vehicle idling times.



Figure 26. Traffic Signals



LEVEL OF SERVICE

Volume-to-capacity ratio is a key tool for identifying roadway segments that are operating at a deficient level of service. Level of Service (LOS) designations are letter grades “A” through “F”, which are similar to report card grades. Level of service “A” is considered the best and a free flow condition, with grades “E” and “F” indicating unsatisfactory operations.

While “A” is the best level of service, transportation infrastructure investments are expensive and funding resources are constrained, which makes achieving LOS “A” on all facilities in a transportation network infeasible. Generally, an acceptable LOS is defined as “D” or better for urbanized areas.

LOS and delay are calculated for the average of all intersection approaches for traffic signal, roundabout, and all way stop control while for minor street stop control the metrics are determined by the single approach leg with the highest delay.

Locations experiencing LOS E or F under existing conditions are identified as high priority locations for operational and capacity improvement projects. A daily Level of Service is calculated by the daily traffic on a facility derived from the model and dividing that number by the daily capacity of the roadway. A daily Level of Service of less than 0.7 indicates that the roadways are operating at LOS C or

better. LOS D has an operational value between 0.7 and 0.85; LOS E between 0.85 and 1.0 and LOS F is greater than 1.

Existing Level of Service

Existing congestion levels for 2025 were derived from the travel demand model developed by the Georgia Department of Transportation (GDOT). The intersections were selected based on their traffic volumes and significance within the City of Tucker’s transportation network. The majority of intersections operate at LOS C or better, providing acceptable traffic conditions. Most intersections currently operate at acceptable LOS levels (LOS A through D) during the AM and PM peak periods. This analysis indicates that most of the intersections are functioning adequately with existing traffic volumes but higher trafficked intersections are beginning to show signs of operational stress.

Projected Level of Service

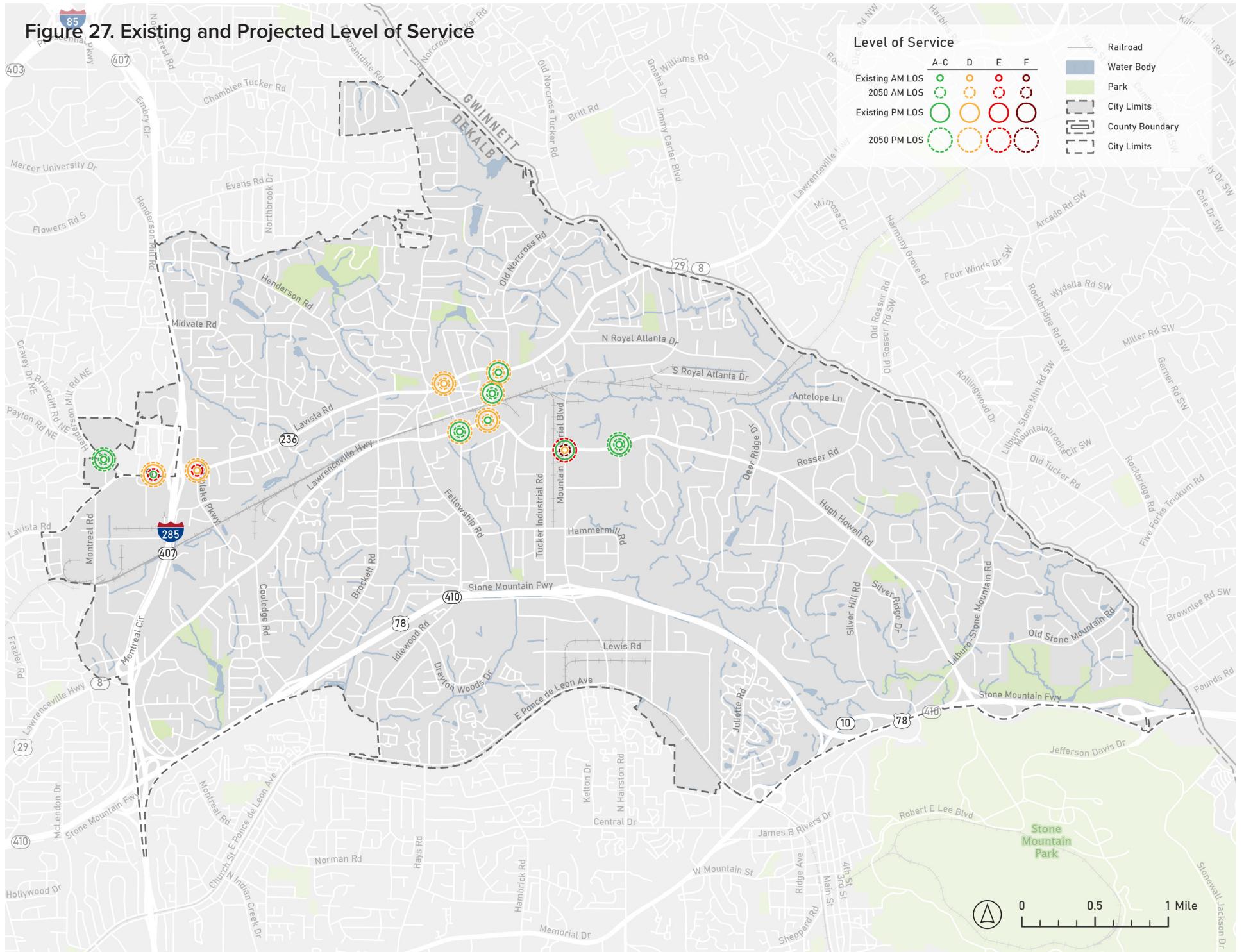
Projected levels of congestion were also derived from the GDOT travel demand model. The projected volumes are based on projected population and employment totals derived from various sources including local plans, Woods and Poole, and REMI. The intersection located at Mountain Industrial Boulevard at State Route 36 is projected to fall below the acceptable LOS threshold (LOS E or worse) by 2050, indicating

a high priority for improvements. The remaining intersections are projected to operate within acceptable LOS ranges, though seven of them may require minor improvements to maintain efficiency.

Table 6. Top 10 Intersections

| INTERSECTION |
|---|
| GA-8 Lawrenceville Hwy at Lynburn Dr |
| GA-8 Lawrenceville Hwy at GA-236 Lavista Rd |
| GA-8 Lawrenceville Hwy at GA-236 Hugh Howell Rd |
| Mountain Industrial Blvd at GA-236 Hugh Howell Rd |
| Idlewood Rd at Main St US-29 |
| Northlake Pkwy at GA-236 Lavista Rd |
| Main St at GA-236 Lavista Rd |
| Flintstone Dr at GA-236 Hugh Howell Rd |
| Parklake Dr NE at GA-236 Lavista Rd |
| Henderson Mill Rd at Briarcliff Rd NE |

Figure 27. Existing and Projected Level of Service

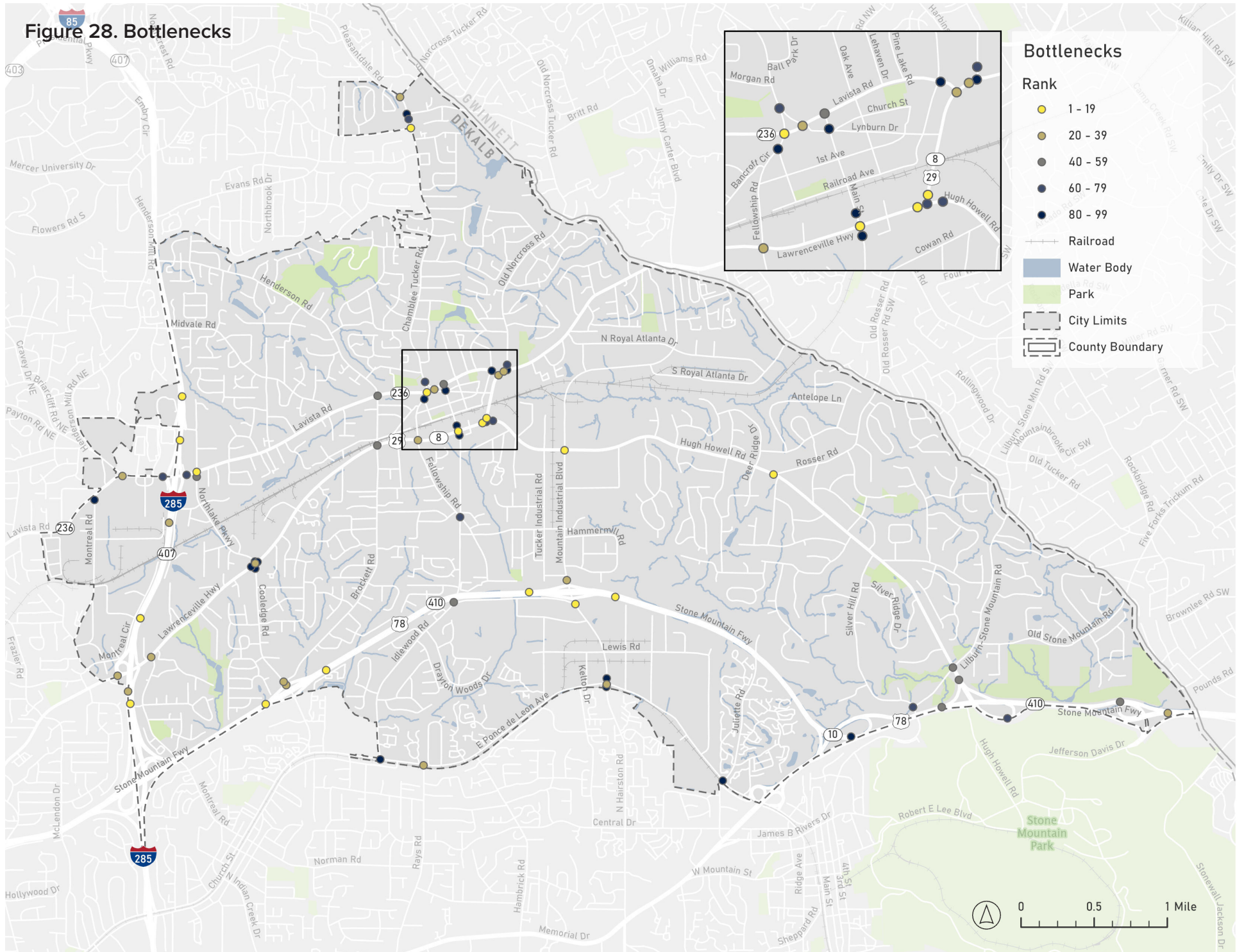


BOTTLENECKS

Data identifying bottleneck locations in the year 2024 was acquired from the Regional Integrated Transportation Information System (RITIS). Bottlenecks are areas that experience recurring operational deficiencies due to high traffic, creating periods of reduced speeds and delays for travelers. Bottlenecks are often due to inadequate design or functioning of a roadway that overwhelms that road's capacity to handle traffic. Common locations of bottlenecks are at ramps, merges, and underpasses, as well as others.

The following map shows bottleneck locations across Tucker, as well as a rank of their severity. The highest ranking bottleneck locations are found along the major roadways that carry a majority of Tucker's traffic, such as I-285, US-78, US 29/Lawrenceville Hwy, and SR 236/Lavista Rd/Hugh Howell Rd. Additionally, high ranking locations are seen along Tucker Chamblee Rd near the northernmost point of the City. Downtown Tucker sees a significant amount of bottlenecks, although many are not high ranking.

Figure 28. Bottlenecks



TRANSIT SERVICES

The City of Tucker is served by six of MARTA bus routes. Most of these routes are located along major corridors, such as Lawrenceville Hwy, Mountain Industrial Boulevard, and Chamblee Tucker Road. Current transit routes serve Downtown, industrial areas, and commercial/employment centers. The low-density residential area in eastern Tucker is not served.

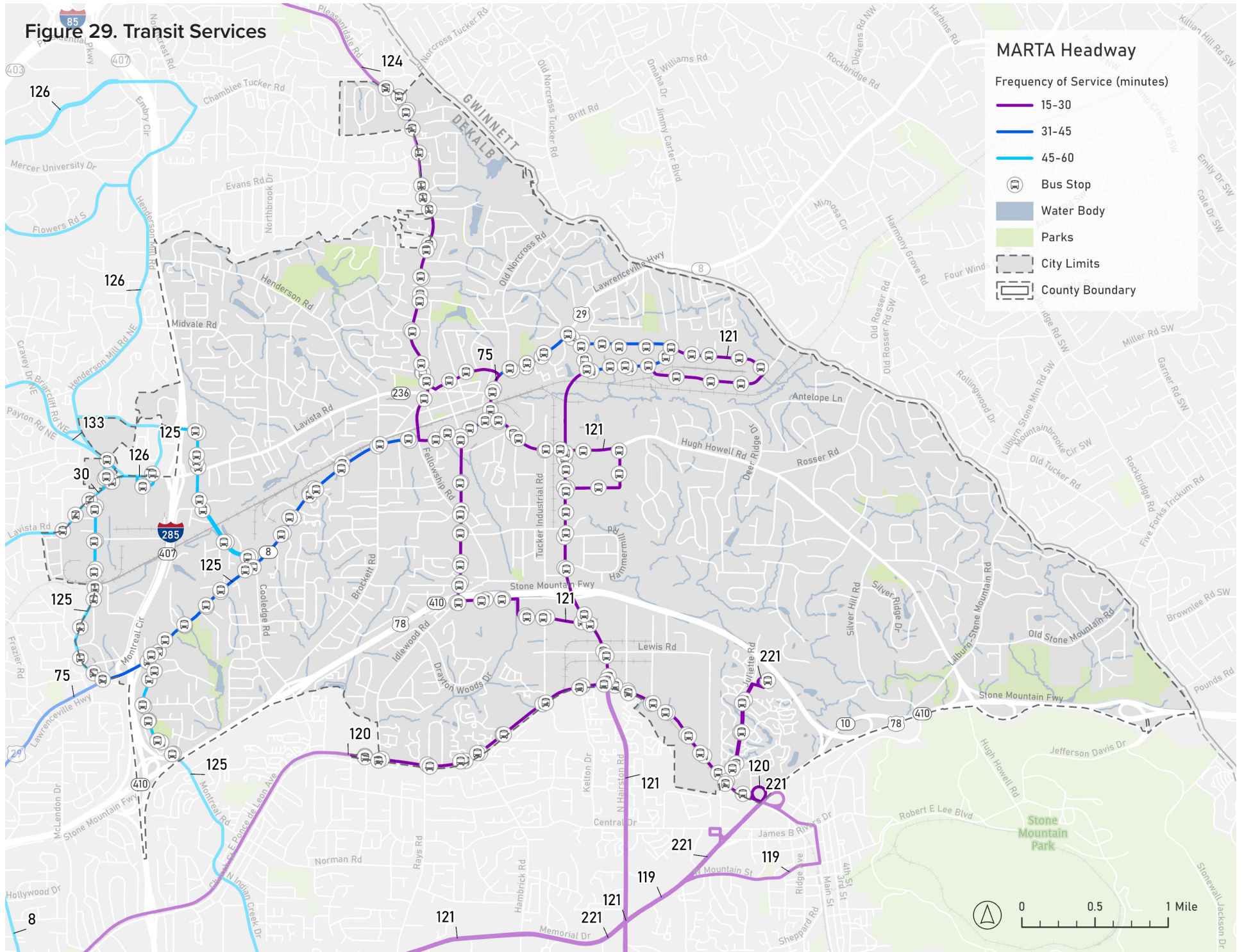
Headways for typical weekday service along each route are shown in Figure 29. The two routes making north-south connections to Downtown through central Tucker have the shortest headways, with buses scheduled between 15 to 30 minutes. The east-west route along Lawrenceville Highway has a slightly longer headway of 31 to 45 minutes between each bus, depending on the stop. The route accessing the Northlake area in western Tucker has the longest headways, requiring users to wait up to an hour between buses.

Table 7. MARTA Bus Routes

| ROUTE NO. | ROUTE NAME |
|-----------|----------------------------------|
| 75 | Lawrenceville Highway |
| 120 | East Ponce De Leon Avenue |
| 121 | Memorial Drive / N Hairston Road |
| 124 | Pleasantdale Road |
| 125 | Clarkston |
| 221 | Memorial Drive Limited |



Figure 29. Transit Services



ACTIVE TRANSPORTATION & TRAILS

Active transportation facilities, such as trails and sidewalks, are key to creating a network that is accessible, convenient, and safe for all users. These facilities increase mobility options, providing dedicated spaces for those that rely on walking or biking as their primary transportation mode to, as well as those accessing transit services. The following section provides an overview of existing active transportation throughout the City of Tucker, highlighting planned facilities and demand for these alternative modes of transportation.

EXISTING FACILITIES



62.2 miles

Sidewalks



3.1 miles

Bike Lanes



4.5 miles

Trails



Setting priorities for implementing a future active transportation and trails network in Tucker, GA required a thorough evaluation of:

- prior planning studies;
- existing bicycle, pedestrian, and trail facilities;
- where people are currently walking, biking and accessing trails, and;
- the feasibility of priority trails planned for near-term implementation.

This chapter explores each of these critical elements.

The project team reviewed trail-related content and recommendations from recent planning efforts. The Previous Plan Review section of this appendix summarizes this review.

The Active Trip Demand section describes the project team's analysis of existing bicycle and pedestrian patterns to determine areas of latent active trip demand.

To further consider opportunities and challenges to implementation, the project team then assessed the near-term proposed trail corridors in the field. The Planned Trails section presents the key opportunities and challenges for previously proposed trail corridors in the city.



New Multi-use trail in downtown Tucker

PREVIOUS PLAN REVIEW

This section outlines key planning documents in Tucker related to trail planning and development. It is intended to communicate the key corridors and routes chosen by past planning efforts that informed the fieldwork review. The plans reviewed included:

- Tucker PATH: Trail Master Plan and Implementation Strategy (2019)
- DeKalb Comprehensive Transportation Plan (2022)
- Tucker Tomorrow: Comprehensive Plan Report Update (2023)
- Clarkston Greenway Study (2024)
- DeKalb County Trail and Greenway Master Plan (2024)

Tucker PATH: Trail Master Plan and Implementation Strategy (2019)

The 2019 PATH plan identifies 32 miles of greenway trails, sidepaths, and neighborhood greenways, prioritizing 2.3 miles of those for near-term development. Projects proposed as first priority or “model” projects were called Tier 1 projects and are shown in Figure 30.

The planning team reviewed previous plans, searched for new routes, verified assumptions in the field, and met with a steering committee organized by the City to review draft master plan routes. The benefits of trails, types of trails proposed, and master planning process were shared in a public meeting with more than 150 residents. Community feedback and discussions of the plan details were also gathered at this meeting, and then reviewed with the steering committee.

Trails are split into seven main segments across Tucker. Detailed routes are outlined in the master plan, including trail typologies and crossing details.

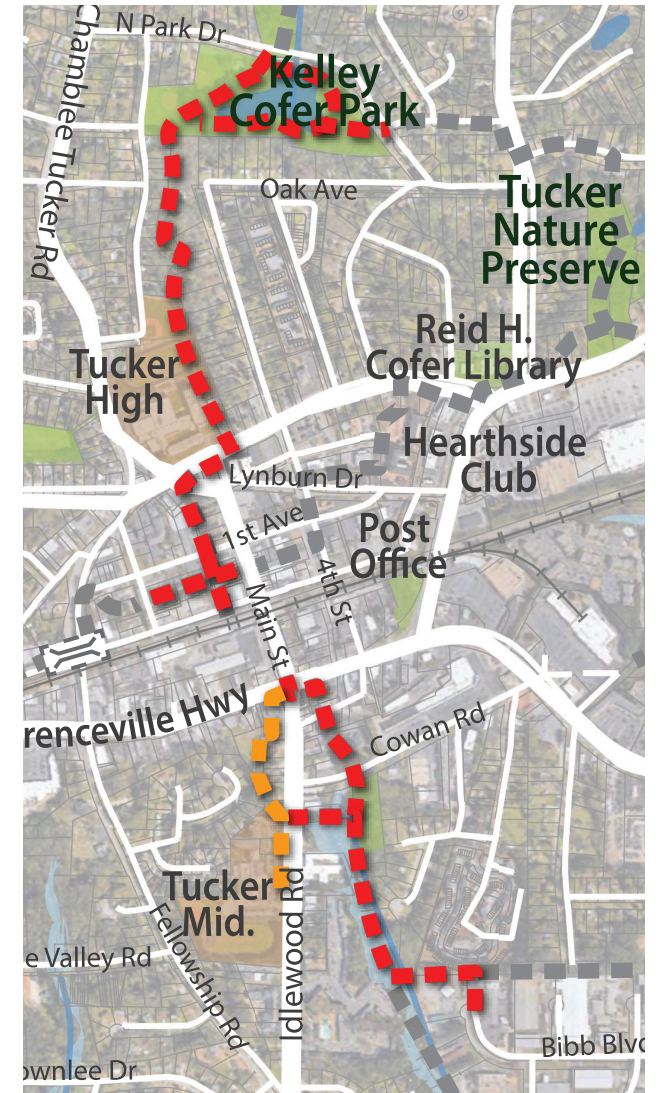


Figure 30. Detail of Tier 1 proposed trail projects in the 2019 PATH plan

Tier 1 projects were chosen for near-term implementation based on the following factors:

- Connecting desired destinations
- Separated from traffic as a trail with amenities
- Ease of implementation, including:
 - » Minimal land acquisition needed
 - » Manageable construction complexity
 - » Estimated cost low enough for local funding to support
 - » Only local permitting needed
 - » A less than 5-year timeline
 - » Developers being required to provide trail sections within their development

Figure 31 displays near-term projects in the 2019 PATH plan. Tier 1 projects are shown in red. These projects are primarily in downtown Tucker with projects 1a, 2a, and 3a.

The next phase of projects, Tier 2, are shown in purple. These include corridors to the east along Hugh Howell Road (4c through 4e), completing the downtown loop (2b and 2c), to the south along South Peachtree Creek and Stone Middle School (3b through 3d), and to the west from downtown to Johns Homestead Park (1b through 1e).



Figure 31. Tier 1 and Tier 2 projects in 2019 PATH plan

Portions of the Tier 2 projects in particular require new bridges and structures, collaborations with schools, or crossings at intersections or midblock over roads with posted speeds of 45 mph. These locations were identified for closer review during fieldwork. For example, a pedestrian bridge is suggested across US-78, see Figure 32.

In addition, trail connections between the City of Tucker and City of Clarkston are only suggested near Idlewood Road, as shown in Figure 33.



Figure 32. Detail of proposed bridge over US-78 at Idlewood Road

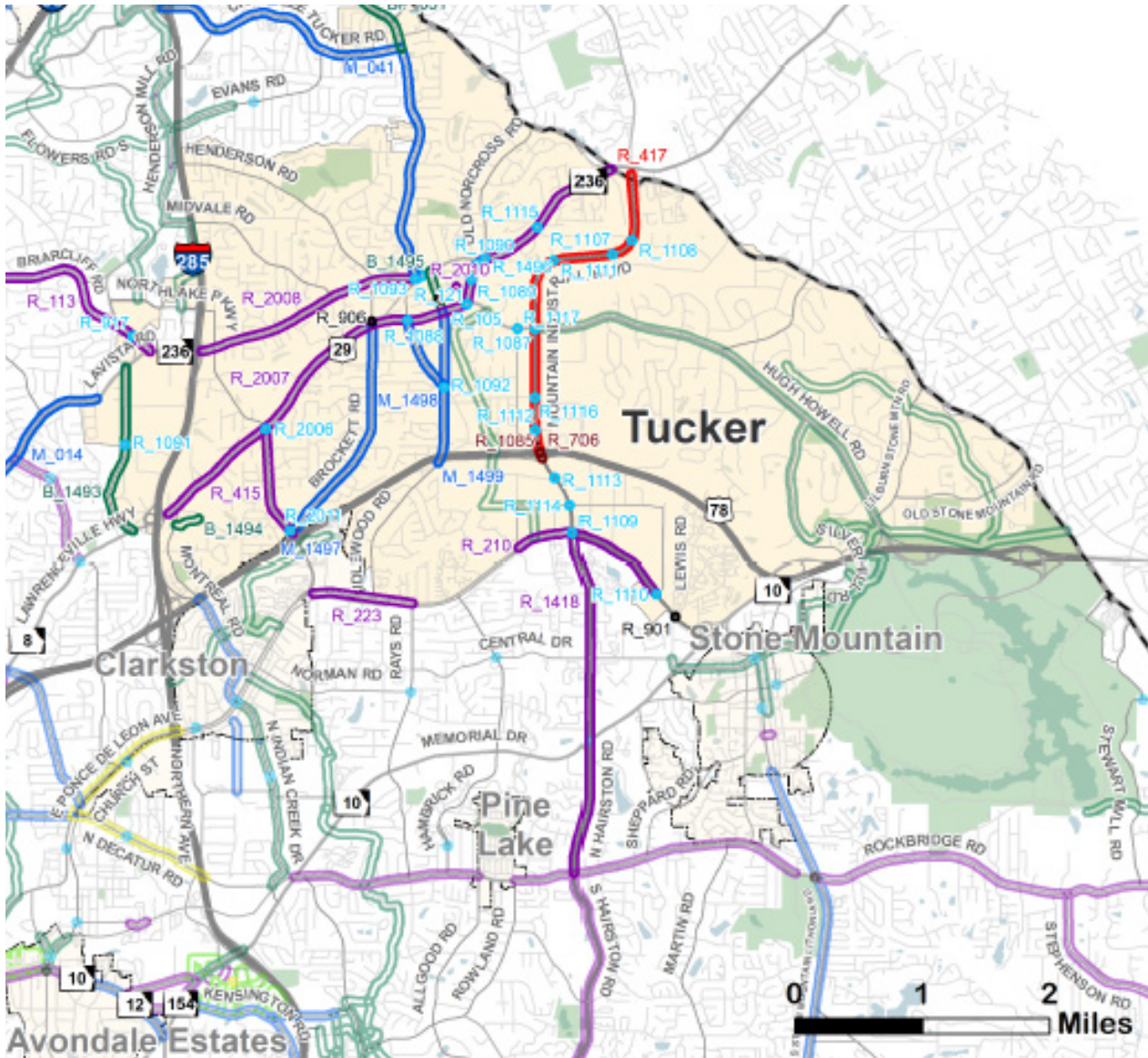


Figure 33. The DeKalb Comprehensive Transportation Plan displaying highest priority multimodal projects in dark blue

DeKalb Comprehensive Transportation Plan (2022)

This plan includes a Priority Bicycle Network with the highest priority corridors in Tucker noted as:

- Lavista Road to Main Street,
- Main Street to Hairston Road,
- Hairston Road to Ponce de Leon Avenue,
- Montreal Road.

The second priority network includes:

- Hugh Howell Road,
- Chamblee Tucker Road,
- Henderson Mill Road,
- US 29/Lawrenceville Highway,
- Proposed trail along the creek between Montreal Road and Cooledge Road/ Brockett Road,
- Proposed trail along South Fork Peachtree Creek tributary from Hugh Howell Road to Lewis Road.

Tucker Tomorrow: Comprehensive Plan Report Update (2023)

The comprehensive plan has been developed through a collaborative planning process, which guides the future development and growth for the city.

The plan outlines recent studies that may relate to trails in Tucker, including corridor studies along Lawrenceville Highway, Jimmy Carter Boulevard, and Mountain Industrial Boulevard; City of Tucker Recreation and Parks Master Plan (2019); City of Tucker Pedestrian Crossing Improvements Field Observations and Recommendations (2019); Tucker Tomorrow Strategic Transportation Master Plan (2019); and the 2019 PATH plan. The trails recommended by the PATH plan are included in Tucker Tomorrow, providing consistency of recommendations.

Key areas identified for pedestrian improvements include Brockett Elementary School, Emory University Hospital/Orthopedic Clinic, Idlewood Elementary, Tucker Middle, Midvale Elementary, and Henderson Road.

Existing land uses are mapped, as well as future land uses that fit in with agreed-upon community Character Areas, see Figure 34. Character Areas guide future development in the City of Tucker, providing a framework for land development and zoning decision making. Trails developed in Tucker will connect many of the Institutional, Open Space, and Downtown areas.

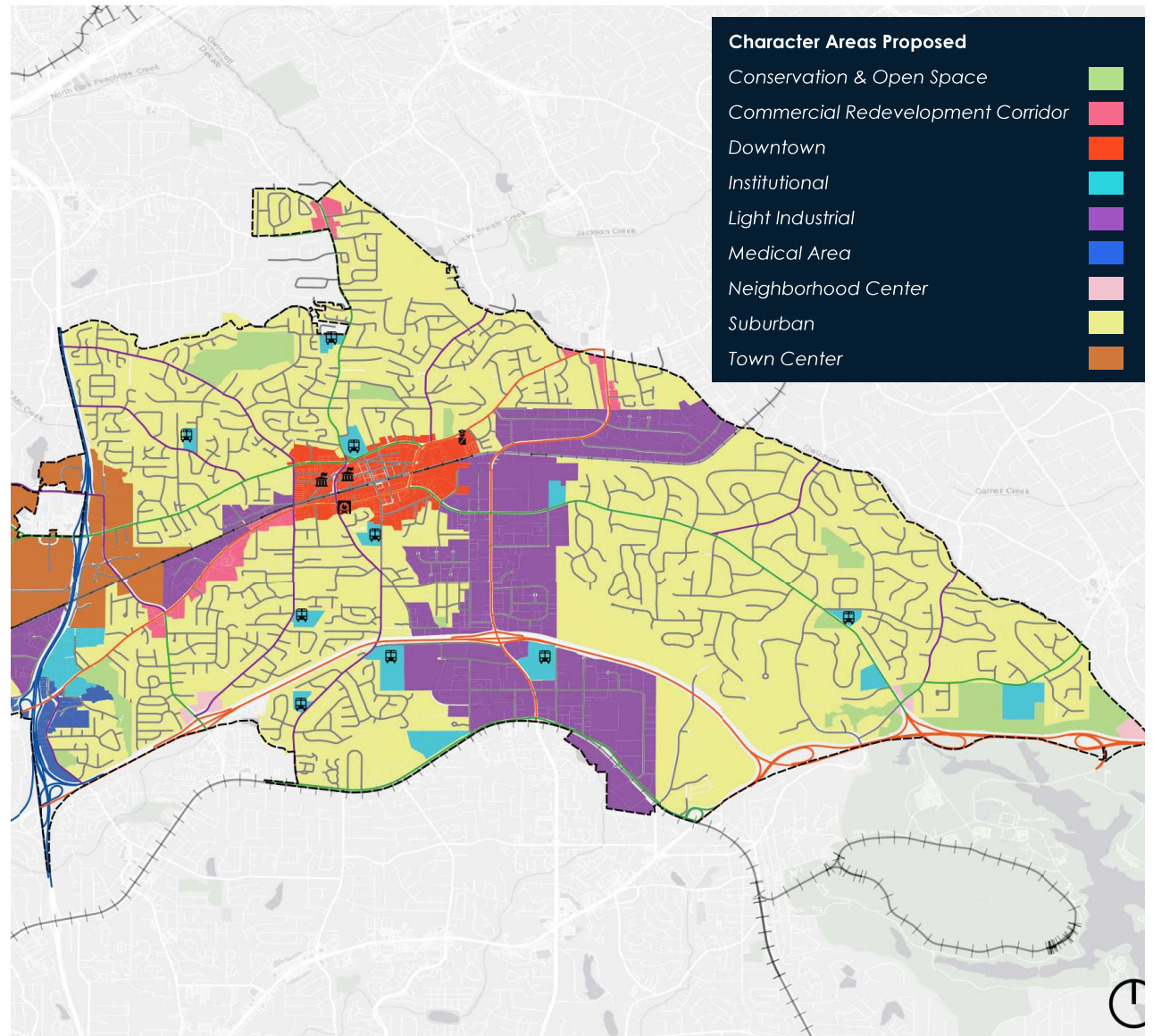
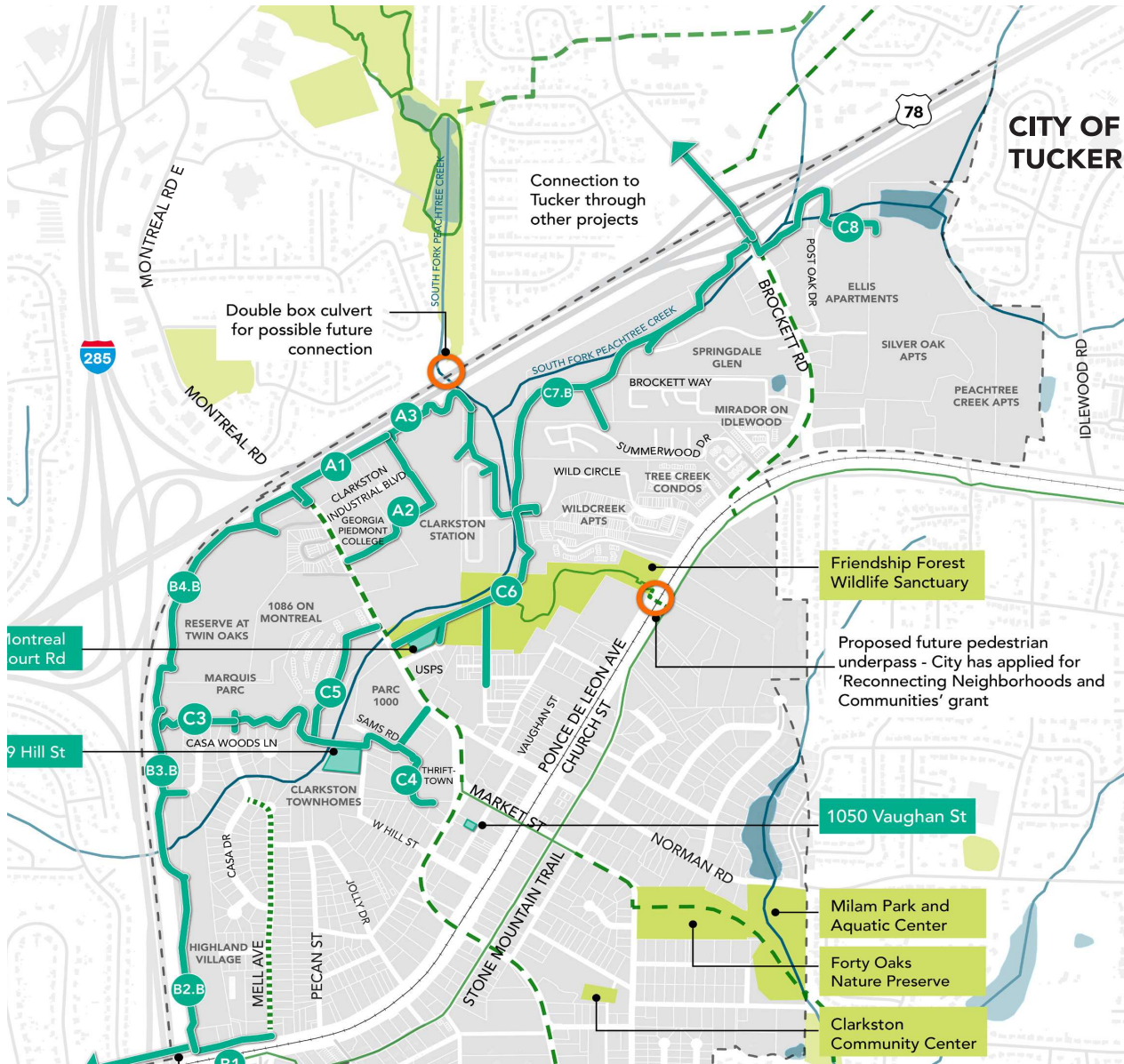


Figure 34. Detail of Proposed Character Areas from Tucker Tomorrow



Clarkston Greenway Study (2024)

This plan was reviewed briefly for mentions of connectivity with the city of Tucker.

This plan states: “The City of Tucker has trail projects and it is imagined that the Clarkston Greenway would connect to these initiatives on Brockett Road through the Highway 78 underpass. The City of Clarkston will re-apply for a federal Reconnecting Communities and Neighborhoods (RCN) grant in Fall 2024 to construct a crossing under the railroad tracks across from Friendship Forest Wildlife Sanctuary, connecting the greenway to the Stone Mountain Trail.”

This plan includes new ideas for connection between Clarkston and Tucker along Brockett Road or South Fork Peachtree Creek.

See Figure 35 for trail connections planned by Clarkston toward the city of Tucker.

Figure 35. Detail of Clarkston Greenway Study final proposed greenways, August 2024

DeKalb County Trail and Greenway Master Plan (2024)

The plan recognizes the same City recommendations from the 2019 PATH plan.

Key gaps are identified north-south between Tucker and the existing Stone Mountain Trail, especially towards Clarkston.

This plan has a vision network reflecting a long-term vision, focusing on priority corridors within unincorporated DeKalb and key connections to cities and neighboring jurisdictions. This network was developed with the following principles:

- Increase connections between existing network segments
- Increase access to trails for all regional residents
- Provide access to primary local destinations
- Support inter-county and regional connectivity
- Limit network to sustainable mileage along primary trunk trails
- Distribute trail facilities equally and equitably across the county

Figure 36 displays the Vision Network. This network proposes the “Tucker Connector”: an east-west trail connecting Downtown Tucker with a major new north-south trail near Interstate 285.

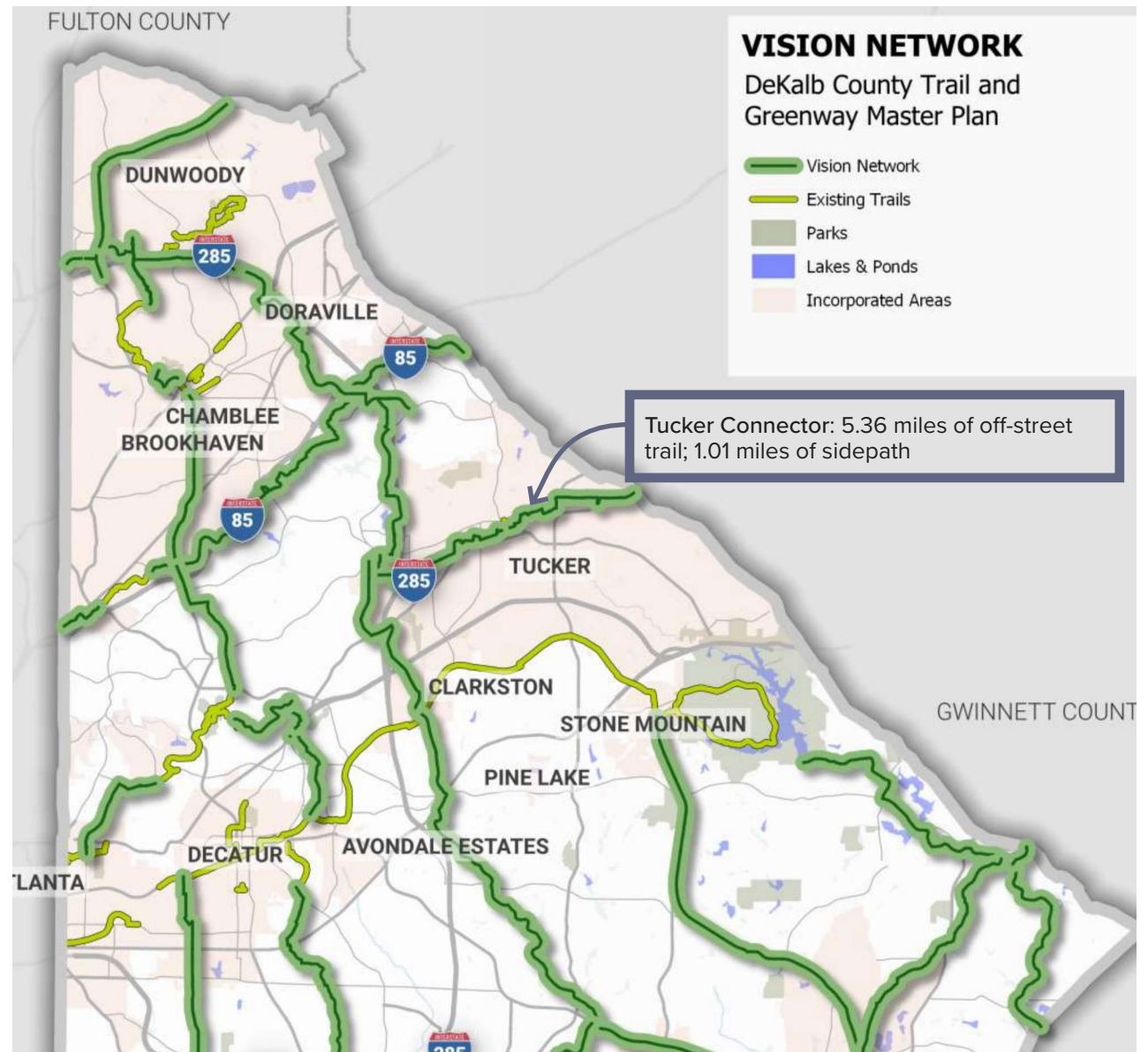


Figure 36. Detail of Countywide Greenway Vision Network Map

ACTIVE TRANSPORTATION FACILITIES

The facilities for walking, biking and rolling in the City of Tucker are shown on the following page. Shown in yellow, sidewalks are available along many of the arterial roads, and some newer neighborhoods also have sidewalks. There are more sidewalks on the western portion of the city. In total there are 62.2 miles of sidewalks in Tucker.

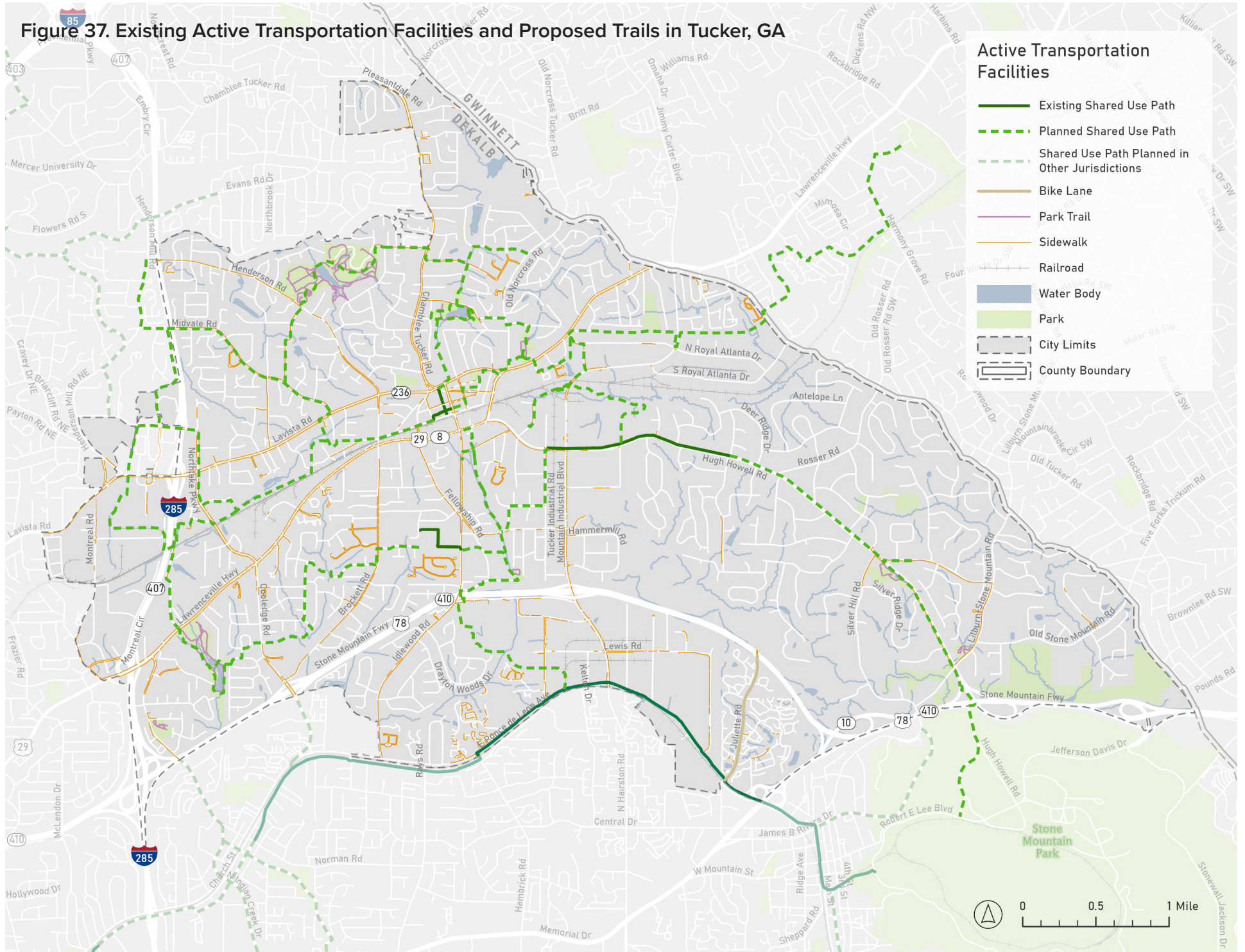
Other facilities are shown in blue and green in Figure 37. Bike lanes are located on Idlewood Road just north of Fellowship Road and total 4.4 miles. Shown in dark green, multi-use paths exist in downtown parallel to Main Street, east-west along Hugh Howell Road, and along E. Ponce de Leon Avenue as the Stone Mountain Trail. There is a total of 6.5 miles of multi-use trails in Tucker.

The City is particularly interested in connecting existing facilities to one another, and has chosen some key areas of focus for near term multi-use trail development, including Downtown, Hugh Howell Road, and connections to the E. Ponce de Leon Avenue and the existing Stone Mountain Trail. These areas are described in the following sections and were a particular focus during field review.



View of downtown Tucker with recently established trail and pedestrian crossing

Figure 37. Existing Active Transportation Facilities and Proposed Trails in Tucker, GA





Construction of the new Tucker Town Green immediately adjacent to trail confluence plaza in downtown Tucker



Three Tucker residents enjoy the wide sidewalks in downtown



Curb extensions, new crosswalk markings, and detectable warning surfaces, as well as Rectangular-Rapid Flashing Beacons, enhance safety for pedestrians in downtown



Detectable warning surfaces and ramps were provided along the trail where it encounters driveways

Downtown

Tucker has made significant progress on building key trail segments from the Trail Master Plan, including those on Hugh Howell Road and in downtown, as well as the existing trail in downtown between SR 236/LaVista Road and the in-construction park at Second Street and Railroad Avenue. Main Street is a comfortable environment for bicyclists and pedestrians, with narrow lanes, curb extensions, curb ramps, and new warning surfaces on each ramp.

Students were observed using Main Street throughout the day, and in most part respecting directions from two dedicated crossing guards at SR 236/Lavista Road. Many students enjoy the parking agreement with First Baptist Church of Tucker, and overall arrival and dismissal seemed orderly.

Additional education for parents dropping off students along Main Street, or a supervised drop-off area in downtown, could further improve safety for everyone.

Hugh Howell Road

Tucker has replaced a disconnected sidewalk with a new, approximately 8- to 10-foot sidepath along Hugh Howell Road west from Tucker Industrial Road to Marthasville Court. The sidepath connects commercial and employment areas with Smoke Rise Elementary School and residential areas to the east. The City intends to continue the trail farther east toward Stone Mountain.

There are opportunities and constraints to connecting to this key destination along Hugh Howell Road, summarized in the Opportunities and Challenges to Proposed Trails section.

Stone Mountain Trail

The existing Stone Mountain Trail travels along East Ponce de Leon Avenue in the southern portion of Tucker. This 8 to 10-foot concrete sidepath is at times buffered from the road, and has some areas in need of maintenance. This may be why some strong and fearless bicyclists were observed using the roadway on East Ponce de Leon Avenue.

Since the existing Stone Mountain Trail primarily travels east-west, future north-south connections to the Stone Mountain Trail from downtown are especially important for bicyclists of all ages and abilities.



Hugh Howell Road has constrained areas in the residential eastern portions of the corridor

ACTIVE TRIP DEMAND

Replica data for the year 2024 was used to model bicycle and pedestrian trips in Tucker on an average day. This information highlights corridors and road segments that have a high demand for active trips and locations where further investment in active transportation facilities could provide significant benefit to users. Significant active mode trips are shown in the Northlake area, downtown, and along Hugh Howell Road. Many of the specific locations along these roads are related to popular commercial centers, such as Northlake Mall, Cofer Crossing, Hugh Howell Shopping District, and Pleasantdale Village. Other roads with high active trip demand include E Ponce de Leon, Idlewood, and Mountain Industrial Boulevard, whose trip demand may be attributed to connections to transit services, residential areas, and employment opportunities along these roadways.

While active trip demand shows existing bicycle and pedestrian patterns, it is important to note that latent demand may exist in other areas where adequate facilities do not exist and active mode users may not feel safe traveling by bike or on foot. Understanding patterns in existing active mode trips can reveal areas that may have significant latent demand that could benefit from new active transportation facilities, such as roads with transit stops.



Interested, but concerned bicycle commuter prefers separated sidewalk to the road traveling northbound on Northlake Parkway near intersection with US-29 / Lawrenceville Highway



Strong and fearless type bicyclist in mixed traffic on East Ponce de Leon Road

Figure 38. Existing Active Transportation Demand in Tucker, GA

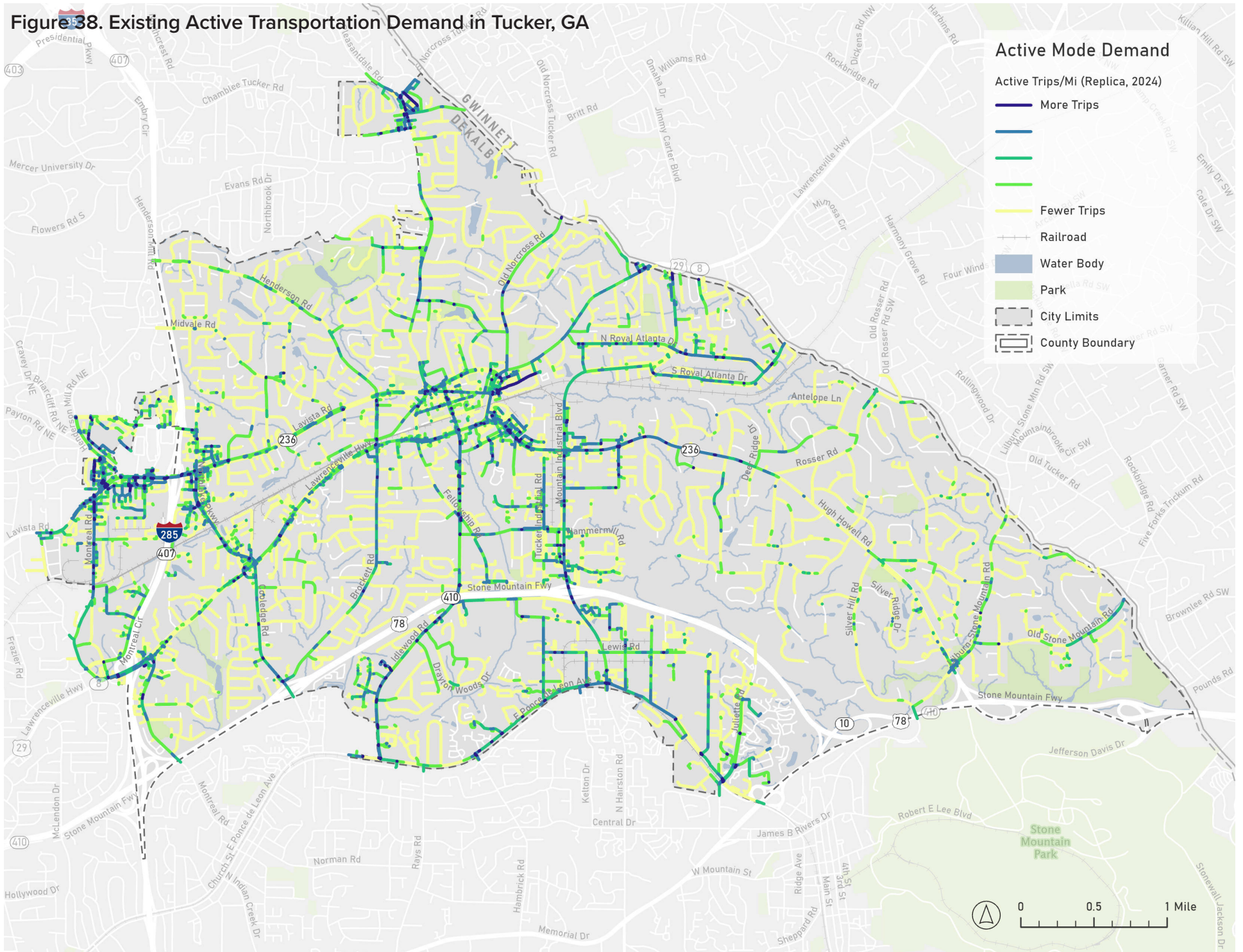
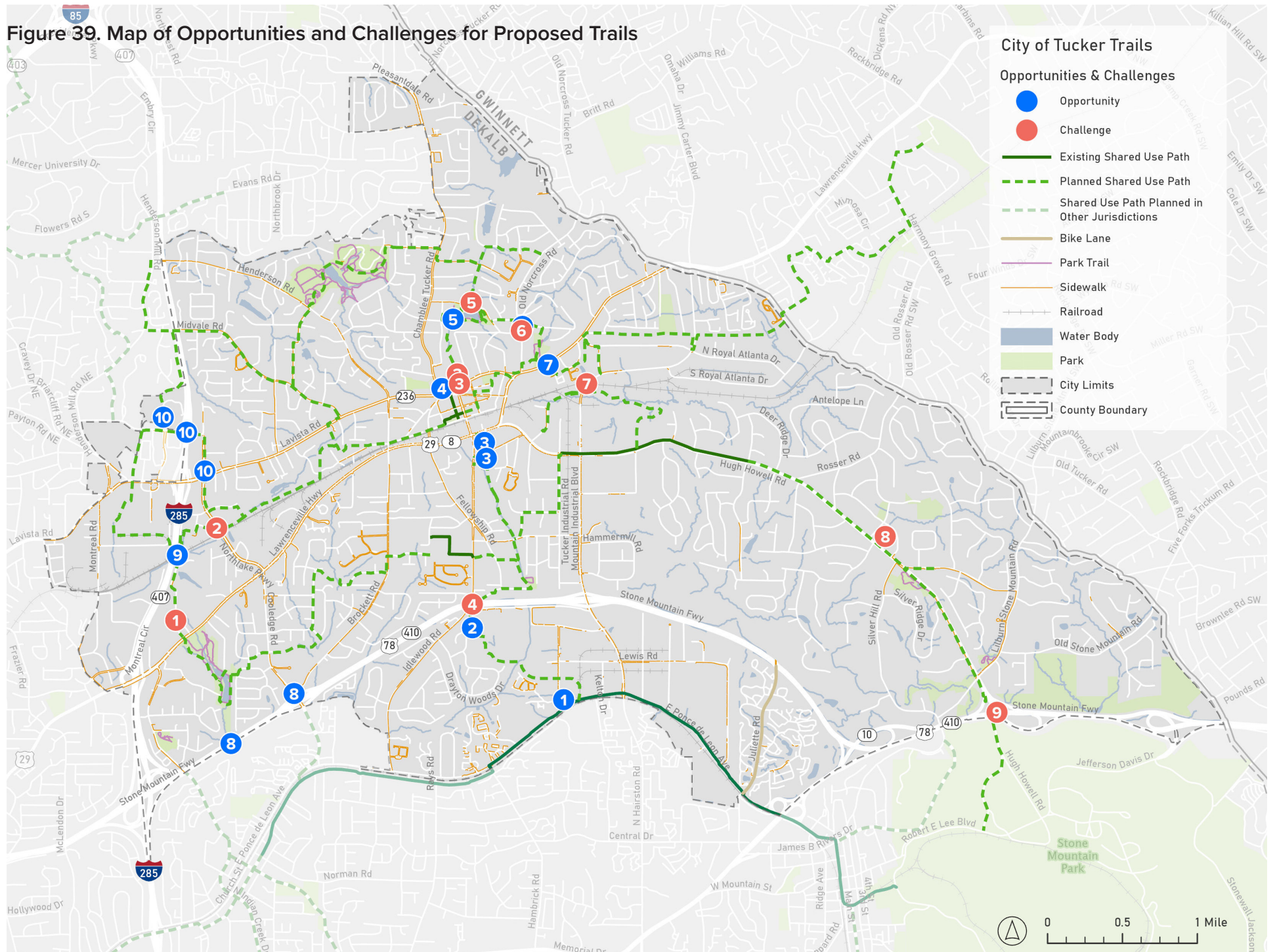


Figure 39. Map of Opportunities and Challenges for Proposed Trails



OPPORTUNITIES AND CHALLENGES FOR PROPOSED TRAILS

In the 2019 PATH plan, the City of Tucker has outlined an ambitious citywide trail network. This plan assessed previous recommendations for trail segments in detail to provide recommendations for priority trail segments. The recommendations from this plan have been carried forward in other planning processes.

The project team evaluated near-term 2019 PATH plan Tier 1 and Tier 2 sections as well as the possible crossings of US 78 toward planned trails in Clarkston in the field.

Key opportunities and challenges observed along each proposed Tier 1 and Tier 2 trail are shown in blue and orange in Figure 39. Descriptions and detail photos of each of these opportunities and challenges are included in this section.

Opportunities

Overall, the previously planned trails establish a solid starting point for the City of Tucker.

Key opportunities observed in the field include:



- 1 Trail 3d: The large abandoned parking lot near the existing Stone Mountain Trail could be an opportunity for a park or community center and trail access point.



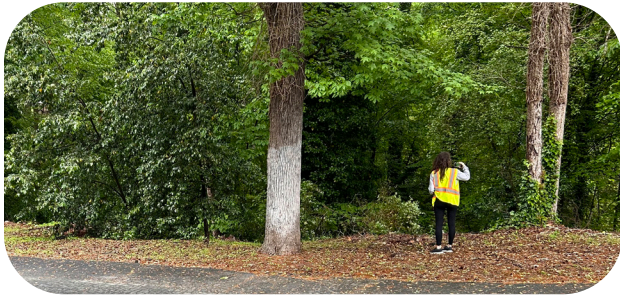
- 2 Trail 3d: Stone Mountain Middle School has flat areas and underutilized right-of-way that could be used in an agreement for a trail.



- 3 Trail 3a: Because students travel between Tucker Middle School and Tucker High School throughout the day, signal timing with dedicated pedestrian phasing could further improve safety at Main Street and US 29. A trail alternative could also be of interest because there are opportunities for underutilized space in parking lots between US 29 and Cowan Road.



- 4 Trail 2a: The PATH plan recommends a trail on the east side of Tucker High School, but conditions are constrained. An alternative alignment may follow the west side of the school, using the extra lane and gore area on Chamblee Tucker Road, beginning at Lavista Road and ending at Ball Park Drive. Because the lane only serves one block, this valuable space may be transformed into a multi-use trail to directly link with existing trails downtown.



5 Trail 2a: Cofer Park experiences many grade changes due to its adjacency to the nearby creek, but is worth further exploring due to its central location within the proposed trail system.



7 Trail 7c: The pedestrian crossing signal at the intersection of US 29/Lawrenceville Highway and Ivey Crest Circle near the Walmart is fully protected, providing a safe crossing experience for this proposed trail.



9 Trail 1d: Crescent Centre Boulevard has four lanes with no outlet. Implementing a road diet seems very feasible at this level of assessment. However, there may be grading challenges with connecting the trail terminus to Cemetery Avenue.



6 Trail 2c: There may be opportunity to collaborate with private owners along Angie Drive and Sims Court to connect to the Tucker Nature Preserve.



8 Trail 1e and 5a, 3c: The best crossings of US 78 are either underneath the highway along the creek at the southern portion of Twin Brothers Lake Park area toward Friendship Park, or at-grade at Cooledge Road/Brockett Road.



10 Trail 6a: Existing pedestrian activity and a relatively wider bridge over I-285, as well as the calm Parklake Drive, would support trails in the Northlake area.

Challenges

There were some key challenges observed in the field as well, including:



- 1 Trail 1d: The feasibility of partnering with the Floral Hills Memorial Garden Cemetery is uncertain, and there are potential grading challenges between the cemetery and Crescent Centre Boulevard.



- 2 Trail 1d: Northlake Parkway and Old Cooledge Road are near the closed property at Seaboard Coast Line railroad.

This area is constrained with grading, parcel ownership (potentially), and the bridge abutment. The crossing of Northlake Parkway would also be a challenge.



- 3 Trail 2a: Constraints on the eastern side of Tucker High School include the parking deck, retaining wall, and the narrow existing drive. A large drainage ditch and utilities are present between the high school parking lot and the sidewalk along Lavista Road.



- 4 Trail 3c: The Idlewood Road bridge over US 78 is narrow, and adding additional structures would be costly and uncomfortable for users.



- 5 Trail 7b: The large elevation change from North Park Drive down to the creek north of Cofer Park may incur a high cost to implement a trail. Flooding implications for this area are also unclear. However, there may be an opportunity to use some of the Peach Pit driveway and parking lot to ease the grade change.



- 6 Trail 2c: There is fast car traffic and limited sight distance on Old Norcross Road.



- 8 Trail 4c and Trail 4d: There are a few different constraints within the Hugh Howell Road right-of-way, including steep grades, existing utilities, and potential drainage impacts. Drainage ditches may have to be piped under the trail in some areas. Power lines appear to be closer to the road on the eastern end of Hugh Howell Road.



- 9 Trail 4e: The proposed at-grade trail crossing at the ramp of SR 10/US 78 would be challenging to make safe for all users. Motorists are increasing their speed, and a pedestrian hybrid beacon may not sufficiently stop vehicles at this location. This road on Stone Mountain would provide a needed connection under the highway, and the feasibility of this connection should be further studied. This could be the most cost-effective connection across US 78.



- 7 Trail 7d: The Mountain Industrial Boulevard railroad bridge is currently too narrow to provide space for a trail without re-purposing some of the four-lanes.

FREIGHT

This section outlines the freight network in the City of Tucker, specifically highlighting the major roadways within the National Highway Freight Network (NHFN) and the regional freight routes. The analysis assesses the impacts of freight movement on the City's transportation infrastructure.

FREIGHT NETWORK

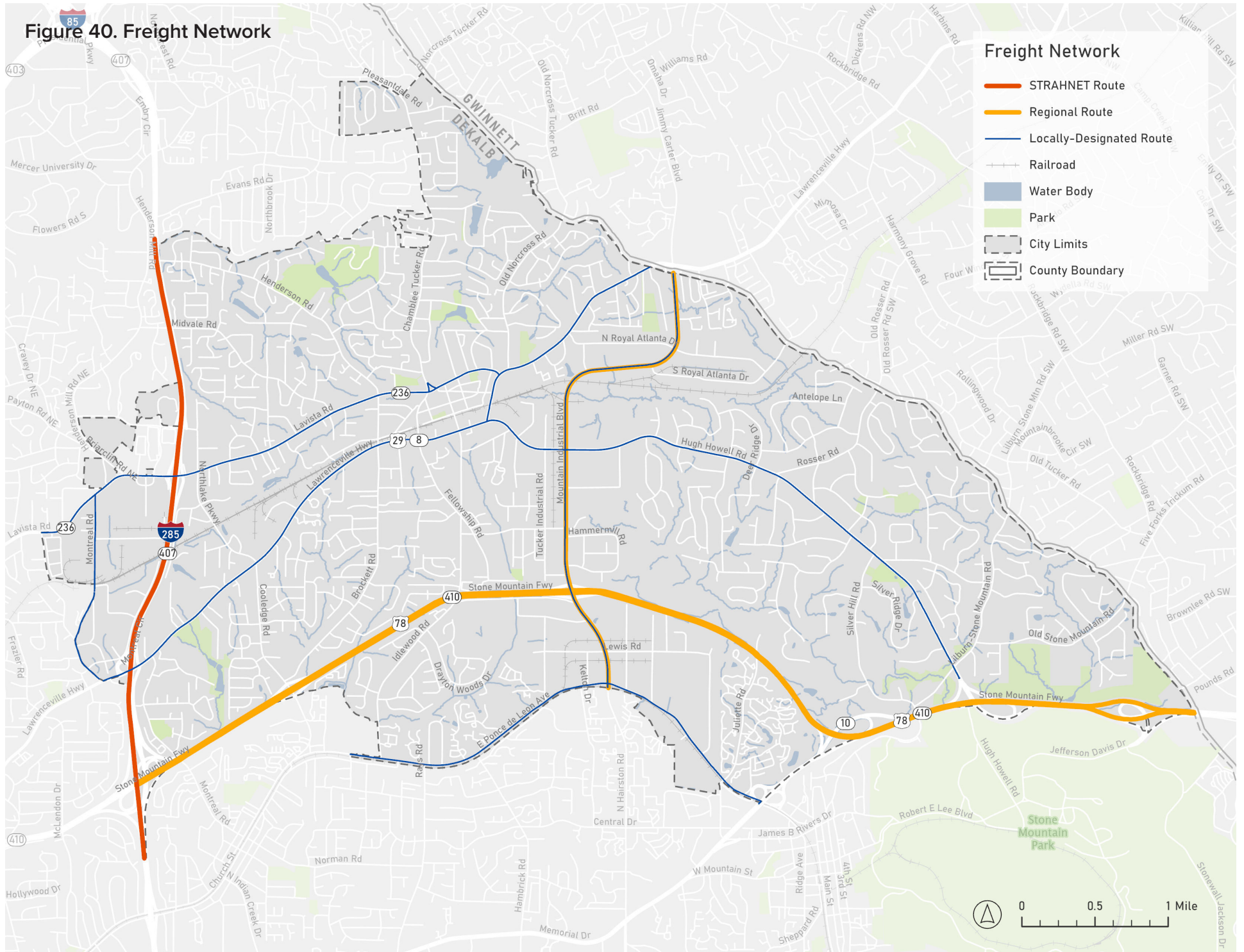
Part of the Atlanta region, Tucker acts as a significant warehousing hub, as well as carrying significant freight traffic traveling across the region. These activities rely on an efficient, city-wide freight network, described below.

The National Highway Freight Network (NHFN) is determined by the FHWA and designates major roadways that are critical to national freight mobility. This designation allows the FHWA to focus federal resources and policies to improvements along these specific corridors that benefit national freight movement. I-285 is the only roadway in Tucker included in the NHFN.

Regional freight routes are those that serve the Atlanta region area designated by the Atlanta Strategic Truck Route Master Plan. These are highlighted as freight-friendly and providing direct access to freight hubs in the Atlanta region. Within the City of Tucker this includes US 78 and Mountain Industrial Blvd.

Local freight routes are roads specifically designated by the DeKalb County Code of Ordinances. This includes E Ponce de Leon Ave, Lawrenceville Hwy, Hugh Howell Road, Mountain Industrial Blvd, LaVista Road, and Montreal Rd. These are relatively large roadways that can support freight traffic and make significant connections to industrial and commercial uses across the City.

Figure 40. Freight Network



TRUCK TRIPS

Replica data was used to illustrate freight traffic in Tucker. The following map shows modeled freight trips per day in 2024.

The greatest traffic, more than 13,000 trips per day, is seen on I-285. This NHFN route is the primary connection from Tucker to Atlanta, and also serves significant through traffic. US-78 and Mountain Industrial Blvd carry between 1,000 and nearly 6,000 trips per day as regional routes. Local freight routes, particularly segments nearest I-285, see over 1,000 freight trips per day along certain segments. Trips along these local routes decrease as roads move away from I-285 and distributes traffic across the larger roadway network.

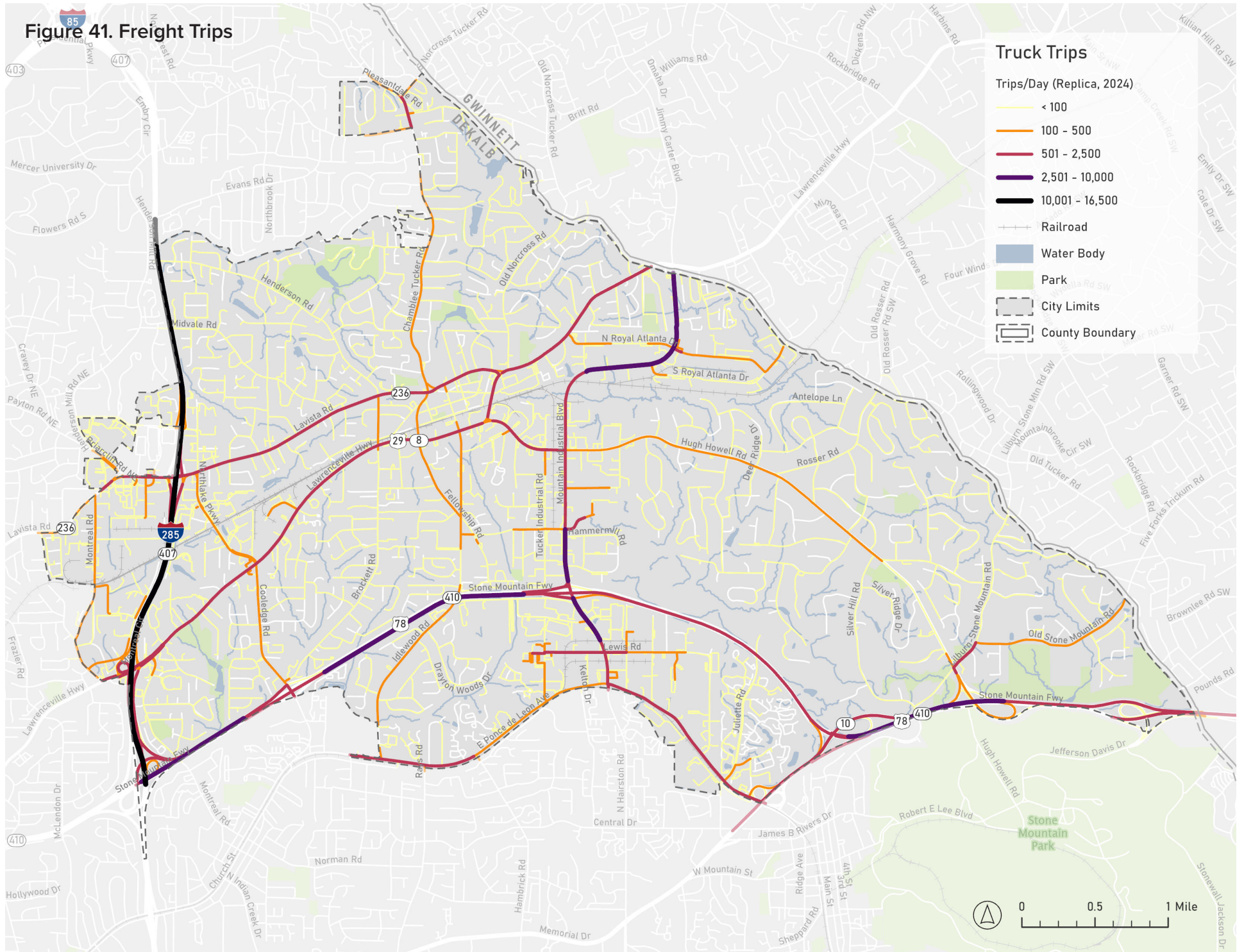
Additionally, significant freight trips are seen off of designated freight routes, such as Lewis Rd. Roads like this may not be equipped to carry large amounts of freight, potentially leading to issues such as delay, bottlenecks, or increased maintenance needs.

While the eastern portion of Hugh Howell Rd is designated as a local freight route, this road carries between 100 and 200 freight trips per day. This may be due to the residential nature of the area and terminus at Stone Mountain State Park.

Table 8. Top 10 Freight Routes

| ROADWAY | VOLUME (TRUCK TRIPS/ DAY) |
|--------------------------|---------------------------|
| I-285 | 13,950 - 16,207 |
| US 78 | 1,902 - 5,819 |
| Mountain Industrial Blvd | 1,687- 3,190 |
| SR 10/Memorial Dr | 1,620 - 2,237 |
| Lewis Rd | 967 - 1,628 |
| SR 236/Lavista Rd | 890 - 1,382 |
| N Hairston Rd | 1,290 |
| US 29/Lawrenceville Hwy | 858 - 1,270 |
| E Ponce de Leon | 414 - 1,266 |
| Roadhaven Dr at Lewis Rd | 71 - 1,038 |

Figure 41. Freight Trips

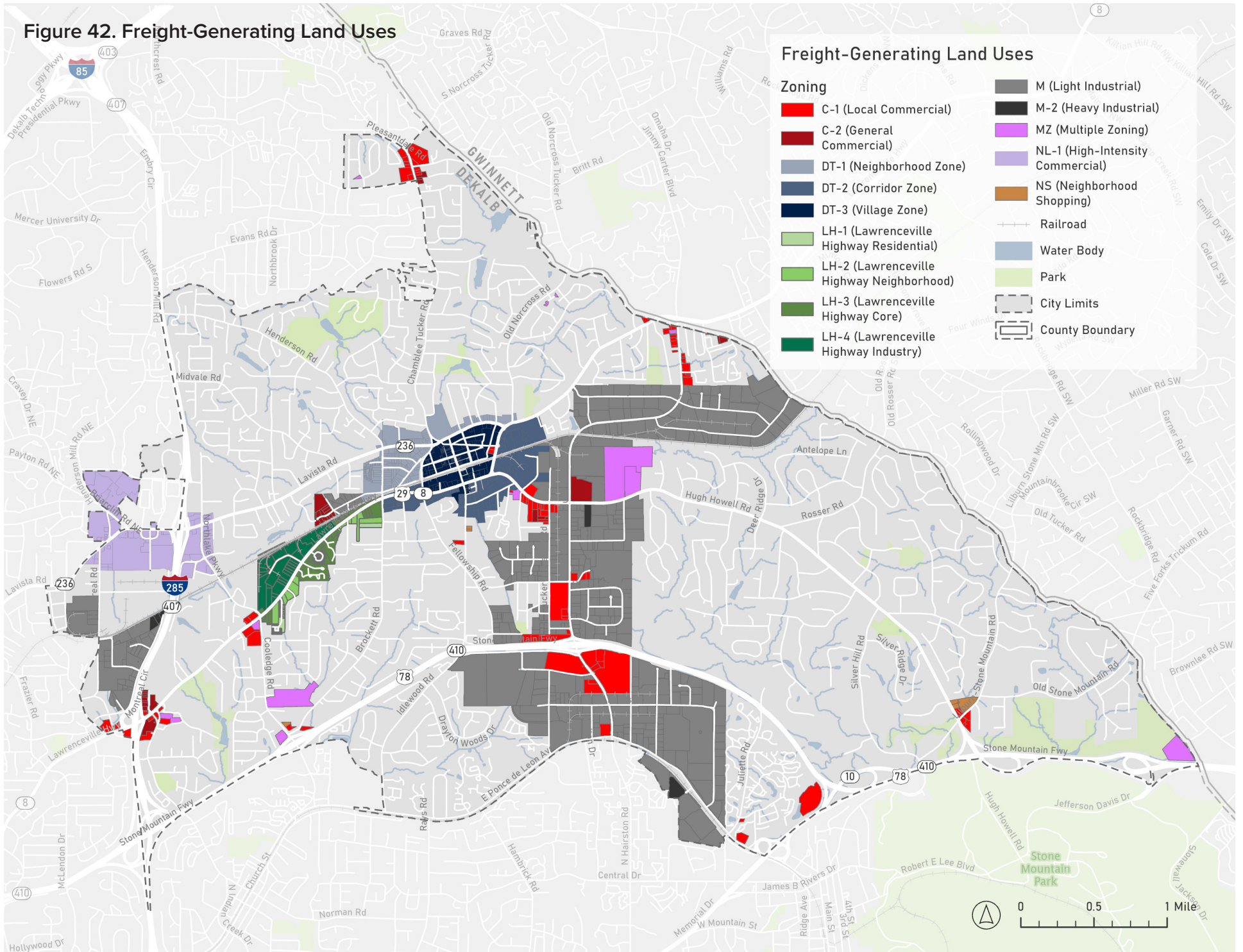


FREIGHT-GENERATING LAND USES

Freight generating land uses are typically located where zoning code allows for industrial and commercial uses. These types of businesses often rely on freight traffic to transport materials and goods to and from their locations and often benefit from being located along freight routes and near highways.

In Tucker, many of these uses can be found along US-29, Mountain Industrial Blvd, and I-285. Uses include large commercial centers, such as Northlake Mall, and smaller commercial businesses that can be found Downtown. Industrial businesses in the area include logistics, warehousing, and manufacturing.

Figure 42. Freight-Generating Land Uses



PLANNED AND PROGRAMMED PROJECTS

The City of Tucker has been making significant progress on transportation projects across the City. Recently completed projects include:

- Chamblee-Tucker Road Lane Diet
- Brockett Road Traffic Calming
- I-285 Beautification
- Fellowship Road Safety Improvements
- 104 miles of roadway resurfacing
- 9 miles of sidewalk
- Downtown Trail
- Hugh Howell Trail

In addition to completed projects, the City is actively working on multiple projects that will improve safety, speeding, and connectivity at key locations across the City. The following pages describe roadway and active transportation projects under design and planned across Tucker.



Chamblee-Tucker Lane Diet (Source: City of Tucker)

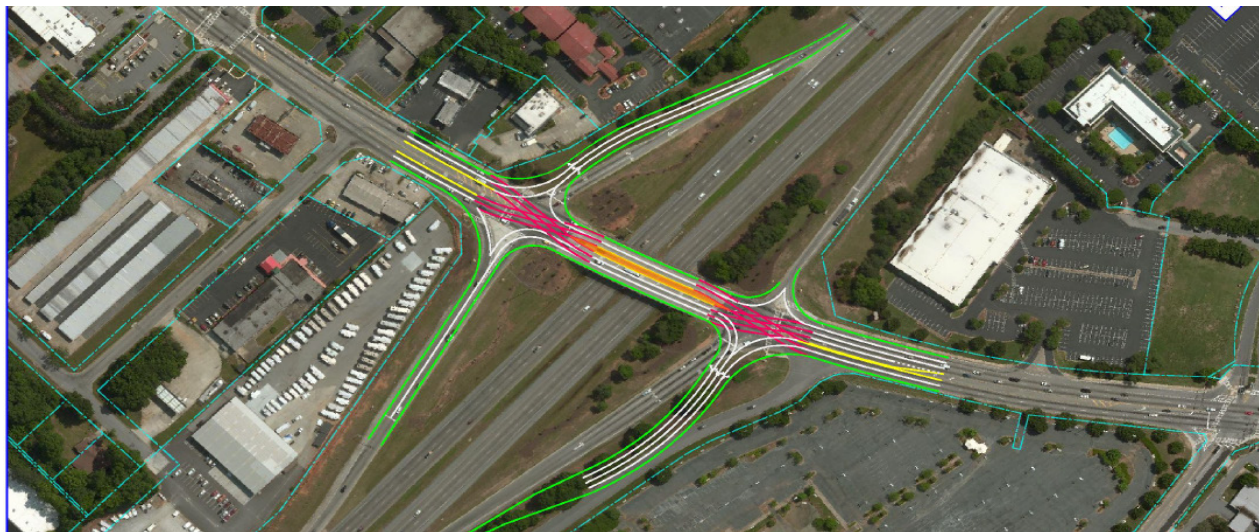


Brockett Road Traffic Calming (Source: City of Tucker)

PROJECTS UNDER DESIGN

Roadway Projects

- Roundabout at Idlewood Rd and Fellowship Rd
- Roundabout at Idlewood Rd and Sarr Pkwy
- Intersection Improvement at Lawrenceville Hwy at Northlake Pkwy/Cooledge Rd
- Intersection Improvement at Lawrenceville Hwy and Brockett Rd
- Intersection Improvement at Mountain Industrial Blvd and Hugh Howell Rd
- Safety Improvement at Mountain Industrial Blvd at US 78



Mountain Industrial Blvd at US 78 Recommended Alternative (Source: Stone Mountain Community Improvement District Traffic Engineering Investigation)

Active Transportation Projects

- Sidewalk Gaps along Montreal, Idlewood, Brockett, Midvale, Mountain Industrial Blvd, Old Norcross, etc
- Tucker-Northlake Trail
- S Fork Peachtree Greenway
- Kelley Cofer Park Loop
- Richardson Street Realignment
-



Tucker Northlake Trail Rendering (Source: City of Tucker)

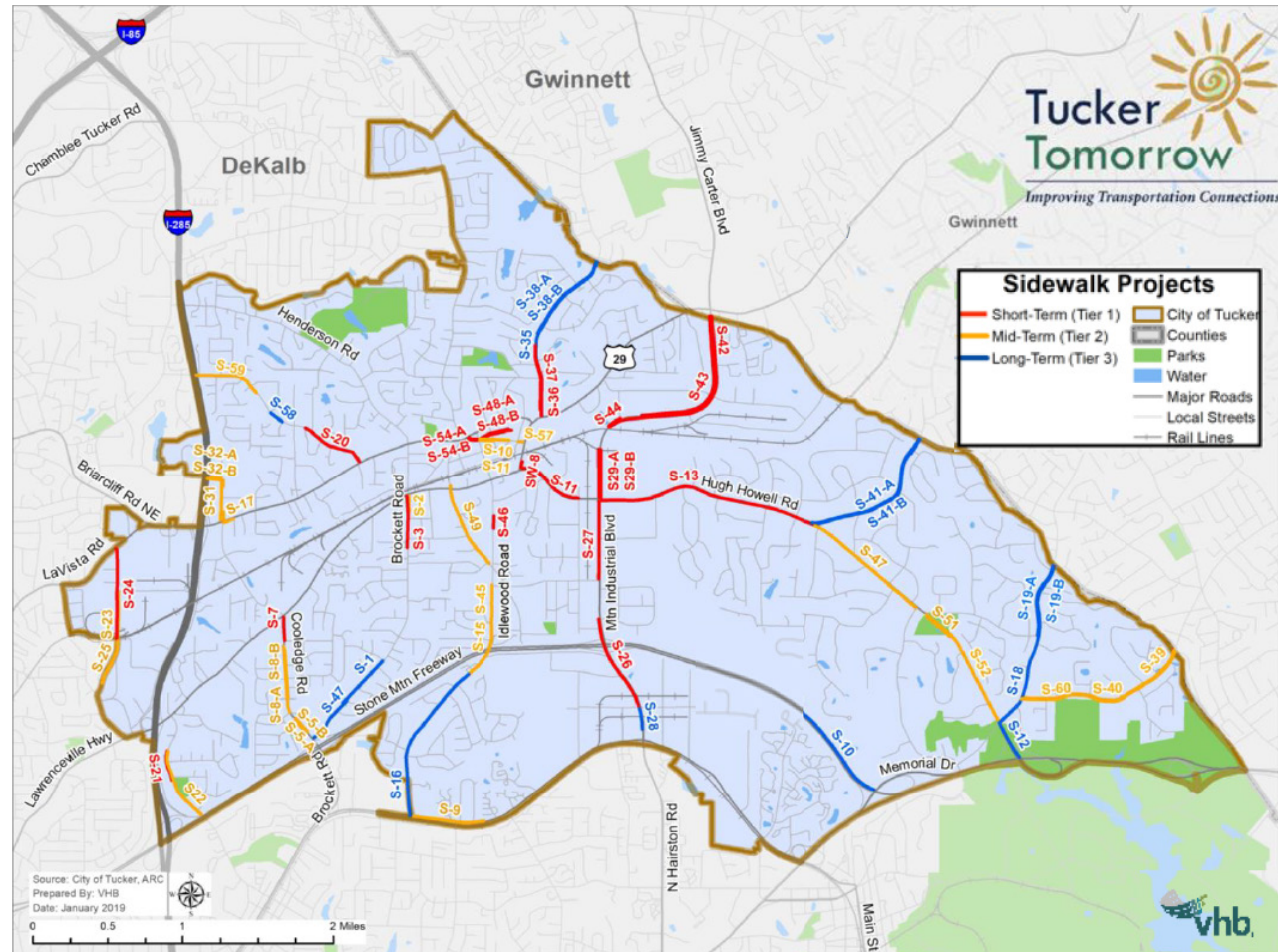
PLANNED PROJECTS

Roadway Projects

- Intersection Improvement at Lavista Rd and Fellowship Rd
- Roundabout at Brockett Rd/Cooledge Rd/ US 78

Active Transportation Projects

- Trail Extension along Hugh Howell Rd
- Various Sidewalk Improvements



Recommended Sidewalk Projects (Source: Tucker Tomorrow Strategic Transportation Master Plan)

SAFETY

TUCKER CRASHES BY THE NUMBERS

16,372

Total Crashes

2019-2023

BY MODE

 16,222

Vehicle Crashes

 1,596

Heavy Vehicle Crashes

 108

Pedestrian-Involved Crashes

 42

Bicyclist-Involved Crashes

BY SEVERITY

 46

Fatalities

Tucker: 0.28%
GA: 0.4%

 156

Serious Injuries

Tucker: 0.95%
GA: 1.6%

This plan included a thorough analysis of historical crash locations and trends throughout the City. Crash data for the years 2019-2023 was obtained from the Numetric database, a source maintained by GDOT. This data records crash locations as well as a number of characteristics, such as severity, time, contributing factors, and mode of collision.

As part of the national safety movement, this plan focused on crashes with severe outcomes - fatalities and severe injuries. As part of the national efforts to reduce traffic deaths, FHWA encourages communities to adopt Vision Zero, which establishes a commitment to achieving zero traffic fatalities and zero injuries.

TOTAL CRASHES

The vast majority of crashes occurring in Tucker are seen along and at the intersections of major corridors. These roads, such as I-285, US 78, and US 29, typically carry large amount of traffic at high speeds as they make connections within Tucker and to other municipalities. Slightly smaller roadways that also see a significant number of crashes are SR 236 and Mountain Industrial Blvd. Intersections of these roadways can be hotspots for crashes, as turning movements increase interactions between vehicles.

Specific intersections in Tucker that are crash hotspots include US 78 at Mountain Industrial Boulevard, I-285 at US 29, and I-285 at SR 236. A number of intersections with local streets along US 78, US 29, and SR 236 also act as hotspots for crashes.

Figure 43. Total Crashes by Year

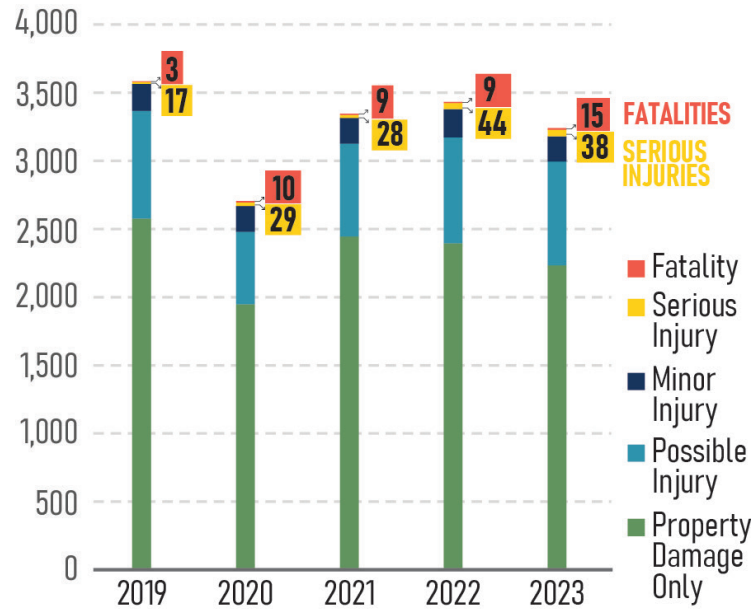
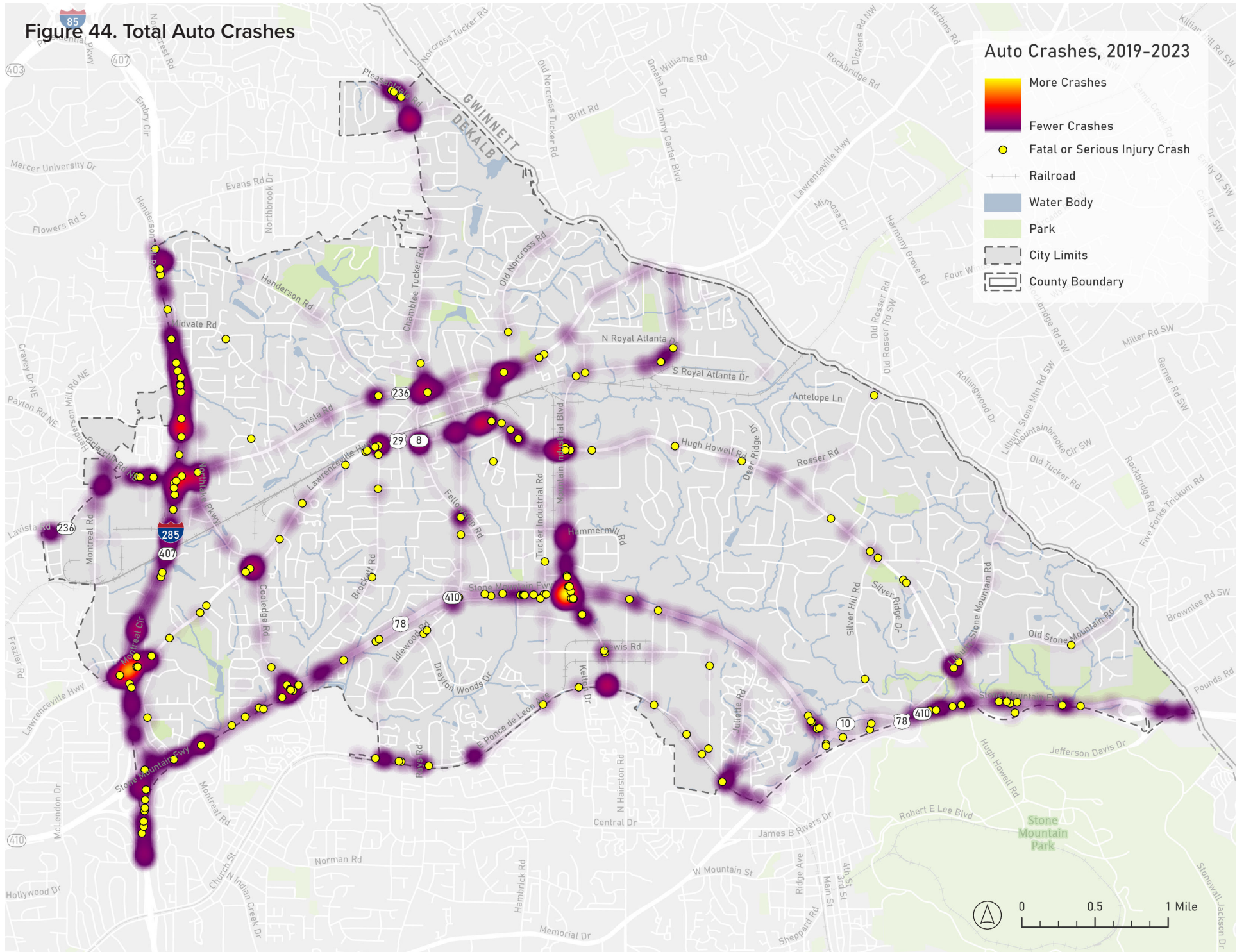


Figure 44. Total Auto Crashes



NON-INTERSTATE CRASHES BY THE NUMBERS

9,099

Non-Interstate Crashes
2019-2023

BY MODE

8,966

Vehicle Crashes

635

Heavy Vehicle Crashes

92

Pedestrian-Involved Crashes

41

Bicyclist-Involved Crashes

BY SEVERITY

24

Fatalities

Fatality Rate:
Tucker: 0.26%
GA: 0.4%

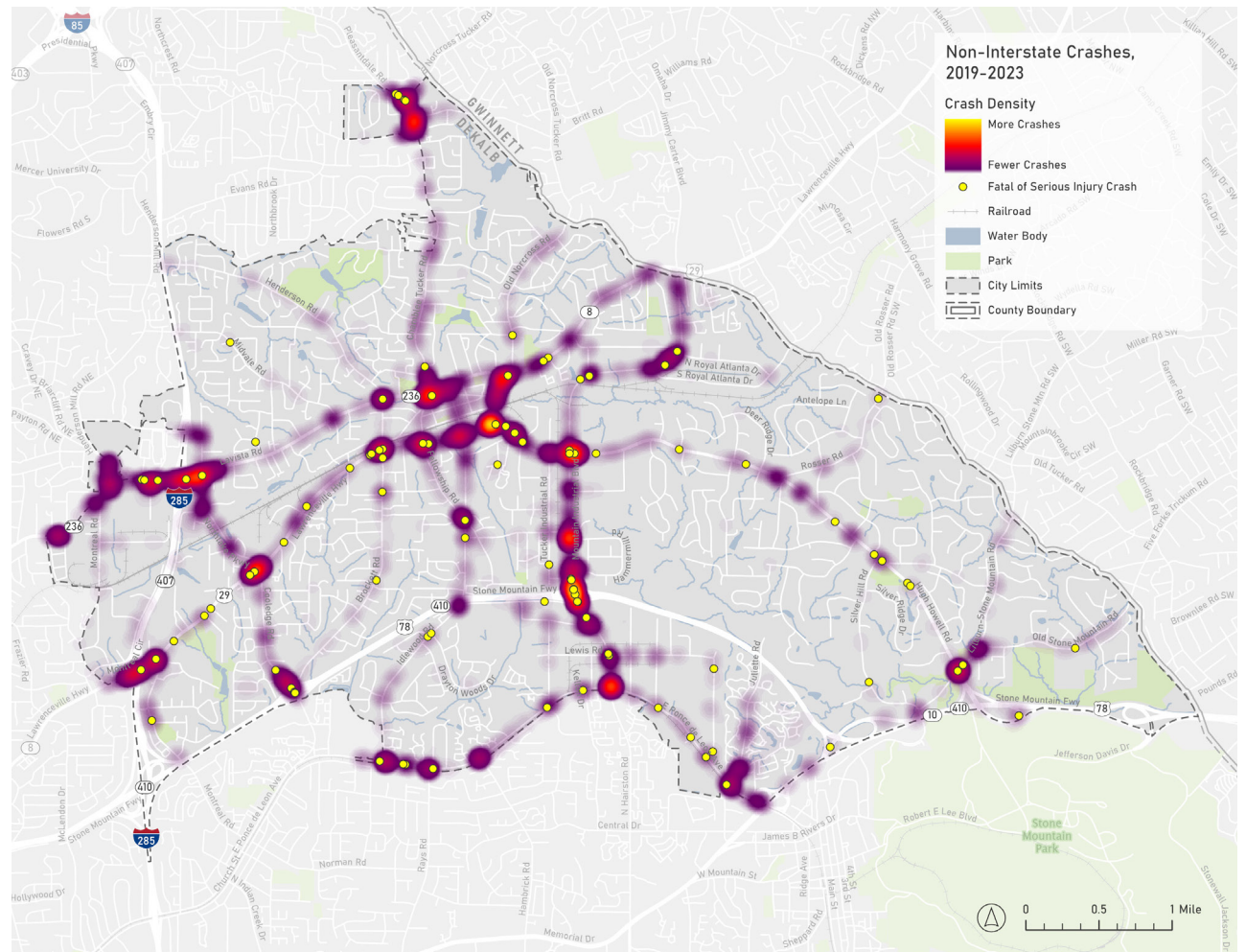
87

Serious Injuries

Serious Injury Rate:
Tucker: 0.95%
GA: 1.6%

Safety analysis for this project included examination of safety and crash data along local roads. This analysis provides a refined assessment of Tucker’s crash data without occurrences along I-285 and US-78.

Figure 45. Non-Interstate Crashes



FATAL AND SERIOUS INJURY CRASHES

Locations of fatal and serious injury crashes are also highlighted in this map, identifying areas where crashes with the most severe outcomes occur within Tucker. Similar to the number of crashes, KSI crashes occur most often on roads with a high volume of traffic moving at high speeds.

The largest number of KSI crashes are seen on I-285, US 78, and US 29. Specific intersection hotspots include I-285 at SR 236, I-285 at US 29, US 78 at Mountain Industrial Blvd, US 78 at SR 10, and US 78 at Cooledge Rd.

Figure 46. KSI Crashes by Mode

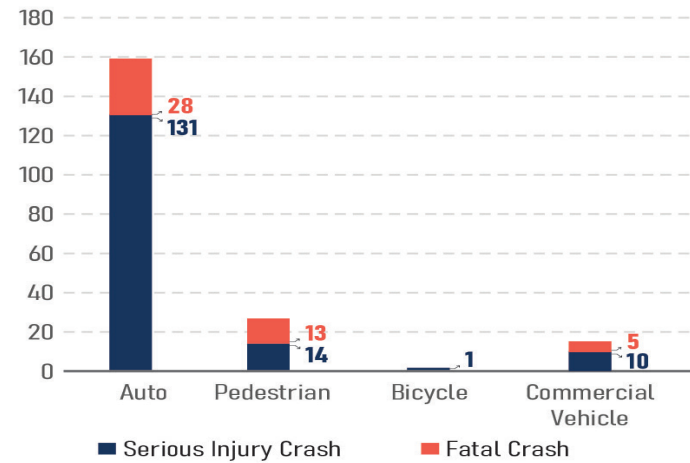


Figure 47. Proportion of KSI Crashes by Mode

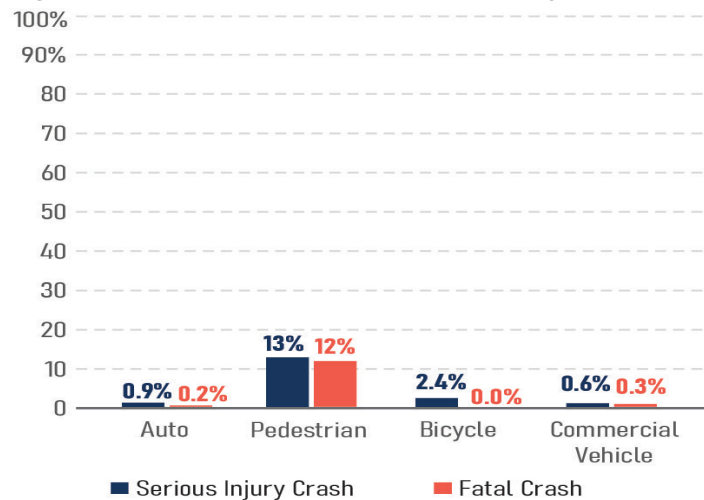
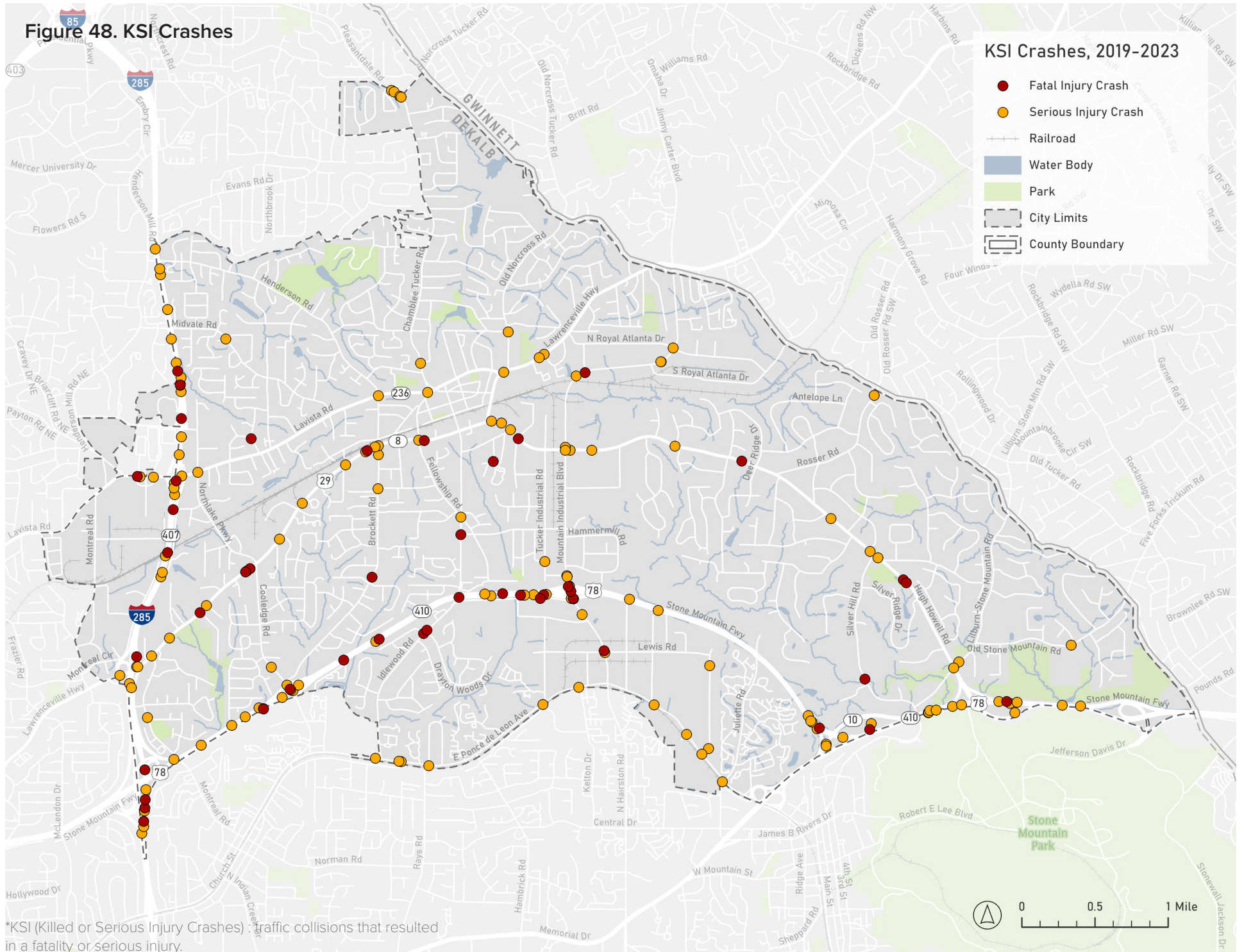


Figure 48. KSI Crashes

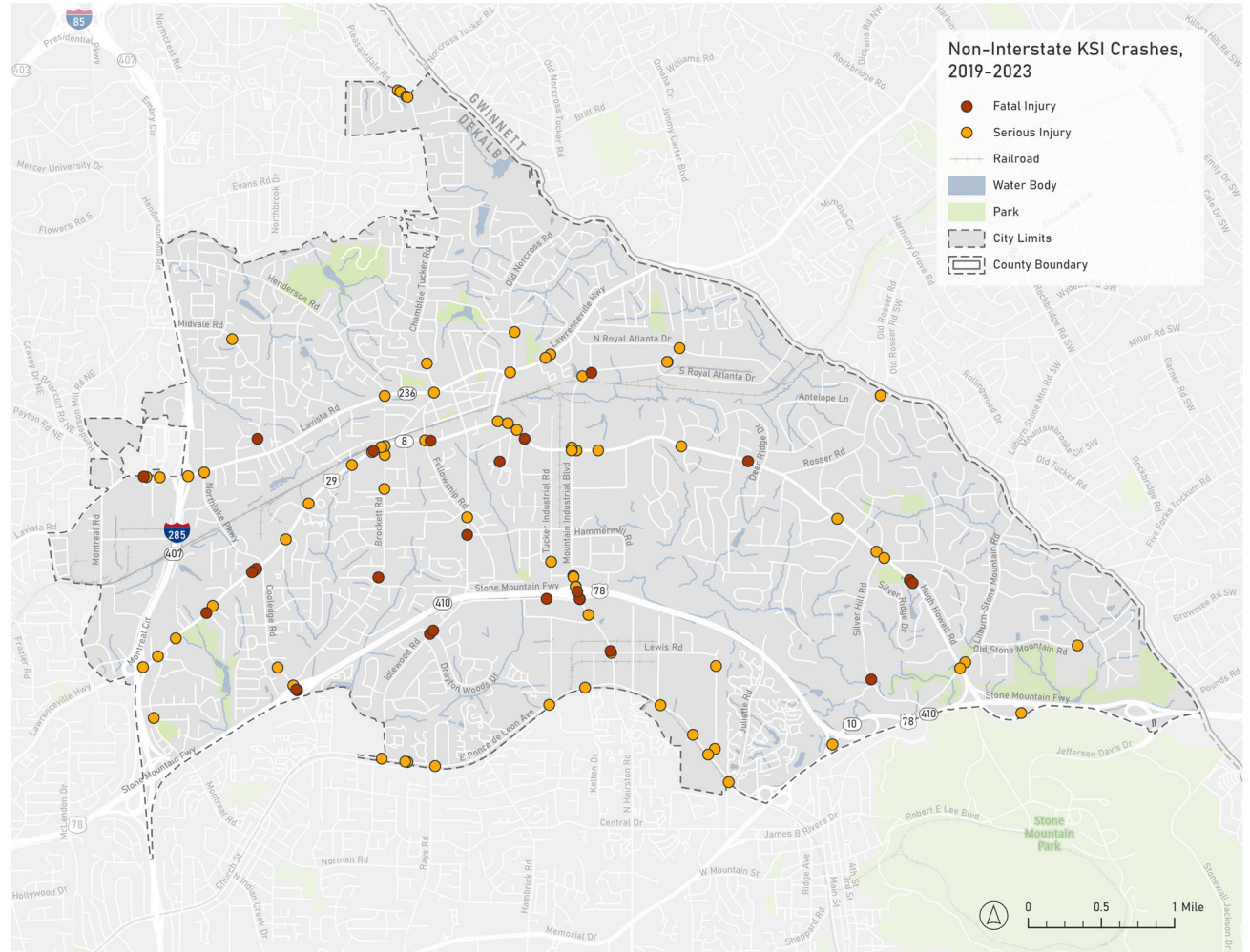


*KSI (Killed or Serious Injury Crashes): traffic collisions that resulted in a fatality or serious injury.

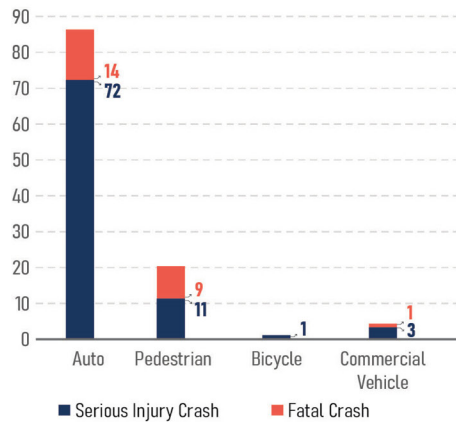
NON-INTERSTATE FATAL AND SERIOUS INJURY CRASHES

Fatal and serious injury (KSI) crashes in Tucker, excluding those occurring on interstates, freeways, and ramps, are concentrated along the high-volume corridors. The corridors with the greatest number of KSI crashes are US-29, Mountain Industrial Boulevard, and Hugh Howell Road. Intersection hotspots are found at US-29/Brockett Road, Mountain Industrial Blvd bridge over US-78, and Mountain Industrial Boulevard/Hugh Howell Road. These crash locations indicate an elevated safety risk for all road users.

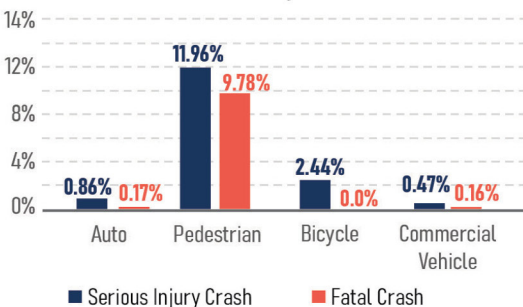
Figure 1. Non-Interstate KSI Crashes



Non-interstate KSI Crashes by Mode



Proportion of Non-interstate Crashes that Result in a KSI Crash by Mode



ACTIVE MODE CRASHES

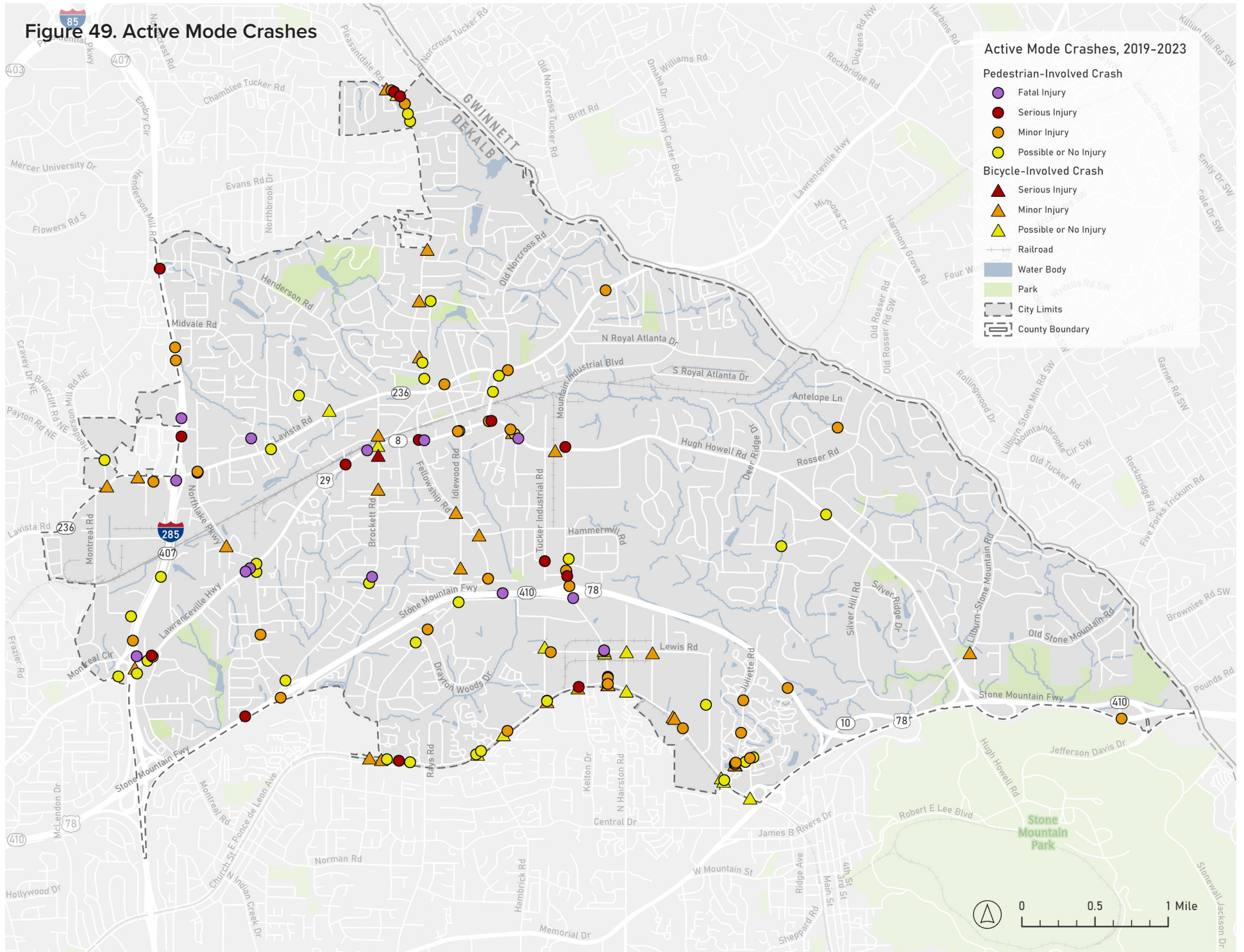
Safety for people walking and biking is a key consideration of this plan, as these users tend to be more at-risk of severe outcomes as a result of traffic crashes. Walking and biking crashes are concentrated in the eastern half of Tucker, on major corridors.

Certain roadways have relatively significant active transportation facilities, such as E Ponce de Leon Ave with the Stone Mountain Trail running along it. However, active mode crashes are still significant along this roadway. This may be due to limited crossing facilities to get the large number of trail users across the busy street. The intersection of Mountain Industrial Blvd sees a large number of active mode crashes.

Other areas in Tucker have inconsistent active transportation facilities. One such location is Juliette Rd at Stone Mill Way/Wood Bend Rd. This high crash intersection has limited sidewalks and transit stops, along with significant curves throughout the roadways that may impair sight distance of drivers.

In some areas, such as Chamblee Tucker Rd/Pleasantdale Rd in the northernmost point of the City, auto and active mode traffic may be increased due to the commercial land uses, as well as transit stops, leading to increased interactions between auto and active mode users.

Figure 49. Active Mode Crashes



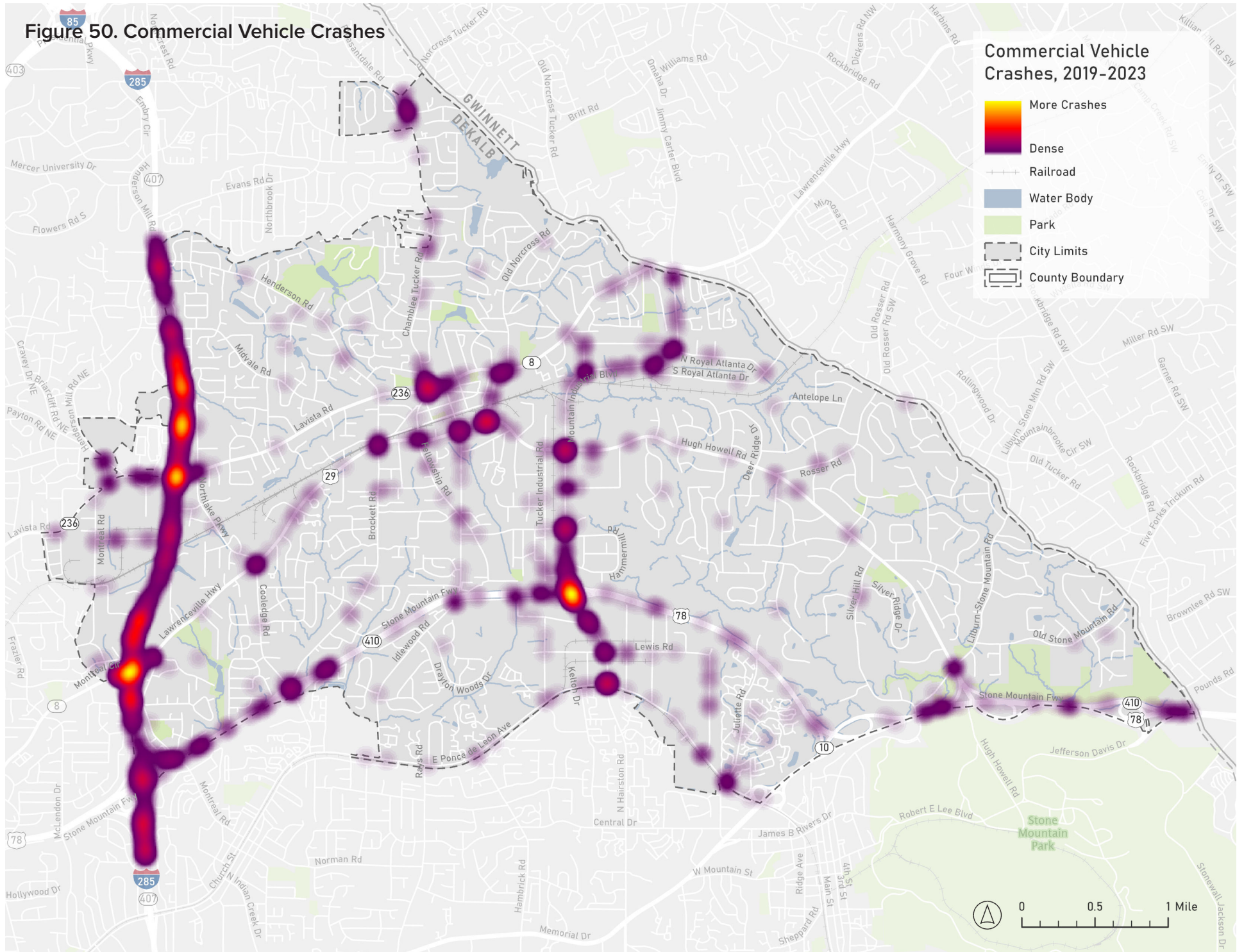
COMMERCIAL VEHICLE CRASHES

Commercial and freight traffic traveling through and serving businesses within the City contribute to local safety, particularly on major roads that carry the majority of this traffic. Crashes involving a commercial vehicle are shown in the following map, which highlights those roads that see high densities of crashes involving freight vehicles. While I-285 show the greatest number of crashes as freight travels through Tucker, other roadways with a significant amount of crashes include US 78, Lawrenceville Hwy/, Mountain Industrial Boulevard, and LaVista Rd/SR 236.

Additionally, intersections between major roadways are highlighted as hotspots for a significant number of crashes. Specific intersection locations include:

- I-285 at LaVista Road
- I-285 at Lawrenceville Hwy
- US 78 at Mountain Industrial Blvd
- Lavista Rd at Lawrenceville Hwy and Chamblee Tucker Rd
- Lawrenceville Hwy at Hugh Howell Rd

Figure 50. Commercial Vehicle Crashes



HIGH INJURY NETWORK

In addition to reviewing crash locations throughout the city, the safety analysis went further to determine roadway segments across the city that can be considered the most dangerous, making up the High Injury Network (HIN).

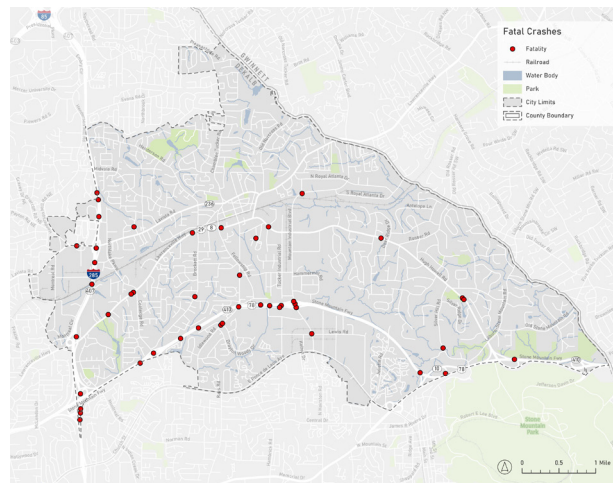
Certain safety data was utilized in this analysis to understand safety along each roadway. Crash history for the years 2019-2023 from the Numetric database was included in this analysis, specifically fatal, serious injury, and minor injury crashes. Risk factor data provided by the Atlanta Regional Commission was also utilized to understand risk factors along each roadway related to pedestrians, bicyclists, roadway departures, and intersections.

After determining a score for each factor along each roadway segment, scores were summed to create a Total Score, shown in Figure 51. Total scores greater than 3 points were included in the final HIN, shown in Figure 52. The road segments highlighted in the network represent those that can be considered the most dangerous and can present the greatest benefit through safety improvements.

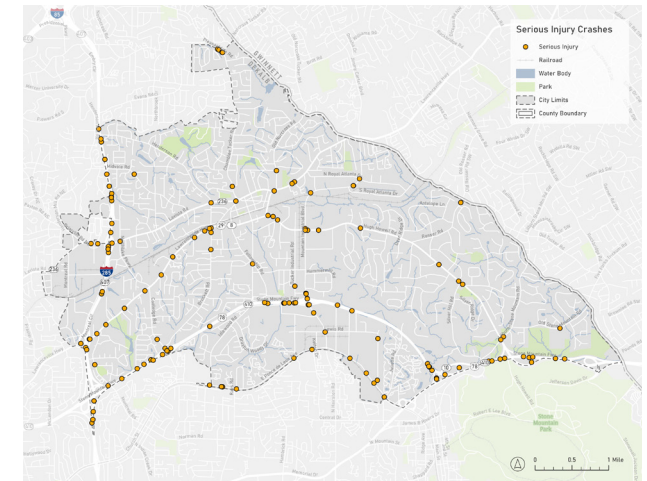
Table 9. HIN Scoring Factors

| FACTOR | DESCRIPTION | POINT |
|-------------------------------|---------------------------------|-------|
| Fatal Crash | 1 or more crashes along roadway | 3 |
| Serious Injury Crash | 1 or more crashes along roadway | 2 |
| Minor Injury Crash | 1 or more crashes along roadway | 1 |
| Pedestrian Risk Factor | Total Risk score > 6 | 1 |
| Bicycle Risk Factor | Total Risk score > 5 | 1 |
| Roadway Departure Risk Factor | Total Risk score > 4 | 1 |
| Intersection Risk Factor | Total Risk score > 2 | 1 |

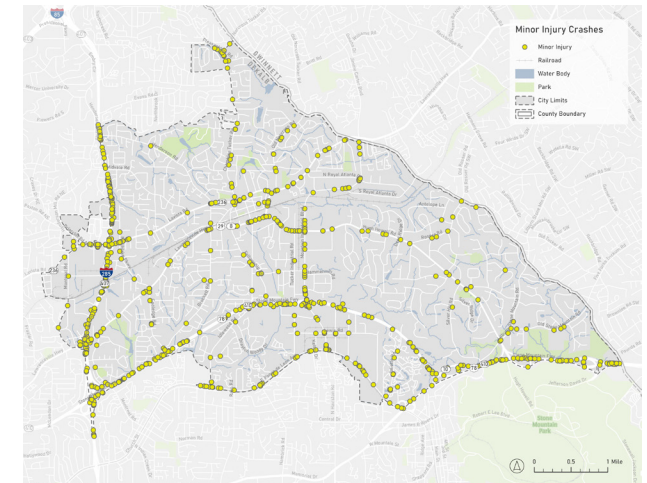
Fatal Crashes



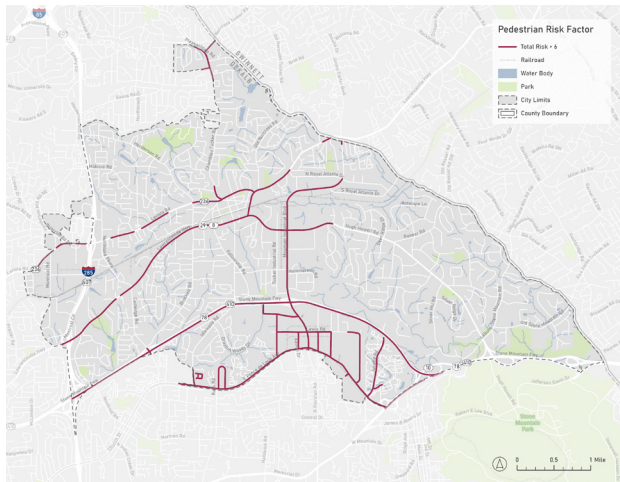
Serious Injury Crashes



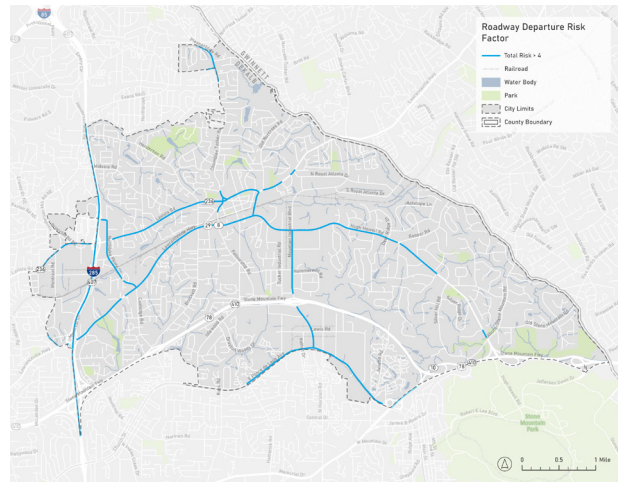
Minor Injury Crashes



Pedestrian Risk Factors



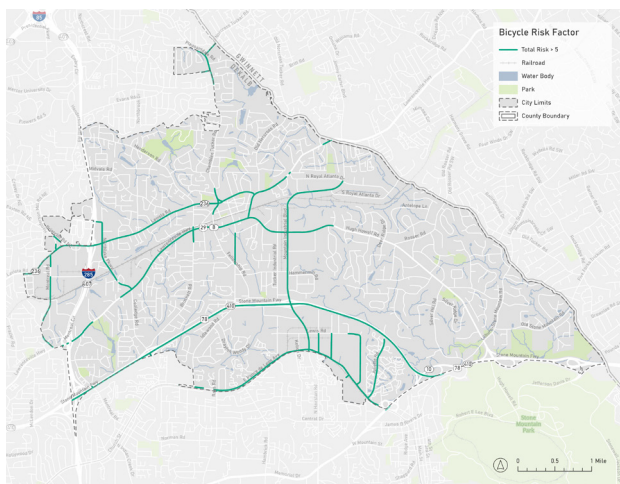
Roadway Departure Risk Factors



HIGHLIGHTS

- The HIN represents 10.8% of the roadway network, but 61.9% of the City’s crashes, and 72.7% of the City’s KSI crashes.
- The HIN covers 23.2 miles of roadway.
- The HIN includes segments along most major roadways, such as I-285, US 78, US 29, and SR 236.

Bicycle Risk Factors



Intersection Risk Factors

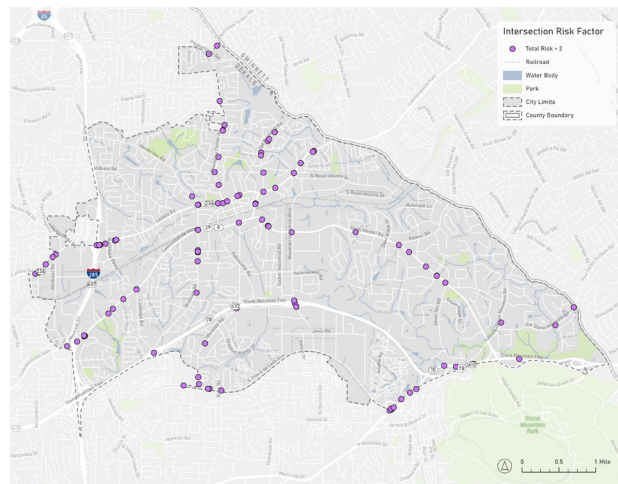


Figure 51. High-Injury Network Scoring

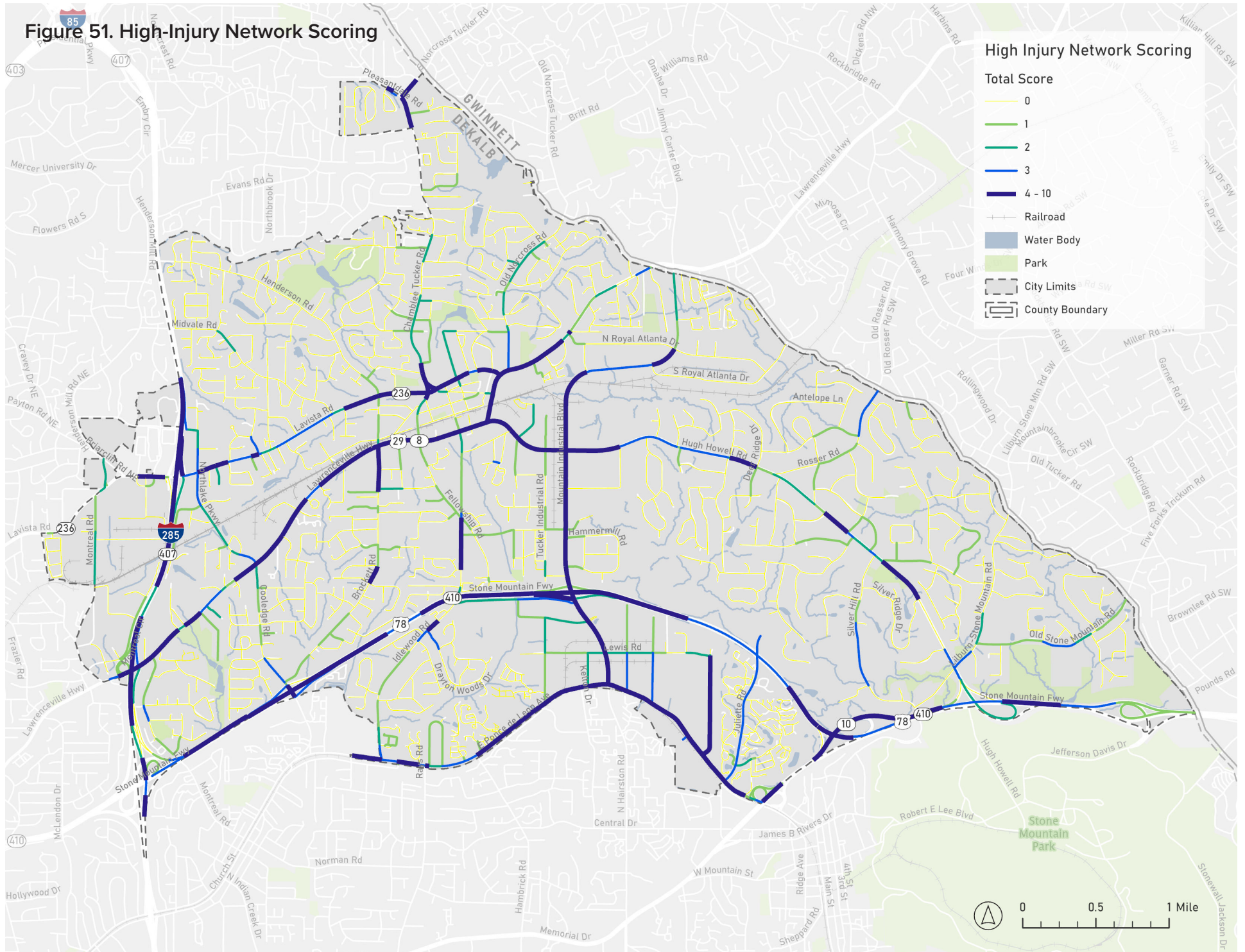
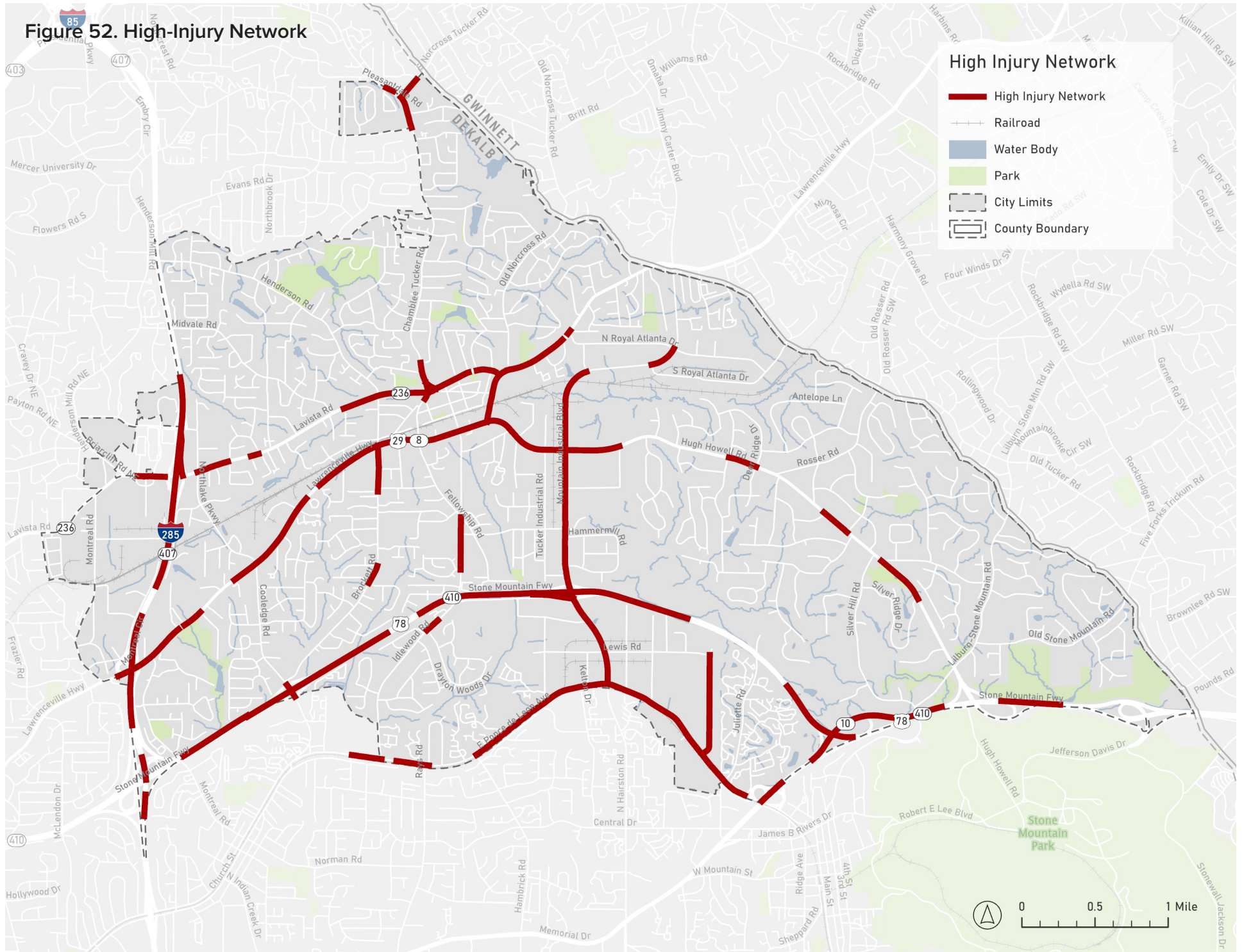


Figure 52. High-Injury Network



APPENDIX B

TRAFFIC ALTERNATIVES ANALYSIS MEMO



To: Ken Hildebrandt, PE, PTOE, City of Tucker

From: Patrick McArdle, PE, RSP2I, Pond & Company

CC: Richard Fangmann, PE, PTOE, Pond & Company
Kat Onore, AICP, Pond & Company

Date: October 14, 2025

Subject: City of Tucker Transportation Master Plan: Intersection Traffic Engineering Analysis

Introduction

This memorandum was developed regarding the intersection traffic engineering analysis performed for the City of Tucker Transportation Master Plan. Information summarized in this document includes:

- Methodology Used for Selecting Study Intersections
- Traffic Data Collection
- Existing Conditions Capacity Analysis
- Forecasting Methodology/Growth Rates
- No Build Capacity Analysis
- Alternatives Analysis
- Recommendations

Study Intersection Selection

The traffic count locations for the Tucker Transportation and Trails Master Plan (TTMP) were strategically selected to capture a comprehensive picture of travel behavior and traffic conditions across the city. Key considerations guiding this selection included:

1. Corridor Priority and Crash History

Lawrenceville Highway (US 29/SR 8) was prioritized due to its high vehicle volumes and elevated crash rates, including a notable number of serious injury and fatal crashes. This corridor is not only the most data-dense but also presents some of the most pressing safety and operational challenges in the city. Multiple data points along Lawrenceville Highway were necessary to support access management, safety improvements, and corridor-wide planning initiatives.

2. Geographic Coverage Across the City

A balanced geographic spread of traffic count locations was essential to represent travel patterns across the full extent of the City of Tucker. Intersections were selected on both east-west (Lavista Road, Hugh Howell Road) and north-south (Mountain Industrial Blvd, Northlake Parkway) axes to ensure that all key subareas were represented.

3. Connectivity to Neighborhoods and Employment Centers

Many of the selected intersections serve as primary gateways between residential neighborhoods, commercial centers, and industrial districts. Locations such as Lavista Road/Northlake Parkway and Hugh Howell Road/Mountain Industrial Blvd are critical junctions for commuter traffic and goods movement. Including these intersections ensures the plan reflects the diverse access needs of Tucker’s residential, business, and freight users.

4. Support for Multimodal Planning

Several intersections (e.g., Lavista Road/Main Street, Lawrenceville Highway/Idlewood Road) were chosen due to their proximity to schools, parks, transit stops, and trail connections. These areas are important for pedestrian and cyclist safety and are focal points for proposed multimodal improvements in both the TTMP and the Lawrenceville Highway Access Management and Beautification Plan.

Study intersections were reviewed and approved by City of Tucker staff prior to data collection. Selected study intersections are summarized in **Table 1**.

Table 1: Study Intersections

| ID | Existing Control | Intersection |
|----|------------------|---|
| 1 | Traffic Signal | Northlake Pkwy at GA-236 Lavista Rd |
| 2 | Traffic Signal | Main St at GA-236 Lavista Rd |
| 3 | Traffic Signal | US 29 Lawrenceville Highway Idlewood Rd |
| 4 | Traffic Signal | Parklake Dr NE at GA-236 Lavista Rd |
| 5 | Traffic Signal | Henderson Mill Rd at Briarcliff Rd NE |
| 6 | Traffic Signal | GA-8 Lawrenceville Hwy at Lynburn Dr |
| 7 | Traffic Signal | GA-8 Lawrenceville Hwy at GA-236 Lavista Rd |
| 8 | Traffic Signal | GA-8 Lawrenceville Hwy at Hugh Howell Rd |
| 9 | Traffic Signal | Mountain Industrial Blvd at Hugh Howell Rd |
| 10 | Traffic Signal | Flintstone Dr at Hugh Howell Rd |

Traffic Data Collection

Traffic count data was collected Wednesday, April 23, 2025. The traffic count program included a 6-hour (6:00 AM – 9:00 AM, 3:00 PM – 6:00 PM) intersection Turning Movement Count (TMC) at each study intersection, including vehicle classification and bicycle/pedestrian volumes.

Existing Conditions Capacity Analysis

Existing conditions capacity analysis was performed utilizing Synchro Software using Synchro methodology with collected TMC data. Analysis was performed in the AM and PM peak hour periods for each study intersections. Intersection delay (in seconds) and Level of Service (LOS) calculated in the analysis are reported in **Table 2**.

Table 2: Existing Conditions Capacity Analysis Summary

| ID | Control | Intersection | Existing | | | |
|----|----------------|---|----------|-------|-----|-------|
| | | | AM | | PM | |
| | | | LOS | Delay | LOS | Delay |
| 1 | Traffic Signal | Northlake Pkwy at GA-236 Lavista Rd | D | 41.5 | D | 35.7 |
| 2 | Traffic Signal | Main St at GA-236 Lavista Rd | D | 48 | D | 36.9 |
| 3 | Traffic Signal | US 29 Lawrenceville Highway Idlewood Rd | C | 25.4 | C | 26.5 |
| 4 | Traffic Signal | Parklake Dr NE at GA-236 Lavista Rd | C | 30.1 | D | 50.7 |
| 5 | Traffic Signal | Henderson Mill Rd at Briarcliff Rd NE | B | 13.6 | B | 19.2 |
| 6 | Traffic Signal | GA-8 Lawrenceville Hwy at Lynburn Dr | B | 19.4 | C | 25.9 |
| 7 | Traffic Signal | GA-8 Lawrenceville Hwy at GA-236 Lavista Rd | C | 24.1 | C | 24.1 |
| 8 | Traffic Signal | GA-8 Lawrenceville Hwy at Hugh Howell Rd | C | 28.1 | D | 42.8 |
| 9 | Traffic Signal | Mountain Industrial Blvd at Hugh Howell Rd | D | 41.5 | C | 34.2 |
| 10 | Traffic Signal | Flintstone Dr at Hugh Howell Rd | B | 16.9 | B | 19.4 |

Forecasting Methodology/Growth Rate Selection

It is necessary to evaluate the operations of study intersections under future conditions to adequately determine capacity needs. In order to perform this evaluation, traffic forecasting was completed. The forecasting process consisted of estimating year 2050 AM and PM peak hour volumes by applying a series of growth rates to collected TMC data. Growth rates used in this analysis include a short term growth rate calculated from GDOT historical traffic count data and a long term growth rate calculated utilizing the ARC Travel Demand Model. Selected growth rates are presented in **Table 3**.

Table 3: Selected Growth Rates for Traffic Volume Forecasting

| | |
|---|-------|
| Existing Year | 2025 |
| Opening Year | 2030 |
| Design Year | 2050 |
| Short-term growth rate (2025-2030) | 0.20% |
| Long-term growth rate (2030-2050) | 1.17% |
| Short-term growth factor (2025-2030) | 1.01 |
| Long-term growth factor (2030-2050) | 1.26 |
| Opening year synchro factor (2025-2030) | 1.01 |
| Design year synchro factor (2025-2050) | 1.27 |
| Blended Growth Rate | 0.98% |

No Build Conditions Capacity Analysis

No Build conditions capacity analysis was performed utilizing Synchro Software using Synchro methodology with forecasted 2050 traffic volumes and the existing roadway network features. Analysis was performed in the AM and PM peak hour periods for each study intersections. Intersection delay (in seconds) and Level of Service (LOS) calculated in the analysis are reported in **Table 4**.

Table 4: No Build Conditions Capacity Analysis Summary

| ID | Control | Intersection | Design Year 2050 | | | |
|----|----------------|---|------------------|-------|-----|-------|
| | | | AM | | PM | |
| | | | LOS | Delay | LOS | Delay |
| 1 | Traffic Signal | Northlake Pkwy at GA-236 Lavista Rd | E | 55 | D | 50.3 |
| 2 | Traffic Signal | Main St at GA-236 Lavista Rd | D | 41.6 | D | 41.9 |
| 3 | Traffic Signal | US 29 Lawrenceville Highway Idlewood Rd | C | 34.9 | D | 36 |
| 4 | Traffic Signal | Parklake Dr NE at GA-236 Lavista Rd | E | 64.3 | D | 54.5 |
| 5 | Traffic Signal | Henderson Mill Rd at Briarcliff Rd NE | B | 14.9 | C | 31.3 |
| 6 | Traffic Signal | GA-8 Lawrenceville Hwy at Lynburn Dr | C | 30.8 | D | 39.1 |
| 7 | Traffic Signal | GA-8 Lawrenceville Hwy at GA-236 Lavista Rd | D | 53.7 | D | 41.2 |
| 8 | Traffic Signal | GA-8 Lawrenceville Hwy at Hugh Howell Rd | D | 53 | D | 51.8 |
| 9 | Traffic Signal | Mountain Industrial Blvd at Hugh Howell Rd | F | 86.9 | E | 66.9 |
| 10 | Traffic Signal | Flintstone Dr at Hugh Howell Rd | B | 15.7 | C | 32.1 |

Alternatives Analysis

Alternative capacity and operational improvements were developed at each study intersection through a qualitative screening process. Capacity analysis was then performed on identified alternatives under 2050 conditions using Synchro software. Alternative descriptions and capacity analysis results are presented in **Attachment A**.

Recommendations

Recommended improvements at study intersections were developed after a review of the alternatives analysis results as well as consideration of other factors such as crash risk, project cost, right-of-way impacts, and constructability. Intersection recommendations are presented in **Table 5**.

Table 5: Intersection Recommendations

| ID | Existing Control | Intersection | Preliminary Recommendation |
|----|------------------|---|---|
| 1 | Traffic Signal | Northlake Pkwy at GA-236 Lavista Rd | Install Additional Westbound Through Lane along Lavista Rd; Leading Pedestrian Intervals, Remove channelized right turn. |
| 2 | Traffic Signal | Main St at GA-236 Lavista Rd | Install Southbound Right Turn Lane along Tucker High School Driveway; Perform a Detailed Study of School Traffic and Consider Shifting Traffic Flow to the Access Point on Chamblee Tucker Road with a Potential Signalized Intersection |
| 3 | Traffic Signal | US 29 Lawrenceville Highway Idlewood Rd | No Build (No Improvements are Necessary to Maintain Adequate Level of Service for all Movements) |
| 4 | Traffic Signal | Parklake Dr NE at GA-236 Lavista Rd | No Recommendation |
| 5 | Traffic Signal | Henderson Mill Rd at Briarcliff Rd NE | Install Eastbound Right Turn Lane along Briarcliff Rd |
| 6 | Traffic Signal | GA-8 Lawrenceville Hwy at Lynburn Dr | Install Southbound Right Turn Lane along Lawrenceville Highway |
| 7 | Traffic Signal | GA-8 Lawrenceville Hwy at GA-236 Lavista Rd | Install Northbound Dual Left Turn Lanes along Lawrenceville Hwy; Convert Southbound Right Turn to Signal Controlled Dual Right Turn Lanes with pm+Overlap Phase |
| 8 | Traffic Signal | GA-8 Lawrenceville Hwy at Hugh Howell Rd | Install Dual Westbound Right Turn Lanes along Hugh Howell Rd; Close South Intersection Leg (with the Exception of the Eastbound Right Turn Movement), Redirect Traffic to Other Access Points; Provide pm+Overlap Phase for Southbound Right Movement |
| 9 | Traffic Signal | Mountain Industrial Blvd at Hugh Howell Rd | [Install Eastbound Right Turn Lane along Hugh Howell Rd; Install Dual Northbound and Southbound Dual Left Turn Lanes along Mountain Industrial Blvd (PI 0015216)] Install Southbound Right Turn Lane along Mountain Industrial Blvd; Install Leading Pedestrian Interval; No Right on Red; Provide pm+Overlap Phasing for Eastbound Right Turn Movement along Hugh Howell Rd Upgrade pedestrian crossing markings. |
| 10 | Traffic Signal | Flintstone Dr at Hugh Howell Rd | Convert Eastbound Right Turn Lane along Hugh Howell Rd to a Shared Through-Right Lane, Taper Down to Two Lanes East of Flintstone Dr |
| 11 | Traffic Signal | GA-236 Lavista Rd at Henderson Mill Rd | Extend Median along Henderson Mill Road an additional 75 feet to the North and Convert the Development Driveways on the East and West Sides of the Road to RIRO only. |



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Attachment: Alternatives Analysis Summary

| ID | Existing Control | Intersection | 2050 No Build | | | | Alternative 1 2050 | | | | Alternative 2 2050 | | | | Alternative 3 2050 | | | | Alternative 4 2050 | | | | Alternative 5 2050 | | | | Preliminary Recommendation | | | | | |
|----|------------------|---|---------------|-------|-----|-------|---|-------|------|-------|--------------------|--|-------------|-------|--------------------|-------|--|-------|--------------------|-------|------|---|--------------------|-------|-------------|---|---|-----|-------|--|---|---|
| | | | AM | | PM | | Improvement | | AM | | PM | | Improvement | | AM | | PM | | Improvement | | AM | | PM | | Improvement | | | AM | | PM | | |
| | | | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | | LOS | Delay | LOS | Delay | |
| 1 | Traffic Signal | Northlake Pkwy at GA-236 Lavista Rd | E | 55 | D | 50.3 | Install Westbound Right Turn Lane along Lavista Rd | D | 47 | D | 49.7 | Install Northbound Triple Left Turn Lanes along Northlake Pkwy | D | 47.1 | D | 50.4 | Install Additional Westbound Through Lane along Lavista Rd | D | 39.9 | D | 49.5 | Exclusive pedestrian phase, Remove channelized right turn. | E | 56.5 | D | 48.4 | Install Additional Westbound Through Lane along Lavista Rd; Leading Pedestrian Intervals, Remove channelized right turn. | D | 45.2 | D | 54.9 | Install Additional Westbound Through Lane along Lavista Rd; Leading Pedestrian Intervals, Remove channelized right turn. |
| 2 | Traffic Signal | Main St at GA-236 Lavista Rd | D | 41.6 | D | 41.9 | Install Eastbound Right Turn Lane along Lavista Rd | D | 41.1 | D | 38.3 | Convert Westbound Left Turning Movement Phasing along Lavista Rd to Permissive-Only | D | 40.9 | D | 42 | Install Southbound Right Turn Lane along Tucker High School Driveway | D | 40.3 | D | 41.8 | | | | | | | | | | | Install Southbound Right Turn Lane along Tucker High School Driveway; Perform a Detailed Study of School Traffic and Consider Shifting Traffic Flow to the Access Point on Chamblee Tucker Road with a Potential Signalized Intersection |
| 3 | Traffic Signal | US 29 Lawrenceville Highway Idlewood Rd | C | 34.9 | D | 36 | Install Northbound Right Turn Lane | C | 29.4 | C | 33.9 | Install Eastbound and Westbound Right Turn Lanes along Lawrenceville Hwy | C | 28.5 | C | 30.8 | | | | | | | | | | | | | | No Build (No Improvements are Necessary to Maintain Adequate Level of Service for all Movements) | | |
| 4 | Traffic Signal | Parklake Dr NE at GA 236 Lavista Rd | E | 64.3 | D | 54.5 | Install Westbound Right Turn Lane along Lavista Rd | D | 41.4 | D | 53.7 | | | | | | | | | | | | | | | | | | | | | |
| 5 | Traffic Signal | Henderson Mill Rd at Briarcliff Rd NE | B | 14.9 | C | 31.3 | Convert Existing Northbound Through Lane along Henderson Mill to an additional Left Turn Lane | C | 34.2 | C | 31.8 | Install Eastbound Right Turn Lane along Briarcliff Rd | B | 15 | B | 15.7 | | | | | | | | | | | | | | | Install Eastbound Right Turn Lane along Briarcliff Rd | |
| 6 | Traffic Signal | GA-8 Lawrenceville Hwy at Lynburn Dr | C | 30.8 | D | 39.1 | Convert Existing Westbound Right Turn Lane along Lynburn Dr to a Shared Through-Left-Right Lane and Convert Existing Westbound Shared Through-Left Turn Lane along Lynburn Dr to a Left Turn Lane | C | 27.4 | C | 34.6 | Install Westbound Left Turn Lane along Lynburn Dr | C | 26.4 | C | 31.5 | Install Southbound Right Turn Lane along Lawrenceville Highway | C | 25.5 | D | 38.5 | | | | | | | | | | | Install Southbound Right Turn Lane along Lawrenceville Highway |
| 7 | Traffic Signal | GA-8 Lawrenceville Hwy at GA-236 Lavista Rd | D | 53.7 | D | 41.2 | Install Dual Eastbound Right Turn Lanes | D | 49 | C | 29.1 | Install Triple Eastbound Left Turn Lanes along Lavista Rd, with Limited Widening of Lawrenceville Highway to Accommodate and Taper | D | 50.8 | C | 21 | Install Northbound Dual Left Turn Lanes along Lawrenceville Hwy | C | 22 | C | 29.2 | Convert Southbound Right Turn to Signal Controlled Dual Right Turn with Overlap Phase | D | 41.7 | D | 36.2 | Install Multilane Roundabout | A | 6.8 | F | 76.2 | Install Northbound Dual Left Turn Lanes along Lawrenceville Hwy; Convert Southbound Right Turn to Signal Controlled Dual Right Turn Lanes with Overlap Phase |
| 8 | Traffic Signal | GA-8 Lawrenceville Hwy at GA-236 Hugh Howell Rd | D | 53 | D | 51.8 | Install Dual Westbound Right Turn Lanes along Hugh Howell Rd | D | 39.6 | D | 48.8 | Close South Intersection Leg (with the Exception of the Eastbound Right Turn Movement), Redirect Traffic to Other Access Points; Provide Overlap Phase for SBR | D | 46.4 | C | 24 | Install Dual Southbound Right Turn Lanes along Lawrenceville Hwy | D | 41.8 | D | 49.6 | | | | | | | | | | | Install Dual Westbound Right Turn Lanes along Hugh Howell Rd; Close South Intersection Leg (with the Exception of the Eastbound Right Turn Movement), Redirect Traffic to Other Access Points; Provide Overlap Phase for Southbound Right Movement |
| 9 | Traffic Signal | Mountain Industrial Blvd at GA-236 Hugh Howell Rd | F | 86.9 | E | 66.9 | Install Eastbound Right Turn Lane along Hugh Howell Rd; Install Northbound and Southbound Right Turn Lanes along Mountain Industrial Blvd | E | 72.5 | D | 39.7 | Install Dual Northbound Left Turn Lanes along Mountain Industrial Blvd | E | 65.6 | E | 60.3 | Install Eastbound Right Turn Lane along Hugh Howell Rd; Install Dual Northbound and Southbound Dual Left Turn Lanes along Mountain Industrial Blvd [GDOT Project PI 0015216] | E | 65.3 | D | 46 | Leading Pedestrian Interval; No Right on Red; Upgrade pedestrian crossing markings. | F | 103.6 | F | 69.9 | Install Eastbound Right Turn Lane along Hugh Howell Rd; Install Dual Northbound and Southbound Dual Left Turn Lanes along Mountain Industrial Blvd [PI 0015216] | E | 68.1 | D | 54.9 | [Install Eastbound Right Turn Lane along Hugh Howell Rd; Install Dual Northbound and Southbound Dual Left Turn Lanes along Mountain Industrial Blvd (PI 0015216)] Install Southbound Right Turn Lane along Mountain Industrial Blvd; Install Leading Pedestrian Interval; No Right on Red; Provide pm+Overlap Phasing for Eastbound Right Turn Movement along Hugh Howell Rd Upgrade pedestrian crossing markings. |
| 10 | Traffic Signal | Flintstone Dr at GA-236 Hugh Howell Rd | B | 15.7 | C | 32.1 | Convert Eastbound Right Turn Lane along Hugh Howell Rd to a Shared Through-Right Lane, Taper Down to Two Lanes East of Flintstone Dr | B | 15.6 | B | 14.8 | | | | | | | | | | | | | | | | | | | Convert Eastbound Right Turn Lane along Hugh Howell Rd to a Shared Through-Right Lane, Taper Down to Two Lanes East of Flintstone Dr | | |
| 11 | Traffic Signal | GA-236 Lavista Rd at Henderson Mill Rd | N/A | | | | | | | | | | | | | | | | | | | | | | | Extend Median along Henderson Mill Road an additional 75 feet to the North and Convert the Development Driveways on the East and West Sides of the Road to RIR0 only. | | | | | | |

APPENDIX C

DETAILED PROJECT COST AND PHASING TABLE



Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|---------------------|--------------|---------------------------|---|----------------|--------|----------------|
| Bancroft Cir | | | | | | |
| S-11 | Sidewalk | New Sidewalk | Construct new sidewalk | \$527,548.61 | Long | 5 |
| Brockett Rd | | | | | | |
| O-42 | Operational | Crossing Improvement | Signage, Raised Pedestrian Island | \$25,345.00 | Medium | 6 |
| O-59 | Operational | Signal Improvements | Install auxiliary signal heads on the back of the north SR 8 mast arm for southbound motorists | \$1,893,512.00 | Short | 10 |
| | Operational | Roadside | Install shoulders along both sides of Brockett Rd, if not implementing Project NS-106 | | | |
| | Operational | Intersection Improvements | Realign the intersection further north | | | |
| | Operational | Signal Improvements | Review signal head placement of each approach at the intersection of Brockett Road at Moon Street/Railroad Avenue. | | | |
| | Operational | Railroad | Realign the intersection of Brockett Road at Moon Street/Railroad Avenue further north to increase the distance between the intersection and the railroad crossing. | | | |
| S-49 | Sidewalk | New Sidewalk | Construct new sidewalk on both sides of road. | \$166,970.27 | Short | 9 |
| S-61 | Sidewalk | Sidewalk Repair | Repair and replace broken sidewalks. | \$63,384.90 | Medium | 7 |
| S-66 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road. | \$702,807.11 | Medium | 7 |
| S-85 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road. | \$933,648.99 | Asp | 4 |
| | Operational | Railroad | At the intersection of Brockett Road at Moon Street/Railroad Avenue and at the adjacent railroad crossing: install shoulders. | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|---------------------------|--------------|----------------------|--|----------------|--------------|----------------|
| O-58 | Operational | Railroad | <p>Review and modify the railroad crossing treatment (signs, pavement markings, signal equipment, etc.) □ to meet the standards set in Part 8 of the MUTCD, including: installation of a minimum of one Grade □ Crossing sign (MUTCD R15-1) on each approach □ and a number-of-tracks sign (R15-2P); installation of □ a "Do Not Stop on Tracks" sign (MUTCD R8-8); □ installation of a "Stop Here on Red Sign (MUTCD □ R10-6); installation of a stop line at both approaches; □ consideration of grade crossing advance warning □ signs (MUTCD W10-1); consideration of grade □ crossing pavement markings; and review of flashing □ light signal equipment.</p> | \$30,562.00 | Short | 6 |
| Brownlee Dr | | | | | | |
| S-40 | Sidewalk | New Sidewalk | Construct new sidewalk | \$1,014,692.72 | Aspirational | 5 |
| Chamblee Tucker Rd | | | | | | |
| | Operational | Signal Improvements | Review signal timings for the appropriateness of extending the westbound split. | | | |
| | Operational | Signal Improvements | Upgrade the northbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the northbound travel lanes. | | | |
| | Operational | Lane Improvements | Widen the northbound receiving lanes | | | |
| O-71 | Operational | Crossing Improvement | Restripe the west crosswalk and move further upstream, out of the intersection turning radii, to shorten the crossing distance. Remove the triangular raised pedestrian island and tighten the turning radius of the southbound right-turn lane. | \$676,680.25 | Short | 12 |
| | Operational | Access Management | Consider closing and consolidating access points on Tucker Norcross Road between Chamblee Tucker Road and Pleasantdale Road. | | | |
| | Operational | Access Management | Close the southern driveway of the Puesta Billiards site. | | | |
| | Operational | Access Management | Close the driveway on Tucker Norcross Road to the parcel in the northeast corner of the intersection | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|--------------------------------|--------------|---------------------------|--|----------------|--------------|----------------|
| | Operational | Lighting | Conduct a lighting study at the intersection to identify appropriate lighting upgrades | | | |
| S-7 | Sidewalk | New Sidewalk | Construct new sidewalk | \$55,575.65 | Asp | 5 |
| Church St | | | | | | |
| S-63 | Sidewalk | New Sidewalk | Fill gaps on both sides of street | \$936,527.08 | Asp | 4 |
| Cofer Crossing Driveway | | | | | | |
| S-38 | Sidewalk | New Sidewalk | Coordinate with property owner to construct new sidewalk on west side of road. | \$0.00 | Medium | 6 |
| Cooledge Rd | | | | | | |
| O-34 | Operational | Intersection Improvement | Access managment, No right on red for NB/SB approaches, Leading Pedestrian Interval | \$95,700.00 | Short | 9 |
| O-37 | Operational | Intersection Improvements | Reconfigure the offset intersection to a barbell roundabout | \$3,700,000.00 | Aspirational | 2 |
| | Operational | Intersection Improvements | Reconfigure the intersection to a roundabout | | | |
| | Operational | Crossing Improvement | Upgrade the pedestrian signals to countdown signal heads, if not implementing Project NS-043 | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|----------------------------|--------------|-----------------------|--|----------------|--------------|----------------|
| O-40 | Operational | Lane Improvements | Construct a northbound right-turn lane, if not implementing Project NS-043 | \$3,834,125.00 | Medium | 7 |
| | Operational | Crosswalk Improvement | Restripe the crosswalks to be high emphasis crossings | | | |
| | Operational | Signal Improvements | At the intersection of Brockett Road at Cooledge Road, upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow | | | |
| | Operational | Crossing Improvement | Upgrade all pedestrian signal heads at the intersection of Brockett Road at Cooledge Road to countdown pedestrian signal heads. | | | |
| Dillard St | | | | | | |
| S-19 | Sidewalk | New Sidewalk | Construct new sidewalk | \$523,717.92 | Long | 5 |
| E Ponce de Leon Ave | | | | | | |
| O-1 | Operational | Roadside | Guardrail and curb improvements. Widen shoulders. | \$840,035.83 | Aspirational | 5 |
| O-4 | Operational | Safety Improvements | Edge and center line rumble stripes. High visible reflective pavement markings (RPMs), radar detection feedback speed limit signs, shoulder widening/improvements to avoid roadway departures. Upgrade all existing railroad crossings to include at least two | \$1,109,997.14 | Aspirational | 5 |
| O-7 | Operational | Safety Improvements | High Visibility Pavement Markings. Advanced warning signs. | \$16,610.71 | Aspirational | 4 |
| O-47 | Operational | Crossing Improvement | Leading Pedestrian Interval, Pedestrian Refuge Island | \$962,925.00 | Medium | 6 |
| | Operational | Signal Improvements | Review signal timings for the appropriateness of extending the eastbound left-turn phase. | | | |
| | Operational | Signal Improvements | Upgrade the existing five-section signal heads to four-section signal heads with a flashing yellow arrow for all approaches. Install additional three-section signal heads over the through travel lanes. | | | |
| | Operational | Crossing Improvement | Upgrade the existing northbound pedestrian signal head across the west leg to a countdown pedestrian signal head. | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|---------------------------------|---|---------------|--------|----------------|
| | Operational | Access Management | Consolidate access to the Texaco parcel by closing the western driveway on East Ponce de Leon Avenue | | | |
| | Operational | Lighting | Conduct a lighting study at the intersection to identify appropriate lighting upgrades. | | | |
| | Operational | Lane Improvements | Install right turn lanes on all approaches, including WBR double RT lane. Install double left turn lane for SBL movement. | | | |
| O-97 | Operational | Signing and Marking Improvement | Install raised pavement markers | | | |
| | Operational | Signal Improvements | Convert left-turn signal on eastbound E. Ponce de Leon Avenue approach to flashing yellow arrow (FYA) | \$200,000.00 | Short | 8 |
| | Operational | Signal Improvements | Install supplemental signal heads and advance "signal ahead" signage on southbound Rock Mountain Boulevard | | | |
| | Operational | Freight improvement | Increase radii NW and NE corners to accommodate WB 60 tractor trailer | | | |
| | Operational | Crossing Improvement | Install a pedestrian crosswalk and pedestrian signal west of the intersection to c | | | |
| S-57 | Sidewalk | New Sidewalk | Construct new sidewalk on north side of road. | \$245,600.39 | Medium | 7 |
| S-59 | Sidewalk | Sidewalk Repair | Repair broken sidewalk along the south side of the west leg. Extend this sidewalk to the MARTA bus stop west of where this sidewalk terminates. | \$52,665.03 | Asp | 5 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-------------------|--------------|--|--|---------------|--------|----------------|
| S-35 | Sidewalk | New Sidewalk | Construct new sidewalk | \$236,277.68 | Medium | 6 |
| O-45 | Operational | Signing and Marking Improvement | At the southbound approach of Wamsley Way, install a bicycle/ pedestrian warning sign (MUTCD W11-15) mounted to a "Trail X-ing" warning plaque (MUTCD W11-15P) | \$456,348.75 | Short | 8 |
| | Operational | Access Management | Install delineator posts along the inside of the westbound left-turn lane and median striping to prevent eastbound left-turn movements from East Ponce de Leon Avenue onto Wamsley Way. | | | |
| | Operational | Signal Improvements | Upgrade the westbound five-section signal head to a four-section signal head with a flashing yellow arrow | | | |
| | Operational | Crossing Improvement | Provide a two-stage pedestrian crosswalk with a raised pedestrian refuge and appropriate signage across East Ponce de Leon, east of Orchard Park Drive, for pedestrians crossing the major street to board and alight buses. Consider installation of a rectangular rapid flashing beacon as part of this crossing treatment | | | |
| | Operational | Access Management | Install a triangular island with rubber traffic separating curb at Wamsley Way to modify its access to right-turn-in/right-turn-out-only. | | | |
| | Operational | Access Management | Install a permanent triangular raised island to restrict access at Wamsley Way to right-turn-in/right-out-only operation. | | | |
| | Operational | Access Management | In coordination with restricting access at Wamsley Way, install an eastbound left-turn lane at the intersection of East Ponce de Leon Avenue at Kingsgate Drive to accommodate the shift in Wilshire Condominiums traffic patterns after restricting Wamsley Way access | | | |
| | Operational | Lighting | Conduct a lighting study at the intersection to identify appropriate lighting upgrades. | | | |
| Operational | Study | Conduct a study to determine the appropriateness of a continuous green T-intersection configuration. | | | | |
| Elmdale Dr | | | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|----------------------|--------------|---------------------------|---|---------------|--------------|----------------|
| O-12 | Operational | Access Management | Close the section of Elmdale Dr between Idlewood Rd and Fellowship Rd | \$46,250.00 | Aspirational | 1 |
| S-17 | Sidewalk | New Sidewalk | Construct new sidewalk | \$176,675.54 | Long | 5 |
| Fellowship Rd | | | | | | |
| O-13 | Operational | Complete Streets | Construct a road-diet reconfiguration that includes bike/ped treatments | \$6,475.00 | Aspirational | 4 |
| O-18 | Operational | Lane Improvements | Lane re-configuration - change from two lanes in each direction to two southbound lanes and one northbound lane | \$63,342.43 | Short | 9 |
| O-56 | Operational | Intersection Improvements | Improve the turning radius of the northbound right-turn movement | \$5,755.55 | Aspirational | 4 |
| O-60 | Operational | Intersection Improvement | Leading Pedestrian Interval, No right on red for NB/SB approaches, Access management | \$895,400.00 | Short | 10 |
| | Operational | Lane Improvements | Construct a northbound right turn lane | | | |
| | Operational | Lane Improvements | Extend northbound left-turn lane storage | | | |
| | Operational | Access Management | Consolidate driveways in the northeast and northwest quadrants of the intersection | | | |
| | Operational | Intersection Improvement | Add an eastbound Right turn lane. | | | |
| O-69 | Operational | Access Management | Reconfigure the intersection to to right-in/right-out operations | \$11,562.50 | Long | 6 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|----------------------|--------------|---------------------------------|--|----------------|--------------|----------------|
| O-70 | Operational | Intersection Improvements | Reconfigure the intersection of SR 236 at Chamblee Tucker Rd including: closure of Lynburn Dr between SR 236 and Main St to through traffic; conversion of Chamblee Tucker Rd to be a one-way, right-turn slip lane; reconfiguration of the southbound | \$2,136,750.00 | Short | 8 |
| | Operational | Signing and Marking Improvement | Prohibit southbound right-turn movements on red, if not implementing NS-098 | | | |
| | Operational | Intersection Improvement | Reconstruct to conventional 4-leg intersection, eliminating the "triangle" | | | |
| S-73 | Sidewalk | New Sidewalk | Construct new sidewalk on east side of road. | \$59,902.92 | Short | 9 |
| S-56 | Sidewalk | Sidewalk Repair | Replace damaged sidewalk in the southeast quadrant of the intersection. | \$39,855.01 | Medium | 7 |
| S-70 | Sidewalk | New Sidewalk | Construct new sidewalk on east side of road. | \$1,238,933.11 | Medium | 7 |
| S-18 | Sidewalk | New Sidewalk | Construct new sidewalk | \$690,553.05 | Long | 6 |
| Flintstone Dr | | | | | | |
| S-24 | Sidewalk | New Sidewalk | Construct new sidewalk | \$556,637.58 | Aspirational | 3 |
| Florence St | | | | | | |
| S-33 | Sidewalk | New Sidewalk | Construct new sidewalk | \$421,403.59 | Aspirational | 4 |
| Fuller Way | | | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|--------------------------|--------------|-----------------------------------|---|---------------|--------------|----------------|
| S-3 | Sidewalk | New Sidewalk | Construct new sidewalk | \$216,372.73 | Medium | 6 |
| Granite Dr | | | | | | |
| S-34 | Sidewalk | New Sidewalk | Construct new sidewalk | \$755,871.09 | Aspirational | 2 |
| Greer Cir (north) | | | | | | |
| S-4 | Sidewalk | New Sidewalk | Construct new sidewalk | \$503,130.37 | Aspirational | 3 |
| Hanfred Ln | | | | | | |
| S-20 | Sidewalk | New Sidewalk | Construct new sidewalk | \$310,422.76 | Medium | 6 |
| Hebron Hills Dr | | | | | | |
| S-41 | Sidewalk | New Sidewalk | Construct new sidewalk | \$244,890.29 | Aspirational | 5 |
| Henderson Mill Rd | | | | | | |
| C-4 | Capacity | Intersection Capacity Improvement | Install Eastbound Right Turn Lane along Briarcliff Rd | \$120,250.00 | Aspirational | 3 |
| Henderson Rd | | | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----------------------|--------------|--|--|---------------|--------------|----------------|
| O-6 | Operational | Safety Improvements | Traffic Calming: Radar detection feedback speed limit signs, curb extensions at intersections, mid-block crossings (traffic calming near crossings, shortened ped crossing distance), High visible signage and pavement markings | \$70,409.07 | Short | 8 |
| Hugh Howell Rd | | | | | | |
| C-9 | Capacity | Intersection Capacity Improvement | Convert Eastbound Right Turn Lane along Hugh Howell Rd to a Shared Through-Right Lane, Taper Down to Two Lanes East of Flintstone Dr | \$46,250.00 | Aspirational | 4 |
| O-9 | Operational | Safety Improvements | Access Management, Add median for the northbound approach with vegetation to discourage pedestrian crossings here | \$392,075.13 | Medium | 7 |
| O-14 | Operational | Speed Management/Signaling and Marking Improvement | Deploy a package of multiple low-cost countermeasures at stop-controlled intersections along the corridor to improve intersection visibility | \$314,500.00 | Medium | 6 |
| | Operational | Study | Complete an Engineering Traffic Investigation (ETI) report to establish lower speed limits along Hugh Howell Rd | | | |
| O-15 | Operational | Signing and Marking Improvement | Install curve safety treatments along the curve between Smoke Rise Elementary School and Marthasville Ct (MP 10.58 and MP 10.86), including W1-2 advanced curve warningsigns and W1-8 curve chevron signs | \$85,100.00 | Short | 3 |
| | Operational | Signing and Marking Improvement | Install flashing, LED curve chevron signs along the curve or install flashing beacons on the W1-2 advanced curve warning signs, if high travel speeds and/or roadway departures persist | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|---------------------------------|---|----------------|--------------|----------------|
| O-16 | Operational | Lane Improvements | In conjunction with trail improvements, merge the two, westbound receiving lanes along the west leg of Hugh Howell Rd, approximately 500 ft west of the intersection | \$50,000.00 | Medium | 6 |
| O-17 | Operational | Access Management | Install a flush median along Hugh Howell Rd between Mountain Industrial Blvd and Flintstone Dr (MP 10.29 and MP 10.43) | \$1,387,500.00 | Aspirational | 5 |
| O-67 | Operational | Signing and Marking Improvement | Protected left-turn phase only. Poor sight distance for WBL vehicles turning onto Cowan Road. | \$37,000.00 | Aspirational | 4 |
| O-86 | Operational | Intersection Improvement | Leading Pedestrian Interval, No right on red for NB/SB approaches, Upgrade pedestrian crossing markings | \$1,063,750.00 | Short | 8 |
| | Operational | Crossing Improvement | Widen the crosswalk across the north leg of the intersection to connect the existing multiuse trail on the east side of the intersection to the multiuse trail that's proposed along the north side of Hugh Howell Rd, west of the intersection, in the Tucke | | | |
| | Operational | Crossing Improvement | Implement leading pedestrian intervals (LPI) at the traffic signal | | | |
| | Operational | Study | When redevelopment of the parcel in the northeast corner of the intersection occurs, consider an east-west roadway to relieve southbound left-turning motorists, such as a jug handle configuration. | | | |
| | Operational | Lane Improvements | In short-term, add second Left turn lane to northbound approach and add Right turn lanes to all approaches; | | | |
| | Operational | Study | long-term, conduct further study of potential innovative design such as a Continuous Flow Intersection (CFI). | | | |
| O-87 | Operational | Signing and Marking Improvement | Upgrade the existing school zone flashers to include dynamic speed feedback signs as well as additional signing and pavement markings improvements for the school zone | \$95,480.55 | Medium | 5 |
| | Operational | Crossing Improvement | Implement leading pedestrian intervals (LPI) at the traffic signal | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|------------------------------------|--|----------------|--------------|----------------|
| | Operational | Intersection Safety | Improve the turning radius for the eastbound right-turn movement | | | |
| O-88 | Operational | Access Management | Replace the temporary median with a raised, concrete median and install a curb that extends between the westbound travel lane and the westbound receiving lane for the northbound left-turn movement | \$48,562.50 | Medium | 3 |
| | Operational | Access Management | Convert the intersection to right-in/right-out control | | | |
| O-89 | Operational | Signal Improvements | Install a supplemental signal head for the westbound approach | \$1,037,000.00 | Aspirational | 1 |
| | Operational | Intersection Safety and Operations | Realign the intersection to correct the offset of the side streets | | | |
| O-90 | Operational | Intersection Safety | Realign Rosser Rd to connect with Stoneleigh Dr and install a traffic signal at the realigned intersection | \$925,000.00 | Short | 3 |
| O-91 | Operational | Access Management | Convert the intersection to right-in/right-out control, after implementing HH-25 | \$11,562.50 | Aspirational | 4 |
| O-92 | Operational | Signal Improvements | Install an intersection conflict warning system (ICWS), which will warn drivers on Hugh Howell Rd to the presence of traffic at the Kanawha Dr approach as well as warn drivers at Kanawha Dr to the presence of traffic on Hugh Howell Rd, when activated | \$607,005.55 | Aspirational | 3 |
| | Operational | Intersection Safety and Operations | Utilize the extra pavement on the south side of Hugh Howell Rd to realign the intersection and install a westbound left-turn lane | | | |
| | Operational | Intersection Improvements | Flatten the crest vertical curve along Hugh Howell Rd, west of the intersection, to improve intersection sight distance at Kanawha Dr as well as stopping sight distance along Hugh Howell Rd | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|------------------------------------|--|----------------|--------------|----------------|
| O-93 | Operational | Intersection Safety and Operations | Reconfigure the two, signalized intersections into a barbell roundabout with pedestrian accommodations, including rectangular rapid flashing beacons (RRFB) and/or raised crosswalks | \$6,586,000.00 | Medium | 6 |
| | Operational | Intersection Safety | Improve the angle of southbound channelized right-turn lane as well as the signal head placement for that movement, if not implementing HH-31 | | | |
| O-94 | Operational | Crossing Improvement | In conjunction with trail improvements, install a mid-block crossing, either a pedestrian hybrid beacon (PHB) or a rectangular rapid flashing beacon (RRFB), immediately west of the Smokerise Park parking lot to provide connectivity between the multiuse trail propose | \$55,500.00 | Aspirational | 4 |
| O-95 | Operational | Safety and Security | Install video surveillance safety cameras, such as Flock safety cameras, at the intersection to increase enforcement of recreational driving, speeding, and burnout maneuvers | \$230,216.05 | Short | 8 |
| | Operational | Safety and Security | Install removable speed humps and/or complete pavement milling to address recreational driving and burnout maneuvers through the intersection | | | |
| | Operational | Access Management | Close the southern driveway to the gas station in the northeast quadrant of the intersection | | | |
| | Operational | Signing and Marking Improvement | Correct the placement of the overhead control signs and replace the post-mounted signs to indicate the correct lane configuration at the westbound approach of Hugh Howell Rd | | | |
| | Operational | Signing and Marking Improvement | Review and upgrade curve warning signs (MUTCD W1- series) and speed advisory plaques (MUTCD W13- series) on all ramps to meet MUTCD and GDOT standards. | | | |
| | Operational | Access Management | Close the western Shell driveway on Lilburn-Stone Mountain Road. | | | |
| S-72 | Sidewalk | New Sidewalk | Construct new sidewalk on south side of road. | \$1,926,741.14 | Medium | 6 |
| S-80 | Sidewalk | New Sidewalk | Construct new sidewalk on north side of road. | \$598,552.56 | Medium | 6 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|--------------|--------------|---------------------|---|----------------|--------------|----------------|
| S-79 | Sidewalk | New Sidewalk | Construct new sidewalk on north side of road. | \$1,804,348.52 | Aspirational | 5 |
| S-62 | Sidewalk | New Sidewalk | Construct new sidewalk on south side of road. | \$1,761,922.95 | Aspirational | 2 |
| S-25 | Sidewalk | New Sidewalk | Construct new sidewalk on south side of road. | \$176,478.02 | Medium | 7 |
| S-26 | Sidewalk | New Sidewalk | Construct new sidewalk on south side of road. | \$827,958.00 | Aspirational | 4 |
| I-285 | | | | | | |
| O-5 | Operational | Safety Improvements | High Visible Reflective Pavement Markings and additional lighting to address side swipe same direction crashes occurring at night. | \$42,169.00 | Aspirational | 4 |
| O-2 | Operational | Safety Improvements | High Visible pavement markings (Reflective Pavement Markings) and additional lighting to address side-swipe same direction crashes as vehicles navigate the NB travel lanes | \$44,303.50 | Long | 5 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|--------------------|--------------|---------------------------------|---|---------------|--------|----------------|
| O-21 | Operational | Signing and Marking Improvement | Protected only left-turn phasing. Potential No Right on Red also. | \$40,700.00 | Medium | 6 |
| O-22 | Operational | Signing and Marking Improvement | Protected Left Turn Phase only. Potential need for No RTOR (Right Turn on Red). | \$40,700.00 | Medium | 7 |
| Idlewood Rd | | | | | | |
| O-44 | Operational | Crossing Improvement | Install a crosswalk and pedestrian signal across the west leg of the intersection | \$319,976.00 | Medium | 7 |
| | Operational | Crossing Improvement | Update the pedestrian signals to countdown signal heads | | | |
| | Operational | Crossing Improvement | Install pedestrian ramps to meet ADA compliance | | | |
| | Operational | Intersection Improvements | Reconstruct the southbound left-turn movement | | | |
| O-51 | Operational | Intersection Improvements | Reconfigure the intersection to provide a northbound left-turn lane and a southbound rightturn lane, keeping the southbound through lanes aligned | \$681,577.00 | Long | 5 |
| | Operational | Crossing Improvement | Install a curb ramp on the east side of Idlewood Road for the existing crosswalk at the south driveway of Idlewood Elementary School | | | |
| | Operational | Crossing Improvement | Improve the curb ramp on the west side of Idlewood Road for the existing crosswalk at the south driveway of Idlewood Elementary School | | | |
| | Operational | Crossing Improvement | Install curb bulb-outs at the midblock crossing | | | |
| | Operational | Crossing Improvement | Enhance the existing mid-block crossing with an RRFB treatment | | | |
| | Operational | Crossing Improvement | Install a mid-block crossing at the north driveway of Idlewood Elementary School | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|---------------------------------|--|----------------|--------------|----------------|
| | Operational | Crossing Improvement | Improve the curb ramp on the west side of Idlewood Road for the existing crosswalk at the south driveway of Idlewood Elementary School | | | |
| O-54 | Operational | Intersection Improvements | Reconfigure the intersection to a roundabout | \$3,700,000.00 | Short | 6 |
| O-55 | Operational | Crossing Improvement | Install a mid-block pedestrian crossing with RRFB equipment, curb ramps, and advanced warning signage across the north leg of the intersection | \$66,526.00 | Aspirational | 4 |
| O-61 | Operational | Lane Improvements | Construct a northbound rightturn lane | | | |
| | Operational | Signing and Marking Improvement | Prohibit eastbound right-turn movements on red | | | |
| | Operational | Access Management | Prohibit parking within the rightof-way along the west side of Idlewood Rd, at the southwest quadrant of the intersection | \$478,225.00 | Short | 8 |
| | Operational | Access Management | Consolidate driveways adjacent to the intersection | | | |
| | Operational | Signal Improvements | Adjust signal timings to provide more green time to the side streets, particularly during offpeak periods | | | |
| O-62 | Operational | Intersection Improvements | Reconfigure the intersection to a roundabout | \$3,825,726.00 | Long | 6 |
| | Operational | Crossing Improvement | Install a mid-block crossing at Cowan Rd | | | |
| S-69 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road | \$1,132,226.95 | Medium | 8 |
| S-81 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road. | \$1,018,518.84 | Medium | 7 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|----------------------|--------------|---------------------------------|--|----------------|--------------|----------------|
| S-82 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road. | \$1,293,458.03 | Medium | 7 |
| S-50 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road. | \$84,644.85 | Aspirational | 5 |
| S-6 | Sidewalk | New Sidewalk | Construct new sidewalk | \$75,844.97 | Medium | 6 |
| O-52 | Operational | Signing and Marking Improvement | Advanced warning signs, improve sight distance, side street vehicle detection sign | \$26,825.00 | Aspirational | 4 |
| O-53 | Operational | Signing and Marking Improvement | Advanced warning signs, improve sight distance, side street vehicle detection sign | \$26,825.00 | Aspirational | 3 |
| Jericho Rd | | | | | | |
| S-46 | Sidewalk | New Sidewalk | Construct new sidewalk | \$400,012.87 | Aspirational | 4 |
| Juliette Road | | | | | | |
| | Operational | Crossing Improvement | Controlled Crossing (RRFB or Pedestrian Hawk Beacon) | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|----------------------------------|--------------|---------------------------------|---|---------------|--------------|----------------|
| O-48 | Operational | Signing and Marking Improvement | Install high-emphasis crosswalks across all four legs of the intersection. | \$435,675.00 | Short | 8 |
| | Operational | Signing and Marking Improvement | Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Provide signage prohibiting northbound U-turn movements | | | |
| | Operational | Access Management | Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Close the gas station driveway on Juliette Road, forcing all gas station traffic to use the Stone Mill Way driveway. | | | |
| | Operational | Access Management | Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Restrict the gas station driveway on Juliette Road to a right-turn-in-only access point. | | | |
| | Operational | Access Management | Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Cut into the median on Juliette Road at the driveway to allow for left-turn movements from the gas station. | | | |
| Operational | Lighting | Lighting | Conduct a lighting study at the intersection to identify appropriate lighting upgrades. | | | |
| Lewis Rd | | | | | | |
| S-22 | Sidewalk | New Sidewalk | Construct new sidewalk | \$824,915.82 | Long | 5 |
| S-48 | Sidewalk | New Sidewalk | Construct new sidewalk | \$593,148.90 | Aspirational | 4 |
| Lilburn-Stone Mountain Rd | | | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|---------------------|--------------|----------------------|---|----------------|--------------|----------------|
| S-84 | Sidewalk | New Sidewalk | Construct new sidewalk on east side of road. | \$1,339,948.13 | Medium | 6 |
| S-87 | Sidewalk | New Sidewalk | Construct new sidewalk on both sides of road. | \$2,012,580.67 | Aspirational | 2 |
| Lynburn Dr | | | | | | |
| S-12 | Sidewalk | New Sidewalk | Construct new sidewalk | \$108,986.44 | Medium | 6 |
| McCurdy Dr | | | | | | |
| S-23 | Sidewalk | New Sidewalk | Construct new sidewalk | \$452,253.90 | Aspirational | 3 |
| Montreal Cir | | | | | | |
| S-27 | Sidewalk | New Sidewalk | Construct new sidewalk | \$959,796.95 | Aspirational | 2 |
| Montreal Ct | | | | | | |
| S-28 | Sidewalk | New Sidewalk | Construct new sidewalk | \$927,017.98 | Aspirational | 4 |
| Montreal Rd | | | | | | |
| S-65 | Sidewalk | New Sidewalk | Construct new sidewalk on east side of road. | \$131,632.78 | Long | 6 |
| O-38 | Operational | Crossing Improvement | Midblock Crossing | \$128,038.50 | Medium | 6 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|---------------------|---|----------------|--------------|----------------|
| O-39 | Operational | Lane Improvements | Construct northbound right turn lane | \$120,250.00 | Aspirational | 5 |
| S-8 | Sidewalk | New Sidewalk | Construct new sidewalk on east side of road. | \$642,576.99 | Aspirational | 5 |
| S-14 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road | \$1,193,363.02 | Aspirational | 3 |
| C-14 | Capacity | New Roadway | Construct a new roadway that connects Montreal Rd W, via a route around development in southeast quadrant of the intersection, to Henderson Mill Rd; Reconstruct the signalized intersection of SR236 at Henderson Mill Rd. Convert Montreal Rd @ SR236 to RORO | \$1,077,044.10 | Aspirational | 6 |
| O-24 | Operational | Lane Improvements | Construct a northbound right-turn lane | \$120,250.00 | Aspirational | 3 |
| O-25 | Operational | Freight Improvement | Install a four-quadrant gate system at the railroad crossing | \$6,151,250.00 | Aspirational | 1 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|---------------------------------|--------------|-----------------------------------|---|-----------------|--------------|----------------|
| O-25 | Operational | Freight Improvement | Provide a grade separated railroad crossing | \$0,101,200.00 | Aspirational | 1 |
| O-26 | Operational | Lane Improvements | Convert the westbound approach to one right-turn lane and one left-turn lane | \$380,619.00 | Aspirational | 3 |
| | Operational | Crossing Improvement | Reconstruct the pedestrian ramp in the southeast quadrant of the intersection to meet ADA compliance | | | |
| Mountain Industrial Blvd | | | | | | |
| C-15 | Capacity | Widening | Long term: widen MIB to 6 lanes | \$19,068,113.68 | Long | 6 |
| C-8 | Capacity | Intersection Capacity Improvement | [Install Eastbound Right Turn Lane along Hugh Howell Rd; Install Dual Northbound and Southbound Dual Left Turn Lanes along Mountain Industrial Blvd (PI 0015216)] □ □ Install Southbound Right Turn Lane along Mountain Industrial Blvd; Install Leading Pedestrian Interval; No Right on Red; Provide pm+Overlap Phasing for Eastbound Right Turn Movement along Hugh Howell Rd Upgrade pedestrian crossing markings. | \$1,352,350.00 | Short | 7 |
| O-3 | Operational | Safety Improvements | Edge lit chevrons for WB traffic to assist in navigating the horizontal curve | \$74,000.00 | Aspirational | 5 |
| O-10 | Operational | Lane Improvements | Extend LT Lanes and Add RT acceleration Lanes add side street LT Lanes | \$897,250.00 | Aspirational | 4 |
| O-11 | Operational | Access Management | RCUT system at all intersections | \$4,625,000.00 | Aspirational | 5 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|---------------------------------|--|----------------|--------------|----------------|
| O-74 | Operational | Pedestrian Bridge | Build Pedestrian Bridge over Railroad | \$5,550,000.00 | Aspirational | 3 |
| O-75 | Operational | Signing and Marking Improvement | Install additional curve warning signage south of the horizontal curve along Mountain Industrial Boulevard, including a right curve warning sign (MUTCD W1-2R), a combination horizontal alignment/intersection warning sign (MUTCD W1-10), and curve chevrons (MUTCD W1-8). | \$227,550.00 | Short | 3 |
| | Operational | Signing and Marking Improvement | Install advanced intersection side street warning sign (MUTCD W2-2) with advanced street name plaque (MUTCD W16-8P) for Tuckerstone Parkway along both approaches of Mountain Industrial Boulevard. | | | |
| | Operational | Study | Conduct Intersection Control Evaluation analysis and implement results. | | | |
| O-76 | Operational | Lane Improvements | Install NBL, EBR turn bays | \$379,250.00 | Aspirational | 5 |
| O-77 | Operational | Access Management | Close median opening | \$46,250.00 | Long | 5 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|---------------------------------|--|---------------|--------------|----------------|
| O-78 | Operational | Signing and Marking Improvement | Protected Left-Turn Phasing only. Advanced warning sign "signal ahead" for south/westbound traffic coming around the horizontal curve. | \$662,300.00 | Medium | 6 |
| | Operational | Lane Improvements | Install NBR, SBR, WBR turn lanes, convert NBL phasing to protected only, install EBL turn lane | | | |
| O-79 | Operational | Lane Improvements | Install EBL and NBR, SBR, and WBR left and right turn lanes, convert SBL movement to a double left turn lane, □ | \$915,750.00 | Aspirational | 3 |
| | Operational | Intersection Improvement | Leading Pedestrian Interval, Improved infrastructure to/from bus stops, Improved bus shelters with more visibility | | | |
| O-80 | Operational | Lane Improvements | Install SBR turn lane, provide permissive-protected phase to EBL movement, | \$157,250.00 | Medium | 6 |
| O-83 | Operational | Signing and Marking Improvement | Stripe a stop bar at the eastbound approach. | \$365,375.00 | Medium | 6 |
| | Operational | Freight Improvement | Install an apron on the southwest corner of the intersection | | | |
| | Operational | Access Management | Consider the installation of rubber traffic-separating curb to modify the operation of Hirsch Drive to right-turn-in/right-turn-out-only | | | |
| | Operational | Access Management | Consider closing and consolidating access points on Mountain Industrial Boulevard and encourage inter-parcel access sharing | | | |
| | Operational | Study | Close the eastern access to Valero on Hirsch Drive | | | |
| | Operational | Study | Close the southern access to Valero on Mountain Industrial Boulevard. | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|---------------------------------|--|----------------|-------|----------------|
| | Operational | Access Management | Close the northern access to Southern Auto Distributing | | | |
| | Operational | Access Management | Construct an inter-parcel driveway to connect the Southern Auto Distributing site to the 99 Warehouse site | | | |
| | Operational | Access Management | Modify the existing 99 Warehouse access to right- turn-in/right-turn-out-only access. | | | |
| | Operational | Study | Conduct an origin-destination study to understand how Tucker Industrial Road is being used in relation to or as a bypass of Mountain Industrial Boulevard. | | | |
| | Operational | Lane Improvements | Install westbound left and NBR turn bays,"Punch" west leg of the intersection through to provide connectivity with Tucker Industrial Rd, install NBL turn lane | | | |
| | Operational | Signing and Marking Improvement | Install a right-turn-only lane control sign (MUTCD R3- 5R) along the outside northbound receiving lane | | | |
| | Operational | Signing and Marking Improvement | Install a right-turn-only lane control sign (MUTCD R3- 5R) along the southbound right-turn lane | | | |
| | Operational | Access Management | Consider installation of delineators on the inside of the southbound right-turn lane to enforce the right- turn movement at that lane. | | | |
| | Operational | Signing and Marking Improvement | To clarify west leg operations as entrance-only, remove the "Do Not Enter" exclusion sign (MUTCD R5-1) currently located on the south side of the west leg. | | | |
| O-84 | Operational | Signal Improvements | Upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the southbound through lanes. | \$2,125,095.00 | Long | 5 |
| | Operational | Access Management | Consolidate driveways on Mountain Industrial Boulevard between Valero and Public Storage. | | | |
| | Operational | Access Management | Consider closing and consolidating access points on Mountain Industrial Boulevard and encourage inter- parcel access sharing | | | |
| | Operational | Access Management | Delineate the SunTrust Bank driveway on Mountain Industrial Boulevard to right-turn-out-only access. | | | |
| | Operational | Lane Improvements | Consider installation of a northbound left-turn lane | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|---------------------------------|---|----------------|--------------|----------------|
| | Operational | Signing and Marking Improvement | To clarify west leg operations, install a right-turn only sign (MUTCD R3-5R) at the southern Waffle House driveways. | | | |
| | Operational | Study | Consider building a new bidirectional road at the west leg that connects to Tucker Industrial Road. | | | |
| O-85 | Operational | Lane Improvements | Install SBR turn lane, install double right turn lanes for the EBR movement and double left turn lanes for the WBL movement, install NBR Turn Lane | | | |
| | Operational | Signal Improvements | Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound through travel lanes | \$1,046,175.00 | Aspirational | 4 |
| | Operational | Lighting | Conduct a lighting study at the intersection to identify appropriate lighting upgrades. | | | |
| O-98 | Operational | Intersection Improvement | Intersection improvements at 6 location along MIB | \$5,000,000.00 | Short | 8 |
| S-51 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road. | \$1,386,507.87 | Medium | 7 |
| S-52 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road. | \$384,904.88 | Medium | 6 |
| S-55 | Sidewalk | New Sidewalk | Construct new sidewalk on both sides of road. | \$4,442,282.97 | Medium | 6 |
| S-53 | Sidewalk | New Sidewalk | Construct new sidewalks on both sides of road. | \$2,444,578.44 | Long | 5 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|---------------------------|--------------|--------------|--|----------------|--------------|----------------|
| S-54 | Sidewalk | New Sidewalk | Construct new sidewalk on south/east side of road. | \$247,412.66 | Aspirational | 5 |
| S-64 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road. | \$1,082,026.48 | Aspirational | 5 |
| N Park Dr | | | | | | |
| S-32 | Sidewalk | New Sidewalk | Construct new sidewalk | \$130,896.57 | Medium | 6 |
| N Royal Atlanta Dr | | | | | | |
| S-36 | Sidewalk | New Sidewalk | Construct new sidewalk | \$1,082,582.22 | Medium | 6 |
| S-37 | Sidewalk | New Sidewalk | Construct new sidewalk | \$276,999.68 | Medium | 6 |
| S-10 | Sidewalk | New Sidewalk | Construct new sidewalk | \$1,348,527.46 | Aspirational | 3 |
| N Royal Atlanta Dr | | | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------------------------------|--------------|-----------------------------------|--|----------------|--------------|----------------|
| C-1 | Capacity | Intersection Capacity Improvement | Install Additional Westbound Through Lane along Lavista Rd; Leading Pedestrian Intervals, Remove channelized right turn. | \$229,191.88 | Short | 9 |
| S-74 | Sidewalk | New Sidewalk | Construct new sidewalk opposite recommended trail. | \$88,658.21 | Aspirational | 5 |
| S-78 | Sidewalk | New Sidewalk | Construct new sidewalk opposite recommended trail. | \$180,253.96 | Aspirational | 5 |
| Old Norcross Rd | | | | | | |
| S-13 | Sidewalk | New Sidewalk | Construct new sidewalk on west side of road | \$2,186,225.90 | Medium | 8 |
| Old Stone Mountain Rd | | | | | | |
| S-15 | Sidewalk | New Sidewalk | Construct new sidewalk on both sides of road. | \$4,726,293.00 | Aspirational | 4 |
| Pine Lake Rd | | | | | | |
| S-31 | Sidewalk | New Sidewalk | Construct new sidewalk | \$945,181.07 | Long | 5 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------------------------|--------------|---------------------------------|--|----------------|-------|----------------|
| Pleasantdale Rd | | | | | | |
| O-8 | Operational | Safety Improvements | Access Management, Evaluate for potential midblock crossing locations | \$1,047,035.35 | Short | 10 |
| | Operational | Signing and Marking Improvement | Install skip striping along the two westbound left-turn lanes through the intersection | | | |
| | Operational | Signing and Marking Improvement | Designate the middle westbound travel lane as a shared left-turn/through movement lane. Install the appropriate arrow lane marking and update the overhead lane control sign | | | |
| | Operational | Signing and Marking Improvement | To address potential conflict between northbound right-turning motorists and southbound left-turning motorists: stripe a solid line for 50 feet between the receiving lanes on the east leg of the intersection and install skip striping along the outside of the southbound left-turn lane | | | |
| | Operational | Signal Improvements | Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound travel lanes | | | |
| O-73 | Operational | Access Management | Consider closing and consolidating access points on Tucker Norcross Road between Chamblee Tucker Road and Pleasantdale Road. | \$317,737.50 | Short | 10 |
| | Operational | Access Management | Consider access management with landscaped median islands and directional turn lanes in the existing two-way left-turn lane north and south of the study intersection | | | |
| | Operational | Access Management | Consider converting the Walmart driveway directly east of the study intersection to right-turn-in/right-turn-out-only access. | | | |
| | Operational | Access Management | Close the southern driveway on Tucker Norcross Road of the shopping center at the west leg of the study intersection. | | | |
| | Operational | Intersection Improvements | To address potential conflict between northbound right-turning motorists and southbound left-turning motorists, redesign the east leg of the intersection to create a larger turning radius for vehicles turning onto the receiving lanes of the east leg. | | | |
| | Operational | Lighting | Conduct a lighting study at the intersection to identify appropriate lighting upgrades. | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|---------------------------|--------------|--------------|---|----------------|--------------|----------------|
| | Operational | Study | Consider an in-depth corridor study along Tucker Norcross Road from Chamblee Tucker Road to Pleasantdale Road | | | |
| Ramah Ln | | | | | | |
| S-42 | Sidewalk | New Sidewalk | Construct new sidewalk | \$293,651.66 | Medium | 6 |
| Rock Mountain Blvd | | | | | | |
| S-16 | Sidewalk | New Sidewalk | Construct new sidewalk | \$179,574.48 | Aspirational | 4 |
| Rosser Rd | | | | | | |
| S-86 | Sidewalk | New Sidewalk | Construct new sidewalk on both sides of road. | \$4,074,939.22 | Aspirational | 4 |
| Rosser Ter | | | | | | |
| S-21 | Sidewalk | New Sidewalk | Construct new sidewalk | \$495,880.91 | Long | 5 |
| Royal Woods Pkwy | | | | | | |
| S-30 | Sidewalk | New Sidewalk | Construct new sidewalk | \$479,001.14 | Aspirational | 3 |
| S Royal Atlanta Dr | | | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|----------------------|--------------|---------------------|---|----------------|--------------|----------------|
| S-9 | Sidewalk | New Sidewalk | Construct new sidewalk | \$1,740,600.16 | Aspirational | 3 |
| Samaria Trl | | | | | | |
| S-45 | Sidewalk | New Sidewalk | Construct new sidewalk | \$270,265.42 | Medium | 6 |
| Sarabs Ln | | | | | | |
| S-44 | Sidewalk | New Sidewalk | Construct new sidewalk | \$488,370.19 | Aspirational | 5 |
| Sarr Pkwy | | | | | | |
| S-29 | Sidewalk | New Sidewalk | Construct new sidewalk | \$108,913.13 | Long | 5 |
| S-5 | Sidewalk | New Sidewalk | Construct new sidewalk | \$200,713.64 | Aspirational | 5 |
| Smithfield Dr | | | | | | |
| S-43 | Sidewalk | New Sidewalk | Construct new sidewalk | \$138,587.54 | Medium | 7 |
| SR 10 | | | | | | |
| | Operational | Signal Improvements | Coordinate with the City of Stone Mountain to review signal timings at the downstream intersection of East Ponce de Leon Avenue/Main Street at Silver Hill Road and James B. Rivers Memorial Drive, which impacts queueing along East Ponce de Leon Avenue. | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-------------|---------------------------------|--|---|----------------|--------------|----------------|
| O-49 | Operational | Lighting | Conduct a lighting study at the interchange and consider the installation of street lighting, full interchange lighting, or partial interchange lighting. | \$2,968,047.50 | Aspirational | 4 |
| | Operational | Intersection Improvements | Reconfigure the approach and departure lanes of the interchange to better delineate and separate traffic entering and exiting the freeway and to improve turning sight distances for exiting vehicles. | | | |
| | Operational | Lane Improvements | Consider reconfiguring the cross-section of the bridge: narrow the width of the westbound travel lane to tighten operations and to widen the PATH facility. As part of this, consider building an exclusive westbound right-turn lane at the western node of the interchange. | | | |
| | Operational | Lane Improvements | Consider installing an exclusive left-turn lane on the directional exit ramp from SR 10 Westbound | | | |
| | Operational | Lane Improvements | Consider widening East Ponce de Leon Avenue west of the interchange to include an exclusive eastbound left-turn lane onto SR 10 Westbound. | | | |
| | Operational | Lane Improvements | Consider widening East Ponce de Leon Avenue on the east side of the interchange to include an exclusive eastbound left-turn lane onto Eastbound Memorial Drive | | | |
| Operational | Signing and Marking Improvement | On the SR 10 Eastbound exit ramp, install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the outside of the ramp. | | | | |
| Operational | Signing and Marking Improvement | On the SR 10 Westbound exit ramp, install a traffic signal ahead warning sign (MUTCD W3-3) prior to the merge with SR 236. | | | | |
| Operational | Signing and Marking Improvement | Stripe lane-use arrow pavement markings on the southbound travel lanes of SR 236 upstream of the SR 10 Westbound entrance ramp | | | | |
| Operational | Signing and Marking Improvement | On the entrance ramp to SR 10 Westbound, install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the ramp. | | | | |
| Operational | Signing and Marking Improvement | Review the placement of the overhead lane control signs over both the northbound and southbound travel lanes of SR 236 and place over the appropriate lanes. | | | | |
| Operational | Roadside | On the SR 10 Eastbound exit ramp, install a shoulder on the outside of the ramp | | | | |
| Operational | Roadside | On the SR 10 Eastbound exit ramp, install a rumble strip and a 6-inch retroreflective Edgeline on the inside of the ramp. | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|--------------------------|---------------------------------|--|---|---------------|--------------|----------------|
| O-96 | Operational | Roadside | On the SR 10 Westbound exit ramp, remove the curb on the inside of the ramp. | \$510,052.40 | Aspirational | 4 |
| | Operational | Roadside | On the SR 10 Westbound exit ramp, install a shoulder on the outside of the ramp | | | |
| | Operational | Lane Improvements | On the SR 10 Eastbound exit ramp, review and correct, as necessary, slope and superelevation. | | | |
| | Operational | Lane Improvements | At the entrance ramp to Westbound SR 10, review the necessity of the southbound inside lane split on SR 236 and consider the appropriateness of one through lane and one right-turn lane. | | | |
| | Operational | Access Management | Close the Shell driveway on SR 236 | | | |
| | Operational | Lighting | Because approximately 29 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades | | | |
| | Operational | Roadside | Because approximately 25 percent of the crashes reported during the five-year history occurred on wet pavement, review drainage and pavement conditions at the interchang | | | |
| | Operational | Intersection Improvement | Edge line rumble stripes, cautionary speed signs, high visible pavement markings along all ramp systems.Rumble strips (perpendicular to travel direction along SB US 78 ramp onto westbound SR 10 (loop ramp system). | | | |
| SR 236/Lavista Rd | | | | | | |
| Operational | Crossing Improvement | Increase the pedestrian countdown time for the north leg by reallocating time from the "Walk" phase. | | | | |
| Operational | Signing and Marking Improvement | Install a "State Law Stop for Pedestrians" regulatory sign (GDOT R560-5) along the northbound right-turn lane. | | | | |
| Operational | Signal Improvements | Upgrade the existing westbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes. | | | | |
| Operational | Signal Improvements | Review signal head placement for the northbound approach. Reconfigure the signal head visors to limit visibility to eastbound traffic. | | | | |
| Operational | Signing and Marking Improvement | Consider staggering the stop bars for the northbound travel lanes, placing the outside stop bar further north. | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|-----------------------------------|---|---------------|--------------|----------------|
| | Operational | Freight Improvement | Adjust the curb on the southwest corner to be truck mountable for the eastbound right-turn movement. | | | |
| | Operational | Access Management | Review access management at the Dunkin' Donuts site to reconfigure the northbound right-turn lane to improve the turning movement for trucks | | | |
| O-20 | Operational | Intersection Improvements | Improve the turning radii at the intersection | \$975,398.11 | Aspirational | 4 |
| | Operational | Access Management | Convert the southbound approach to right-in/right-out operations | | | |
| | Operational | Access Management | Install a concrete median along the east leg of SR 236 between Montreal Rd West and Henderson Mill Rd | | | |
| | Operational | Intersection Improvements | Reconstruct the median island to address the intersection skew | | | |
| | Operational | Intersection Improvements | Stagger the northbound stop bars to improve intersection sight distance for the northbound rightturn movement | | | |
| | Operational | Signal Improvements | Redesign the signal to include a new mast arm inthe southeast quadrant of the intersection | | | |
| | Operational | Access Management | Consolidate driveways in the southwest quadrant ofthe intersection | | | |
| | Operational | Signing and Marking Improvements | Install skip striping through the intersection for the eastbound through movement | | | |
| | Operational | Signal Improvements | Convert the westbound five-section signal head to a four-section signal head with flashing yellow-arrow operations | | | |
| | Operational | Freight Improvements | Install a truck apron/mountable curb in the southwest quadrant of the intersection | | | |
| C-10 | Capacity | Intersection Capacity Improvement | Extend Median along Henderson Mill Road an additional 75 feet to the North and Convert the Development Driveways on the East and West Sides of the Road to RIRO only. | \$50,875.00 | Long | 5 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|---------------------|---------------------------------|---|--|---------------|--------|----------------|
| C-2 | Capacity | Intersection Capacity Improvement | Install Southbound Right Turn Lane along Tucker High School Driveway; Perform a Detailed Study of School Traffic and Consider Shifting Traffic Flow to the Access Point on Chamblee Tucker Road with a Potential Signalized Intersection | \$132,275.00 | Short | 8 |
| O-23 | Operational | Crossing Improvement | Short-term: Leading Pedestrian Interval; Long-term: If demand justifies and conflicts between pedestrians and vehicles persist, install pedestrian exclusive crossing phase. | \$40,700.00 | Medium | 7 |
| US 78/SR 410 | | | | | | |
| O-41 | Operational | Signing and Marking Improvement | Stripe high-emphasis markings on all crosswalks at the southern intersection of the interchange. | \$164,021.00 | Medium | 7 |
| | Operational | Crossing Improvement | Review pedestrian signal timings at the south intersection of the interchange | | | |
| | Operational | Signal Improvements | At the intersection of SR 410 Eastbound at Brockett Road, upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow. | | | |
| | Operational | Study | Consider a roundabout solution for the close proximity of the intersections of SR 410 Westbound at Brockett Road and Brockett Road at Cooledge Road. | | | |
| | Operational | Lighting | Because approximately 32 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades | | | |
| Operational | Signing and Marking Improvement | Review and upgrade curve warning signs (MUTCD W1- series) and speed advisory plaques (MUTCD W13- series) on all ramps to meet MUTCD and GDOT standards. | | | | |
| Operational | Signing and Marking Improvement | Install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the loop ramp from SR 10 Eastbound onto SR 410 Westbound. | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-------------|---------------------------------|--|---|----------------|--------------|----------------|
| O-50 | Operational | Roadside | On the loop ramp from SR 10 Eastbound onto SR 410 Westbound, install 6-inch retroreflective Edgeline on both sides of the ramp | \$1,294,734.16 | Aspirational | 2 |
| | Operational | Roadside | On the loop ramp from SR 10 Eastbound onto SR 410 Westbound, add a shoulder to the outside of the ramp | | | |
| | Operational | Roadside | Add rumble strips to the inside and outside of the loop ramp from SR 10 Eastbound onto SR 410 Westbound. | | | |
| | Operational | Roadside | Add rumble strips to the inside of the SR 10 Eastbound directional ramp. | | | |
| | Operational | Roadside | Add rumble strips to the inside and outside of the ramp from SR 410 Eastbound onto SR 10 Westbound. | | | |
| | Operational | Roadside | Add rumble strips to the inside of the SR 10 Westbound directional ramp | | | |
| | Operational | Lane Improvements | On all ramps, review and correct, as necessary, slope and superelevation. | | | |
| | Operational | Lighting | Because approximately 47 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades | | | |
| | Operational | Roadside | Because approximately 28 percent of the crashes reported during the five-year history occurred on wet pavement, review drainage and pavement conditions at the interchange. | | | |
| | Operational | Intersection Improvement | Edge line rumble stripes, cautionary speed signs, high visible pavement markings along all ramp systems.Rumble strips (perpendicular to travel direction along SB US 78 ramp onto westbound SR 10 (loop ramp system). | | | |
| Operational | Signing and Marking Improvement | South of the interchange, install a mandatory movement lane control sign (MUTCD R3-5) along the outside of the northbound travel lane, approaching the south intersection, to identify the outside travel lane as a right-turn-only lane | | | | |
| Operational | Access Management | South of the interchange, install a triangular island with rubber traffic-separating curb at Sarr Parkway to modify its access to right-turn-in/right-turn-out-only. | | | | |
| Operational | Signal Improvements | Upgrade the northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes of both approaches. | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-------------|----------------------|---|---|----------------|-------|----------------|
| O-81 | Operational | Access Management | South of the interchange, install a permanent triangular raised island at Sarr Parkway to modify its access to right-turn-in/right-turn-out-only. | \$859,482.25 | Long | 6 |
| | Operational | Access Management | Install a raised median south of the interchange to remove the two-way left-turn lane. | | | |
| | Operational | Access Management | Consider closing and consolidating access points on Mountain Industrial Boulevard near the interchange and encourage inter-parcel access sharing. | | | |
| | Operational | Access Management | Close the northern access to Southern Auto Distributing. | | | |
| | Operational | Access Management | Construct an inter-parcel driveway to connect the Southern Auto Distributing site to the 99 Warehouse site. | | | |
| | Operational | Access Management | Modify the existing 99 Warehouse access to right- turn-in/right-turn-out-only access | | | |
| | Operational | Access Management | Delineate the SunTrust Bank driveway on Mountain Industrial Boulevard to right-turn-out-only access. | | | |
| | Operational | Access Management | Close the southern access to Valero on Mountain Industrial Boulevard | | | |
| | Operational | Access Management | Consolidate driveways on Mountain Industrial Boulevard between Valero and Public Storage. | | | |
| | Operational | Lighting | Because approximately 31 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades. | | | |
| | Operational | Study | Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 410 to Hugh Howell Road. | | | |
| Operational | Crossing Improvement | Identify a pedestrian connection along Mountain Industrial Boulevard over the SR 410 bridge | | | | |
| O-82 | Operational | Intersection Improvement | Coordinate with Georgia DOT and DeKalb County to upgrade and expand interchange at US 78/Mountain Industrial Boulevard to increase capacity and improve safety. | \$2,035,000.00 | Short | 8 |
| | Operational | Intersection Improvement | Interchange improvement project to increase queue capacity at Mountain Industrial Blvd to avoid queue length extending onto Stone Mountain Fwy (to address high speed rear end crashes). Additional recommendation for new high visible "wrong way" signs and I | | | |

SR 8/Lawrenceville Hwy

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|-----------------------------------|--|----------------|--------------|----------------|
| C-5 | Capacity | Intersection Capacity Improvement | Install Southbound Right Turn Lane along Lawrenceville Highway | \$132,275.00 | Long | 5 |
| C-6 | Capacity | Intersection Capacity Improvement | Install Northbound Dual Left Turn Lanes along Lawrenceville Hwy; Convert Southbound Right Turn to Signal Controlled Dual Right Turn Lanes with Overlap Phase | \$2,065,525.00 | Long | 9 |
| C-7 | Capacity | Intersection Capacity Improvement | Install Dual Westbound Right Turn Lanes along Hugh Howell Rd; Close South Intersection Leg (with the Exception of the Eastbound Right Turn Movement), Redirect Traffic to Other Access Points; Provide Overlap Phase for Southbound Right Movement | \$315,425.00 | Short | 8 |
| O-28 | Operational | Signal Improvements | Traffic Signal Upgrade | \$40,700.00 | Aspirational | 4 |
| O-31 | Operational | Crossing Improvement | Pedestrian Hybrid Beacon | \$356,125.00 | Medium | 6 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-------|--------------|---------------------------------|--|---------------|--------------|----------------|
| O-32 | Operational | Crossing Improvement | Pedestrian Hybrid Beacon | \$356,125.00 | Long | 5 |
| O-33 | Operational | Crossing Improvement | Pedestrian Hybrid Beacon | \$356,125.00 | Aspirational | 3 |
| O-36 | Operational | Crossing Improvement | Pedestrian Hybrid Beacon | \$356,125.00 | Aspirational | 3 |
| O-43 | Operational | Crossing Improvement | Pedestrian Hybrid Beacon | \$356,125.00 | Medium | 6 |
| O-63a | Operational | Signal Improvements | Traffic Signal Upgrade | \$850,517.28 | Short | 12 |
| | Operational | Lane Improvement | Extend EB and SB left turn storage and reduce SB to WB right turn radius | | | |
| | Operational | Access Management | Separate WB right turn to shopping center and Lawrenceville Hwy with raised island | | | |
| | Operational | Access Management | Restrict left turns in and out of business driveways near intersection with signage | | | |
| | Operational | Signing and Marking Improvement | Install a "State Law Stop for Pedestrians" regulatory sign (GDOT R560-5) along the eastbound right-turn lane | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-------|--------------|--------------------------------|---|---------------|--------------|----------------|
| | Operational | Crossing Improvement | Review countdown times for all pedestrian signal phases. | | | |
| | Operational | Intersection Improvements | Cut into the triangular raised island on the west leg of the intersection to widen the receiving lane on that leg to improve turning radius for northbound left-turning trucks. | | | |
| | Operational | Intersection Improvements | Reconfigure the study intersection to a traditional configuration, removing the southbound slip lane and installing a non-channelized, exclusive right-turn lane | | | |
| O-63b | Operational | Intersection Improvement | Realign Lawrenceville Hwy to form NB/SB thru movement, Hugh Howell Rd forms 'T' intersection | \$547,980.61 | Long | 12 |
| O-64 | Operational | Lane Improvements | Add left turn bay on EB approach | | | |
| | Operational | Lane Improvements | Add dedicated right turn lane on WB approach | \$783,475.00 | Aspirational | 4 |
| | Operational | Lane Improvements | Channelize right turn on WB approach, separate WB left and thru movements | | | |
| O-65 | Operational | Lane Improvements | Reduce SB right turn radius to Lavista Rd and add turn bay storage | | | |
| | Operational | Lane Improvements | Add second NB left turn bay | \$504,906.11 | Short | 9 |
| | Operational | Access Management | Add barrier to restrict SB left turns into shopping center | | | |
| O-66 | Operational | Lane Improvements | Add WB right turn bay | | | |
| | Operational | Signal Improvements | Increase visibility of supplemental signal on NB approach | \$417,175.00 | Medium | 7 |
| | Operational | Lane Improvements | Extend EB left turn bay | | | |
| O-68 | Operational | Signal Improvements | Add signal head to private driveway on north leg | | | |
| | Operational | Pedestrian Access Improvements | Encourage Cofer Crossing property to provide better sidewalk access | \$41,297.00 | Medium | 7 |
| | Operational | Access Management | Examine potential of direct driveway access from police station to Lawrenceville Hwy | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|----------------------|--|----------------|-------|----------------|
| LM1 | Operational | Access Management | This project includes a landscape center median to improve safety and aesthetics, improvements to driveway aprons and the closure of curb cuts to management property access, a turn lane with permissible U-turns facilitation to improve traffic flow and connectivity, and construct of R-cuts intersections, curb extensions at strategic locations. | \$2,300,000.00 | Short | 8 |
| LM2 | Operational | Access Management | This project incorporates a landscape and raised center median to improve safety and aesthetics, improvements to driveway aprons and the closure of curb cuts to management property access, construct of R-cuts intersections, eyebrown (curb bumpouts) to accommodate U-turns to improve connectivity and roadway channelization improvements. | \$2,760,000.00 | Short | 8 |
| LM3 | Operational | Access Management | This project includes a landscape raised center median, improvements to driveway aprons and the closure of curb cuts to management property access. | \$1,840,000.00 | Short | 8 |
| LM4 | Operational | Access Management | This project includes a landscape raised center median, the closure of curb cuts to management property access, an extension to turn lane pockets with permissible U-turns facilitation to improve traffic flow and connectivity, construct of pedestrian refuge islands and roadway channelization improvements. | \$2,070,000.00 | Short | 8 |
| LM5 | Operational | Access Management | This project includes a landscape raised center median, the closure of curb cuts to management property access, and a turn lane with permissible U-turns facilitation to improve traffic flow and connectivity. | \$2,185,000.00 | Short | 8 |
| LC1 | Operational | Crossing Improvement | This project constructs a midblock crossing to improve pedestrian access, installs a traffic control devices to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles. | \$189,750.00 | Short | 10 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|----------------------|--|---------------|--------------|----------------|
| LC2 | Operational | Crossing Improvement | This project constructs a midblock crossing to improve pedestrian access, installs a traffic control devices to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles. | \$189,750.00 | Short | 10 |
| LC3 | Operational | Crossing Improvement | This project constructs a midblock crossing to improve pedestrian access, installs a traffic control devices to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles. | \$189,750.00 | Short | 10 |
| LC4 | Operational | Crossing Improvement | This project constructs a midblock crossing to improve pedestrian access, installs a traffic control devices to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles. | \$189,750.00 | Short | 10 |
| LC5 | Operational | Crossing Improvement | This project constructs a midblock crossing to improve pedestrian access, installs a traffic control devices to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles. | \$189,750.00 | Short | 10 |
| LL1 | Operational | Additional Study | This project involves a left-turn study to evaluate traffic operations, safety, and access at key intersections. The study will analyze turning movement volumes, crash history, and signal timing to identify improvements such as dedicated turn lanes, channelization, or U-turn accommodations that enhance efficiency and reduce conflicts. | \$86,250.00 | Aspirational | 4 |
| LG1 | Operational | Gateway Treatment | This project provides gateway treatments at a Main Street to create a strong community identity, improve aesthetics, and enhance driver awareness to engage Downtown Tucker. Treatments may include signage, landscaping, lighting, and pavement features that signal transitions into the Downtown Tucker district. | \$172,500.00 | Medium | 7 |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|------|--------------|----------------------|---|---------------|--------|----------------|
| LS1 | Sidewalk | Sidewalk Repair | Repair to the Northside of the roadway only, including filling cracks and leveling the surface, trimming back overgrown vegetation, and replacing the grass strip between the curb and sidewalk with concrete. This existing curb and gutter system will remain | \$115,000.00 | Short | 9 |
| LS2 | Sidewalk | Sidewalk Repair | Repair to the Southside of the roadway only. Along this section of sidewalk, the proposed improvements include ADA ramps, filling cracks and leveling the surface, and replacing the grass strip between the curb and sidewalk with concrete. The existing curb | \$126,500.00 | Short | 9 |
| LS3 | Sidewalk | Sidewalk Repair | Repair includes both sides of the roadway. Along this section of sidewalk, proposed improvements include installing ADA-compliant ramps, filling cracks, and leveling the surface. The existing curb and gutter system will remain in place | \$431,250.00 | Short | 9 |
| LS4 | Sidewalk | Sidewalk Repair | Repair to the Northside of the roadway only. Along this section of sidewalk, proposed improvements include installing ADA-compliant ramps and filling the grass strip with concrete. | \$57,500.00 | Short | 9 |
| LS5 | Sidewalk | Sidewalk Repair | Repair includes both sides of the roadway. Along this section of sidewalk, proposed improvements include installing ADA-compliant ramps and filling the grass strip with concrete. The existing curb and gutter system will remain in place. | \$379,500.00 | Short | 9 |
| LS6 | Sidewalk | Sidewalk Repair | Repair includes both sides of the roadway. Along this section of sidewalk, proposed improvements include installing ADA-compliant ramps and filling the grass strip with concrete. The existing curb and gutter system will remain in place. | \$362,250.00 | Short | 9 |
| S-2 | Sidewalk | New Sidewalk | Construct new sidewalk | \$84,973.74 | Medium | 8 |
| O-27 | Operational | Lane Improvements | Construct an eastbound right-turn lane | \$172,975.00 | Long | 5 |
| | Operational | Crossing Improvement | Upgrade the southbound pedestrian signal across the east leg of the intersection to a countdown signal head | | | |
| | Operational | Signal Improvements | Upgrade the eastbound and westbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes for both approaches. | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-------------|---------------------|--|---|---------------|-------|----------------|
| O-30 | Operational | Signal Improvements | Review the appropriateness of converting the westbound left-turn phasing at the intersection from protected-permissive to protected-only | \$138,334.21 | Short | 9 |
| | Operational | Signal Improvements | Upgrade the signal heads on the northbound approach to include two three-section signal heads with left-turn arrows and one three-section signal head with a right-turn arrow. | | | |
| | Operational | Crossing Improvement | Upgrade the pedestrian signal heads to countdown heads for the following movements: eastbound, across the south leg of the intersection, and northbound, across the east leg of the intersection. | | | |
| | Operational | Lighting | Conduct a lighting study at the intersection to identify appropriate lighting upgrades. | | | |
| | Operational | Intersection Improvement | Leading Pedestrian Interval, Remove channelized right turn | | | |
| | Operational | Signal Improvements | Reconfigure the signal heads at the northbound approach to provide two, three-section signal heads with left-turn arrows and a single, three-section signal head with a right-turn arrow | | | |
| | Operational | Crossing Improvement | Install a crosswalk and pedestrian signal across the west leg of the intersection | | | |
| | Operational | Signaling and Marking Improvements | Paint the median nose of the west leg of the intersection to improve visibility | | | |
| | Operational | Signal Improvements | Convert the westbound left-turn phasing to protected only or upgrade the five-section signal head to a four-section signal head with flashing yellow-arrow operations | | | |
| | Operational | Signaling and Marking Improvement | Consider prohibiting northbound right-turn-on-red movements and installing the appropriate signage (MUTCD R10-11) on the north mast arm, right of the three-section signal head. | | | |
| Operational | Signal Improvements | Review signal timing coordination between the intersection of SR 8 at Brockett Road and Brockett Road at Moon Street/Railroad Avenue. | | | | |
| Operational | Signal Improvements | Upgrade the existing five-section signal heads for all of the approaches at the intersection of SR 8 at Brockett Road to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes for at least the SR 8 approaches. | | | | |
| Operational | Signal Improvements | Upgrade the existing five-section signal head for the southbound approach of the intersection of Brockett Road at Moon Street/Railroad Avenue to a four-section signal head with a flashing yellow arrow. | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|---------------------------|--------------|---|--|---------------|--------------|----------------|
| O-57 | Operational | Crossing Improvement | Consider installing a mid-block crossing with appropriate crossing treatment between the study intersection and the signalized intersection of Lawrenceville Highway at Northlake □ Parkway/Cooledge Road. | \$663,554.71 | Short | 10 |
| | Operational | Intersection Improvement | Smaller curb radii on northwestern and southeastern corners, upgrade ADA curb ramps, No right on red | | | |
| | Operational | Intersection Improvements | Reconfigure the northbound approach of Brockett Road to offset the left-turn lane and align the through lane with the northbound through lane at Railroad Ave | | | |
| | Operational | Signal Improvements | Replace all five-section signal heads with four-section signal heads with flashing yellow arrow operations | | | |
| | Operational | Signing and Marking Improvement | Prohibit southbound right-turn movements on red | | | |
| | Operational | Access Management | Consolidate driveways along both SR 8 approaches | | | |
| O-29 | Operational | Signal Improvements | Traffic Signal Upgrade | \$40,700.00 | Aspirational | 5 |
| Tucker Norcross Rd | | | | | | |
| O-72 | Operational | Signal Improvements | Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound through travel lanes. | \$532,800.00 | Medium | 8 |
| | Operational | Freight Improvement | Replace the gravel strip along the curb of the southeast corner with an apron | | | |
| | Operational | Access Management | Close the Market Plaza shopping center driveway south of the Waffle House driveway. Reconstruct the west approach so that the Waffle House driveway better aligns with Britt Road on the south side. | | | |
| | Operational | Access Management | Consider closing and consolidating access points between Chamblee Tucker Road and Pleasantdale Road. | | | |
| Operational | Lighting | Conduct a lighting study at the intersection to identify appropriate lighting upgrades. | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-------------------------|--------------|-----------------|---|----------------|--------------|----------------|
| S-58 | Sidewalk | New Sidewalk | Construct new sidewalk along the south side of road. | \$454,973.90 | Medium | 8 |
| S-60 | Sidewalk | Sidewalk Repair | Repair broken sidewalk along both sides of Tucker Norcross Road. | \$909,735.85 | Medium | 7 |
| Tuckerstone Pkwy | | | | | | |
| S-39 | Sidewalk | New Sidewalk | Construct new sidewalk on east side of road. | \$183,130.04 | Aspirational | 5 |
| Woodlawn Cir | | | | | | |
| S-47 | Sidewalk | New Sidewalk | Construct new sidewalk | \$100,493.18 | Aspirational | 4 |
| New Roadway | | | | | | |
| C-11 | Capacity | New Roadway | New connection between Hammermill Road and Flinstone Drive at Granite Drive | \$3,262,965.25 | Aspirational | 2 |
| C-12 | Capacity | New Roadway | New Roadway Connection between MIB and Tucker Industrial | \$2,237,408.50 | Long | 5 |
| C-13 | Capacity | New Roadway | New Roadway Connection between MIB and Tucker Industrial | \$1,288,025.50 | Aspirational | 4 |
| Trail | | | | | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|----|--------------|-----------------------------|----------------|-----------------|-------|----------------|
| T1 | Trail | Neighborhood Greenway ; SUP | | \$820,932.87 | | |
| T2 | Trail | SUP | | \$3,055,302.21 | | |
| T3 | Trail | Neighborhood Greenway ; SUP | | \$2,233,537.89 | | |
| T4 | Trail | SUP | | \$2,556,980.61 | | |
| T5 | Trail | SUP | | \$29,142,260.33 | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|-----------------------------|----------------|----------------|-------|----------------|
| T6 | Trail | SUP | | \$3,665,926.21 | | |
| T7 | Trail | SUP ; Shared-Use Street | | \$1,769,552.13 | | |
| T8 | Trail | Neighborhood Greenway ; SUP | | \$699,975.17 | | |
| T9 | Trail | SUP | | \$1,235,560.26 | | |
| T10 | Trail | SUP | | \$3,204,386.16 | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|-----------------------------|----------------|-----------------|-------|----------------|
| T26 | Trail | SUP | | \$1,950,079.78 | | |
| T24 | Trail | SUP | | \$45,818,404.14 | | |
| T27 | Trail | Neighborhood Greenway ; SUP | | \$1,457,489.61 | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|-----------------------------|----------------|-----------------|-------|----------------|
| T28 | Trail | Neighborhood Greenway ; SUP | | \$1,196,290.33 | | |
| T17 | Trail | SUP | | \$11,153,984.66 | | |
| T16 | Trail | SUP | | \$3,317,270.27 | | |
| T18 | Trail | Neighborhood Greenway ; SUP | | \$2,593,938.49 | | |
| T19 | Trail | Neighborhood Greenway | | \$306,003.10 | | |
| T22 | Trail | Neighborhood Greenway ; SUP | | \$9,073,644.35 | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|-------|----------------|----------------|-------|----------------|
| T23 | Trail | SUP | | \$1,479,490.83 | | |
| T25 | Trail | SUP | | \$631,498.78 | | |
| T14 | Trail | SUP | | \$3,725,943.42 | | |
| T30 | Trail | SUP | | \$4,322,265.54 | | |
| T29 | Trail | SUP | | \$331,015.53 | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|-------|----------------|----------------|-------|----------------|
| T11 | Trail | SUP | | \$2,159,695.58 | | |
| T21 | Trail | SUP | | \$1,735,668.85 | | |
| T20 | Trail | SUP | | \$31,288.32 | | |
| T32 | Trail | SUP | | \$2,854,314.83 | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|-------|----------------|----------------|-------|----------------|
| T34 | Trail | SUP | | \$867,203.21 | | |
| T31 | Trail | SUP | | \$3,764,611.20 | | |
| T33 | Trail | SUP | | \$3,104,902.08 | | |
| T12 | Trail | SUP | | \$2,802,774.02 | | |

Appendix D: Detailed Project Costs and Phasing

| ID | Project Type | Class | Recommendation | Cost Estimate | Phase | Priority Score |
|-----|--------------|-------|----------------|----------------|-------|----------------|
| T13 | Trail | SUP | | \$5,287,735.72 | | |
| T39 | Trail | SUP | | \$2,267,834.45 | | |
| T40 | Trail | SUP | | \$4,761,609.30 | | |

APPENDIX D

TRAIL RECOMMENDATION DETAILS

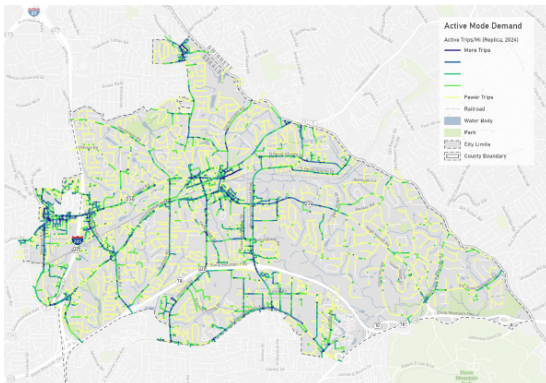


Trail Project Identification

This plan’s trail projects will to build out a network that improves the experience for everyone walking and biking in Tucker. Projects were identified by reviewing data analyses, community and stakeholder input, and geographic and land use contexts. This page describes these considerations in more detail.

Data Analyses

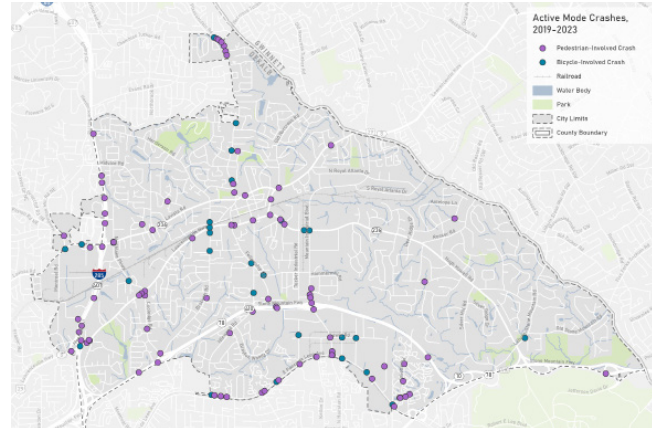
Trip data from Replica shows where people most often walk and bike in Tucker. These locations include Downtown Tucker, Hugh Howell Road, Idlewood Road, and the existing Stone Mountain PATH.



Active Mode Trips, 2024

Crash data from GDOT’s Numeric database shows that, between 2019 and 2023, there were 108 crashes and 42 crashes involving people walking and biking, respectively. Thirteen of these, or 9%, resulted in death. Many crashes involving people walking and biking are near the Northlake Parkway crossing

over I-285, near the Stone Mountain PATH, and throughout neighborhoods in southern and western Tucker.



Active Mode Crashes, 2019-2023

Community and Stakeholder Input

Downtown Tucker was the primary destination that community members and stakeholders want to be able to get to on the trail network. They were also primarily interested in shared use paths instead of on-street bike lanes to ensure walking and biking would feel more safe and comfortable.

Most notably, community members were most interested in trail network segments that could realistically be implemented in the near future; therefore, it was paramount to identify trail network segments that minimize costly and time-consuming processes like construction of bridges, environmental permitting, land acquisition.

Additional conversations with stakeholders informed trail project identification in other ways. This plan removes the 2019 recommendation for hard surface trails in Johns Homestead Park because of opposition from the neighboring residents. It was discovered that there was

significant support for trails along the South Fork of the Peachtree Creek, including previously expressed interest by the Drayton Woods Recreation Club. Community feedback also identified two projects later into plan development, Brockett Road Shared Use Path (T-39) and Chamblee Tucker Road Shared Use Path (T-40). These two projects were added to the recommendations, but were not included in the initial Trail project identification process.

Geographic and Land Use Contexts

Geography and land use provide important contextual information to guide the location of trail facilities while addressing the needs identified through data analysis and community input.

For example, despite a lot of pedestrian and bicycle traffic on Hugh Howell Road between Highway 29 and Mountain Industrial Boulevard, this portion of the roadway does not have enough right-of-way and has too many driveways for a shared use path, and vehicular speeds and volumes are too high to for a neighborhood greenway. Therefore, trail network connections were ultimately recommended in surrounding areas with safer conditions and more available right-of-way.

Other trail segments are planned where the City could capitalize right-of-way opportunities. One neighborhood greenway is planned on a city-owned roadway through Rehoboth Cemetery. A shared use path is planned along Highway 78 to provide a crucial east-west connection while utilizing space that is already publicly-owned. Another shared use path is recommended along an existing utility corridor to maximize its use.

All of these characteristics were driving factors in identifying the project locations, shown on the following pages.

Trail Projects Overview



T-1 Railroad Avenue, Lavista Road
Part of the Tucker-Northlake Trail.
Extends east from Downtown.



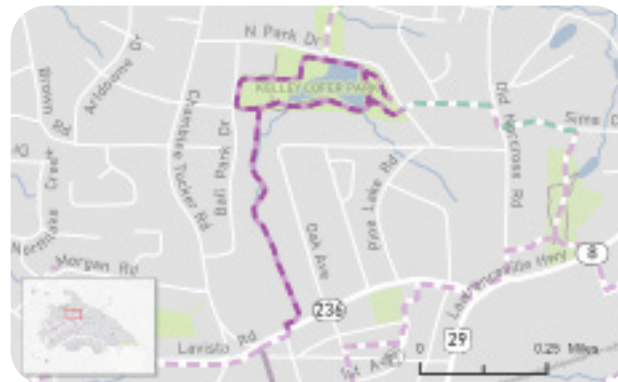
T-2 Along Railroad, E Exchange Place
Part of the Tucker-Northlake Trail.



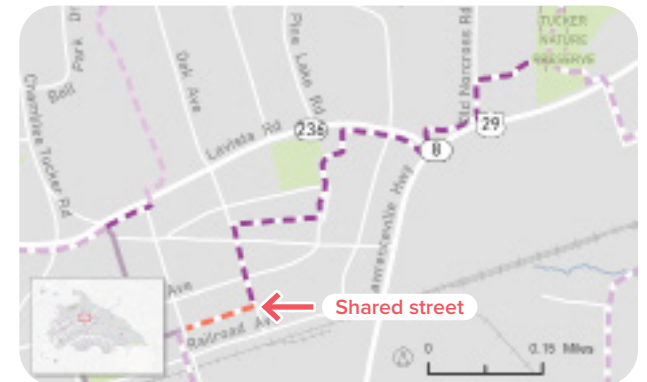
T-3 Crescent Centre Trail
Connection between the Tucker-Northlake Trail to Johns Homestead Park.



T-4 Along railroad
A shared use path from the western end of the Tucker-Northlake Trail to the Crescent Centre trail.



T-5 Kelley Cofer Park
A shared use path connection from Downtown to Kelley Cofer Park.



T-6 Downtown and Lavista Road
A shared use path connection to the Tucker Nature Preserve via Lavista Road, with a shared street Downtown.

Legend

- - - Shared Use Path, Planned
- - - Neighborhood Greenway, Planned
- Shared Use Path, Under Design
- Neighborhood Greenway, Under Design
- - - Other Planned Shared Use Path
- - - Other Planned Neighborhood Greenway



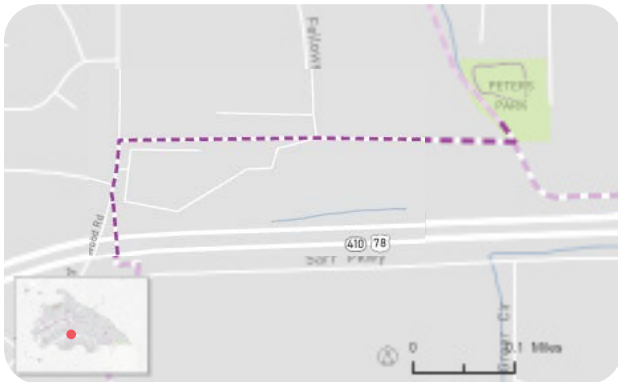
T-7 Tucker Nature Preserve
A connection between Tucker Nature Preserve and Kelley Cofer Park.



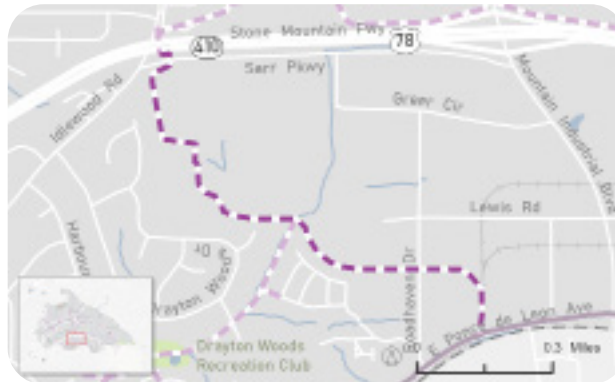
T-8 South Fork Peachtree Creek Greenway Segment 3A
A shared use path along the creek.



T-9 South Fork Peachtree Creek Greenway Segment 3B
A shared use path along the creek.



T-10 South Fork to Idlewood Connection
A shared use path with a bridge over Highway 78 via Idlewood Road.



T-11 Stone Mountain Middle School
Connection from the middle school to the Stone Mountain PATH.



T-12 Tucker Industrial Road
Connection between the South Fork Peachtree Greenway to the Hugh Howell shared use path.

Legend

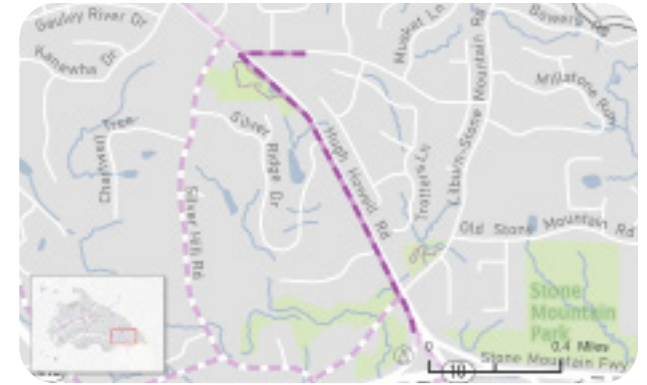
- - - Shared Use Path, Planned
- - - Shared Use Path, Under Design
- - - Other Planned Shared Use Path
- - - Neighborhood Greenway, Planned
- - - Neighborhood Greenway, Under Design
- - - Other Planned Neighborhood Greenway



T-13 Camp Creek
A loop from Smoke Rise Elementary to the start of the Hugh Howell shared use path.



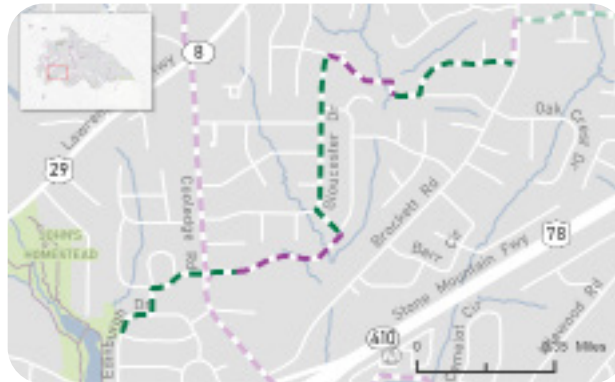
T-14 Hugh Howell Road
A shared use path along the north side of Hugh Howell Road.



T-15 Hugh Howell Road
A shared use path along the north side of Hugh Howell Road.



T-16 Stone Mountain Park
A shared use path that crosses under the Highway 78 interchange and continues into Stone Mountain Park.



T-17 Avon Avenue, Gloucester Drive
A low-stress pathway that connects residential neighborhoods to Johns Homestead Park.



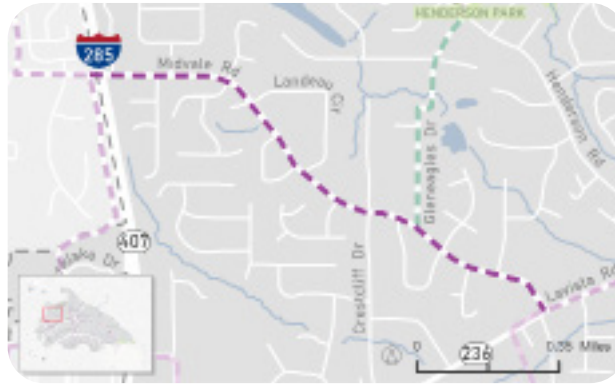
T-18 Brockett Creek Drive
A low-stress connection from the existing shared use path to the South Fork Peachtree Greenway.

Legend

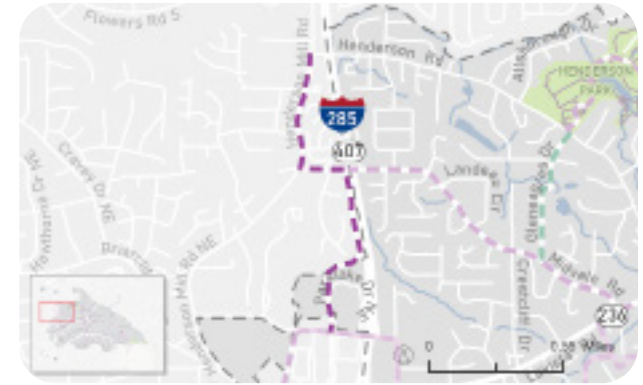
- - - Shared Use Path, Planned
- - - Neighborhood Greenway, Planned
- Shared Use Path, Under Design
- Neighborhood Greenway, Under Design
- - - Other Planned Shared Use Path
- - - Other Planned Neighborhood Greenway



T-19 Tucker-Northlake Trail
 A shared use path that follows Northlake Parkway, crosses I-285, and provides access to Northlake Mall.



T-20 Midvale Road
 A shared use path that runs north to south along Midvale Road.



T-21 I-285 ROW, Henderson Mill Road
 Connection between the Tucker-Northlake Trail to the shared use path on Midvale Road.



T-22 Gleneagles Drive, Henderson Park
 A shared use path through Henderson Park and connects to Midvale Road via neighborhood greenway.



T-23 Livsey Road, Lucky Shoals Creek
 Connection between Henderson Park and Kelley Cofer Park primarily via neighborhood greenways.



T-24 Lilburn Park Connection
 A shared use path proposed in the 2019 PATH plan that extends to a park in Lilburn.

Legend

- - - Shared Use Path, Planned
- - - Neighborhood Greenway, Planned
- - - Shared Use Path, Under Design
- - - Neighborhood Greenway, Under Design
- - - Other Planned Shared Use Path
- - - Other Planned Neighborhood Greenway



T-25 Tuckerstone Parkway, Mountain Industrial Boulevard

A connection from the Camp Creek Trail to trail segments T-6 and T-24.



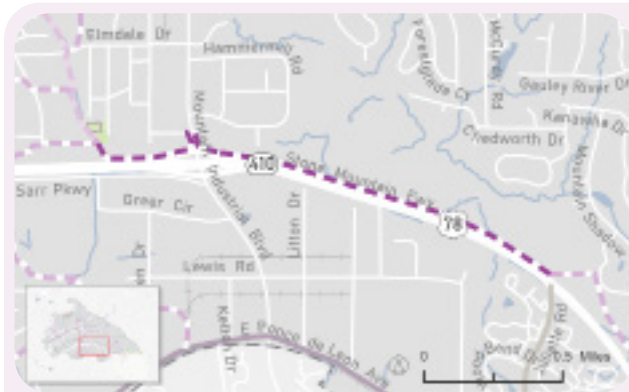
T-26 Juliette Crossing

A safe, protected intersection from the bike lanes on Juliette Road to the Stone Mountain PATH.



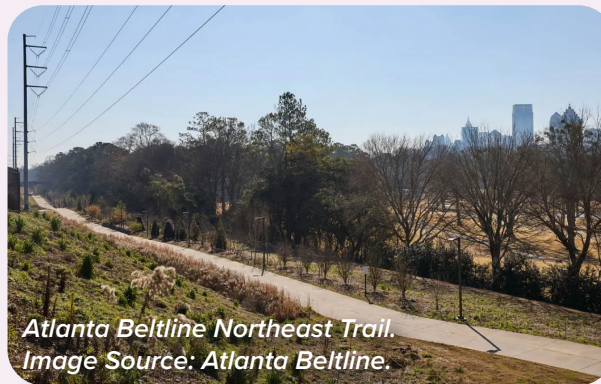
T-27 Coolidge Shared Use Path

A shared use path along Coolidge Road; requires significant funding, study, and public buy-in.



T-28 Highway 78 Shared Use Path

A shared use path along the south side of the Smoke Rise County Club and along the north side of Highway 78, within public right-of-way. Similar routes include the Northeast Trail of the Atlanta Beltline and PATH400 along State Route 400 in Atlanta.



Legend

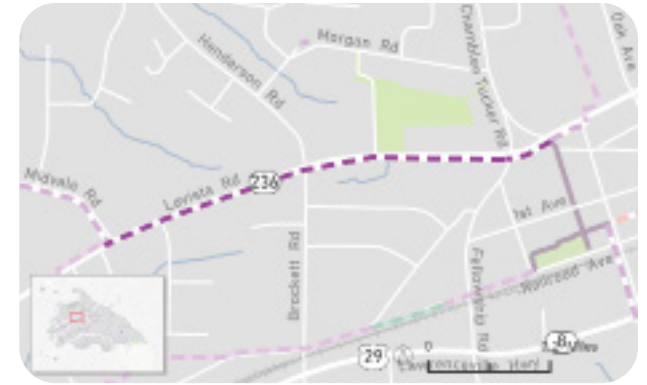
- - - Shared Use Path, Planned
- - - Shared Use Path, Under Design
- - - Other Planned Shared Use Path
- - - Neighborhood Greenway, Planned
- - - Neighborhood Greenway, Under Design
- - - Other Planned Neighborhood Greenway



T-29 Segment 5 Connection
 Extends the existing shared use path at Idlewood Station to the proposed neighborhood greenway segment T-18.



T-30 Drayton Woods, South Fork Peachtree Creek Path
 A shared use path along the creek. See more details on page F-9.



T-31 Lavista Shared Use Path
 A shared use path that creates a loop from the Tucker-Northlake Trail, Midvale Road, and Downtown.



T-32 Smoke Rise Utility Easement Pathway
 A shared use path through the existing utility easement. This trail segment will connect T-28, the bike lanes on Juliette Road, and T-36.



T-33 Lilburn-Stone Mountain Road Shared Use Path
 A shared use path from Hugh Howell Road to Silver Hill Road.

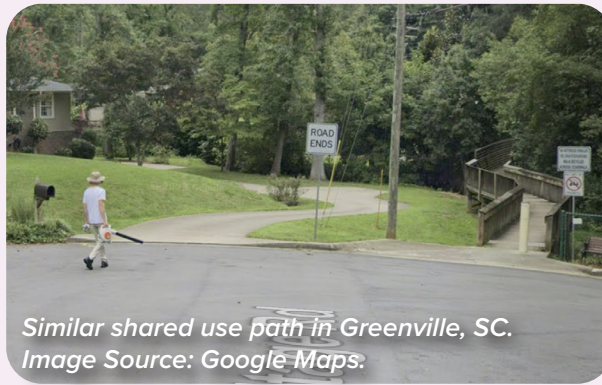
Legend

- - - Shared Use Path, Planned
- - - Neighborhood Greenway, Planned
- Shared Use Path, Under Design
- Neighborhood Greenway, Under Design
- - - Other Planned Shared Use Path
- - - Other Planned Neighborhood Greenway



T-34 Morgan Road Neighborhood Connection

A short shared use path that provides walking and biking access between two culdesacs. Similar connections are included along the South Fork Peachtree Greenway.



Similar shared use path in Greenville, SC. Image Source: Google Maps.



T-35 Main Street Connection

A shared use path on Main Street to provide a protected intersection and connection between shared use paths.



T-36 Silver Hill Shared Use Path

A shared use path connecting Hugh Howell Road to the roadway bridge over Highway 78.



T-37 South Fork Peachtree Creek Connection to Clarkston

A shared use path along the creek that will connect to the Clarkston Greenway.



T-38 Brockett Underpass Connection

A shared use path that provides a safe way for people to walk and bike under Highway 78.

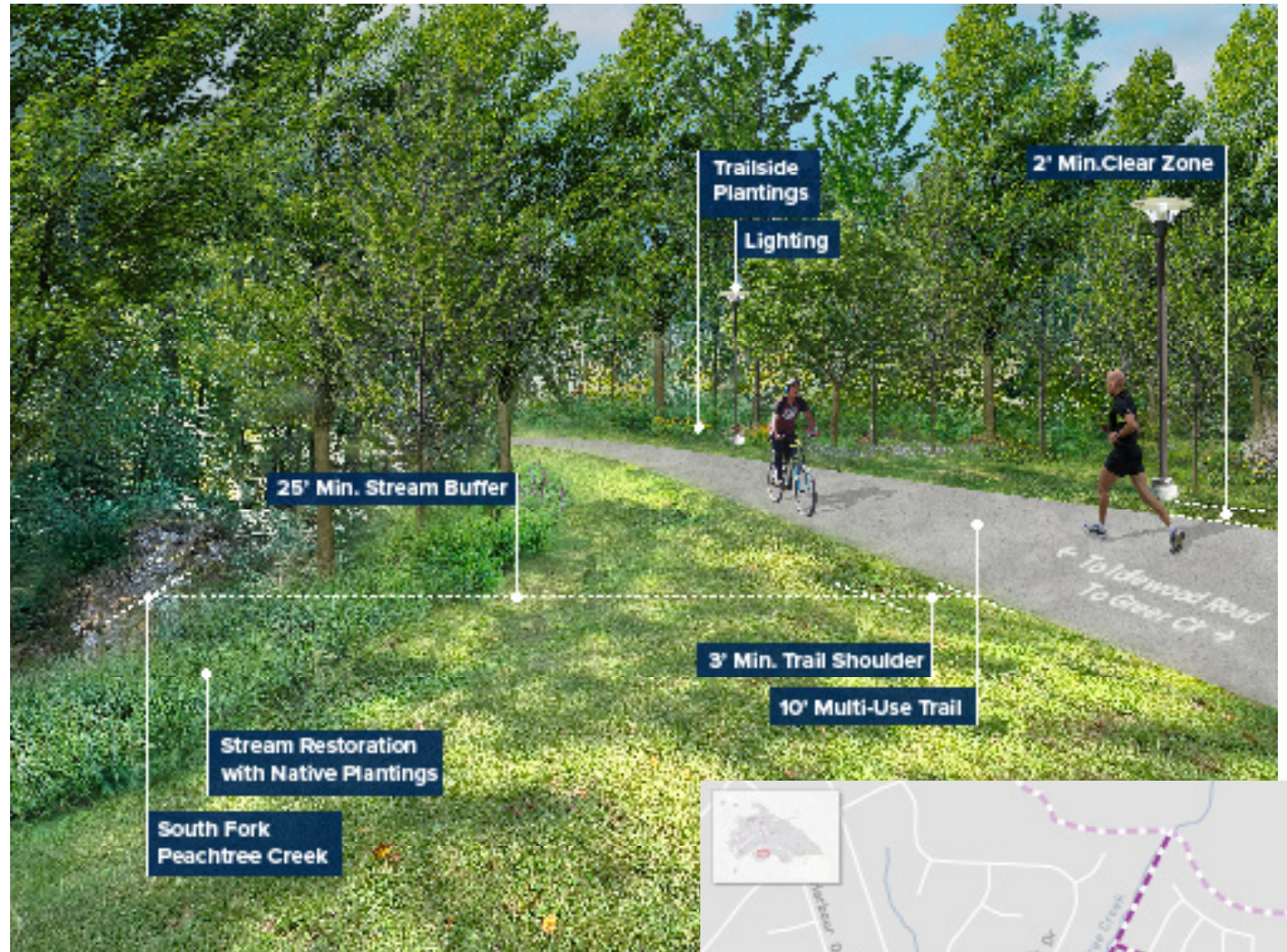
Legend

- - - Shared Use Path, Planned
- - - Shared Use Path, Under Design
- - - Other Planned Shared Use Path
- - - Neighborhood Greenway, Planned
- - - Neighborhood Greenway, Under Design
- - - Other Planned Neighborhood Greenway

Drayton Woods, South Fork Peachtree Creek Path

One of the new trail projects identified in this plan is the Drayton Woods, South Fork Peachtree Creek Path. This project is one of many trail segments that will follow the South Fork of Peachtree Creek to create a pathway that is both for recreation and transportation.

The map in the bottom-right shows the extents of this project. The image to the right shows what this path might look like within the Drayton Woods Recreation Club. The photo below was taken during a site visit of the creek segment.



Trail Project T-30: Drayton Woods, South Fork Peachtree Creek Path

Legend

- Shared Use Path, Planned
- Other Planned Shared Use Path



APPENDIX E

TRAIL PRIORITIZATION AND PHASING DETAILS



| Metrics | | Scoring Rubric | | | |
|--|---|---|------|------|-------------------|
| Assessment Criteria | Data Source | Metric | Good | Fair | Poor/Aspirational |
| Available ROW | Parcels GIS | # of privately-owned parcels Fewer parcels is better | 20 | 10 | 1 |
| Major Structures | Project description | Structures required (Y/N) (no structure is good) | 20 | - | 1 |
| Creek Structures | Project description and map | Creek bridges required (Y/N) (no structure is good) | - | 10 | 1 |
| Local permitting | Road Ownership GIS | Ownership of project roadway Locally-owned better | 20 | - | 1 |
| In Design Phase | Project phase | Whether any part of the project is under design | 10 | - | 1 |
| Wetland and floodplain impacts | DeKalb County flood GIS | Project overlap with AE flood zone (y/n) | 10 | 5 | 1 |
| Separation from traffic | Project description | Completely or partially shared use path | 5 | 3 | 1 |
| Crossings and conflict points | Intersection GIS from POND | # of intersections Fewer intersections better | 5 | 3 | 1 |
| Opportunities for eyes on the trail | Aerial imagery | Along major roadway, downtown, or in front of buildings | 5 | 3 | 1 |
| | | # of crashes intersect or parallel to More crashes better because = More crashes potentially diverted if project existed | 5 | 3 | 1 |
| Crash data (must be relevant to proposed infrastructure) | Bike/ped crashes GIS from POND | | | | |
| Adjacent to public facilities (schools, parks, etc) | Parks, Libraries, Schools GIS | Connects Y/N | 5 | - | 1 |
| | Intersects with Downtown | Connects Y/N | 5 | - | 1 |
| Adjacent to commercial centers (downtown, etc) | Community Improvement District GIS | Connects CIDs (Y/N) | 5 | - | 1 |
| Adjacent to high density housing | Tucker zoning GIS | Mostly or partially overlap with R-75 or R-85 zoning | 5 | 3 | 1 |
| Connections to existing trails and trails in design | City trails GIS | Connects Y/N | 10 | - | 1 |
| Connectivity with other TTMP trails | TTMP trails GIS | Connect once or more than once | 5 | 3 | 1 |
| Connectivity to segments in design | City trails GIS | Connect once or more than once | 10 | 5 | 1 |
| Connections to existing or proposed trails adjacent | Clarkston plan | Connects to trail in another jurisdiction (Y/N) | 5 | - | 1 |
| Connections to transit facilities (Marta buses, etc) | Bus stops GIS file | # stops along project More stops better | 5 | 3 | 1 |
| Client and stakeholder feedback | Meeting notes | Score higher if favored by client/stakeholder; Score lower if deemed not a priority or aspirational by client/stakeholder. All others are "fair." | 20 | 10 | 1 |

Project Scoring

| Project Info | | | | Criteria Scores | | | | | | | | | | | | | | | | | Overall Score | | | | | | | | | | | | | |
|--------------|---------------------------------|--------|---|--|---|---|--------------------------|--------------------------|--------------------------|---------------|---------------|------------------|------------------|------------------|-----------|------------------------|-------------------------|------------------------|---------------|---------|-------------------|----------|--------------------|----------------------|-----------------|------------------|----------------------|-----------------------|---------|----------------------|-------------|-----|-----|-----|
| TMTP ID | Trail Location | Length | To Street | From Street | Project Type | Project Description | Design Costs | Construction Costs | Total Costs | Current Phase | Available ROW | Major Structures | Creek Structures | Local Permitting | In Design | Wetland and Floodplain | Separation from traffic | Crossing and Conflicts | Eyes on Trail | Crashes | Public Facilities | Downtown | Commercial Centers | High Density Housing | Existing Trails | TMTP Connections | In Design Connection | Intercity Connections | Transit | Stakeholder Feedback | Score Total | | | |
| T-1 | Railroad Avenue, Lavista Road | 1.05 | 2nd Street | Midvale Road | Shared Use Path and Neighborhood Greenway | Part of the Tucker-Northlake Trail. Begin with an at-grade crossing at 2nd Street and transition to a shared use path on county-owned greenspace heading west. Transition to trail bridge over the railway Road, then run along Railroad Avenue to Bancroft Circle as a neighborhood greenway. The path will cross Bancroft Circle and transition to a shared use path before ending at Midvale Road. | Included as part of T-19 | Included as part of T-19 | Included as part of T-19 | Under Design | 1 | 20 | 10 | 1 | 10 | 1 | 3 | 1 | 3 | 5 | 5 | 1 | 5 | 3 | 10 | 3 | 5 | 1 | 1 | 1 | 10 | 99 | | |
| T-10 | South Fork to Idlewood Connect | 0.54 | Peters Park | Sarr Parkway | Shared Use Path | Off-road shared use path starting at the South Fork Peachtree Greenway at Peters Park, turning west to follow Sentry Drive and Idlewood Lane, and then transitioning to a shared use path bridge over Highway 78 beside Idlewood Road. | \$ 500,541.20 | \$4,671,717.89 | \$ 5,172,259.09 | TMP | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 1 | 3 | 5 | 1 | 5 | 3 | 1 | 5 | 1 | 1 | 1 | 10 | 49 | | |
| T-11 | Stone Mountain Middle School | 1.23 | Highway 78 | Stone Mountain Trail | Shared Use Path | Passes Stone Mountain Middle School, bridges over the Peachtree Creek, and connects into the Stone Mountain PATH along Ponce de Leon Avenue. | \$ 300,411.20 | \$ 2,803,837.89 | \$ 3,104,249.09 | TMP | 1 | 20 | 10 | 20 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 5 | 5 | 1 | 5 | 1 | 10 | 5 | 1 | 1 | 1 | 10 | 103 | |
| T-12 | Tucker Industrial Road, High H | 0.86 | South Fork Peachtree Creek | Marthasville Court | Shared Use Path | Begins at South Fork Peachtree Creek, continues east and crosses Mountain Industrial Boulevard at High Howell Road. | \$ 182,819.98 | \$ 1,706,319.81 | \$ 1,889,139.79 | TMP | 10 | 20 | 10 | 20 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 5 | 1 | 10 | 5 | 1 | 1 | 5 | 10 | 108 | | |
| T-13 | Camp Creek | 1.69 | Hunt Stone Drive | Fuller Way & High Howell | Shared Use Path | Trail connection along Camp Creek near Smoke Rise Elementary School, under Mountain Industrial Boulevard bridge, then tunnel under railroad to connect into the residential and commercial areas. | \$ 4,354,678.40 | \$ 40,643,665.06 | \$ 44,998,343.45 | TMP | 1 | 1 | 1 | 1 | 1 | 10 | 1 | 3 | 3 | 5 | 5 | 5 | 5 | 1 | 10 | 5 | 1 | 1 | 3 | 10 | 73 | | | |
| T-14 | High Howell Road | 1.29 | Marthasville Court | Silver Hill Road | Shared Use Path | Shared use path follows the north side of High Howell Road from Stratton Drive to the intersection of Silver Hill Road. | \$ - | \$ 8,000,000.00 | \$ 8,000,000.00 | Under Design | 20 | 20 | 10 | 20 | 10 | 10 | 1 | 1 | 5 | 3 | 1 | 1 | 1 | 1 | 10 | 3 | 5 | 1 | 1 | 1 | 10 | 134 | | |
| T-15 | High Howell Road | 1.23 | Smoke Rise Elementary | Stone Mountain Freeway WB on-ramp | Shared Use Path | At Silver Hill Road, cross High Howell Road and run along the boundary of Smoke Rise Park, continue southbound along High Howell Road, and transition through the US-78 west bound access ramp towards Stone Mountain Park. | Included as part of T-14 | Included as part of T-14 | Included as part of T-14 | Under Design | 1 | 20 | 1 | 1 | 10 | 10 | 1 | 1 | 5 | 1 | 5 | 1 | 1 | 1 | 10 | 3 | 5 | 1 | 1 | 1 | 10 | 98 | | |
| T-16 | Stone Mountain Park | 1.05 | Stone Mountain Freeway WB on-ramp | Robert E Lee Boulevard | Shared Use Path | Utilize west-bound US-78 exit lane, transition under US-78 and into Stone Mountain Park to the PATH loop. | Included as part of T-14 | Included as part of T-14 | Included as part of T-14 | TMP | 20 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 5 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 10 | 58 | | |
| T-17 | Avon Avenue, Gloucester Drive | 1.75 | Brockett Road | Johns Homestead Park | Shared Use Path and Neighborhood Greenway | Start as a neighborhood greenway along Edinburgh Drive near Johns Homestead Park. Include an at-grade crossing at Coolidge Road and transition to a shared use path at the end of Cousins Way. Transition back to a neighborhood greenway at Samaria Road, then continue on Gloucester Drive north to Ramah Lane. Switch back to shared use path to head east and cross the creek to connect to Roman Court, then continue as a neighborhood greenway and end at Brockett Road. | \$ 136,639.66 | \$ 1,273,303.46 | \$ 1,411,943.12 | TMP | 1 | 20 | 10 | 20 | 1 | 1 | 1 | 3 | 1 | 3 | 5 | 5 | 1 | 1 | 5 | 1 | 5 | 1 | 1 | 1 | 10 | 96 | | |
| T-18 | Brockett Creek Drive | 0.72 | Brockett Road | South Fork Peachtree Creek | Shared Use Path and Neighborhood Greenway | Primarily serve as a shared use path, including as a short segment along Brockett Road between Foglowe Road and Brockett Creek Drive. Transition to a neighborhood greenway along Brockett Creek Drive until connecting to segment T-19. Pick back up as a shared use path on Elmidae Drive east of Idlewood Road until connecting with segment T-9. | \$ 112,152.22 | \$ 1,046,754.04 | \$ 1,158,906.26 | TMP | 1 | 20 | 10 | 10 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 3 | 5 | 1 | 5 | 3 | 1 | 5 | 1 | 1 | 1 | 10 | 89 | |
| T-19 | Tucker-Northlake Trail | 1.54 | E Exchange Place | Weems Road | Shared Use Path | A shared use path along Northlake Parkway, including a shared use path bridge crossing over I-285. Once the path reaches the eastern edge of the Northlake Mall property line, it follows the property line until reach and crossing Lavista Road, and then continues through the commercial shopping center. | \$ 11,000,000.00 | \$ 20,000,000.00 | \$ 31,000,000.00 | Under Design | 1 | 20 | 10 | 1 | 10 | 10 | 1 | 3 | 3 | 5 | 1 | 1 | 1 | 5 | 1 | 1 | 5 | 5 | 1 | 5 | 10 | 99 | | |
| T-2 | Along railroad, E Exchange Plac | 1.16 | Stephens Court | Northlake Parkway | Shared Use Path | Part of the Tucker-Northlake Trail. Follow parallel the north side of the CSX active railroad right-of-way from Stephens Court industrial area to Northlake Parkway. | Included as part of T-19 | Included as part of T-19 | Included as part of T-19 | Under Design | 1 | 20 | 10 | 20 | 10 | 1 | 1 | 5 | 1 | 3 | 5 | 1 | 5 | 3 | 1 | 3 | 5 | 1 | 1 | 1 | 10 | 107 | | |
| T-20 | Midvale Road | 1.14 | I-285 | Lavista Road/Segment T-1 | Shared Use Path | Shared use path on Midvale Road from I-285 to Lavista Road. Includes crossing under I-285. | \$ 1,045,686.06 | \$ 9,759,736.58 | \$ 10,805,422.64 | TMP | 1 | 1 | 1 | 1 | 1 | 10 | 1 | 1 | 5 | 3 | 5 | 1 | 5 | 3 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 49 | |
| T-21 | I-285 ROW, Henderson Mill Ro | 1.44 | Northlake Parkway | Henderson Road | Shared Use Path | Runs along Parklake Drive NE, follows the western edge of the I-285 right-of-way and heads northbound under Midvale Road. Turns off as a shared use path along Midvale heading westbound, then follows Henderson Mill Road to the north. | \$ 310,994.09 | \$ 2,902,611.49 | \$ 3,213,605.57 | TMP | 1 | 20 | 10 | 20 | 1 | 1 | 1 | 3 | 3 | 5 | 1 | 1 | 5 | 1 | 5 | 1 | 5 | 1 | 1 | 5 | 10 | 96 | | |
| T-22 | Glenagles Drive, Henderson P | 1.56 | Midvale Road | Ridge Park Drive | Shared Use Path and Neighborhood Greenway | Start at the intersection of Midvale Road and Glenagles Drive as a neighborhood greenway. Transition to a shared use path at Henderson Park and continue through the park. | \$ 243,181.73 | \$ 2,269,696.18 | \$ 2,512,877.91 | TMP | 1 | 20 | 10 | 20 | 1 | 10 | 3 | 1 | 3 | 1 | 5 | 1 | 1 | 1 | 10 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 106 | |
| T-23 | Livsey Road, Lucky Shoals Cree | 1.48 | Ridge Park Drive | Old Norcross Road/Kelley Cofer Park | Shared Use Path and Neighborhood Greenway | Start at the eastern entrance of Henderson Park as a neighborhood greenway. Head east to cross Chamblee Tucker Road, transition to a shared use path until Smithsboro Drive where the path will serve as a neighborhood greenway. Then transition back to a shared use path along Lucky Shoals Creek. | \$ 28,687.79 | \$ 267,752.71 | \$ 296,440.51 | TMP | 1 | 20 | 10 | 20 | 1 | 10 | 3 | 1 | 5 | 3 | 5 | 1 | 5 | 3 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 107 | |
| T-24 | Liburn Park Connection | 4.49 | Tucker Nature Preserve | Liburn Lions Club Park | Shared Use Path and Neighborhood Greenway | Start in Tucker Nature Preserve as a shared use path, cross Lawrenceville Highway, head east between N. Royal Atlanta Drive, transition to a neighborhood greenway on Cherry Lane, switch back to a shared use path at the end of the roadway and continue until at city limits. | \$ 850,654.16 | \$ 7,939,438.80 | \$ 8,790,092.96 | TMP | 1 | 20 | 10 | 1 | 1 | 1 | 3 | 1 | 3 | 3 | 5 | 5 | 5 | 3 | 10 | 5 | 1 | 1 | 3 | 10 | 92 | | | |
| T-25 | Tuckerstone Parkway, Mountai | 0.63 | Cofer Circle | Camp Creek/Trail Segment T-13 | Shared Use Path | Start at N. Royal Atlanta Drive, head east and follow Tuckerstone Parkway southbound to Camp Creek. | \$ 138,702.27 | \$ 1,294,554.48 | \$ 1,433,256.75 | TMP | 10 | 20 | 10 | 1 | 1 | 10 | 1 | 5 | 3 | 1 | 1 | 1 | 5 | 1 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 89 | |
| T-26 | Juliette Crossing | 0.17 | Juliette Road | Stone Mountain PATH | Shared Use Path | Create safe crossing for pedestrians and cyclists from the bike lanes on Juliette Road to the Stone Mountain PATH. | \$ 35,700.00 | \$ 368,900.00 | \$ 404,600.00 | TTMP | 20 | 20 | 10 | 1 | 1 | 10 | 1 | 5 | 3 | 5 | 1 | 1 | 5 | 1 | 10 | 1 | 1 | 1 | 1 | 1 | 10 | 129 | | |
| T-27 | Coolidge Shared Use Path | 1.26 | Northlake Parkway/Trail Segment T-3 | Avon Avenue | Shared Use Path | Shared use path along Coolidge Road, providing connections to city hall and creating loops in trail network. | \$ 349,107.20 | \$ 3,260,200.50 | \$ 3,609,307.69 | TTMP | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 5 | 1 | 1 | 5 | 3 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 36 | |
| T-28 | Highway 78 Shared Use Path | 1.87 | Peters Park | Juliette Road | Shared Use Path | Shared use path along Highway 78, providing additional east-west connections for Tucker neighborhood. | \$ 405,232.39 | \$ 3,781,862.35 | \$ 4,187,194.74 | TTMP | 1 | 20 | 10 | 1 | 1 | 10 | 1 | 3 | 3 | 5 | 5 | 1 | 5 | 3 | 10 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 88 | |
| T-29 | Segment 5 Connection | 0.14 | Bocvar Way | Brockett Creek Drive | Shared Use Path | Close gap between existing shared use path on Bocvar Way and connect to proposed neighborhood greenway on Brockett Creek Drive (Trail Segment T-18). | \$ 31,032.71 | \$ 295,638.59 | \$ 326,671.30 | TTMP | 10 | 20 | 10 | 20 | 1 | 10 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 5 | 10 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 106 | |
| T-3 | Crescent Centre Trail | 1.22 | Northlake Parkway | Lawrenceville Highway | Shared Use Path and Neighborhood Greenway | Primarily serve as a shared use path along Crescent Centre Boulevard until meeting Cemetery Avenue where the path will transition to a neighborhood greenway. | \$ 209,394.18 | \$ 1,954,345.56 | \$ 2,163,739.83 | TMP | 10 | 1 | 1 | 20 | 1 | 1 | 3 | 3 | 3 | 5 | 1 | 1 | 1 | 5 | 3 | 1 | 5 | 1 | 1 | 1 | 1 | 20 | 87 | |
| T-30 | Drayton Woods, South Fork Pe | 0.82 | Trail Segment T-11 | Peachtree Creek Fork near Drayton Wood | Shared Use Path | Shared use path along the South Fork of Peachtree Creek, providing connections to nearby cul-de-sac streets. | \$ 202,471.46 | \$ 1,889,733.63 | \$ 2,092,205.09 | TTMP | 1 | 20 | 10 | 20 | 1 | 1 | 1 | 5 | 1 | 3 | 1 | 1 | 5 | 5 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 85 | |
| T-31 | Lavista Shared Use Path | 0.77 | Midvale Road | Lynburn Drive | Shared Use Path | Shared use path along Lavista to connect neighborhoods and proposed trail segments to Downtown Tucker. | \$ 162,718.95 | \$ 1,518,710.24 | \$ 1,681,429.20 | TTMP | 10 | 20 | 10 | 1 | 1 | 10 | 1 | 1 | 5 | 3 | 5 | 5 | 5 | 1 | 10 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 97 | |
| T-32 | Smoke Rise Utility Exemtion P | 1.10 | Juliette Road | Silver Hill Road | Shared Use Path | Use utility easement to construct bicycle and pedestrian trail connection. | \$ 267,592.02 | \$ 2,497,525.47 | \$ 2,765,117.49 | TTMP | 1 | 20 | 10 | 1 | 1 | 10 | 1 | 3 | 3 | 5 | 1 | 1 | 1 | 1 | 10 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 93 | |
| T-33 | Liburn-Stone Mountain Road S | 0.38 | Silver Hill Road | High Howell Road | Shared Use Path | Shared use path to connect trail segment in design and proposed trail that would provide future connectivity across Highway 78 to Stone Mountain Park. | \$ 81,300.30 | \$ 758,802.80 | \$ 840,103.10 | TTMP | 20 | 20 | 10 | 20 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 10 | 103 | |
| T-34 | Morgan Road Neighborhood Cr | 0.01 | Morgan Road | Morgan Road | Shared Use Path | Shared use path on the west side of Main Street to connect existing and designed trails. | \$ 2,933.28 | \$ 27,377.28 | \$ 30,310.56 | TTMP | 20 | 20 | 10 | 20 | 1 | 10 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 10 | 108 |
| T-35 | Main Street Connection | 0.19 | Main Street alleyway | Idlewood Road | Shared Use Path | Shared use path on the west side of Main Street to connect existing and designed trails. | \$ 76,962.46 | \$ 718,316.26 | \$ 795,278.72 | TTMP | 10 | 20 | 10 | 1 | 1 | 10 | 1 | 3 | 5 | 1 | 1 | 5 | 5 | 1 | 10 | 5 | 1 | 1 | 1 | 1 | 1 | 10 | 104 | |
| T-36 | Silver Hill Shared Use Path | 1.38 | High Howell Road | Stone Mountain Freeway | Shared Use Path | Shared use path along Silver Hill Road to connect High Howell path to the existing roadway bridge over Highway 78. | \$ 291,084.57 | \$ 2,716,789.32 | \$ 3,007,873.79 | TTMP | 20 | 20 | 10 | 20 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 10 | 101 | |
| T-37 | South Fork Peachtree Creek Co | 1.09 | Peachtree Creek Fork/Trail Segment T-30 | Tucker City Limits/Clarkston Greenway | Shared Use Path | A shared use path that provides an active transportation connection between nearby cul-de-sac roadways. | \$ 262,760.06 | \$ 2,452,427.26 | \$ 2,715,187.33 | TTMP | 1 | 20 | 10 | 1 | 1 | 1 | 1 | 3 | 1 | 5 | 1 | 1 | 1 | 1 | 5 | 1 | 3 | 1 | 1 | 1 | 1 | 10 | 92 | |
| T-38 | Brockett Underpass Connector | 0.46 | Tucker City Limits/Highway 78 EB onramp | Avon Avenue | Shared Use Path | Shared use path along Brockett Road and under Highway 78. | \$ 495,725.13 | \$ 4,626,767.88 | \$ 5,122,493.01 | TTMP | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 3 | 1 | 5 | 1 | 5 | 1 | 1 | 1 | 10 | 48 |
| T-4 | Along railroad | 0.89 | Crescent Center Boulevard | Northlake Tower Festival | Shared Use Path | Shared use path along the west side of Main Street to connect existing and designed trails. | \$ 2,732,086.91 | \$ 25,499,477.79 | \$ 28,231,564.69 | TMP | 1 | 1 | 1 | 1 | 1 | 10 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 5 | 1 | 1 | 5 | 1 | 1 | 1 | 1 | 10 | 48 | |
| T-5 | Kelley Cofer Park | 1.34 | Tucker High School | North Park Drive | Shared Use Path | Shared use path extends along Tucker High School Campus between Oak Avenue and Ball Park Drive to Kelley Cofer Park. | \$ 260,000.00 | \$ 259,910.01 | \$ 519,910.01 | Under Design | 1 | 20 | 10 | 1 | 10 | 10 | 1 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 10 | 5 | 5 | 1 | 1 | 1 | 20 | 126 | | |
| T-6 | Downtown Shared Street to th | 0.89 | Main Street | Tucker Nature Preserve | Shared Street and Shared Use Path | Start in Downtown as a shared street in the alleyway between Main Street and 4th Street to accommodate pedestrian activities like outdoor dining and seating. Continue onto 4th Street northbound, turn right between Lynburn Drive and Cherry Street, then turn left before Burns Avenue before following along Lavista Road, crossing Lavista Road at Lawrenceville Highway, turning left along Old Norcross Road, and then enter the Tucker Nature Preserve. | \$ 165,895.51 | \$ 1,548,358.11 | \$ 1,714,253.62 | TMP | 1 | 20 | 10 | 1 | 1 | 10 | 1 | 1 | 5 | 1 | 1 | 5 | 5 | 5 | 5 | 3 | 10 | 5 | 1 | 1 | 1 | 10 | 101 | |
| T-7 | Tucker Nature Preserve, Angie | 0.59 | Tucker Nature Preserve | Kelley Cofer Park | Shared Use Path and Neighborhood Greenway | Primarily serve as a neighborhood greenway connection from Tucker Nature Preserve to Kelley Cofer Park, transitioning to a shared use path through the nature preserve and a brief segment along Old Norcross Road. | \$ 65,622.67 | \$ 612,478.27 | \$ 678,100.93 | TMP | 10 | 20 | 10 | 20 | 1 | 10 | 3 | 3 | 3 | 1 | 5 | 5 | 5 | 5 | 5 | 10 | 5 | 1 | 1 | 1 | 10 | 129 | | |
| T-8 | South Fork Peachtree Greenwa | 0.69 | Lawrenceville Highway | Near Bibb Boulevard | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Phasing

| | Phase | Available Funding | Remaining Funding | Funding Allocated |
|--|----------------------|-------------------|--------------------|-------------------|
| | Short-term 2026-2030 | \$ 20,500,000.00 | \$ (27,159,910.01) | \$ 47,659,910.01 |
| | Mid-term 2031-2035 | \$ 11,500,000.00 | \$ 96,425.65 | \$ 11,403,574.35 |
| | Long-term 2036-2040 | \$ 11,500,000.00 | \$ 43,310.45 | \$ 11,456,689.55 |
| | Aspirational | | | \$ 122,285,904.46 |
| | | \$ 43,500,000.00 | \$ (27,020,173.91) | |

| Project ID | Project Name | Project Cost | Phase | Project Phase | Project Score | Notes |
|------------|--|------------------|----------------------|---------------|---------------|--|
| T-14 | Hugh Howell Road | \$ 8,000,000.00 | Short-term 2026-2030 | CONST | 134 | Includes T-15 and T-16 |
| T-19 | Tucker-Northlake Trail | \$ 11,000,000.00 | Short-term 2026-2030 | PE | 99 | Includes T-1 and T-2 |
| T-19 | Tucker-Northlake Trail | \$ 20,000,000.00 | Short-term 2026-2030 | CONST | 99 | Includes T-1 and T-2; Estimated and applying for \$4.5M for phase 1. |
| T-5 | Kelley Cofer Park Loop | \$ 259,910.01 | Short-term 2026-2030 | CONST | 126 | In CIP as FY2025 |
| T-8 | South Fork Peachtree Greenway 3A | \$ 4,200,000.00 | Short-term 2026-2030 | CONST | 125 | |
| T-9 | South Fork Peachtree Greenway 3B | \$ 4,200,000.00 | Short-term 2026-2030 | CONST | 107 | |
| T-11 | Stone Mountain Middle School | \$ 300,411.20 | Mid-term 2031-2035 | PE | 103 | |
| T-11 | Stone Mountain Middle School | \$ 2,803,837.89 | Mid-term 2031-2035 | CONST | 103 | |
| T-12 | Tucker Industrial Road, Hugh Howell Road | \$ 182,819.98 | Mid-term 2031-2035 | PE | 108 | |
| T-12 | Tucker Industrial Road, Hugh Howell Road | \$ 1,706,319.81 | Mid-term 2031-2035 | CONST | 108 | |
| T-18 | Brockett Creek Drive | \$ 112,152.22 | Mid-term 2031-2035 | PE | 89 | |
| T-22 | Gleneagles Drive, Henderson Park | \$ 243,181.73 | Mid-term 2031-2035 | PE | 106 | |
| T-22 | Gleneagles Drive, Henderson Park | \$ 2,269,696.18 | Mid-term 2031-2035 | CONST | 106 | |
| T-23 | Livsey Road, Lucky Shoals Creek | \$ 28,687.79 | Mid-term 2031-2035 | PE | 107 | |
| T-23 | Livsey Road, Lucky Shoals Creek | \$ 267,752.71 | Mid-term 2031-2035 | CONST | 107 | |
| T-26 | Juliette Crossing | \$ 35,700.00 | Mid-term 2031-2035 | PE | 129 | |
| T-26 | Juliette Crossing | \$ 368,900.00 | Mid-term 2031-2035 | CONST | 129 | |
| T-29 | Segment 5 Connection | \$ 31,032.71 | Mid-term 2031-2035 | PE | 106 | |
| T-3 | Along railroad, I-285, Cemetery Avenue | \$ 209,394.18 | Mid-term 2031-2035 | PE | 87 | |
| T-33 | Lilburn Stone Mountain Shared Use Path | \$ 81,300.30 | Mid-term 2031-2035 | PE | 103 | |
| T-34 | Neighborhood Connection | \$ 2,933.28 | Mid-term 2031-2035 | PE | 108 | |
| T-34 | Neighborhood Connection | \$ 27,377.28 | Mid-term 2031-2035 | CONST | 108 | |
| T-35 | Main Street Connection | \$ 76,962.46 | Mid-term 2031-2035 | PE | 104 | |
| T-37 | South Fork Peachtree Creek Connection to | \$ 262,760.06 | Mid-term 2031-2035 | PE | 92 | |
| T-6 | Downtown and Lavista Road | \$ 165,895.51 | Mid-term 2031-2035 | PE | 101 | |
| T-6 | Downtown and Lavista Road | \$ 1,548,358.11 | Mid-term 2031-2035 | CONST | 101 | |
| T-7 | Tucker Nature Preserve, Angie Drive | \$ 65,622.67 | Mid-term 2031-2035 | PE | 129 | |
| T-7 | Tucker Nature Preserve, Angie Drive | \$ 612,478.27 | Mid-term 2031-2035 | CONST | 129 | |
| T-17 | Avon Avenue, Gloucester Drive | \$ 136,639.66 | Long-term 2036-2040 | PE | 96 | |
| T-17 | Avon Avenue, Gloucester Drive | \$ 1,275,303.46 | Long-term 2036-2040 | CONST | 96 | |
| T-18 | Brockett Creek Drive | \$ 1,046,754.04 | Long-term 2036-2040 | CONST | 89 | |
| T-20 | Midvale Road | \$ 1,045,686.06 | Long-term 2036-2040 | PE | 49 | |
| T-21 | I-285 ROW, Henderson Mill Road NE | \$ 310,994.09 | Long-term 2036-2040 | PE | 96 | |
| T-25 | Tuckerstone Parkway, Mountain Industrial | \$ 138,702.27 | Long-term 2036-2040 | PE | 89 | |
| T-28 | Highway 78 Shared Use Path | \$ 405,212.39 | Long-term 2036-2040 | PE | 88 | |
| T-29 | Segment 5 Connection | \$ 289,638.59 | Long-term 2036-2040 | CONST | 106 | |
| T-3 | Along railroad, I-285, Cemetery Avenue | \$ 1,954,345.66 | Long-term 2036-2040 | CONST | 87 | |
| T-30 | Drayton Woods, South Fork Peachtree Cree | \$ 202,471.46 | Long-term 2036-2040 | PE | 85 | |
| T-31 | Lavista Shared Use Path | \$ 162,718.95 | Long-term 2036-2040 | PE | 97 | |
| T-32 | Smoke Rise Utility Easement Pathway | \$ 267,592.02 | Long-term 2036-2040 | PE | 93 | |
| T-33 | Lilburn Shared Use Path | \$ 758,802.80 | Long-term 2036-2040 | CONST | 103 | |
| T-35 | Main Street Connection | \$ 718,316.26 | Long-term 2036-2040 | CONST | 104 | |
| T-36 | Silver Hill Shared Use Path | \$ 291,084.57 | Long-term 2036-2040 | PE | 101 | |
| T-37 | South Fork Peachtree Creek Connection to | \$ 2,452,427.26 | Long-term 2036-2040 | CONST | 92 | |
| T-10 | South Fork to Idlewood Connection | \$ 500,541.20 | Aspirational | PE | 49 | |
| T-10 | South Fork to Idlewood Connection | \$ 4,671,717.89 | Aspirational | CONST | 49 | |
| T-13 | Camp Creek | \$ 4,354,678.40 | Aspirational | PE | 73 | |
| T-13 | Camp Creek | \$ 40,643,665.06 | Aspirational | CONST | 73 | |
| T-20 | Midvale Road | \$ 9,759,736.58 | Aspirational | CONST | 49 | |
| T-21 | I-285 ROW, Henderson Mill Road NE | \$ 2,902,611.49 | Aspirational | CONST | 96 | |
| T-24 | Lilburn Park Connection | \$ 850,654.16 | Aspirational | PE | 92 | |
| T-24 | Lilburn Park Connection | \$ 7,939,438.80 | Aspirational | CONST | 92 | |
| T-25 | Tuckerstone Parkway, Mountain Industrial | \$ 1,294,554.48 | Aspirational | CONST | 89 | |
| T-27 | Cooledge Shared Use Path | \$ 349,307.20 | Aspirational | PE | 36 | |
| T-27 | Cooledge Shared Use Path | \$ 3,260,200.50 | Aspirational | CONST | 36 | |
| T-28 | Highway 78 Shared Use Path | \$ 3,781,982.35 | Aspirational | CONST | 88 | |
| T-30 | Drayton Woods, South Fork Peachtree Cree | \$ 1,889,733.63 | Aspirational | CONST | 85 | |
| T-31 | Lavista Shared Use Path | \$ 1,518,710.24 | Aspirational | CONST | 97 | |
| T-32 | Smoke Rise Utility Easement Pathway | \$ 2,497,525.47 | Aspirational | CONST | 93 | |
| T-36 | Silver Hill Shared Use Path | \$ 2,716,789.32 | Aspirational | CONST | 101 | |
| T-38 | Brockett Underpass Connection | \$ 495,725.13 | Aspirational | PE | 43 | |
| T-38 | Brockett Underpass Connection | \$ 4,626,767.88 | Aspirational | CONST | 43 | |
| T-4 | Along railroad | \$ 2,732,086.91 | Aspirational | PE | 48 | |
| T-4 | Along railroad | \$ 25,499,477.79 | Aspirational | CONST | 48 | |

Note: Projects T-39 and T-40 were added later in the plan's development were not prioritized

APPENDIX F

DETAILED MAINTENANCE PROJECT LIST



Appendix F: Maintenance Project List

| ID | StreetName | Intersecting Street/From Street | To Street | Class | Recommendation |
|-----|---------------------------|--|-----------|---|--|
| M-1 | Brockett Rd | Moon Rd/Railroad | - | Paving Striping | Repave Brockett Rd at Moon St/Railroad Ave Restripe Brockett Rd at Moon St/Railroad Ave |
| M-2 | Chamblee Tucker Rd | Tucker Norcross Rd | - | Striping Striping Signal Signaling & Marking Signaling & Marking Signaling & Marking Paving Roadside | Restripe the major and minor streets Restripe all crosswalks Install retroreflective borders to all signal head backplates Replace the faded overhead lane control signs over the southbound approach. Review the placement to confirm all signs are above the appropriate lanes. Replace the bent "I-285" Interstate shield sign along the southbound right-turn lane. Replace the faded "I-85" Interstate shield sign along the eastbound travel lanes. Repave the major and minor streets Move the overhead utilities along the east side of Tucker Norcross Road so that the wires do not obstruct visibility of the eastbound signal heads |
| M-3 | Cooledge Rd | Brockett Rd | - | Signaling & Marking | Install overhead street-name signs with wayfinding along the northbound and southbound approaches |
| M-4 | E Ponce de Leon Ave | Mountain Industrial Blvd/N Hairston Rd | - | Striping Striping Striping Signal Vegetation Paving Pedestrian Crossing | Restripe both the major and minor streets. Restripe the median nose on the south leg of the intersection. Restripe all crosswalks Install retroreflective borders to all signal head backplates Clear and grub vegetation along the eastbound travel lanes approaching the study intersection Repave the major and minor streets. Move the pedestrian detection button in the northeast corner of the intersection so that its placement aligns with the PATH. |
| M-5 | East Ponce de Leon Avenue | Hambrick Rd | - | Signal Pedestrian Crossing | Add backplates with retroreflective borders to all signal heads Rotate the southbound pedestrian signal across the east leg so that the direction of the head aligns with the crosswalk and site path of pedestrians. Replace the faded regulatory sign prohibiting pedestrian crossings (MUTCD R9-3) and the "Use Crosswalk" plaque (MUTCD R9-3bP) located in the southeast triangular raised island. |
| M-6 | Fellowship Rd | Lawrenceville Hwy | - | Signaling & Marking Signal | Replace broken backplates Replace faded overhead streetname signs |
| M-7 | Fellowship Rd | Lavista Rd | - | Signal | Install missing retroreflective borders to signal head backplates, if not implementing NS-098 |
| M-8 | Hugh Howell Rd | Mountain Industrial Blvd | - | Utilities Striping | Relocate the utility pole in the northeast quadrant of the intersection out of the raised, concrete island Restripe Mountain Industrial Boulevard. |

Appendix F: Maintenance Project List

| ID | StreetName | Intersecting Street/From Street | To Street | Class | Recommendation |
|------|-------------------|---------------------------------|-----------|-------------------------------|---|
| M-9 | Hugh Howell Rd | Flinstone Dr | - | Signal | Relocate the signal pole in the southeast quadrant of the intersection to remove it from the clear zone |
| M-10 | Hugh Howell Rd | Silver Hill Rd | - | Signing & Marking Signal | Remove pavement markings related to the former school zone Add backplates with retroreflective borders to all signal heads |
| M-11 | Idlewood Rd | E Ponce de Leon Ave | - | Vegetation | Trim vegetation along the northeast and northwest quadrants of the intersection to improve intersection sight distance for the southbound approach |
| M-12 | Idlewood Rd | Idlewood Elementary School | - | Roadside | Improve drainage near the midblock crossing |
| M-13 | Idlewood Rd | Sarr Pkwy | - | Roadside | Replace the guardrail in the northeast quadrant of the intersection |
| M-14 | Idlewood Rd | US 78 | - | Vegetation | Trim vegetation along the bridge over SR 410 (US 78) |
| M-15 | Juliette Road | Stone Mill Way/Wood Bend Dr | - | Striping Paving | Restripe Juliette Road and Stone Mill Way. Install stop bars on the eastbound and westbound approaches Fix and fill the pothole located in the eastbound travel lane at the intersection. |
| | | | | Vegetation Paving | Clear and grub vegetation along the southbound travel lanes, north of the intersection. Repave Juliette Road and Stone Mill Way |
| M-16 | Lawrenceville Hwy | Old Norcross Rd | - | Vegetation | Remove objects obstructing sight distance on NE corner of intersection |
| | | | | Striping Roadside | Restripe the intersection Replace the damaged pedestrian railing at the north side of the intersection Replace the damaged "State- Law Stop for Pedestrian" sign in the southeast quadrant of the intersection |
| | | | | Signing & Marking Striping | Restripe the crosswalks across the east and south legs of the intersection. |
| M-17 | Lawrenceville Hwy | Montreal Rd (east) | - | Paving | In conjunction with restriping the east crosswalk, repair the pavement where spilled concrete dried on top of the westbound travel lanes Remove the pavement reflectors in the eastbound right-turn lane where a former bicycle lane was removed. Remove the bicycle lane signage along the eastbound right-turn lane. |
| | | | | Signing & Marking | Repair/replace the deformed railing along the outside westbound receiving lane; consider if guardrail is a more appropriate roadside treatment along the westbound travel lanes. |
| | | | | Roadside | |

Appendix F: Maintenance Project List

| ID | StreetName | Intersecting Street/From Street | To Street | Class | Recommendation |
|------|--------------------------|---------------------------------|-----------|--|---|
| M-18 | Montreal Rd (west) | Lawrenceville Hwy | - | Pedestrian Crossing | Relocate the pedestrian button in the northeast quadrant of the intersection to improve accessibility |
| M-19 | Montreal Rd (west) | Montreal Cir | - | Pedestrian Crossing Striping | Replace the broken pedestrian signal across the north leg of the intersection Restripe the intersection |
| M-20 | Montreal Rd (west) | RR | - | Striping Signal Striping Signal | Restripe and resurface the railroad crossing Add retroreflective border to all signal backplates Restripe the crosswalk across the southern Dunkin Donuts driveway Add retroreflective borders to all backplates. |
| M-21 | Lavista Rd | Montreal Rd (west) | - | Striping & Marking | Replace the faded "I-285" Interstate shield sign (MUTCD M1-1) and guide sign configuration (MUTCD M4-5 and M6-1) along the northbound right-turn lanes. Restripe the triangular gore in the southeast corner □ of the intersection (between the eastbound travel □ lanes and the northbound right-turn lane) and □ restripe the eastbound receiving lanes to better □ delineate the lane addition. |
| M-22 | Mountain Industrial Blvd | Hammermill Rd | - | Striping Pedestrian Crossing Roadside Striping Striping Striping Signal | Repair the decorative brick treatments for the north and south sidewalks along Lavista Road Repair the Dunkin' Donuts driveway apron. Improve the crosswalk striping. Restripe Mountain Industrial Boulevard Restripe all crosswalks. Install retroreflective borders to all signal head backplates. Rotate the eastbound pedestrian signal head across the south leg of the intersection so that the direction of the head aligns with the crosswalk and site path of pedestrians. |
| M-23 | Mountain Industrial Blvd | Elmdale Dr/Roger Marten Way | - | Paving Utilities Striping Striping Signal Paving Paving | Relocate the utility wires currently anchored in the sidewalk of the northeast corner of the intersection to avoid obstructing the pedestrian travel path. Restripe both Mountain Industrial Boulevard and Elmdale Drive Restripe all crosswalks. Install retroreflective borders to all signal head backplates. Repave Mountain Industrial Boulevard Repair the pavement where a patch of uneven, possibly spilled, concrete dried on top of the southbound travel lanes and north crosswalk. |

Appendix F: Maintenance Project List

| ID | StreetName | Intersecting Street/From Street | To Street | Class | Recommendation |
|------|--------------------------|---------------------------------|-----------|---|---|
| M-24 | Mountain Industrial Blvd | Hirsh Drive | - | Striping | Restripe both Mountain Industrial Boulevard and Hirsch Drive. |
| | | | | Striping Paving | Correct the striping of two-way left-turn lane between the SR 410 Westbound ramps and Hirsch Drive. Repave both Mountain Industrial Boulevard and Hirsch Drive |
| M-25 | Mountain Industrial Blvd | Tuckertone Pkwy | - | Striping Striping | Restripe both Mountain Industrial Boulevard and Tuckerstone Parkway |
| | | | | Striping Striping | Review the dimensions and restripe the faded northbound left-turn lane |
| | | | | Signing & Marking | Adjust the tilted Type 3 Object Marker sign (MUTCD OM3-R) located south of the bridge along the outside northbound travel lane. Clear and grub vegetation along both sides of Mountain Industrial Boulevard south of the study intersection. |
| M-26 | Pleasantdale Rd | Tucker Norcross Rd | - | Vegetation | Repave both roadway |
| | | | | Paving | Restripe both Tucker Norcross Road and Pleasantdale Road. |
| | | | | Striping | Restripe all crosswalks |
| | | | | Striping | Install retroreflective borders to all signal head backplates |
| | | | | Signal | Replace the faded overhead lane control signs over the northbound, southbound, and westbound approaches. Review the placement to confirm all signs are above the appropriate lanes. |
| | | | | Signing & Marking Pedestrian Crossing | Repair the pedestrian call button to cross the north crosswalk eastbound. Repair the northbound pedestrian signal head to cross the east leg. Currently, the countdown starts at time "00" and only flashes "00" throughout the entire pedestrian phase. |
| | | | | Signal | Fix and fill the pothole located in the outside southbound through lane in the middle of the intersection. |
| M-27 | US 78/SR 10 | Hugh Howell Rd | - | Paving | Repave both Tucker Norcross Road and Pleasantdale Road. |
| | | | | Striping | Restripe to better delineate where the inside southbound travel lane of SR 236 diverges at the ramp onto SR 10 Westbound. |
| | | | | Striping | Relocate the "US 78" guide signs currently located immediately south of where the inside southbound travel lane of SR 236 splits to a location further upstream, along the southbound travel lanes. |
| | | | | Signing & Marking Lighting | Replace burned-out light bulbs along SR 236 under the SR 10 bridge. |
| | | | | Striping | Restripe the ramp lanes to include stop bars and striping around the raised medians. |
| | | | | Vegetation | Clear and grub vegetation along the eastbound travel lane, west of the interchange, that currently obstruct visibility of guide signs and advanced warning signs. |
| | | | | Signing & Marking | Secure the "West" guide sign (MUTCD M3-4) over the state road shield sign along the eastbound travel lane, west of the interchange. |

Appendix F: Maintenance Project List

| ID | StreetName | Intersecting Street/From Street | To Street | Class | Recommendation |
|------|-------------------|---------------------------------|-----------|-------------------|---|
| M-28 | SR 10 | E Ponce de Leon Ave | - | Signing & Marking | Replace the faded "No Parking" regulatory signs (MUTCD R8-3 and R7-4) along the westbound travel lanes, west of the interchange. |
| | | | | Signing & Marking | Replace the bent stop sign at the SR 10 Westbound exit ramp |
| | | | | Signing & Marking | Straighten the "Do Not Enter" regulatory sign (MUTCD R5-1) along the exit ramp from SR 10 Eastbound. |
| | | | | Paving | Repave the ramp lanes. |
| | | | | Utilities | Move the power pole located in the PATH facility, west of the interchange, from its current location to another location in the right-of-way that does not conflict with pedestrians and cyclists on the trail. |
| M-29 | Lawrenceville Hwy | Brockett Rd | - | Striping | Restripe Brockett Road. |
| | | | | Striping | Restripe Mountain Industrial Boulevard. |
| | | | | Striping | Correct the striping of two-way left-turn lane between the SR 410 Westbound ramps and Hirsch Drive. |
| | | | | Signal | Add retroreflective borders to all backplates at both signalized intersections. |
| M-30 | US 78/SR 410 | Mountain Industrial Blvd | - | Signing & Marking | Replace the faded "Atlanta" destination guide sign (MUTCD D1-1) located along the outside of the northbound travel lanes in the southeast corner of the south intersection |
| | | | | Signing & Marking | Move the guide sign configuration along the outside of the northbound travel lanes in the southeast corner of the south intersection further upstream. |
| | | | | Striping | At the north intersection, restripe the north leg to delineate an exclusive southbound right-turn lane. |
| | | | | Paving | Repave Mountain Industrial Boulevard. |
| | | | | Striping | Restripe Brockett Road |
| | | | | Signal | Install backplates with retroreflective borders to the signal heads at the intersection of the SR 410 Eastbound ramps at Brockett Road and at the intersection of Brockett Road at Cooledge Roa |
| | | | | Vegetation | Clear the debris from the sidewalk under the SR 410 bridge. |
| M-31 | US 78/SR 410 | Brockett Rd | - | Vegetation | Clear and grub the vegetation on the west side of Brocket Road to improve visibility and to clear the sidewalk for pedestrian accessibility. |
| | | | | | Replace the faded "Stone Mountain" destination <input type="checkbox"/> guide sign (MUTCD D1-1) located along the outside <input type="checkbox"/> of the southbound travel lanes in the northwest <input type="checkbox"/> |
| | | | | Signing & Marking | corner of the south intersection. |
| | | | | Paving | Repave Brockett Road. |
| M-32 | US 78/SR 410 | SR 10 | - | Roadside | On the loop ramp from SR 10 Eastbound onto SR 410 Westbound, replace the inside guardrail. |

Appendix F: Maintenance Project List

| ID | StreetName | Intersecting Street/From Street | To Street | Class | Recommendation |
|------|--------------------|---------------------------------|---------------|---|--|
| M-33 | Hugh Howell Rd | Mountain Industrial Blvd | Flintstone Dr | Vegetation | Remove the existing trees that are planted between the curb and multiuse trail along the north side of Hugh Howell Rd, between Mountain Industrial Blvd and Flintstone Dr, and replace with lower-level landscaping |
| M-34 | Lawrenceville Hwy | SR 236 | - | Vegetation Signal | Clear and grub the vegetation south of the intersection along the northbound travel lanes to improve visibility of the overhead lane control signs, as well as of the posted guide signs and mandatory □ movement lane control signs located along the northbound right-turn lane. Replace the broken backplates on the northbound and westbound signal heads |
| M-35 | Lawrenceville Hwy | Brockett Rd | - | Signing & Marking Vegetation | In the southwest corner of the intersection, rotate the truck exclusion sign (MUTCD R5-2) along the southbound travel lanes to improve visibility to southbound motorists. At the intersection of Brockett Road at Moon Street/Railroad Avenue and at the adjacent railroad crossing: clear and grub both sides of the side street. |
| M-36 | Tucker Norcross Rd | Britt Rd | - | Striping Striping Signal Lighting Signing & Marking Striping Vegetation Paving | Restripe Tucker Norcross Road. Restripe all crosswalks Install retroreflective borders to all signal head backplates. Replace burned-out light bulbs in the eastbound pedestrian signal head across the north leg of the intersection Replace the faded overhead lane control signs over the northbound and southbound approaches. Review the placement of all signs to confirm they are over the appropriate lanes. Restripe the westbound inside lane on Britt Road as a shared left-turn/through lane Clear vegetation from the west sidewalk. Repave Tucker Norcross Road |
| M-37 | Hugh Howell Rd | Mountain Industrial Blvd | US 78 Ramp | Signing & Marking Signing & Marking | Replace all damaged or faded signs and to remove any vegetation or other obstructions that block sign visibility Replace missing/damaged raised pavement markers (RPM) corridorwide |

APPENDIX G

COMPLETE STREETS POLICY



INTRODUCTION

The City of Tucker is committed to building a transportation system that works safely and effectively for everyone who lives, works, and travels within the community. As Tucker continues to grow and evolve, its streets must serve a wider range of users and travel needs. A Complete Streets policy provides a framework to ensure that Tucker’s transportation network supports safe mobility for pedestrians, bicyclists, transit riders, motorists, freight operators, and people of all ages and abilities.

The Tucker Connects Transportation & Trails Master Plan establishes a clear vision for a safer, healthier, and more connected community by reducing severe crashes, expanding walking and biking opportunities, improving access to key destinations, and addressing congestion at critical intersections.

The plan recognizes that while Tucker’s roadway network has historically been designed primarily for vehicles, these corridors are also the pathways residents rely on to reach schools, parks, businesses, jobs, transit services, and neighborhoods. Today, Tucker has more than 62 miles of sidewalks, 3.1 miles of bike lanes, and 4.5 miles of trails, with additional facilities planned to strengthen connections throughout the city. However, many key corridors still lack continuous pedestrian facilities, dedicated bicycle infrastructure, and safe multimodal crossings. At the same time, the City’s High Injury Network shows that a small portion of streets account for the majority of severe crashes, underscoring the need for safer roadway design and targeted improvements.

The Complete Streets policy translates the vision of the Transportation & Trails Master Plan into a practical implementation framework. It establishes a commitment that future transportation investments—whether new construction, reconstruction, resurfacing, or private development—will consider the needs of all users and incorporate appropriate multimodal facilities where feasible.

Table 1. Complete Street Project Types

| PROJECT CATEGORY | PROJECT TYPE |
|----------------------|--------------------------|
| Public Projects | Roadway construction |
| | Reconstruction |
| | Resurfacing |
| | Bridge improvements |
| | Intersection upgrades |
| | Streetscape Improvements |
| Private Development | Roadway construction |
| | Intersection upgrades |
| | Streetscape Improvements |
| Maintenance Projects | Crosswalk upgrades |
| | Striping for bike lanes |
| | Curb ramp improvements |
| | Traffic calming |

By adopting this policy, the City of Tucker affirms its commitment to:

- Designing safer streets that reduce crashes and protect vulnerable users
- Expanding pedestrian, bicycle, and trail connectivity across the community
- Improving access to schools, parks, employment centers, and Downtown Tucker
- Supporting transit accessibility and regional connectivity
- Ensuring transportation investments enhance quality of life and economic vitality

Complete Streets are not a single design solution, but a flexible approach to planning and designing roadways that reflect the context, function, and community priorities of each corridor. Through this policy, Tucker will continue building a transportation system that is safe, connected, and resilient, supporting both current residents and future generations.

PURPOSE

The City of Tucker adopts a Complete Streets policy to ensure that all transportation projects are planned, designed, constructed, operated, and maintained to enable safe, convenient, and comfortable travel for all users, including:

- Pedestrians
- Bicyclists
- Transit riders
- Motorists
- Freight operators
- Seniors and persons with disabilities
- Children and students

The policy implements the multimodal vision of the Tucker Transportation & Trails Master Plan, which prioritizes safety, access to key destinations, expansion of walking and biking networks, and improved traffic operations.

POLICY STATEMENT

The City of Tucker shall incorporate Complete Streets principles into all aspects of transportation planning, design, construction, and maintenance, including transportation planning, capital project design, roadway reconstruction, corridor studies, private development review, and maintenance programs.

All roadway corridors and projects shall be evaluated to safely accommodate users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight operators. Implementation will emphasize context-sensitive solutions that improve safety, accessibility, connectivity, and mobility, and will be coordinated across departments and partner agencies.

This policy supports the goals identified in the Master Plan:

COMMUNITY GOALS



Improve Safety for All Users

Crashes, particularly crashes with severe outcomes are not acceptable on Tucker's transportation network. Apply safety countermeasures at high-injury locations, and integrate a safety-oriented approach into all transportation projects.



Improve Access to Key Destinations

Prioritize access to key destinations including downtown, employment centers, parks, schools, and neighborhoods.



Minimize Cost Relative to Benefit

Tucker will make the most of limited public funding, investing its capital where it will maximize advancement of other community goals.



Expand the Walking and Biking Network

Tucker residents desire a more extensive walking and biking network, particularly with trails, to encourage all users to live more active, healthy lifestyles while minimizing burden on the roadway network.



Improve Intersection Flow and Reduce Traffic Congestion

Mitigate traffic congestion at key intersections to avoid creating corridor- or district-wide bottlenecks.

WHAT ARE COMPLETE STREETS?

Complete Streets policy is the principle that all roadways should accommodate all anticipated users. This means that all roads where walking and biking is anticipated should have safe, comfortable accommodations for those users by incorporating proven safety measures into roadway design.

WHY ARE COMPLETE STREETS IMPORTANT?

By requiring streets to be planned, designed, and operated to accommodate pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities, Complete Streets shift the focus of transportation design from moving vehicles quickly to prioritizing safety and human life.



Example of Complete Street improvement. (Source: Smart Growth America)

HOW DOES THIS PLAN PROVIDE COMPLETE STREETS?

The plan recognizes that while Tucker’s roadway network has historically been designed primarily for vehicles, these corridors are also the pathways residents rely for transportation. However, many key corridors still lack continuous pedestrian facilities, dedicated bicycle infrastructure, and safe multimodal crossings.

Sidewalk and trail recommendations were identified in this plan as a way to implement Complete Street improvements on key roadways throughout the City. These recommendations prioritize streets that show a high active transportation demand, high vehicle volumes and speeds, and significant crash history, helping to safely accommodate all roadway users.

The graphic below highlights the facilities recommended in this plan that will create Complete Streets in Tucker through the development of sidewalks, on-street bike facilities (bike lanes and neighborhood greenways), and trails.



DESIGN GUIDANCE

There are a number of facility types that can be implemented as part of a complete street, as each design is dependent on the local context and needs of users. Possible facility types include sidewalks, bike lanes, bus lanes, accessible transit stops, median islands, pedestrian signals, roundabouts, as well as others. Feasibility studies should be completed for each recommended complete street corridor to determine specific needs for implementation.

Figure 1. Elements of a Complete Street

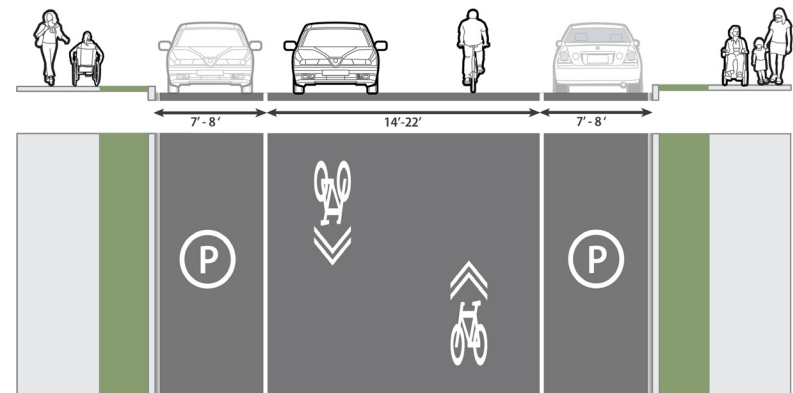


* FHWA Proven Safety Countermeasure
Source: ARC Complete Streets Workbook

RECOMMENDED CROSS-SECTIONS

As a part of this plan, recommended cross-sections for Neighborhood Greenway and Shared use path facilities were developed to provide a reference for implementation. More information on the recommended design of the facilities can be found starting on page 92.

NEIGHBORHOOD GREENWAY



SHARED USE PATH

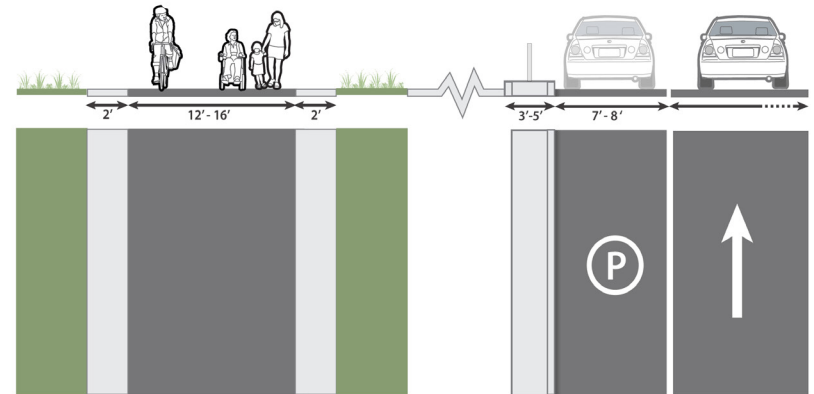
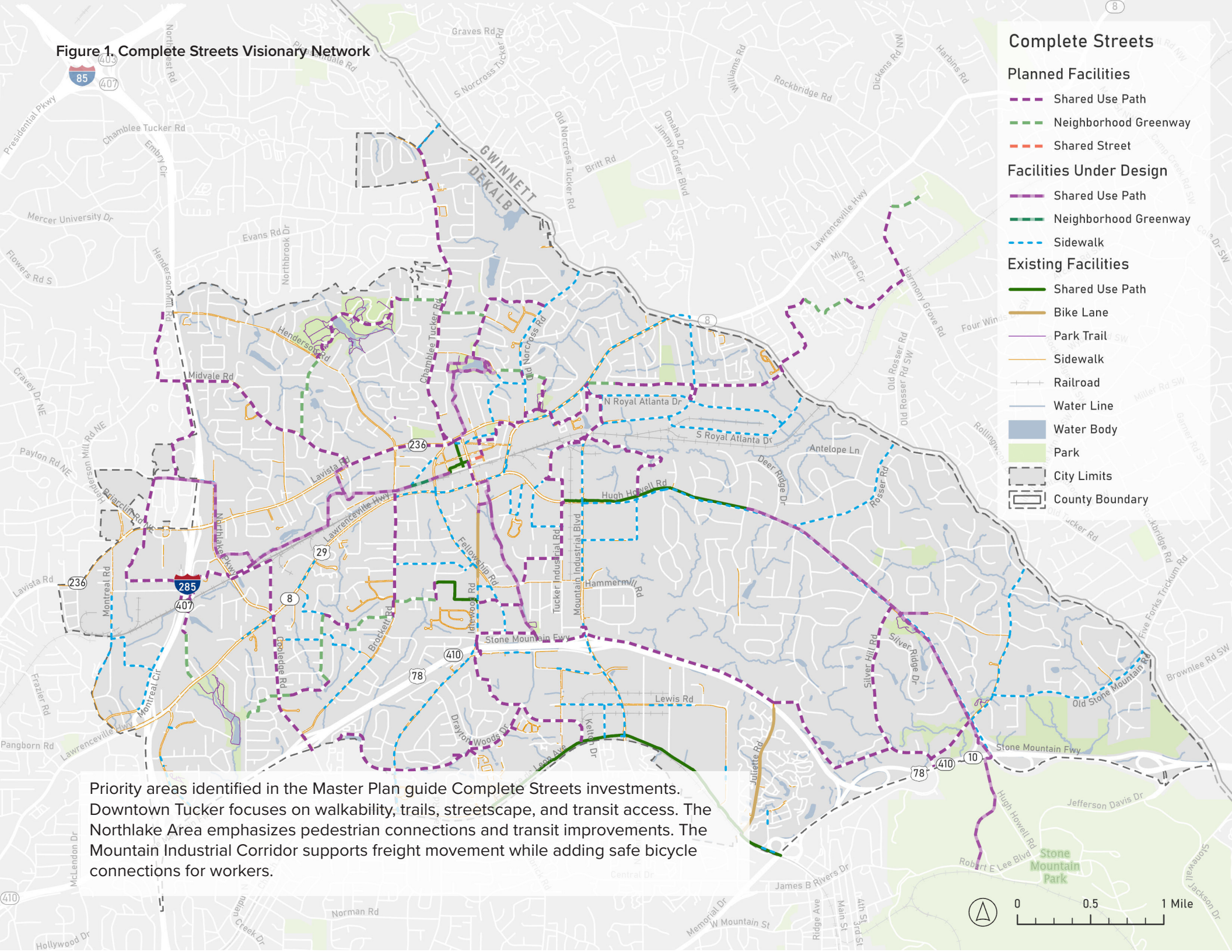


Figure 1. Complete Streets Visionary Network



Complete Streets

Planned Facilities

- Shared Use Path
- Neighborhood Greenway
- Shared Street

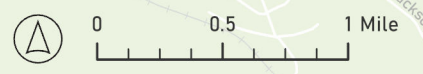
Facilities Under Design

- Shared Use Path
- Neighborhood Greenway
- Sidewalk

Existing Facilities

- Shared Use Path
- Bike Lane
- Park Trail
- Sidewalk
- Railroad
- Water Line
- Water Body
- Park
- City Limits
- County Boundary

Priority areas identified in the Master Plan guide Complete Streets investments. Downtown Tucker focuses on walkability, trails, streetscape, and transit access. The Northlake Area emphasizes pedestrian connections and transit improvements. The Mountain Industrial Corridor supports freight movement while adding safe bicycle connections for workers.



VISION ZERO & COMPLETE STREETS

A Complete Streets policy is a foundational tool for advancing Vision Zero. By requiring streets to be planned, designed, and operated to accommodate all roadway users and people of all ages and abilities, Complete Streets shift the focus of transportation design from moving vehicles quickly to **prioritizing safety and human life.**

Together, these design strategies reduce crash risk, protect vulnerable road users, and create a transportation network that aligns with Vision Zero's core principle that **traffic deaths are preventable and no loss of life on our streets is acceptable.**

ADOPT A COMPLETE STREETS POLICY

The City of Tucker should adopt a Complete Streets Policy requiring streets to safely accommodate all users, regardless of age, ability, or travel mode. Adoption of this policy alongside the Transportation and Trails Master Plan would formalize the County's commitment to a connected, multimodal transportation system. A Complete Streets policy should accomplish the following:

- Establish commitment and vision
- Prioritize underinvested and underserved communities
- Apply to all projects and phases
- Allow only clear exceptions
- Mandate coordination
- Adopt excellent design guidance
- Require proactive land-use planning
- Measure progress
- Set criteria for choosing projects
- Establish a plan for implementation
- Provide consistent design standards and development regulations

Table 1. Facility Types and Design Guidance

| FACILITY TYPE | DESCRIPTION | WIDTH | DESIGN STANDARDS | TYPICAL LOCATIONS | PRIORITY CORRIDORS |
|----------------------------------|--|---|--|---|---|
| Sidewalks | Continuous pedestrian facilities separated from vehicle traffic. | Minimum: 5 ft Preferred within commercial areas: 8-10 ft | <ul style="list-style-type: none"> • ADA compliant curb ramps • Buffer from roadway where feasible | <ul style="list-style-type: none"> • Major corridors • Routes to schools and parks • Downtown Tucker streets • Transit corridors | <ul style="list-style-type: none"> • Lawrenceville Highway (US-29) • Lavista Road (SR 236) • Hugh Howell Road • Chamblee-Tucker Road • Mountain Industrial Boulevard |
| Multi-Use Trails | Shared-use paths for pedestrians, cyclists, and micromobility devices. | Minimum: 10-12 ft Minimum buffer width: 5ft | <ul style="list-style-type: none"> • Paved surface • Lighting where appropriate • 10 ft buffer from traffic where possible | <ul style="list-style-type: none"> • Greenway corridors • Utility corridors • Along major roads with sufficient right-of-way | <ul style="list-style-type: none"> • Downtown Tucker trail network • Hugh Howell Road corridor • Connections to Stone Mountain Trail • Links between parks and neighborhoods |
| Bicycle Lanes | On-street lanes dedicated to bicycles. | Minimum: 5-6 ft | <ul style="list-style-type: none"> • Buffered where feasible • Green conflict markings at intersections | <ul style="list-style-type: none"> • Collector streets • Lower-speed corridors • Streets connecting to trail networks | <ul style="list-style-type: none"> • Cooledge Rd • Chamblee Tucker Rd • Northlake Pkwy |
| Protected Bicycle Facilities | Separated bikeways using physical barriers. | Minimum: 6-7 ft Minimum buffer width: 1 ft | <ul style="list-style-type: none"> • Vertical separation where possible • 3 ft buffer from traffic where possible • Intersection protection treatments | <ul style="list-style-type: none"> • Downtown Tucker • Major commercial corridors • Routes with higher traffic volumes | <ul style="list-style-type: none"> • Routes with high traffic volumes that are not served by or planned for shared use path facilities |
| Transit Facilities | Improvements supporting MARTA bus service and future transit. | N/A | <ul style="list-style-type: none"> • ADA accessible bus stops • Shelters and seating • Pedestrian connections • Lighting and wayfinding | <ul style="list-style-type: none"> • Transit corridors • Nearby roadways | <ul style="list-style-type: none"> • Lawrenceville Highway • Mountain Industrial Boulevard • Chamblee-Tucker Road • Lavista Road |
| Intersection Safety Improvements | Treatments designed to reduce crashes and improve multimodal safety. | N/A | <ul style="list-style-type: none"> • Pedestrian signal phases at all signalized intersections • Advanced walk signals and Leading Pedestrian Intervals at key priority corridors | <ul style="list-style-type: none"> • Downtown Tucker • Major corridors • Routes with higher traffic volumes • Routes to schools and parks | <ul style="list-style-type: none"> • High Injury Network corridors • Major intersections with congestion and crash history |
| Traffic Calming | Design elements that reduce vehicle speeds. | N/A | <ul style="list-style-type: none"> • Narrow lane widths • Raised crosswalks • Curb extensions • Mini-roundabouts • Speed tables | <ul style="list-style-type: none"> • Residential neighborhoods • School zones • Downtown Tucker | <ul style="list-style-type: none"> • Idlewood Rd |

Note: Applicable national and regional design guidance should be consulted during project development, including resources from the National Association of City Transportation Officials (NACTO) and the Federal Highway Administration (FHWA), as well as other relevant state and local standards.

IMPLEMENTATION TOOLS

Complete Streets principles will guide the prioritization, planning, design, construction, and maintenance of all transportation projects. Consistent with Federal Highway Administration (FHWA) guidance, transportation investments shall support a multimodal network that safely serves users of all ages and abilities.

Capital Improvement Program

The Capital Improvement Program should incorporate Complete Streets principles into project selection and delivery. Selected projects should prioritize investments that improve safety, enhance multimodal connectivity, and address gaps in pedestrian, bicycle, and transit infrastructure. These projects will be evaluated based on their ability to serve users of all ages and abilities while reflecting surrounding land use and community context.

Development Review

All new development and redevelopment projects should be required to incorporate Complete Streets elements to ensure safe and convenient access for all users. At a minimum, developments should provide sidewalk connections to adjacent networks, include bicycle accommodations appropriate to the context, and ensure transit access where applicable.

Resurfacing Program

Resurfacing and maintenance projects should be leveraged as cost-effective opportunities to advance Complete Streets. Each project will evaluate the feasibility of incorporating improvements such as bike lane striping, enhanced crosswalk visibility and accessibility, and traffic calming measures to improve safety and support multimodal travel.

COMPLETE STREETS PERFORMANCE MONITORING

The City should establish a clear performance evaluation framework to monitor progress toward Complete Streets goals. Together, these metrics provide a balanced approach to measuring both safety outcomes and multimodal infrastructure investment. Performance should be evaluated on a regular basis using available data sources such as crash data dashboards, GIS inventories, and transit agency reports. These measures are consistent with the Master Plan’s safety and implementation monitoring framework, ensuring that Complete Streets efforts are aligned with broader city priorities and can be tracked transparently over time.

Table 1. System Performance Evaluation Criteria

| MEASURE | DESCRIPTION | METRICS | SOURCE | RESPONSIBLE AGENCY |
|---|--|----------------------------------|---|--------------------------------------|
| Reduction in Fatal/Serious Injury Crashes | Total number of citywide traffic fatalities and serious injuries during the reporting year | Number of crashes | GDOT Crash Data Dashboard | City of Tucker/ GDOT/ DeKalb County |
| Miles of Sidewalk Constructed | Total miles of new sidewalks constructed during the reporting year | Miles of sidewalks | City of Tucker GIS/ Capital Improvement Program | City of Tucker/ GDOT/DeKalb County |
| Miles of Bicycle Facilities Constructed | Total miles of new bicycle facilities added during the reporting year | Miles of bicycle facilities | City of Tucker GIS/ ARC | City of Tucker/ GDOT/DeKalb County |
| Miles of Trails Constructed | Total miles of new trails constructed during the reporting year | Miles of trails | City of Tucker GIS/ARC | City of Tucker/ GDOT/DeKalb County |
| Transit Stop Accessibility Improvements | Total number of transit stops improved for accessibility during the reporting year | Number of improved transit stops | MARTA Data | City of Tucker/ MARTA/ DeKalb County |