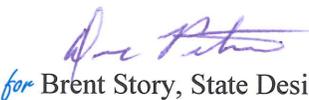


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0009396 **OFFICE** Design Policy & Support
CSSTP-0009-00(396)
Fulton County
GDOT District 7 - Metro Atlanta **DATE** February 6, 2013
Beltline Corridor – From Allene Avenue to Lena
Street

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Charles Robinson, Project Manager
BOARD MEMBER - 5th Congressional District

Project Concept Report page 1
Project Number: CSSTP-0009-00(396)
P. I. Number: 0009396
County: Fulton - City of Atlanta

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Number: CSSTP-0009-00(396)
County: Fulton, City of Atlanta
P. I. Number: 0009396
Federal Route Number: N/A
State Route Number: N/A

Project Description: Atlanta BeltLine Corridor from Allene Avenue to Lena Street

Submitted for approval:

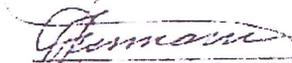
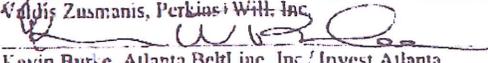
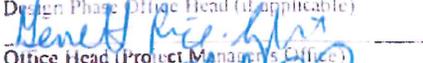
DATE December 6, 2012

DATE December 6, 2012

DATE _____

DATE 1/10/13

DATE 1/10/13


Valdis Zusmanis, Perkins + Will, Inc.

Kevin Burke, Atlanta BeltLine, Inc./ Invest Atlanta
Design Phase Office Head (if applicable)

Office Head (Project Manager's Office)
Charles Robinson
Project Manager

Recommendation for approval:

DATE _____

DATE 1/25/13

DATE 1/24/13

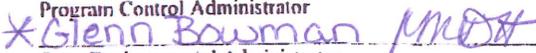
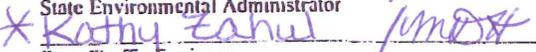
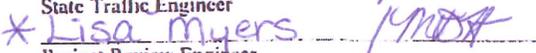
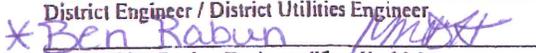
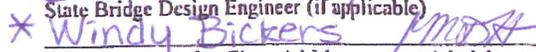
DATE 1/14/13

DATE _____

DATE _____

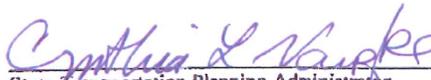
DATE 1/23/13

DATE 1/17/13

Program Control Administrator
*  MMDA
State Environmental Administrator
*  MMDA
State Traffic Engineer
*  MMDA
Project Review Engineer
State Utilities Engineer
District Engineer / District Utilities Engineer
*  MMDA
State Bridge Design Engineer (if applicable)
*  MMDA
for State Transportation Financial Management Administrator

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

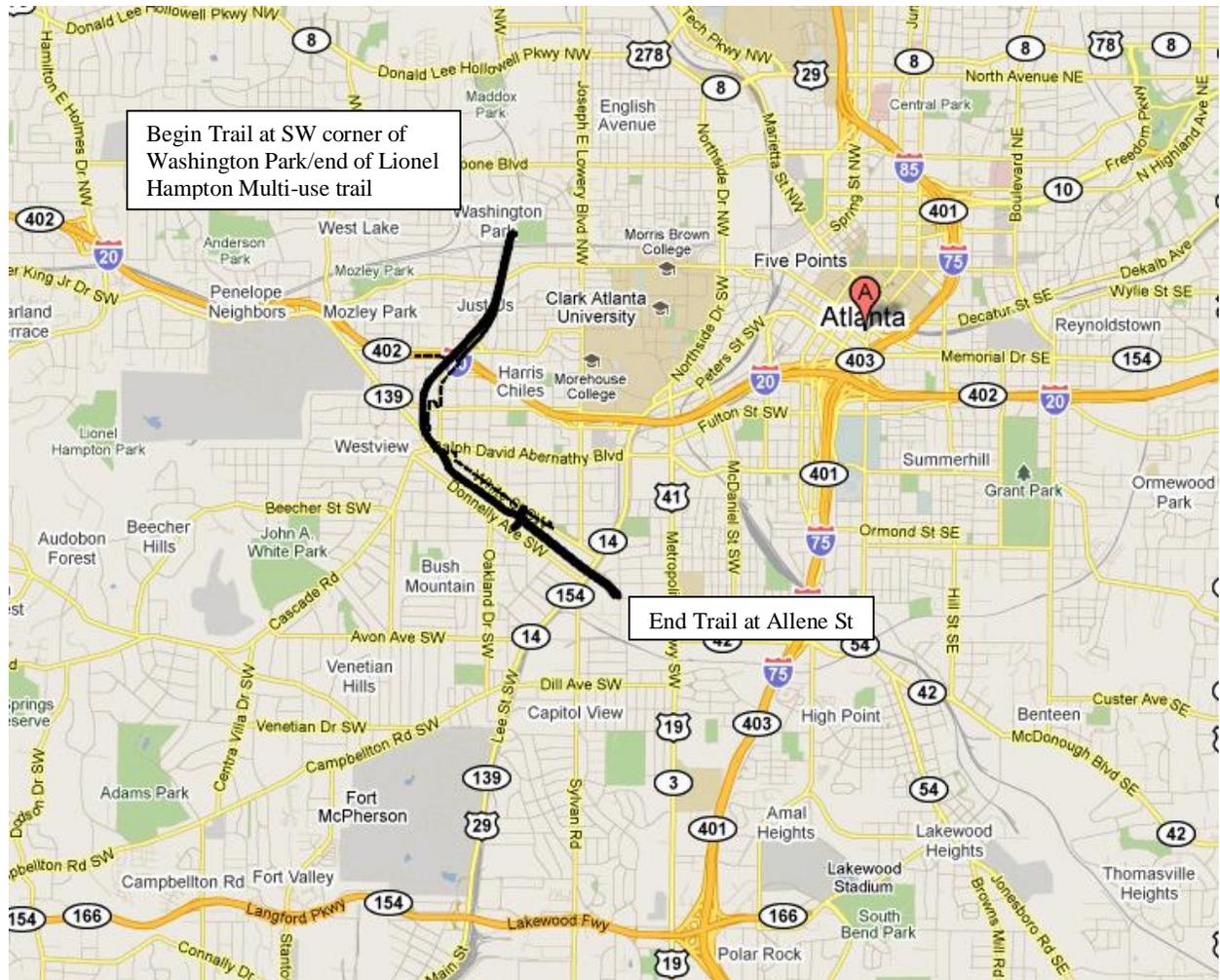
DATE 1-11-13


Cynthia L. Burke
State Transportation Planning Administrator

*Recommendation on file - MMDA

Project Concept Report page 2
Project Number: CSSTP-0009-00(396)
P. I. Number: 0009396
County: Fulton – City of Atlanta

Project Location Map



Project Concept Report page 3
Project Number: CSSTP-0009-00(396)
P. I. Number: 0009396
County: Fulton – City of Atlanta

Project Justification Statement: Please refer to the attached Need and Purpose Statement dated 2010-09-16. Approved November 18, 2010 by Kaycee Mertz, GDOT Office of Planning.

Description of the proposed project: The project begins at Washington Park in Southwest Atlanta at the terminus of Lena Street and continues to the southeast along existing former railroad right-of-way for approximately 2.87 miles to Allene Avenue near its intersection with Catherine Street in the Adair Park neighborhood. Along this alignment, the project will construct a 14-foot wide multi-use concrete trail with 2' wide stone dust shoulders and a ten foot vertical clear zone. The project will involve the modification or replacement of the existing former rail bridge over Martin Luther King Jr. Drive, and will utilize existing underpasses under Westview Drive, Interstate 20, Lucile Drive, Ralph David Abernathy Boulevard, Lawton Street and Murphy Avenue/Lee Street. At-grade trail crossings will also be constructed at the trail's intersections with Lena Street and Allene Avenue. Concrete retaining walls with granite fascia will be constructed at various locations along the alignment in order to minimize impacts to property adjacent to the rail corridor, and to preserve right-of-way for the future Atlanta Beltline transit alignment.

Is the project located in a PM 2.5 Non-attainment area? Yes No

Is this project located in an Ozone Non-attainment area? YES

This project is exempt from non-attainment requirements.

If yes to either, provide a comparison between the proposed project concept and the conforming plan's model description. Include such features as project limits, number of through lanes, proposed open to traffic year, etc. *** This is a non-motorized / non-capacity adding project ***

PDP Classification: Major _____ Minor

Federal Oversight: Full Oversight () Exempt (X) State Funded () or Other ()

MPO: N/A MPO – Atlanta Regional Commission
MPO Project TIP # AR-450 B

Regional Commission: N/A RC – Choose
RC Project ID #

Congressional District(s): District 5

Functional Classification: Pedestrian facility/multi-use trail

Is this project on a designated bike route? No YES
if project is on a bike route, please list if state or local route & include route number.

Is this project located on a pedestrian plan? No YES

Is this project located on or part of a transit network? No **YES**

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: The Atlanta Beltline team is acutely aware of context sensitive design solutions. The full build-out project will convert out of service railroads into a combined multi-use trail and light rail corridor. Community input has been and continues to be of vital importance to the total project. The project touches more than 45 neighborhoods in the City of Atlanta, therefore Social context is also important due to the unique character of each community touched by this total project.

The section of trail associated with PI 0009396 connects 27 neighborhoods and provides pedestrian access to a multitude of destinations, including parks, schools, universities, and stadiums, with additional destinations planned for in the relevant adopted Subarea Master Plans. The corridor and its adjacent/adjoining neighborhood is divided into 10 distinct Subareas. Each of these Subareas have gone through master planning efforts where the affected communities participated in public meetings. This section of trail crosses through Subareas 1, 2, and 10. Select data from these master plans is included as an attachment.

Context Sensitive Solutions: The Atlanta Beltline Corridor Design team is an interdisciplinary team with expertise in all fields of design and community facilitation, and as a partner to Atlanta Beltline, Inc. the entire design and client team is capable of and committed to social awareness and community input throughout the design process, as this project will be for and benefit the community for many decades to come.

U. S. Route Number(s): N/A **State Route Number(s):** N/A

Traffic (AADT):

Base Year: (N/A) Design Year: (N/A)

Existing design features:

- Typical Section: Out of Service Railroad Right-of-way
- Posted speed N/A mph Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: N/A % (List mainline, cross roads, and driveways)
- Width of right-of-way: varies, 100' typ.
- Major structures:
 - GDOT ID 121-0520-0: Railroad bridge over Martin Luther King, Jr. Drive, SW 55 ft long by 16 ft wide.
 - GDOT ID 121-0390-0 Underpass beneath Westview Drive
 - GDOT ID 121-0175-0: Underpass beneath Interstate 20
 - Underpass beneath Lucile Avenue – No GDOT Structure ID
 - GDOT ID 121-0082-0: Underpass beneath Ralph David Abernathy Blvd (SR 139)

Project Concept Report page 5

Project Number: CSSTP-0009-00(396)

P. I. Number: 0009396

County: Fulton – City of Atlanta

- GDOT ID 121-0387-0: Underpass beneath Lawton Street
- GDOT ID 121-0047-0: Tunnel beneath Lee St, Murphy Ave and the Railroad/MARTA 190 ft long
- Major intersections: Lena Street, Allene Avenue
- Existing length of roadway segment: N/A

Proposed Design Features:

- This project will meet the requirements of GDOT, ADA, and the AASHTO Guide for the Development of Bicycle Facilities.
- Proposed typical section(s): See attached; 14 ft wide concrete trail with 2 ft stone dust shoulders, 3 ft clear zone (from edge of concrete).
- Proposed Design Speed Mainline 20 mph
- Proposed Maximum grade Mainline 5 %
- Maximum grade allowable 8 %
- Proposed Minimum radius of curve 100 ft
- Minimum radius allowable 90 ft
- Right-of-Way:
 - Width Min: 50' Max: 90'
 - Easements: Temporary () Permanent () Utility () Other ()
 - Type of access control: Full () Partial () By Permit () Other ().
 - Number of parcels: 55 Number of displacements: 0
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges
 - GDOT ID 121-0520-0: Railroad bridge over Martin Luther King, Jr. Drive, SW 55 ft long by 16 ft wide.
 - GDOT ID 121-0175-0: Underpass beneath Interstate 20
 - Underpass beneath Lucile Avenue – No GDOT Structure ID
 - GDOT ID 121-0082-0: Underpass beneath Ralph David Abernathy Blvd (SR 139)
 - GDOT ID 121-0387-0: Underpass beneath Lawton Street
 - GDOT ID 121-0047-0: Tunnel beneath Lee St, Murphy Ave and the Railroad/MARTA 190 ft long
 - Retaining walls (approximate lengths):
 - 200 lf north of MLK, up to 10' tall
 - 300 lf south of MLK, up to 10' tall
 - 300 lf south of MLK, beginning at Jasper St, up to 10' tall
 - 1100 lf north of I-20, up to 15' tall
 - 250 lf at I-20, up to 15' tall
 - 450 lf south of I-20, average 10' tall
 - 225 lf north of Lucille Ave, up to 20' tall
 - 400 lf south of Lucille Ave, up to 20' tall

Project Concept Report page 6

Project Number: CSSTP-0009-00(396)

P. I. Number: 0009396

County: Fulton – City of Atlanta

- 175 lf north of Cascade, up to 20' tall
- 130 lf south of Cascade, up to 20' tall
- 350 lf, between Cascade & Lawton, up to 10' tall
- 1000 lf, between Cascade & Lawton, up to 10' tall
- 250 lf at Lawton St connection White Street, up to 15' tall
- 325 lf at Lawton St connection to Donnelly Ave, up to 10' tall
- 600 lf as trail approaches Lee St. from the west, up to 10' tall
- 300 lf as trail approaches Murphy St from the east, up to 15' tall
- Major intersections: Lena Street, Allene Avenue
- Public Interest Determination Policy and Procedure recommended (Utilities)?
 YES NO
- SUE Required:
 Yes No
- Location and Design approval:
 Not Required Required
- Off-site Detours Anticipated:
 No Yes Undetermined
- Transportation Management Plan Anticipated: Yes () No ()
- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
HORIZONTAL ALIGNMENT:	()	(<input checked="" type="checkbox"/>)	()
LANE WIDTH:	()	(<input checked="" type="checkbox"/>)	()
SHOULDER WIDTH:	()	(<input checked="" type="checkbox"/>)	()
VERTICAL GRADES:	()	(<input checked="" type="checkbox"/>)	()
CROSS SLOPES:	()	(<input checked="" type="checkbox"/>)	()
STOPPING SIGHT DISTANCE:	()	(<input checked="" type="checkbox"/>)	()
SUPERELEVATION RATES:	()	(<input checked="" type="checkbox"/>)	()
VERTICAL ALIGNMENT:	()	(<input checked="" type="checkbox"/>)	()
SPEED DESIGN:	()	(<input checked="" type="checkbox"/>)	()
VERTICAL CLEARANCE:	()	()	(<input checked="" type="checkbox"/>)
BRIDGE WIDTH:	()	(<input checked="" type="checkbox"/>)	()
BRIDGE STRUCTURAL CAPACITY:	()	(<input checked="" type="checkbox"/>)	()
LATERAL OFFSET TO OBSTRUCTION:	()	(<input checked="" type="checkbox"/>)	()

- Design Variances
 - None Anticipated
- Environmental concerns:
 - USACE: No impacts to Waters of the State are anticipated as part of construction of PI 0009396.
 - EPD: Georgia Brownfields Program – Because the proposed project reuses an abandoned rail corridor, there are some environmental concerns. The project is registered under the Georgia Brownfields Program. As such, Atlanta BeltLine, Inc. has prepared a Corrective Action Plans (CAP) and associated Sampling and Analysis Plan (SAP) for remediation of the corridor. EPD has approved the CAP and SAP for the Atlanta BeltLine, Inc. The construction schedules will assume remediation is a part of construction. Until the sampling and analysis plan is executed in the trail sections associated with PI 0009396, the required extent of remediation is unknown.

Project Concept Report page 7

Project Number: CSSTP-0009-00(396)

P. I. Number: 0009396

County: Fulton – City of Atlanta

- NPDES Construction Stormwater Permit – Design Team will submit for the appropriate NPDES permit as part of the Georgia Erosion & Sedimentation Control Plans.
- Stream Buffer Variance – A stream buffer variance is not anticipated in the area associated with PI 0009396.
- Is a PAR required? No Yes Completed – Date:
- EPA: NEPA – Categorical Exclusions (CE) includes a report associated with the following categories:
 - Historic Resources – none anticipated at this time
 - Air – none anticipated at this time
 - Noise – none anticipated at this time
 - Cultural – none anticipated at this time
 - Ecology – none anticipated at this time

The project team does not anticipate impacts to existing historic, air, noise, cultural, or ecological resources, based on the draft EIS and initial observations. CE documentation will be based on approved EIS documents and additional field studies (as necessary).

- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes () No ()
 - Categorical exclusion anticipated (**YES**).
 - Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) ().
 - Environmental Impact Statement (EIS) ().
- Utility involvements: Any or all of the following - Georgia Power, Atlanta Gas, AT&T, Cable, Quest Communications, Sprint, Verizon Wireless, CSX Transportation, Norfolk Southern
- VE Study Anticipated Yes () No ()
- Benefit/Cost Ratio N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW **	UTILITY	CST *	MITI-GATION
By Whom	Local Gov't	Local Gov't	Local Gov't	Local Gov't	N/A
\$ Amount	\$1,161,564.00 (80%)Federal(\$929,251.20) (20%)LCL GOV(\$232,312.80) >(\$1,161,564.00) 100% LCL GOV	\$3,307,000 (80%)Federal(\$4,330,000.00) (20%)LCL GOV(\$1,082,500.00) >(\$5,412,500.00) 100% LCL GOV	\$1,112,550 (100% LCL GOV)	\$8,172,276 (80%)Federal(\$2,978,106.40) (20%)LCL GOV(\$744,526.60) >(\$3,722,633.00) 100% LCL GOV	\$0

**CST Cost includes: Construction Cost Plus 5% Engineering and Inspection*

*** ROW Federal and Local Funding Amounts are shown per the Project Framework Agreement. Note that funding amounts shown in the PFA exceed the current ROW cost estimate prepared by the Local Gov't.*

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:

Bridge and underpass work which may require traffic control and/or detours to accommodate construction activities:

- Bridge rehabilitation/retrofit work above Martin Luther King Jr. Dr. to accommodate the trail and future transit.
- Underpass retrofit work beneath Interstate 20
- Underpass rehabilitation/retrofit work beneath Lucile Avenue
- Underpass rehabilitation/retrofit work beneath Ralph David Abernathy Blvd (SR 139)
- Underpass rehabilitation/retrofit work beneath Lawton Street
- Underpass rehabilitation/retrofit work beneath Lee Street (SR 14/139/154)/MARTA right-of-way/Murphy Street
- Estimated potential of more than 6000 LF of retaining wall is possible, much of which may require temporary construction easements from adjoining parcels.

Early Completion Incentives recommended for consideration: No Yes

Project Activities Responsibilities:

Design: Atlanta BeltLine, Inc. / consultant (Perkins+Will, Inc.)

Right-of-Way Acquisition: Atlanta BeltLine, Inc.

Right-of-Way funding (real property): Atlanta BeltLine, Inc.

Relocation of Utilities: Atlanta BeltLine, Inc. / Utility owners

Letting to contract: Atlanta BeltLine, Inc.

Supervision of construction: Atlanta BeltLine, Inc.

Providing detours: Atlanta BeltLine, Inc. / general contractor (TBD)

Environmental Studies/Documents/Permits: Atlanta BeltLine, Inc.

Environmental Mitigation: N/A

Lighting required: No Yes

Coordination

- Initial Concept Meeting date and brief summary. N/A
- Concept meeting date and brief summary. N/A
- P A R meetings, dates and results. N/A
- FEMA, USCG, and/or TVA. N/A
- Public involvement. **See attached – Excerpts from the Atlanta BeltLine Master Plan SubAreas 1, 2, and 10 Plan Recommendation Reports.**
- Other projects in the area: PI0009395, PI0009397, PI0009398
- Railroads. Out of service Railroad right-of-way will be utilized. No at-grade or bridge crossings of existing railroads. The trail will pass beneath MARTA and CSX rail lines via an existing tunnel at Lee St/Hwy29. Ownership and usage of the CSX, Norfolk Southern, and

Project Concept Report page 9

Project Number: CSSTP-0009-00(396)

P. I. Number: 0009396

County: Fulton – City of Atlanta

MARTA rails shall remain unchanged. The local sponsor and the Atlanta Beltline design team will coordinate with the Railroad.

- Other coordination to date:

Atlanta Beltline Subarea 2 Meetings

8/14/2007	Planning Committee Meeting	Kickoff Meeting
8/28/2007	Planning Committee Meeting	Existing Conditions
9/11/2007	Study Group Meeting	Existing Conditions
10/2/2007	Study Group Meeting	Goals and Objectives
11/6/2007	Planning Committee Meeting	Concept Plans
1/8/2008	Planning Committee Meeting	Park Concept Plans
4/24/2008	Study Group Meeting	Open House and Affordable Housing discussion
5/27/2008	Planning Committee Meeting	Draft Park Master Plan
6/26/2008	Study Group Meeting	Draft Plan Review
8/28/2008	Study Group Meeting	Final Draft Plan Review
12/2008	Office Hours and NPU meetings	Final Draft Plan Review

Atlanta Beltline Subarea 1 Meetings

1/29/2009	Study Group Meeting	Kickoff Meeting
3/18/2010	Planning Committee Meeting	Land Use Concept Plans
3/25/2010	Study Group Meeting	Land Use Concept Plans
4/15/2010	Planning Committee Meeting	Enota Park Concept
4/22/2010	Study Group Meeting	Enota Park Concept
7/22/2010	Study Group Meeting	Draft Plan Review
8/26/2010	Study Group Meeting	Final Draft Plan Review
9/2010	Office Hours and NPU meetings	Final Draft Plan Review

Atlanta Beltline Subarea 10 Meetings

1/25/2010	Study Group	Kick off Meeting
3/8/2010	Planning Group	Goals and Preliminary Concept Plan
3/22/2010	Study Group	Goals and Preliminary Concept Plan
4/26/2010	Study Group	Revised Concepts, Maddox Park Master Plan
6/28/2010	Study Group	Draft Plans Presentation
8/6/2010	Coordination Group Briefing	Draft Plan review
8/23/2010	Study Group	Final Draft Plan Review
10/2010	Office Hours, NPU Meetings	

Other alternates considered: None

Comments: No comments

Project Concept Report page 10
Project Number: CSSTP-0009-00(396)
P. I. Number: 0009396
County: Fulton – City of Atlanta

Attachments:

1. Typical Sections
2. Detailed Cost Estimates
 - a. Construction
 - b. Right-of-Way
 - c. Utilities
3. Conceptual Plan Layout
4. Need and Purpose Statement
5. Bridge Inventory Listings
6. PFA

Concur: _____

Director of Engineering

Approve: _____ Date: 2/4/13

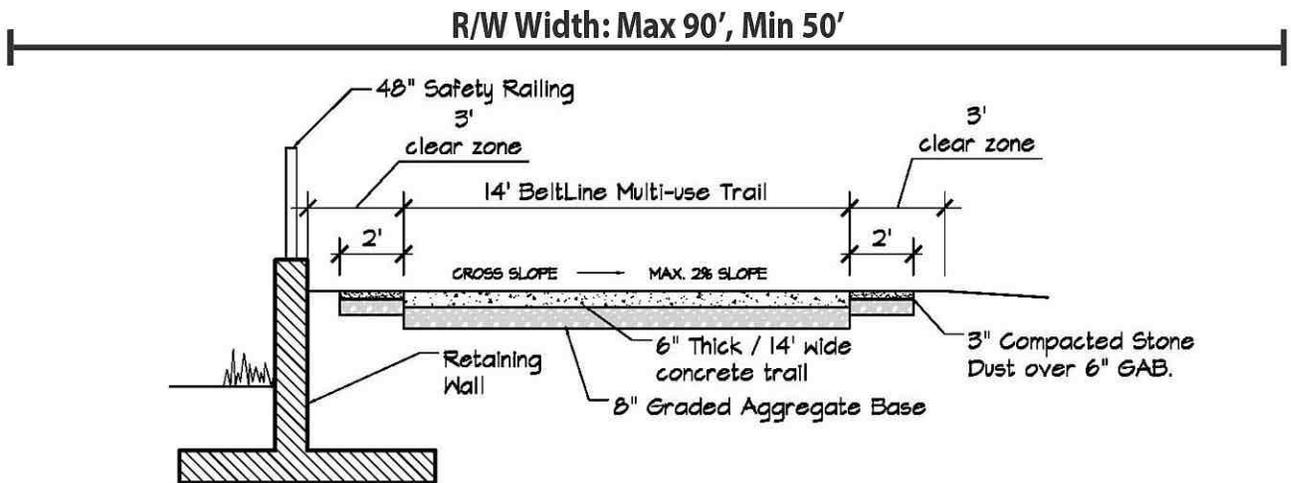
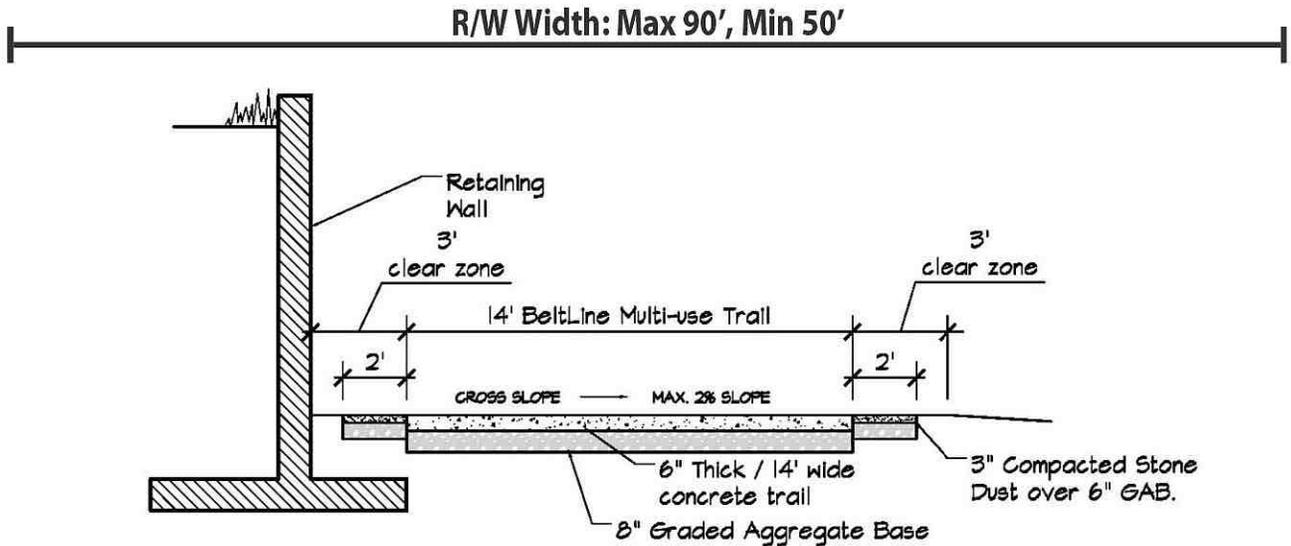
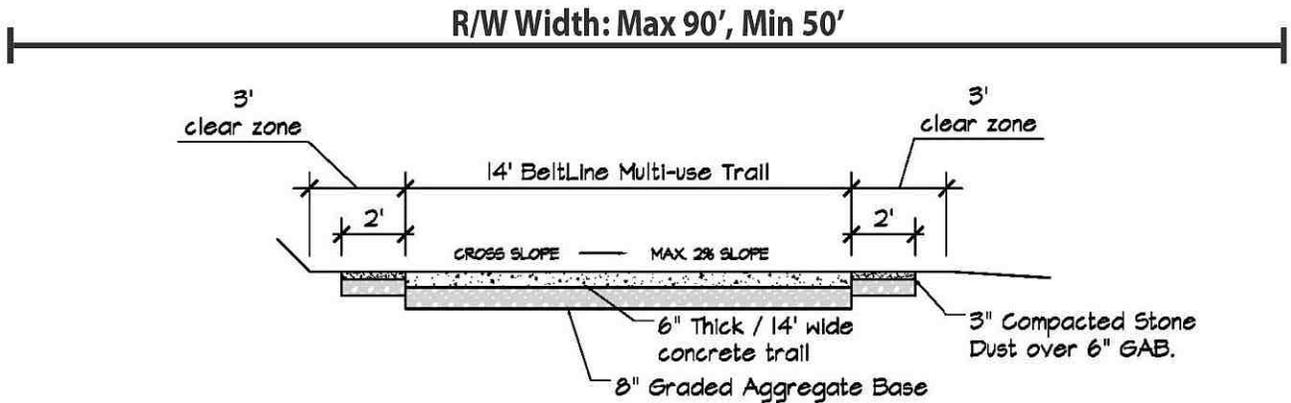
Chief Engineer

Project Concept Report Attachment: Typical Sections

Project Number: CSSTP-0009-00(396)

P. I. Number: 0009396

County: Fulton – City of Atlanta



STATE HIGHWAY AGENCY

DATE : 09/19/2012

PAGE : 1

JOB DETAIL ESTIMATE

=====

JOB NUMBER : 0009396 SPEC YEAR: 01
 DESCRIPTION: ATLANTA BELTLINE CORRIDOR FROM ALLENE AVE TO LENA ST

ITEMS FOR JOB 0009396

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0009396	1.000	75270.00	75270.00
0010	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	32036.000	2.53	81188.51
0015	603-2181		SY	STN DUMPED RIP RAP, TP 3, 18"	2605.000	24.67	64289.06
0020	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	24027.000	1.19	28668.54
0025	700-6910		AC	PERMANENT GRASSING	6.000	341.32	2047.97
0030	163-0232		AC	TEMPORARY GRASSING	6.000	433.93	2603.59
0035	163-0300		EA	CONSTRUCTION EXIT	4.000	1457.42	5829.69
0040	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	1.000	72.11	72.11
0045	167-1500		MO	WATER QUALITY INSPECTIONS	12.000	384.05	4608.64
0050	550-1180		LF	STM DR PIPE 18",H 1-10	11000.000	22.00	242000.00
0065	310-5060		SY	GR AGGR BS CRS 6IN INCL MATL	24131.000	9.40	226899.45
0070	210-0100		LS	GRADING COMPLETE - 0009396	1.000	1748973.75	1748973.75
0075	668-2100		EA	DROP INLET, GP 1	65.000	1800.00	117000.00
0080	500-3101		CY	CLASS A CONCRETE	4153.000	504.08	2093448.19
0085	444-1000		LF	SAWED JTS IN EXIST PVMTS - PCC	16018.000	2.17	34795.74
0090	611-8055		EA	ADJUST MINOR STRUCT TO GRADE	84.000	1000.00	84000.00
0095	009-3500		LS	MISC LANDSCAPE ITEMS MILE MARKESR, GRANITE/STAINLESS STEEL	1.000	2700.00	2700.00
0100	009-3500		LS	MISC LANDSCAPE ITEMS TACTILE WARNING PAVING, GRANITE	1.000	30240.00	30240.00
0105	009-3500		LS	MISC LANDSCAPE ITEMS DETECTABLE WARNING PAVING, GRANITE	1.000	13440.00	13440.00
0110	009-3500		LS	MISC LANDSCAPE ITEMS CRUSHED STONE SURFACING, INCL STABILIZER	1.000	176198.00	176198.00
0115	009-3500		LS	MISC LANDSCAPE ITEMS STEEL EDGING 3/16 IN TK X 4 IN DEPTH	1.000	115329.60	115329.60
0120	009-3000		LS	MISCELLANEOUS CONSTRUCTION GRANITE FACED RETAINING WALL	1.000	1399072.00	1399072.00
0125	500-3107		CY	CL A CONC, RET WALL	217.000	435.00	94395.00
0130	009-3000		LS	MISCELLANEOUS CONSTRUCTION MLK JR. CUST 18' W BR, INCL HANDRAILS	1.000	324000.00	324000.00
0135	009-3000		LS	MISCELLANEOUS CONSTRUCTION MLK JR	1.000	37800.00	37800.00

0140	009-3500	LS	BRIDGE ABUTMENT MISC LANDSCAPE ITEMS ANTI-GRAFFITI COATING - PERMANENT	1.000	86774.90	86774.90
0145	900-0526	EA	BOLLARDS	27.000	2070.00	55890.00
0150	682-7062	LF	CONDUIT DUCT BANK, TYPE 3	15133.000	42.00	635586.00

ITEM TOTAL						7783120.73
INFLATED ITEM TOTAL						7783120.74

STATE HIGHWAY AGENCY

DATE : 09/19/2012
PAGE : 2

JOB DETAIL ESTIMATE

=====	
TOTALS FOR JOB 0009396	

ESTIMATED COST:	7783120.74
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	7783120.74

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 9/18/2012 Project: CSSTP-0009-00(396)
 Revised: County: Fulton
 PI: 0009396

Description: Atlanta Beltline Corridor from Allen Ave to Lena Street
 Project Termini:

Existing ROW:
 Required ROW:
 Parcels: 55

Land and Improvements \$2,273,062.50

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$83,750.00

Legal Services \$374,625.00

Relocation \$110,000.00

Demolition \$0.00

Administrative \$465,000.00

TOTAL ESTIMATED COSTS \$3,306,437.50

TOTAL ESTIMATED COSTS (ROUNDED) \$3,307,000.00

Preparation Credits	Hours	Signature

Prepared By: [Signature] CG#: 9/27/12 (DATE)
 Approved By: [Signature] CG#: 266999 (DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Atlanta Beltline, Southwest Corridor

PI: 0009396

Re: Preliminary Utility Cost Estimates

Date: 09/19/2012

Utility	Potential Owner	Reimbursable	Non-reimbursable
Electric	Georgia Power	\$723,100	-
Natural Gas	Atlanta Gas Light	\$86,900	-
Sanitary Sewer	City of Atlanta, Dept. of Public Works	\$63,650	-
Storm Drain	City of Atlanta, Dept. of Public Works	\$98,510	-
Telecommunications	Multiple	\$21,025	-
Traffic Operations	City of Atlanta, Dept. of Public Works/GDOT	\$0	-
Water	City of Atlanta, Dept. of Watershed Management	\$119,725	-
	Totals	\$1,112,550	\$0

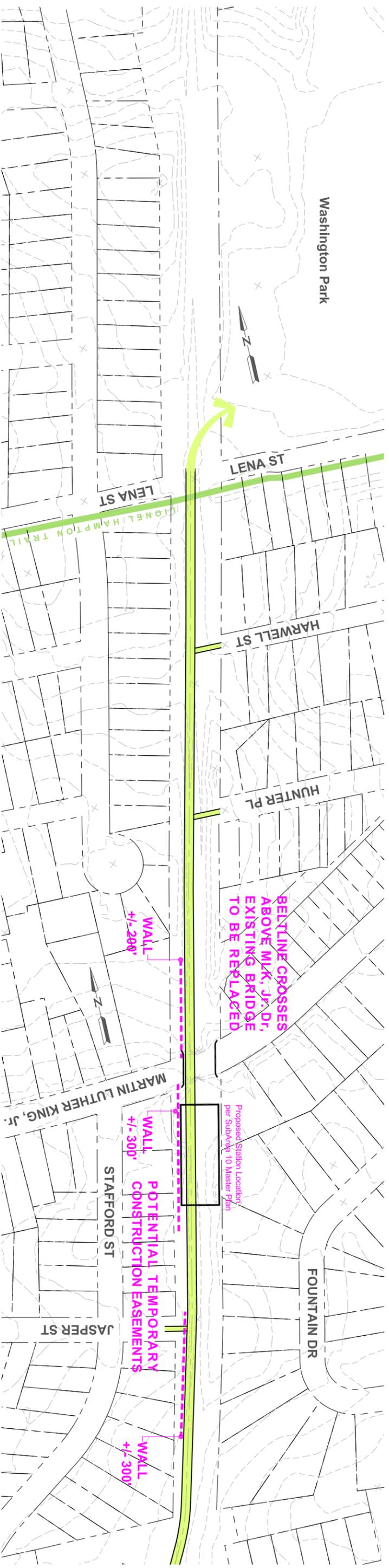
List of Assumptions:

1. Utility impacts assessed 15' from edge of proposed trail alignment and 25' from edge of proposed retaining wall location.
2. Incomplete utility data, assumptions, and cost estimates indicated in red (see attached).
3. Specific underground utility depth unknown: assumed 4' min. cover.
4. Extent of fiber optic network unknown. Unable to make assumptions at this time.
5. When including electric, combined overhead lines have been priced in the electric category.
6. Unknown configuration for underground electric lines: assumed 6-way ductbank.
7. Unknown type/size for gas line(s): assumed HDPE, 10" for all.
8. Unknown type/size for water line(s): assumed 12" for all.

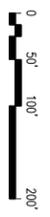
PI: 0009396

Atlanta Beltline, Southwest Corridor
 Utility Impact Assessment

PLAN ID	UTILITY	TOT QTY	UNIT COST	UNITS	TOTAL COST	ASSUMPTION
E	Electric					
	Light pole	4	\$4,250 each		\$17,000	two heads
	Overhead electric	320	\$150 LF		\$48,000	
	Overhead electric/telephone	95	\$260 LF		\$24,700	
	Overhead electric/television	70	\$275 LF		\$19,250	
	Overhead electric/telephone/television	1165	\$385 LF		\$448,525	
	Overhead guy wire	15	\$300 LF		\$4,500	
	Power pole	18	\$3,500 each		\$63,000	
	Power pole w/ guy	10	\$3,800 each		\$38,000	
	Underground electric	185	\$325 each		\$60,125	ductbank, 6-way
	Sub-total				\$723,100	
G	Natural Gas					
	Gas line, unknown type/size	1030	\$80 LF		\$82,400	HDPE, 10"
	Gas valve	10	\$450 each		\$4,500	
	Sub-total				\$86,900	
SSx	Sanitary Sewer					
	Clay pipe, 8"	75	\$24 LF		\$1,800	
	Clay pipe, 12"	135	\$31 LF		\$4,185	
	Ductile iron pipe, 8"	95	\$47 LF		\$4,465	
	Ductile iron pipe, 12"	100	\$62 LF		\$6,200	
	Reinforced concrete pipe, 8"	100	\$20 LF		\$2,000	
	Sewer manhole	6	\$7,500 each		\$45,000	
	Unknown pipe, 6"	30	\$0 LF		\$0	
	Sub-total				\$63,650	
SDx	Storm Drain					
	Concrete headwall	1	\$5,500 each		\$5,500	
	Corrugated metal pipe, 18"	80	\$36 LF		\$2,880	
	Corrugated plastic pipe, 10"	20	\$15 LF		\$300	
	Corrugated plastic pipe, 12"	155	\$18 LF		\$2,790	
	Drainage inlet	2	\$5,500 each		\$11,000	
	Ductile iron pipe, 15"	75	\$85 LF		\$6,375	
	Ductile iron pipe, 24"	120	\$124 LF		\$14,880	
	Ductile iron pipe, 36"	70	\$275 LF		\$19,250	
	Reinforced concrete pipe, 18"	25	\$37 LF		\$925	
	Reinforced concrete pipe, 20"	20	\$45 LF		\$900	
	Reinforced concrete pipe, 24"	200	\$47 LF		\$9,400	
	Reinforced concrete pipe, 36"	85	\$150 LF		\$12,750	
	Reinforced concrete pipe, 48"	40	\$201 LF		\$8,040	
	Polyvinyl chloride pipe, 6"	395	\$8 LF		\$3,160	
	Sub-total				\$98,150	
T/TV	Telecommunications					
	Fiber optic marker	7	\$100 each		\$700	
	Overhead telephone	145	\$110 LF		\$15,950	
	Overhead television	35	\$125 LF		\$4,375	
	Sub-total				\$21,025	
TO	Traffic Operations					
	Overhead traffic operations	100	\$0 LF		\$0	
	Sub-total				\$0	
Wx	Water					
	Fire hydrant	3	\$3,500 each		\$10,500	
	Water line, unknown type/size	865	\$65 LF		\$56,225	12"
	Water meter	1	\$5,000 each		\$5,000	
	Water valve	6	\$8,000 each		\$48,000	
	Sub-total				\$119,725	
TOTAL					\$1,112,550	



- SW Trail Corridor**
- 2.87 miles of trail
 - potentially 6,355 LF of walls
 - 1 bridge
 - 3 underpasses (city streets)
 - 3 underpasses (State Routes)
 - 0 at grade railroad crossings
 - 0 stream crossings
 - 0 environmentally sensitive areas



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 F: 404.892.5823

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 475 Tenth Avenue, 10th Floor
 New York, New York 10018
 T: 212.433.1450
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Revisions

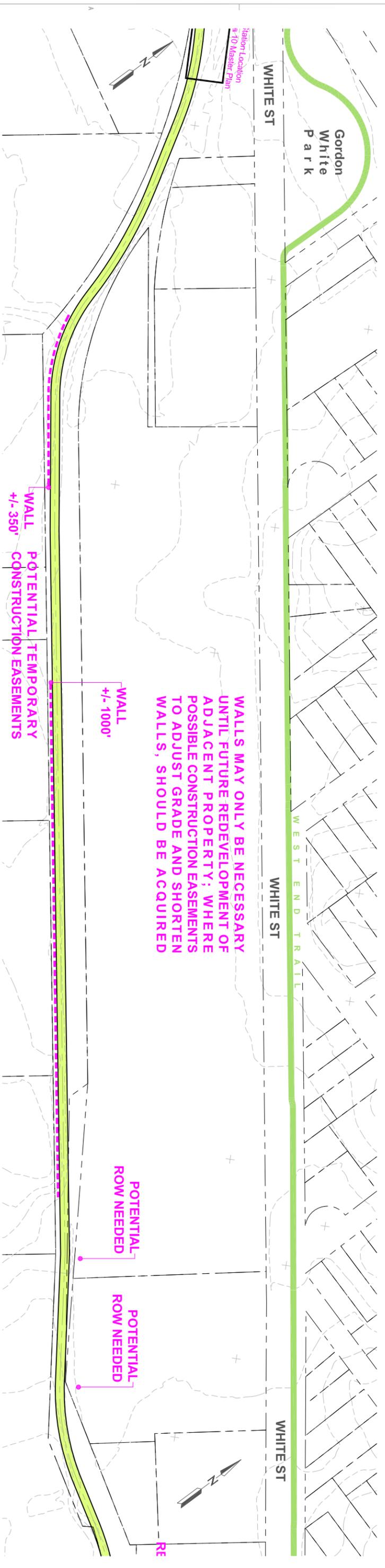
NO.	ISSUE	DATE	NO.	ISSUE	DATE

Sheet Information

Date	02/01/2011
Job Number	1110093
Drawn	XX
Checked	XX
Approved	XX

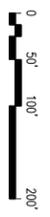
Title
 BELTLINE CORRIDOR
 PROJ. NO. AR-450B
 WASHINGTON PARK
 TO ADAIR PARK

Sheet
SW-100
 CONCEPTUAL DESIGN
 NOT FOR CONSTRUCTION
 Copyright © 2011, Atlanta BeltLine, Inc.



- SW Trail Corridor**
- 2.87 miles of trail
 - potentially 6,355 LF of walls
 - 1 bridge
 - 3 underpasses (city streets)
 - 3 underpasses (State Routes)
 - 0 at grade railroad crossings
 - 0 stream crossings
 - 0 environmentally sensitive areas

WALLS MAY ONLY BE NECESSARY UNTIL FUTURE REDEVELOPMENT OF ADJACENT PROPERTY; WHERE POSSIBLE CONSTRUCTION EASEMENTS TO ADJUST GRADE AND SHORTEN WALLS, SHOULD BE ACQUIRED



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Revisions

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Drawn	
Checked	
Approved	

Title

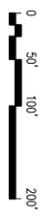
BELTLINE CORRIDOR
 PROJ. NO. AR-450B
 WASHINGTON PARK
 TO ADAIR PARK

Sheet

SW-101
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- SW Trail Corridor**
- 2.87 miles of trail
 - potentially 6,355 LF of walls
 - 1 bridge
 - 3 underpasses (city streets)
 - 3 underpasses (State Routes)
 - 0 at grade railroad crossings
 - 0 stream crossings
 - 0 environmentally sensitive areas



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Revisions

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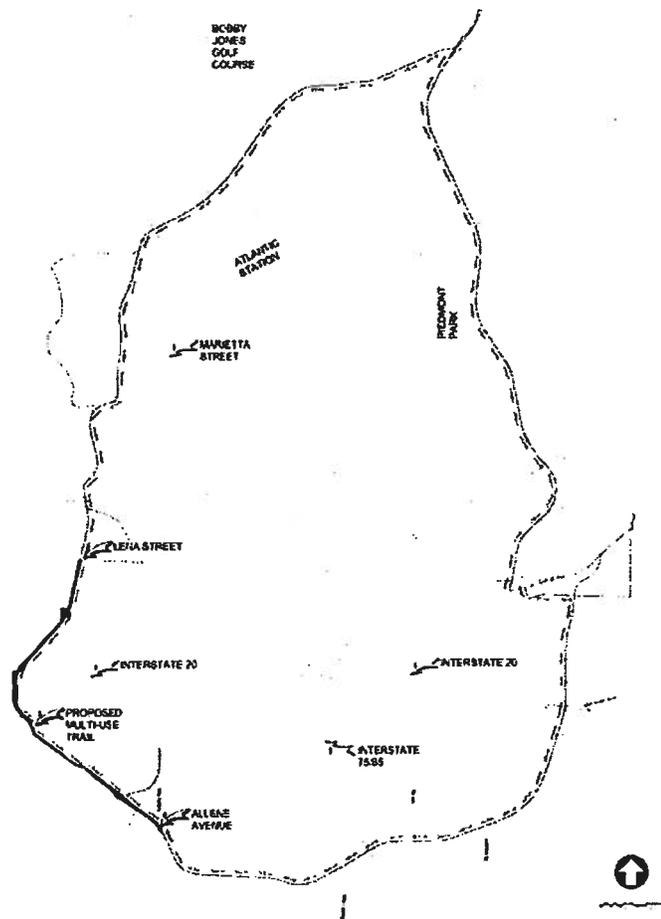
BELTLINE CORRIDOR
 PROJ. NO. AR-450B
 WASHINGTON PARK
 TO ADAIR PARK

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SW-102
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Revised: September 16, 2010
July 1, 2010

Project Number: AR-450B
P.I. Number: 0009396
County: Fulton – City of Atlanta



Statement of Need and Purpose

The following includes the statement of need, description of proposed action and description of project area logical termini for project number AR-450B, PI 0009396 described as *Multi-Use Trail and Streetscapes: Allene Avenue to Lena Street (SW Trail)*.

Statement of Need

The needs for the Atlanta BeltLine project (BeltLine) stem from existing and forecast population and employment growth and the effects of that growth on the transportation system today and in the foreseeable future. Growth in population and employment in the BeltLine study area by 2030 will be equal to or greater than rates projected for the City of Atlanta and the region. Growth in minority, low-income and transit-dependent populations within the study area by 2030 will also equal or exceed City and regional rates. These data demonstrate that, by 2030, a sizably greater number of residents and workers will be present in the study area than is present today.

The purpose of the Atlanta BeltLine project is to make a substantive contribution to alleviating problems resulting from Atlanta's existing insufficient supply of non-motorized transportation options and its existing roadway congestion, that are expected to worsen based on projections of population and employment. When completed, the Beltline will contribute to an integrated regional multi-modal transportation network that promotes seamless intermodal connectivity and increases community access to the existing transit and trails network.

The purpose of Project AR-450B is to specifically address the limited transportation options by providing a bike/pedestrian trail that provides access to the neighborhoods and features between Allene Avenue and Lena Street, connecting adjacent neighborhoods, Adair Park, Washington Park, Salvation Army Training College, Booker T. Washington High School, and the existing Lena Street PATH. The trail will also connect to BeltLine transit. Additionally, to ease roadway congestion and anticipated future demands on the City's transportation system, there is a need to increase the number of and level of interconnection between corridors for non-motorized travel (specifically multi-use trails), to enhance the transportation system, to encourage transit use, and to provide mode choice for trips ranging from the regional to the neighborhood scale.

Area Existing Conditions and Planned Improvements

The existing transportation system in the project area includes local, collector and arterial surface streets, five MARTA bus routes, and an inactive freight rail line. Interstate 20 (I-20) and two MARTA heavy rail lines as well as I-20 pass through the project area, and both the West End and Ashby MARTA rail stations are in the project vicinity near the northern and southern ends of the SW Trail, respectively. Sidewalk coverage is not complete, and the quality of many sidewalks, crosswalks, and pedestrian signals ranges from satisfactory to poor. There are no bicycle facilities in the project area. A recently completed 2.5 mile spur segment of the SW Trail, the West End/Westview Trail, connects the neighborhoods of West End, Westview and Mozley Park. Planned improvements to address system and modal deficiencies include the BeltLine transit and trail projects identified in *Envision 6* (the Atlanta region's Regional Transportation Plan), as well as pedestrian and intersection improvements on Ralph David Abernathy Boulevard (from Ashby Street to Lee Street), pedestrian improvements on Lowery Boulevard/Ashby Street (from White Street to Sells Street) and the addition of bicycle routes on Ralph David Abernathy Boulevard, Beecher Street, Oakland Drive, Lee Street, Joseph Lowery Boulevard, and Westview Drive.

Area Population Characteristics

Based on 2000 U.S. Census figures, the population that is served by the transportation network in the project area includes 23,405 residents.¹ Ninety-seven percent of the population is minority, and 36% live below the poverty level. Analysis of the entire proposed BeltLine corridor² yields a population that is 61% minority and 24% living below the poverty level. Twenty-eight percent of households are car-free, as compared to 21.2% for the entire BeltLine study area and 23.6% for the City of Atlanta. The overall population for the BeltLine corridor is projected to increase 29% by the year 2030.

Existing and Future Land Uses, Anticipated Development

From a land use and transportation planning perspective, forecasted population and employment growth rates in the BeltLine study area and the City highlight a need to strive for increased urban land use density and affordable housing paired with increased mode choice. Existing land uses in the SW Trail project area primarily reflect low density commercial and scattered medium density residential. The predominant land uses at the southern end of the trail are office/ industrial bordering residential areas; moving northward along the trail, the primary land use is single-family residential with some commercial uses at major intersections. Future land uses recommended in the City's Comprehensive Plan are primarily residential (68%), commercial (6%), and mixed-use (7%).

Recent BeltLine market analysis studies forecast strong household growth (an 84% increase by 2030) and office growth over the next 20 years, with anticipated retail uses doubling by the year 2030 to serve local residents. Market analysis also indicates nearly 2,500 acres of developable land lies within the entire BeltLine area, having the potential to support at least 3.1 million square feet of regional office space, 1.6 million square feet of regional retail, 750,000 square feet of local-serving office space and 2.2 million square feet of local-serving retail.

Facilitating access and providing transportation options can be catalysts for converting underused and vacant parcels into productive local and regional assets and can reduce the deleterious effects of roadway congestion on sustained regional growth. Development of these parcels, in turn, will generate transit and trail users by increasing the local residential and employment population. Thus, there is a need to consider the role of transportation projects in enabling desirable redevelopment and economic growth.

The SW Trail can also contribute to an improved quality of life. Currently, the ratio of parkland to residents in Atlanta is 7.7 acres for every 1,000 residents. The median amount for the nation's largest cities is 13.6 acres (Park Pride, 2009). With population increases, the citywide ratio of park acres to residents will decrease by 2030. To address the existing insufficient supply of outdoor recreation, there needs to be both an increase in parks and greenspaces and a network of multi-use trails connecting them as a means of obtaining both mode choice for short and intermediate trips and additional recreation.

¹ Population of whole Census tracts located in any part of the project area

² Population within ¼ mile of the proposed trail and transit alignments

Consistency with Local, Regional and State Plans

Over the past several years, numerous plans and studies have set the tone and parameters for the Atlanta Beltline with respect to land development, multi-use trails and green space. The following section provides an overview of how the Atlanta Beltline, which includes the SW Trail section, complies with these plans.

Recent projects conducted by Atlanta Beltline Inc. (ABI) and the City of Atlanta are master plans for ten sub-areas of the BeltLine. The purpose of the subarea master planning process is to establish the basis for overall BeltLine implementation by providing detailed recommendations related to land use, parks, open space, mobility and circulation. The proposed SW Trail supports these plans by providing maximum accessibility to BeltLine transit alternatives, providing alternative transportation modes to mitigate traffic impacts, improving pedestrian connectivity and accessibility to the handicapped, and providing greater connectivity to neighborhoods. The proposed SW Trail will also contribute to the creation of a linear park system and will contribute to maximizing green space.

The City of Atlanta adopted a comprehensive transportation plan, the *Connect Atlanta Plan* (2008), to promote mobility, economic growth and a high level of quality of life. The proposed SW Trail is consistent with the following goals set forth by the plan. They include:

Promote safe and balanced transportation choices- This goal encourages alternatives to the use of single occupant automobiles and alternative strategies, such as a trail system, to reduce congestion.

*Promote public health and safety-*This goal focuses on pedestrian safety and pedestrian alternatives.

*Strive for environmental sustainability-*This goal encourages sustainability in design and strategies that conserve resources and reduces vehicle emissions.

Preserve neighborhoods- This goal promotes projects and strategies that will protect and enhance Atlanta's neighborhoods such as multi-use trails.

Create desirable places for all citizens- This goal reflects the desire to create attractive and safe public and private gathering places. The SW Trail can contribute to the development of such places.

In 2008 the Transit Planning Board (TPB) worked to create an integrated transit network for the Atlanta Region called *Concept 3*. Created by a joint resolution of the Atlanta Regional Commission (ARC), MARTA and GRTA, the TPB was comprised of 19-members that include County Commission Chairpersons, the DeKalb County CEO, the Mayor of Atlanta, the Chairpersons of the Boards of MARTA, GDOT and GRTA, the MARTA General Manager/CEO and appointees of the Governor of Georgia. They recently developed and approved a vision for development of a regional transit system that includes the BeltLine and its proposed transit, trail and road alignments.

Envision 6, adopted in 2007, identifies strategies to alleviate some of the Atlanta's most significant transportation problems. These include the encouragement and promotion of a diversified surface transportation system that provides travel options, such as the BeltLine trail system, and the protection and improvement of the environment and the quality of life. Regional centers and corridors for bicycle and pedestrian facilities, such as the BeltLine, are emphasized in the plan.

In 2007, the ARC released the *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (Bike/Ped Plan)*. The plan proposes creating a bicycle network of both on-road facilities and shared use pathways, and a pedestrian network focused on major activity areas. It also recommends specific policies and programs that encourage non-motorized transportation alternatives. These include taking steps to accommodate bicyclists and pedestrians in new road projects, retrofitting existing facilities to accommodate bicyclists, guidance on land use and zoning approaches to increase bicycle and pedestrian connections from residential areas, and planning and programming to improve bicycle transportation and pedestrian paths.

The *PATH Foundation Master Plan* focuses on creating trail systems in the City of Atlanta and DeKalb County. PATH projects that link with the BeltLine include Tanyard Creek Park and the Westside Trail, which is located in the SW Trail project area and connects to the Lionel Hampton Trail. Proposed BeltLine trails in these study areas are intended to link and expand the network proposed by the PATH Foundation.

MARTA, in 2007, prepared the *Detailed Screening Analysis* which examined a full range of MARTA alternatives involving variations of alignments, station locations, mode and operating plans. The study evaluated each alternative in four categories: mobility/accessibility, land use and redevelopment, environmental effects and cost effectiveness. Key themes that shaped the outcome of the screening included the desire for compatibility with land use and multi-modal connectivity and overall public support for the project. The study identified the purpose and need for the BeltLine project and its potential to improve mobility, address accessibility and connectivity, and support the City of Atlanta's BeltLine redevelopment plans. Alternatives were examined and the MARTA Board of Directors selected the "B3 Alternative" (Lindbergh-to-Lindbergh Loop via Inman Park/Reynoldstown) as the Preferred Alternative. This decision was based on B3 providing a continuous transit and trails loop as prescribed in the original BeltLine concept.

The *Atlanta Beltline Redevelopment Plan*, adopted in 2005, served as a framework for moving the BeltLine project forward and achieving the approvals for the BeltLine Tax Allocation District. The plan recommends a range of convenient mobility choices, including an extensive trail system. It also recommends vibrant hubs of mixed use activity, better access to new and existing recreational and cultural amenities including trails, a connected network of cultural resources, parks and green spaces, and trails and pedestrian-friendly streets to link existing neighborhoods previously severed by rail and industry.

In 2005, the Atlanta Development Authority (ADA) created a BeltLine Transit Panel charged with preparing the *Transit Feasibility White Paper* to assess the feasibility of the BeltLine transit component and commenting on how it might function in relation to an integrated transit system for Atlanta. The white paper stated that the transportation vision should build upon the existing

system of bus, rail, pedestrian and bike paths, and must connect to a transportation system that best meets the needs of residents and visitors to the City. The BeltLine trail system was part of this recommendation.

In 2005, MARTA prepared a study (*Inner Core Transit Feasibility Study*) to identify the appropriate level of transit investments in support of inner core area mobility and emerging redevelopment trends. The primary goal of the study was to determine the feasibility of the BeltLine and other concepts as probable transit solutions. The results indicated that a transit investment like the BeltLine, with its proposed trail system, could improve neighborhood connectivity, complement MARTA's rail system, and support redevelopment efforts throughout the entire system.

In 2004, the Rails to Trails Conservancy conducted the *Reconnecting Communities-Atlanta Rail Corridor Assessment* to inventory and assess inactive railroad corridors in the City of Atlanta. The study identified the corridors that would be best suited for rail-to-trails and rail-with-trails and explored options for connections to existing trails alignments along the BeltLine. The study made recommendations on the next steps for implementing the trail system.

The City of Atlanta's Department of Planning and Community Development prepared *The Plan for a Walkable Atlanta* (2004) which presented more than 50 strategies to provide a "seamless integration of the pedestrian infrastructure and the transportation system provide an inviting, enriching and safe walking experience." The plan included recommendations for adopting transportation principles, street design guidelines and measurement tools that encourage walking, cycling and use of public transit. It also recommended the elimination of physical barriers to a walkable environment by building and maintaining a functional and aesthetically pleasing pedestrian infrastructure. Both of these are key recommendations of the BeltLine project and the proposed trail system.

The *Livable Centers Initiative* (LCI) is a grant program created by ARC to encourage neighborhood livability. The program's goal is to connect homes, shops and offices, enhance streetscapes and sidewalks, emphasize pedestrians, improve access to transit options and expand housing choices. It encourages local jurisdictions to plan and implement strategies that link transportation improvements, including trail systems where appropriate. Twelve LCIs are located in or touch areas within the entire Atlanta BeltLine corridor.

Proposed Action

The Allene Avenue to Lena Street Multi-Use Trail and Streetscapes project (SW Trail) will serve the purpose to address many of the issues described in the above statement of need. The SW Trail will extend from Allene Avenue near Adair Park to Lena Street at the southwestern corner of Washington Park.

The SW Trail alignment follows the inactive rail corridor. As such the trail will primarily bisect neighborhoods between Washington Park and Allene Avenue. The trail will cross over Martin Luther King Boulevard, under I-20, under Lucille Avenue, under Lawton Street, and will parallel White Street and Donnelly Avenue.

Logical Termini

The SW Trail connects Adair Park and surrounding neighborhoods to Washington Park and its adjacent community. The trail will also connect and provide access to future parks recommended at the southern termini, specifically the Murphy Crossing Park and Allene Avenue Park (*BeltLine Subarea 2 Master Plan*). The trail facilitates access to two MARTA rail stations (West End and Ashby) in close proximity to the project termini. The SW trail will provide residents at either end of the trail the opportunity to walk or bike to the parks, schools and community facilities that area located along the project corridor. The specific termini for the NE Trail are as follows:

Specific termini for the project area are as follows:

- The west side of Allene Avenue near its intersection with Catherine Street, SW
- The Southwest corner of Washington Park at Lena Street and the Lena Street PATH

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0520-0

Fulton

SUFF. RATING: 0.00

Location & Geography

Structure ID: 121-0520-0
 200 Bridge Information: 07
 *6A Feature Int: M-9134 M.L.K. JR DRIVE
 *6B Critical Bridge: 0
 *7A Route No Carried: CS00904
 *7B Facility Carried: CSX RAILROAD
 9 Location: IN ATLANTA
 2 Dot District: 7
 207 Year Photo: 2012
 *91 Inspection Frequency: 24 Date: 10/12/2012
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 04000
 *5 Inventory Route(O/U): 2
 Type: 5
 Designation: 1
 Number: 09134
 Direction: 0
 *16 Latitude: 33 45.2117 HMMS Prefix:
 *17 Longitude: 84 -25.5545 HMMS Suffix: MP:0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1213379003
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 003.15
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: gmc
 * Location ID No: 121-09134M-001.30E

*104 Highway System: 0
 *26 Functional Classification: 16
 *204 Federal Route Type: M No: 09134
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 0
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 01
 *20 Toll: 3
 *21 Maintanance: 27
 *22 Owner: 27
 *31 Design Load: 0
 37 Historical Significance: 4
 205 Congressional District: 05
 27 Year Constructed: 1911
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
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 267 Type of Paint: 1
 *42 Type of Service On: 3
 Type of Service Under: 1
 214 Movable Bridge: 0
 203 Type Bridge: Z
 259 Pile Encasement 3
 *43 Structure Type Main: 3 03
 45 No.Spans Main: 000
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 8
 108 Wearing Structure Type: 0
 Membrane Type: 0
 Deck Protection: 0

Signs & Attachments

225 Expansion Joint Type: 00
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 0
 Curb Material: 0
 239 Handrail 0 0
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 0
 Frwd: 0
 Oppo. Dir. Rear: 0
 Oppo. Frwd: 0
 244 Approach Slab 0
 224 Retaining Wall: 0
 233Posted Speed Limit: 30
 236 Warning Sign: 1.00
 234 Delineator: 0.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00



Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:121-0520-0

Programming Data		Measurements:				
201 Project No:	00000000000000000000000000000000	*29ADT	009220	Year:2007	65 Inventory Rating Method:	5
202 Plans Available:	0	109%Trucks:	0		63 Operating Rating Method:	5
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	00	Under:04	66 Inventory Type:	7 Rating: 00
250 Approval Status:	0000	210 No. Tracks On:	01	Under:00	64 Operating Type:	7 Rating: 00
251 PI Number:	0000000	* 48 Max. Span Length	0058		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	58		H-Modified:	00 0
260 Seismic No:	00000	51 Br. Rwdy. Width	0.00		HS-Modified:	00 0
75 Type Work:	00 0	52 Deck Width:	0.00		Type 3:	00 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	42		Type 3s2:	00 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	0.00 / 0.00		Timber:	00 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	000		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	00
97 Imp Year:	0000	Rear Lt:	8.00	Type:5 Rt:8.00	262 H Operating Rating	00
114Furure ADT:	013830 Year:2030	Fwd. Lt:	3.00	Type:3 Rt:1.00	67 Structural Evaluation:	N
Hydraulic Data		Permanent Width:			58 Deck Condition:	N
215Waterway Data:		Rear:	40.00	Type:5	59 Superstructure Condition:	N
High Water Elev:	0000.0 Year:1900		40.00	Type:2	* 227 Collision Damage:	2
Flood Elev:	0000.0 Freq:00	Interaction Rear:	1	Fwd: 1	60A Substructure Condition:	N
Avg Streambed Elev:	0000.0	36Safety Features Br. Rail:	0		60B Scour Condition:	N
Drainage Area:	00000	Transition:	0		60C Underwater Condition	N
Area of Opening:	000000	App. G. Rail:	0		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	0		61 Channel Protection Cond.:	N
216Water Depth:	00.0 Br.Height:00.0	53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	N
222Slope Protection:	0	Under:			69 UnderClr. Horz/Vert:	2
221Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	0
219Fender System	0	Act. Odm Dir::	13' 02"		62 Culvert:	N
220Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223Current Cover:	000	Posted Odm. Dir:	12' 09"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	12' 09"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	H 1 1		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	13' 07" Dir:3		H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	121-09134M-001.30E	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	0.00		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:1974Sub:0000		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0390-0

Fulton

SUFF. RATING: 92.41

Location & Geography

Structure ID: 121-0390-0
 200 Bridge Information: 07
 *6A Feature Int: M-9131- WHITE STREET
 *6B Critical Bridge: 0
 *7A Route No Carried: CS01002
 *7B Facility Carried: WESTVIEW DRIVE
 9 Location: IN WEST ATLANTA
 2 Dot District: 7
 207 Year Photo: 2010
 *91 Inspection Frequency: 24 Date: 11/16/2010
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 04000
 *5 Inventory Route(O/U): 1
 Type: 5
 Designation: 1
 Number: 09133
 Direction: 0
 *16 Latitude: 33 44.8387 HMMS Prefix:
 *17 Longitude: 84 -25.7898 HMMS Suffix: MP:0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1213100203
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 000.69
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 121-09133M-000.69E

*104 Highway System: 0
 *26 Functional Classification: 17
 *204 Federal Route Type: M No: 09133
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 02
 *20 Toll: 3
 *21 Maintanance: 04
 *22 Owner: 04
 *31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 05
 27 Year Constructed: 1965
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 38
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 1
 *42 Type of Service On: 5
 Type of Service Under: 1
 214 Movable Bridge: 0
 203 Type Bridge: Z
 259 Pile Encasement 3
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 006
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 1
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 0

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 7 7
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 0
 Frwd: 0
 Oppo. Dir. Rear: 0
 Oppo. Frwd: 0
 244 Aproach Slab 3
 224 Retaining Wall: 0
 233Posted Speed Limit: 30
 236 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 22
 Water: 21
 Electric: 00
 Telephone: 22
 Sewer: 00
 247 Lighting Street: 1
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0390-0

Programming Data		Measurements:				
201 Project No:	UNKNOWN	*29ADT	003730	Year:2007	65 Inventory Rating Method:	2
202 Plans Available:	0	109%Trucks:	0		63 Operating Rating Method:	2
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	03	Under:06	66 Inventory Type:	2 Rating: 36
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 36
251 PI Number:	0000000	* 48 Max. Span Length	0060		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	318		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	48.00		HS-Modified:	25 0
75 Type Work:	00 0	52 Deck Width:	60.00		Type 3:	28 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	48		Type 3s2:	40 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	8.00 / 2.00		Timber:	36 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	048		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	0000	Rear Lt:	2.00	Type:1 Rt:2.00	262 H Operating Rating	28
114Future ADT:	005595 Year:2030	Fwd. Lt:	2.00	Type:1 Rt:2.00	67 Structural Evaluation:	7
Hydraulic Data		Permanent Width:			58 Deck Condition:	6
215Waterway Data:		Rear:	44.00	Type:1	59 Superstructure Condition:	7
High Water Elev:	0000.0 Year:1900		44.00	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Interaction Rear:	1	Fwd: 1	60A Substructure Condition:	7
Avg Streambed Elev:	0000.0	36Safety Features Br. Rail:	2		60B Scour Condition:	N
Drainage Area:	00000	Transition:	0		60C Underwater Condition	N
Area of Opening:	000000	App. G. Rail:	0		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	0		61 Channel Protection Cond.:	N
216Water Depth:	00.0 Br.Height:00.0	53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	6
222Slope Protection:	4	Under:			69 UnderClr. Horz/Vert:	2
221Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	8
219Fender System	0	Act. Odm Dir::	99' 99"		62 Culvert:	N
220Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223Current Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	H 3 3		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	3.00		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	121-09133M-000.69E	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	7.00		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:1980Sub:0000		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0387-0

Fulton

SUFF. RATING: 77.68

Location & Geography

Structure ID: 121-0387-0
 200 Bridge Information: 07
 *6A Feature Int: CSX RAILROAD (340346P)
 *6B Critical Bridge: 0
 *7A Route No Carried: CS01149
 *7B Facility Carried: LAWTON STREET
 9 Location: IN ATLANTA
 2 Dot District: 7
 207 Year Photo: 2010
 *91 Inspection Frequency: 24 Date: 12/01/2010
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 04000
 *5 Inventory Route(O/U): 1
 Type: 5
 Designation: 1
 Number: 09130
 Direction: 0
 *16 Latitude: 33 43.9625 HMMS Prefix:
 *17 Longitude: 84 -25.438 HMMS Suffix: MP:0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1213114903
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 000.30
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: kww
 * Location ID No: 121-09130M-001.16N

*104 Highway System: 0
 *26 Functional Classification: 17
 *204 Federal Route Type: M No: 09130
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 02
 *20 Toll: 3
 *21 Maintanance: 04
 *22 Owner: 04
 *31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 05
 27 Year Constructed: 1964
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 1
 *42 Type of Service On: 5
 Type of Service Under: 0
 214 Movable Bridge: 0
 203 Type Bridge: Z
 259 Pile Encasement 3
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 003
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 1
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 1 1
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 0
 Frwd: 0
 Oppo. Dir. Rear: 0
 Oppo. Frwd: 0
 244 Aproach Slab 3
 224 Retaining Wall: 0
 233Posted Speed Limit: 25
 236 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 22
 Water: 31
 Electric: 00
 Telephone: 21
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0387-0

Programming Data		Measurements:				
201 Project No:	UNKNOWN	*29ADT	001680	Year:2007	65 Inventory Rating Method:	2
202 Plans Available:	0	109%Trucks:	0		63 Operating Rating Method:	2
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	04	Under:00	66 Inventory Type:	2 Rating: 36
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 36
251 PI Number:	0000000	* 48 Max. Span Length	0036		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	107		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	42.00		HS-Modified:	25 0
75 Type Work:	00 0	52 Deck Width:	61.00		Type 3:	28 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	42		Type 3s2:	40 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	9.00 / 9.00		Timber:	36 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	060		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	0000	Rear Lt:	9.00	Type:1 Rt:9.00	262 H Operating Rating	28
114Furure ADT:	002520 Year:2030	Fwd. Lt:	9.00	Type:1 Rt:9.00	67 Structural Evaluation:	7
Hydraulic Data		Permanent Width:			58 Deck Condition:	6
215Waterway Data:		Rear:	42.00	Type:1	59 Superstructure Condition:	7
High Water Elev:	0000.0 Year:1900		42.00	Type:1	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Intersection Rear:	1	Fwd: 0	60A Substructure Condition:	7
Avg Streambed Elev:	0000.0	36Safety Features Br. Rail:	3		60B Scour Condition:	N
Drainage Area:	00000	Transition:	0		60C Underwater Condition	N
Area of Opening:	000000	App. G. Rail:	0		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	0		61 Channel Protection Cond.:	N
216Water Depth:	00.0 Br.Height:00.0	53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	2
222Slope Protection:	0	Under:			69 UnderClr. Horz/Vert:	N
221Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	8
219Fender System	0	Act. Odm Dir::	99' 99"		62 Culvert:	N
220Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223Current Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	R 0 0		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	121-09130M-001.16N	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	7.00		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:1964Sub:0000		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0175-0

Fulton

SUFF. RATING: 73.22

Location & Geography

Structure ID: 121-0175-0
 200 Bridge Information: 04
 *6A Feature Int: M-9131 LANGHORN STREET
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00402
 *7B Facility Carried: I-20
 9 Location: IN W ATLANTA
 2 Dot District: 7
 207 Year Photo: 2011
 *91 Inspection Frequency: 24 Date: 07/13/2011
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 04000
 *5 Inventory Route(O/U): 1
 Type: 1
 Designation: 1
 Number: 00020
 Direction: 0
 *16 Latitude: 33 44.7913 HMMS Prefix:SR
 *17 Longitude: 84 -25.8383 HMMS Suffix:402 MP:54.55
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 1
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1211040200
 13B Sub Inventory Route: 1
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 006.70
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: efp
 * Location ID No: 121-00402D-054.55E

*104 Highway System: 1
 *26 Functional Classification: 11
 *204 Federal Route Type: 1 No: 00201
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 02
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 05
 27 Year Constructed: 1965
 106 Year Reconstructed: 1981
 33 Bridge Medium: 3
 34 Skew: 25
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 5
 *42 Type of Service On: 1
 Type of Service Under: 1
 214 Movable Bridge: 0
 203 Type Bridge: A
 259 Pile Encasement 3
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 005
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 1 Vert: 1
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 6
 Membrane Type: 1
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 15
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 0
 Curb Material: 0
 239 Handrail 9 9
 *240 Medium Barrier Rail: 1
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 8
 Frwd: 4
 Oppo. Dir. Rear: 6
 Oppo. Frwd: 6
 244 Aproach Slab 3
 224 Retaining Wall: 0
 233Posted Speed Limit: 50
 236 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 24
 Sewer: 00
 247 Lighting Street: 1
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0175-0

Programming Data		Measurements:				
201 Project No:	I-ID-ACI-20-1 (45)	*29ADT	157010	Year:2007	65 Inventory Rating Method:	1
202 Plans Available:	4	109%Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	CSNHS-M003-00(054)	* 28 Lanes On:	08	Under:05	66 Inventory Type:	2 Rating: 26
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 26
251 PI Number:	M003054	* 48 Max. Span Length	0069		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	297		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	116.00		HS-Modified:	25 0
75 Type Work:	34 1	52 Deck Width:	119.30		Type 3:	28 0
94 Bridge Imp. Cost:	\$421	* 47 Tot. Horiz. Cl:	58		Type 3s2:	40 0
95 Roadway Imp. Cost:	173	50 Curb / Sidewalk Width	0.00 / 0.00		Timber:	36 0
96 Total Imp Cost:	751	32 Approach Rdwy. Width	111		Piggyback:	40 0
76 Imp Length:	000508	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	1990	Rear Lt:	4.00	Type:3 Rt:8.00	262 H Operating Rating	28
114 Future ADT:	235515 Year:2030	Fwd. Lt:	4.00	Type:2 Rt:7.00	67 Structural Evaluation:	5
Hydraulic Data		Permanent Width:			58 Deck Condition:	7
215 Waterway Data:		Rear:	44.00	Type:3	59 Superstructure Condition:	7
High Water Elev:	0000.0 Year:1900		44.00	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Intersection Rear:	0	Fwd: 0	60A Substructure Condition:	6
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	1		60B Scour Condition:	N
Drainage Area:	00000	Transition:	2		60C Underwater Condition	N
Area of Opening:	000000	App. G. Rail:	2		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	1		61 Channel Protection Cond.:	N
216 Water Depth:	00.0 Br.Height:00.0	53 Minimum Cl. Over:	99' 99"		68 Deck Geometry:	7
222 Slope Protection:	4	Under:			69 UnderClr. Horz/Vert:	5
221 Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	8
219 Fender System	0	Act. Odm Dir.:	99' 99"		62 Culvert:	N
220 Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223 Current Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	H 9 9		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	5.80		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	121-00402D-054.55E	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	8.00		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:2002Sub:0000		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0082-0

Fulton

SUFF. RATING: 69.39

Location & Geography				Signs & Attachments	
Structure ID:	121-0082-0	*104 Highway System:	0	225 Expansion Joint Type:	00
200 Bridge Information:	07	*26 Functional Classification:	16	242 Deck Drains:	0
*6A Feature Int:	ABANDONED RAILROAD	*204 Federal Route Type:	M No: 09053	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	SR00139	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	GORDON STREET	2006 School Bus Route:	1	238 Curb Height:	0
9 Location:	IN W ATLANTA	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 Dot District:	7	218 Datum:	0	239 Handrail	2 2
207 Year Photo:	2011	*19 Bypass Length:	01	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 08/02/2011	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintanance:	01	* Bridge Median Width:	0
92B Underwater Insp Freq:	0 Date: 02/01/1901	*22 Owner:	01	230 Guardrail Loc. Dir. Rear:	0
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	2	Fwrd:	0
* 4 Place Code:	04000	37 Historical Significance:	2	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	1	205 Congressional District:	05	Oppo. Fwrd:	0
Type:	3	27 Year Constructed:	1906	244 Aproach Slab	0
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00139	33 Bridge Medium:	0	233Posted Speed Limit:	30
Direction:	0	34 Skew:	30	236 Warning Sign:	0.00
*16 Latitude:	33 44.339 HMMS Prefix:SR	35 Structure Flared:	0	234 Delineator:	0.00
*17 Longtitude:	84 -25.9867 HMMS Suffix:00 MP:9.25	38 Navigation Control:	N	235 Hazzard Boards:	0
98 Border Bridge:	000%Shared:00	213 Special Steel Design:	0	237 Utilities Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	0	Water:	00
*100 STRAHNET:	0	*42 Type of Service On:	5	Electric:	00
12 Base Highway Network:	1	Type of Service Under:	2	Telephone:	00
13A LRS Inventory Route:	1211013900	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	Z	247 Lighting Street:	0
101 parallel Structure:	N	259 Pile Encasement	3	Navigation:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	1 01	Aerial:	0
*264 Road Inventory Mile Post:	010.49	45 No.Spans Main:	002	*248 County Continuity No.:	00
*208 Inspection Area:	7 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	ep	46 No Spans Appr:	0000		
* Location ID No:	121-00139D-009.25N	226 Bridge Curve Horz	0 Vert: 0		
		111 pier Protection	0		
		107 Deck Structure Type:	1		
		108 Wearing Structure Type:	6		
		Membrane Type:	1		
		Deck Protection:	0		

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0082-0

Programming Data		Measurements:				
201 Project No:	UNKNOWN	*29ADT	013660	Year:2010	65 Inventory Rating Method:	2
202 Plans Available:	0	109%Trucks:	0		63 Operating Rating Method:	2
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	05	Under:00	66 Inventory Type:	2 Rating: 25
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 25
251 PI Number:	0000000	* 48 Max. Span Length	0018		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	35		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	70.00		HS-Modified:	25 0
75 Type Work:	31 1	52 Deck Width:	87.00		Type 3:	28 0
94 Bridge Imp. Cost:	\$142	* 47 Tot. Horiz. Cl:	70		Type 3s2:	40 0
95 Roadway Imp. Cost:	81	50 Curb / Sidewalk Width	5.00 / 5.00		Timber:	36 0
96 Total Imp Cost:	265	32 Approach Rdwy. Width	048		Piggyback:	40 0
76 Imp Length:	000246	*229 Shoulder Width:			261 H Inventory Rating:	15
97 Imp Year:	1990	Rear Lt:	0.00	Type:7 Rt:0.00	262 H Operating Rating	24
114 Future ADT:	020490 Year:2030	Fwd. Lt:	0.00	Type:7 Rt:0.00	67 Structural Evaluation:	5
Hydraulic Data		Permanent Width:			58 Deck Condition:	5
215 Waterway Data:		Rear:	48.00	Type:7	59 Superstructure Condition:	5
High Water Elev:	0000.0 Year:1900		48.00	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Interaction Rear:	1	Fwd: 1	60A Substructure Condition:	5
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	2		60B Scour Condition:	N
Drainage Area:	00000	Transition:	0		60C Underwater Condition	N
Area of Opening:	000000	App. G. Rail:	0		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	0		61 Channel Protection Cond.:	N
216 Water Depth:	00.0 Br.Height:00.0	53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	6
222 Slope Protection:	0	Under:			69 UnderClr. Horz/Vert:	2
221 Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	7
219 Fender System	0	Act. Odm Dir.:	99' 99"		62 Culvert:	N
220 Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223 Current Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	R 7 7		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	121-00139D-009.25N	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	7.00		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:0000Sub:0000		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0047-0

Fulton

SUFF. RATING: 36.71

Location & Geography

Structure ID: 121-0047-0
 200 Bridge Information: 07
 *6A Feature Int: ABANDONED RAILROAD
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00014
 *7B Facility Carried: US 29-CSX RR-M9124
 9 Location: IN WEST ATLANTA
 2 Dot District: 7
 207 Year Photo: 2011
 *91 Inspection Frequency: 24 Date: 04/05/2011
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 04000
 *5 Inventory Route(O/U): 1
 Type: 2
 Designation: 1
 Number: 00029
 Direction: 0
 *16 Latitude: 33 43.6763 HMMS Prefix:
 *17 Longitude: 84 -25.017 HMMS Suffix: MP:0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1211001400
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 023.25
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 121-00014D-023.65N

*104 Highway System: 0
 *26 Functional Classification: 16
 *204 Federal Route Type: M No: 09065
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 01
 *20 Toll: 3
 *21 Maintanance: 27
 *22 Owner: 27
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 05
 27 Year Constructed: 1905
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 4
 Type of Service Under: 2
 214 Movable Bridge: 0
 203 Type Bridge: Z
 259 Pile Encasement 3
 *43 Structure Type Main: 1 07
 45 No.Spans Main: 003
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 6
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 00
 242 Deck Drains: 0
 243 Parapet Location: 1
 Height: 1
 Width: 2
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 2 2
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 0
 Frwd: 0
 Oppo. Dir. Rear: 0
 Oppo. Frwd: 0
 244 Aproach Slab 0
 224 Retaining Wall: 0
 233Posted Speed Limit: 35
 236 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 03



Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:121-0047-0

Programming Data		Measurements:				
201 Project No:	UNKNOWN	*29ADT	019920	Year:2010	65 Inventory Rating Method:	5
202 Plans Available:	0	109%Trucks:	0		63 Operating Rating Method:	5
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	05	Under:00	66 Inventory Type:	2 Rating: 27
250 Approval Status:	0000	210 No. Tracks On:	03	Under:01	64 Operating Type:	2 Rating: 27
251 PI Number:	0000000	* 48 Max. Span Length	0015		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	46		H-Modified:	00 0
260 Seismic No:	00000	51 Br. Rwdy. Width	56.50		HS-Modified:	00 0
75 Type Work:	00 0	52 Deck Width:	197.00		Type 3:	00 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	57		Type 3s2:	00 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	0.00 / 7.60		Timber:	00 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	062		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	15
97 Imp Year:	1900	Rear Lt:	2.50	Type:1 Rt:2.70	262 H Operating Rating	25
114 Future ADT:	029880 Year:2030	Fwd. Lt:	2.50	Type:1 Rt:2.70	67 Structural Evaluation:	4
Hydraulic Data		Permanent Width:			58 Deck Condition:	5
215 Waterway Data:		Rear:	56.60	Type:1	59 Superstructure Condition:	5
High Water Elev:	0000.0 Year:1900		56.60	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Interaction Rear:	1	Fwd: 1	60A Substructure Condition:	4
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	2		60B Scour Condition:	N
Drainage Area:	00000	Transition:	0		60C Underwater Condition	N
Area of Opening:	000840	App. G. Rail:	0		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	0		61 Channel Protection Cond.:	N
216 Water Depth:	00.0 Br.Height:20.0	53 Minimum Cl. Over:	99' 99"		68 Deck Geometry:	2
222 Slope Protection:	0	Under:			69 UnderClr. Horz/Vert:	2
221 Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	8
219 Fender System	0	Act. Odm Dir.:	99' 99"		62 Culvert:	N
220 Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223 Current Cover:	0	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	R 8 8		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	121-00014D-023.65N	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	12.00		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:0000Sub:0000		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
THE ATLANTA DEVELOPMENT AUTHORITY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Agreement is made and entered into this 1st day of March, 2012
by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of
Georgia, hereinafter called the "DEPARTMENT", and the **THE ATLANTA**
DEVELOPMENT AUTHORITY, a body corporate and politic of the State of Georgia,
hereinafter called the "LOCAL AUTHORITY".

WHEREAS, the LOCAL AUTHORITY has represented to the DEPARTMENT a
desire to improve the transportation facility described in Attachment "A", attached and
incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL AUTHORITY has represented to the DEPARTMENT a
desire to participate in certain activities, including the funding of certain portions of the
PROJECT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT, as set forth in this Agreement; and

WHEREAS, the DEPARTMENT has provided an estimated cost to the LOCAL AUTHORITY for its participation in certain activities of the PROJECT; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL AUTHORITY hereby agree each with the other as follows:

1. The LOCAL AUTHORITY has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Local Administered Project (LAP) Certification Committee has reviewed, confirmed, and approved the certification for the LOCAL AUTHORITY to develop federal project(s), within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The LOCAL AUTHORITY shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities,

hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL AUTHORITY, railroad costs, right of way acquisitions, and construction, as specified in Attachment "A", attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL AUTHORITY, prior to the execution of this AGREEMENT, or subsequent funding agreements, shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL AUTHORITY, after execution of this AGREEMENT, shall be reimbursed by the DEPARTMENT, once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction as specified in Attachment "A", provided that none of the five (5) conditions apply from the Planning Office memorandum dated September 17, 2010.

3. It is understood and agreed by the DEPARTMENT and the LOCAL AUTHORITY, that the funding portion as identified in Attachment "A" of this Agreement, only applies to the PE. The Right of Way and Construction funding estimate levels, as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL AUTHORITY Specific Activity Agreements for funding applicable to Right of Way or Construction, when appropriate.

Further, the LOCAL AUTHORITY shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion, due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL AUTHORITY without concurrence by the DEPARTMENT.

4. In accordance with Georgia Code 32-2-2, the LOCAL AUTHORITY shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks, and the grass strip between the curb and sidewalk, within the PROJECT limits. The LOCAL AUTHORITY shall also be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed as part of this PROJECT. Furthermore, the LOCAL AUTHORITY shall also be responsible for the maintenance of all landscaping installed as part of any roundabout constructed as part of this PROJECT.

5. Both the LOCAL AUTHORITY and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment "B" ,and incorporated herein by reference. In the completion of respective commitments contained herein, if a

change in the schedule is needed, the LOCAL AUTHORITY shall notify the DEPARTMENT in writing of the proposed schedule change, and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change, such approval shall not be unreasonably withheld.

If, for any reason, the LOCAL AUTHORITY does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT'S implementation until funds can be re-identified for right of way or construction phases, as applicable.

6. The LOCAL AUTHORITY shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

7. The LOCAL AUTHORITY shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT'S Plan Development Process, hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT'S Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP, and

all applicable guidelines and policies, will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL AUTHORITY to make up the loss of that funding. The LOCAL AUTHORITY's responsibility for PE activities shall include, but is not limited to, the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL AUTHORITY, as provided for in paragraph 8 and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL AUTHORITY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL AUTHORITY, as required by the DEPARTMENT, and re-approved by the DEPARTMENT during the course of PE, due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the

ADT and DHV volumes, and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT, along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT'S Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL AUTHORITY shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL AUTHORITY shall provide Environmental staff to attend all PROJECTS related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL AUTHORITY shall provide all mitigation required for the PROJECT, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled Let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the storm water drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire all necessary permits associated with the Hydrology Study or drainage design.

h. Prepare utility relocation plans for the PROJECT, following the DEPARTMENT'S policies and procedures for identification, coordination and conflict resolution, of existing and proposed utility facilities on the PROJECT. These policies

and procedures, in part, require the LOCAL AUTHORITY to submit all requests for existing, proposed, and relocated facilities, to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT'S Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL AUTHORITY. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL AUTHORITY and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the PROJECT. If it is determined through the DEPARTMENT'S Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL AUTHORITY shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. If applicable, all drafting and design work performed on the PROJECT shall be done utilizing Microstation V8i and InRoads software respectively using the DEPARTMENT'S Electronic Data Guidelines. The LOCAL AUTHORITY shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed reasonably necessary by the DEPARTMENT, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated annually if the noted project stages occur at a longer frequency. Failure of the LOCAL AUTHORITY to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT'S implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the DEPARTMENT'S PDP Training Course. The written certification shall be received by

the Department no later than the first day of February of every calendar year, until all phases have been completed.

8. The Primary Consultant firm or subconsultants hired by the LOCAL AUTHORITY to provide services on the PROJECT, shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL AUTHORITY with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL AUTHORITY shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT, provided however, this review and approval does not relieve the LOCAL AUTHORITY of its responsibilities under the terms of this Agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as, deemed necessary, with information furnished by the LOCAL AUTHORITY.

10. The LOCAL AUTHORITY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies, within the limits of this PROJECT, in accordance with the DEPARTMENT'S policies and guidelines. The LOCAL AUTHORITY shall perform all necessary survey efforts in order to complete the

hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL AUTHORITY, unless otherwise noted in Attachment "A", shall be responsible for funding all LOCAL AUTHORITY-owned utility relocations and all other reimbursable utility/railroad costs. The utility costs shall include, but are not limited to, PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL AUTHORITY shall certify via written letter to the DEPARTMENT'S Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids, and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL AUTHORITY understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise during construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects. The LOCAL AUTHORITY shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL AUTHORITY is shown to Let the construction in Attachment "A", on off-system routes, the LOCAL AUTHORITY shall be responsible for

all railroad coordination and addressing concerns, comments, and requirements, to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL AUTHORITY shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL AUTHORITY shall provide project-related design data and plans to be evaluated in the study, along with appropriate staff, to present and answer questions about the PROJECT to the study team. The LOCAL AUTHORITY shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

14. The LOCAL AUTHORITY, unless shown otherwise on Attachment "A", shall acquire the Right of Way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT'S approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL AUTHORITY to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or

not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT'S Office of Right of Way is executed between the LOCAL AUTHORITY and the DEPARTMENT. Failure of the LOCAL AUTHORITY to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL AUTHORITY to make up the loss of that funding. Right of Way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL AUTHORITY shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

16. The DEPARTMENT, unless otherwise shown in Attachment "A", shall be responsible for Letting the PROJECT to construction; solely responsible for executing any agreements with all applicable utility/railroad companies, and securing and awarding the construction contract for the PROJECT, when the following items have been completed and submitted by the LOCAL AUTHORITY:

a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.

- b. Certification that all needed rights of way have been obtained and cleared of obstructions.

- c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.

- d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved, and reimbursable agreements, if applicable, are executed.

If the LOCAL AUTHORITY is shown to LET the construction in Attachment "A", the LOCAL AUTHORITY shall provide the above deliverables and certifications, and shall follow the requirements stated in Chapters 10, 11, 12 and 13 of the DEPARTMENT's Local Administered Project Manual. The LOCAL AUTHORITY shall be responsible for providing qualified construction oversight with their personnel or by employing a Consultant firm prequalified in Area Class 8.01 to perform construction oversight. The LOCAL AUTHORITY shall be responsible for employing a GDOT prequalified consultant in area classes 6.04a and 6.04b for all materials testing on the PROJECT, with the exception of field concrete testing. All materials testing, including field concrete testing shall be performed by GDOT certified technicians who are certified for the specific testing they are performing on the PROJECT. The testing firm(s) and the individual technicians must be submitted for approval prior to Construction.

16. The LOCAL AUTHORITY shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL AUTHORITY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement , shall become the property of the DEPARTMENT, if the PROJECT is being Let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for Letting. The DEPARTMENT shall have the right to use this material, without restriction or limitation, and without compensation to the LOCAL AUTHORITY.

18. The LOCAL AUTHORITY shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by, or on behalf of, the LOCAL AUTHORITY, pursuant to this Agreement. The LOCAL AUTHORITY shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL AUTHORITY to address the errors, omissions or deficiencies within 30 days of notification shall cause the LOCAL AUTHORITY to assume all responsibility for construction delays and supplemental agreements caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior

to issuance. The LOCAL AUTHORITY shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by, or on behalf of, the LOCAL AUTHORITY, pursuant to this Agreement.

19. The DEPARTMENT shall be furnished with a copy of all contracts and agreements between the LOCAL AUTHORITY, and any other agency or contractor associated with construction activities. The DEPARTMENT'S Project Manager shall be the primary point of contact, unless otherwise specified.

20. The LOCAL AUTHORITY shall provide the DEPARTMENT with a detailed project schedule that reflects milestones, and deliverables with durations for all pertinent activities to develop critical path elements. An electronic project schedule shall be submitted to the Project Manager after execution of this agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL AUTHORITY have caused these presents to be executed under seal by their duly authorized representatives.

DEPARTMENT OF TRANSPORTATION

THE ATLANTA DEVELOPMENT AUTHORITY

BY: [Signature]
Commissioner

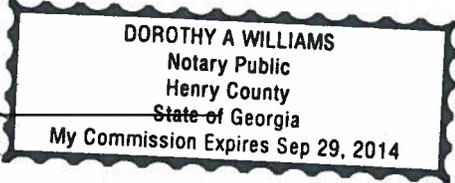
BY: [Signature]
Brian P. McGowan
President/CEO

ATTEST:
[Signature]
Treasurer

Signed, sealed and delivered this 4th day of January, 2012, in the presence of:



[Signature]
Witness



[Signature]
Notary Public

This Agreement approved by THE ATLANTA DEVELOPMENT AUTHORITY, the 4th day of January, 2012

Attest
[Signature]
Secretary or Assistant Secretary

FEIN: 58-2322663

**ATTACHMENT "A" Funding Sources and Distribution
CSSTP009000396 & CSSTP009000397 – THE ATLANTA DEVELOPMENT AUTHORITY**

Project (PI#, Project #, Description)	Preliminary Engineering		Right of Way			Construction		Utility Relocation		Testing	Inspection
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by	Testing Funding by	Inspection Funding by
P.I. # 0009396 CSSTP-0009-00(396) Belt Line Corridor FM Allene Ave to Lena Street	(80%)Federal (\$929,251.20) (20%) LCL GOV (\$232,312.80) > (\$1,161,564.00) 100% Local Govt.	Local Govt.	(80%)Federal (\$4,330,000.00) (20%) LCL GOV (\$1,082,500.00) > (\$5,412,500.00) 100% Local Govt.	Local Govt	Local Govt	*Funding (80%)Federal (\$2,978,106.40) (20%) LCL GOV (\$744,526.60) > (\$3,722,633.00) 100% Local Govt.	Local Govt	100% Local Govt	100% Local Govt	100% Local Govt	100% Local Govt
P.I. # 0009397 CSSTP-0009-00(396) Belt Line Corridor FM Allene Ave to Lena Street	(80%)Federal (\$1,008,900.80) (20%) LCL GOV (\$252,255.20) > (\$1,261,126.00) 100% Local Govt.	Local Govt.	(100%) LCL GOV	Local Govt	Local Govt	(100%) LCL GOV	Local Govt	100% Local Govt	100% Local Govt	100% Local Govt	100% Local Govt

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *RW and Construction amounts shown are estimates for budget planning purposes only.



GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contract No. and Name: PIs 0009395; 0009396; 0009397; 0009398
Project Framework Agreement (Atlanta Beltline, Inc.)
Name of Contracting Entity: The Atlanta Development Authority

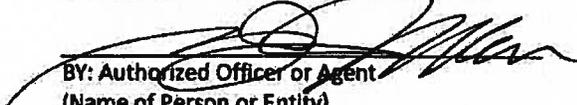
By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify,* in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation at the time the subcontractor(s) is retained to perform such service.

472318
EEV / E-Verify™ User Identification Number

12/8/2011
Date of Authorization

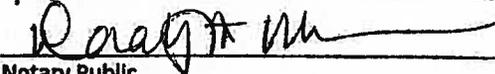

BY: Authorized Officer or Agent
(Name of Person or Entity)

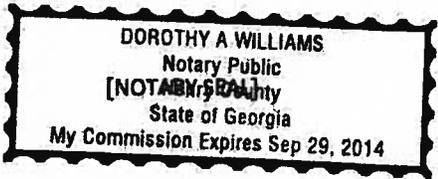
12/14/2011
Date

Director of Human Resources & Administration
Title of Authorized Officer or Agent

Robert J. Doleman
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

14 DAY OF December, 2012

Notary Public



My Commission Expires: _____

* or any subsequent replacement operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603



Atlanta BeltLine Master Plan

SUBAREA 1

PLAN RECOMMENDATIONS REPORT

Prepared for
Atlanta BeltLine, Inc.
by Tunnell-Spangler-Walsh & Associates
with Grice & Associates, Inc.
and Smith Dalia Architects

Adopted by the Atlanta City Council on December 6, 2010



**Atlanta
BeltLine**



Executive Summary

The recommendations of the Atlanta BeltLine Subarea 1 plan in the areas of future land use, parks, and mobility are summarized in the following pages. Complete recommendations follow this section.

Upon completion of all Subarea Master Plans, Atlanta BeltLine Inc. will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in individual subareas. Phasing will ensure a uniform approach to implementing projects and an equitable distribution of development across all geographies of the Atlanta BeltLine over time, regardless of the sequencing of Subarea Master Plans.

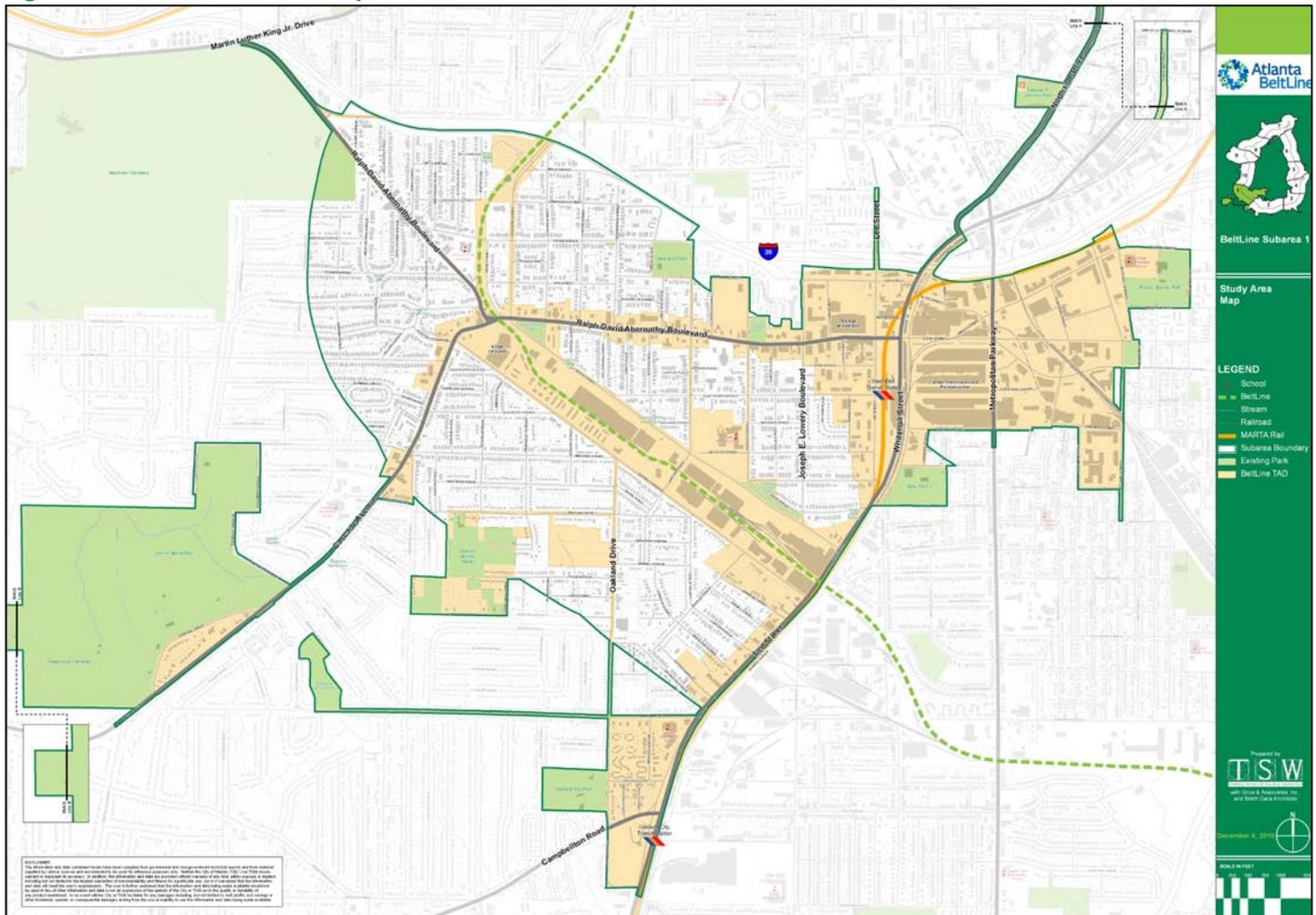
Master plans by their nature are subject to periodic review and changes to reflect changing local

conditions, refined neighborhood visions and city policies, demographic shifts, and other factors. This plan has been developed for the year 2035 based on a variety of data including projections of population and employment growth, economic conditions, and travel patterns and behaviors, as well as existing physical constraints and opportunities. Accordingly, from time to time, with appropriate community and technical input, this plan may be revisited and adjusted.

Study Overview

The Atlanta BeltLine will combine greenspace, trails, transit, and new development along 22 miles of historic rail segments that encircle the core of the city, as described in the BeltLine Redevelopment Plan. It will connect 45 neighborhoods and affect the more than 100,000 people who live within one-half mile of the corridor.

Figure 1: Subarea 1 Overview Map



Study area boundaries are shown in green, with parcels inside the BeltLine tax allocation district highlighted in orange

Due to its size and impact, the Atlanta BeltLine has been divided into ten subareas for more detailed planning and evaluation. This document outlines the recommendations for Subarea 1 based on the previously completed inventory and assessment report, provided in Appendix 4.

The inventory and assessment report analyzes existing conditions in the subarea with regard to current assets and issues in the areas of demographics and housing, land use and zoning, urban design and historic resources, and natural features and environment.

Previous planning studies were also reviewed in order to update and refine their efforts, taking into account recent development activity. The studies reviewed included the following:

- BeltLine Redevelopment Plan (2005)
- West End Livable Centers Initiative Study (2001)
- Oakland City/Lakewood Livable Centers Initiative Study (2004)
- Connect Atlanta Plan (2008)
- Campbellton/Cascade Redevelopment Study (2006)
- Project Greenspace (2009)

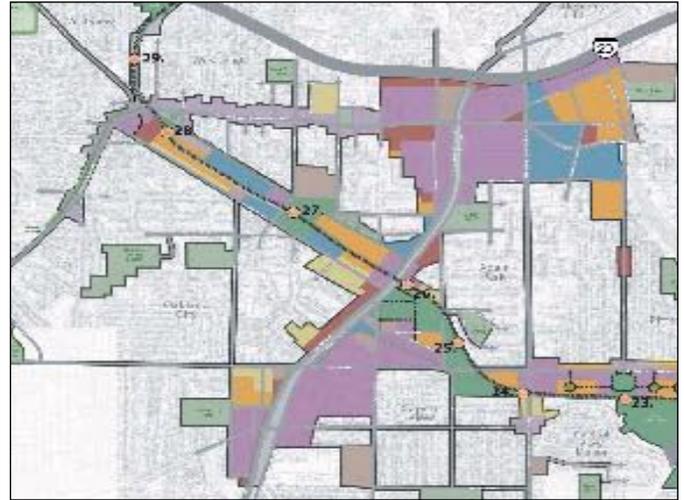
Subarea Context

Subarea 1 includes land along the southwestern segment of the BeltLine running from I-20 south and southeast to Lee Street. Most of the subarea is within one-half mile of the Atlanta BeltLine corridor, but several areas extend to incorporate adjacent neighborhoods and public or semi-public spaces.

Subarea 1 incorporates several Neighborhood Planning Units (NPU's), City Council districts, and neighborhoods, including portions of:

- NPU's I, S, T, and V;
- City Council districts 4, 10, and 11; and
- the neighborhoods of Adair Park, Bush Mountain, Cascade Avenue/Road, Mechanicsville, Oakland City, Pittsburgh, West End, and Westview.

Subarea 1 incorporates 1,856 acres of land, including 1,050 acres within the BeltLine Tax Allocation District (TAD). It includes most of the West End and



This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan



A wealth of residential architectural styles are found in the subarea's diverse and historic neighborhoods

Westview neighborhoods and a large industrial area around Metropolitan Parkway. Boundaries also extend to include parts of the Oakland City and Mechanicsville neighborhoods, Johnson Park on Northside Drive, McCoy Park on Avon Avenue, and John A. White Park and the Greenwood Cemetery.

The West End and Oakland City MARTA stations are within Subarea 1, along with a number of major streets. Among these are Ralph David Abernathy (RDA) Boulevard (which runs east to west through the subarea), Lee Street, Cascade Avenue, and Langhorn Street (which run north to south). Portions of Metropolitan Parkway, Joseph E. Lowery Boulevard, Oakland Drive, and Northside Drive are also included.

The focus of this master plan is the land within the TAD along the BeltLine Transit Oriented Development Corridor, which includes the properties immediately adjacent to the BeltLine between Lee Street and RDA Boulevard. Because most people will only walk one-quarter to one-half mile to access transit, this area is critical to the Atlanta BeltLine's future success.

Lands within the TAD, but not adjacent to the Atlanta BeltLine, are also part of this plan. These include areas near the Oakland City and West End MARTA stations, Mechanicsville, and properties along RDA Boulevard in West End and Westview. Here, recommendations from previous plans have been respected and the focus has been on establishing longer-distance bicycle and pedestrian links to the Atlanta BeltLine. For detailed recommendations for these areas please see Appendix 1.

Guiding Principles

The following principles were developed based on stakeholder comments and existing conditions in the subarea. They provided guidance to the planning process to make sure that the Atlanta BeltLine vision is implemented appropriately.

Principle 1: Encourage economic development.

Public and private investment in the Atlanta BeltLine and adjacent areas should economically benefit local residents and businesses. It should increase opportunities for jobs and local economic development.

Principle 2: Preserve historic resources.

The rich history and built environment of Subarea 1 must be respected as the Atlanta BeltLine vision is implemented. Historic structures should be considered for adaptive reuse as their current uses become obsolete.

Principle 3: Connect neighborhoods across existing barriers.

New streets and pedestrian or bicycle connections should be built to link neighborhoods historically separated by the Atlanta BeltLine.



The BeltLine should support economic development that benefits residents, and both large and small businesses



The buildings, places, and people that make each BeltLine neighborhood unique must be preserved



A transportation system that accommodates all users and all modes of travel is a key priority (photo courtesy NHTSA)

Principle 4: Seek a balanced, connected, continuous, and redundant transportation system.

Public transportation, cars, bicycles, and pedestrians should all be planned for equally in a way that addresses the needs of people of all ages, incomes, and abilities. Connecting to important nodes, filling gaps in the sidewalk and bicycle networks, and providing multiple alternatives to driving should be transportation priorities.

Principle 5: Ensure appropriate urban form.

Redevelopment should be urban, rather than suburban, in form and scale, but should carefully transition between higher density infill and existing residential areas. It should establish new blocks and streets that allow for a variety of land uses.

Principle 6: Provide a balanced mix of compatible land uses.

Allow existing industrial and warehouse uses to continue, but ensure that new development creates a mix of compatible uses and expands neighborhood retail opportunities. Focus redevelopment at key nodes, near MARTA stations, and along the Atlanta BeltLine.

Principle 7: Expand housing options.

Prevent the displacement of existing residents and encourage a mix of new housing types and prices that accommodate diversity. Housing for families and seniors should be provided within walking distance of parks, transit, shopping, churches, and other daily needs.

Principle 8: Provide a variety of public spaces.

Public and private parks, plazas, greenways, and trails should provide gathering places, connect neighborhoods, and promote health and recreation for people of all ages.

Principle 9: Promote sustainable living.

Local food production, farmers markets, new greenspaces, and buildings that make responsible use of water and electricity should be priorities for public and private spaces.



A compatible mix of land uses should complement existing residential areas with new services



Creating neighborhoods where walking is pleasant and safe is central to the BeltLine vision



Bounding open spaces with public streets and park-facing buildings can promote safety

Principle 10: Increase public safety through appropriate design.

The design of open spaces and development should properly address streets, provide active frontage, and allow for residential density and informal supervision in order to increase public safety.

Principle 11: Reuse existing buildings and focus investment on redevelopment.

Existing vacant homes and other buildings of historic merit should be rehabilitated and occupied rather than being superseded by new development. Investment should enhance the existing neighborhood fabric.

Principle 12: Enable incremental change.

Achieving the Atlanta BeltLine vision will not happen overnight and many incremental steps must be made along the way. This is particularly true for the land use vision, which will take decades to become a reality. In the meantime, opportunities exist to take positive, small steps forward that will lay the foundation for change.

Methodology and Community Input

The recommendations of this study are based on a detailed inventory and analysis as well as extensive input received from the community. Members of the consultant team conducted a thorough inventory of the subarea early in the planning



The public involvement process made an effort to secure input from a broad range of community stakeholders

process and combined their findings with detailed analysis and technical expertise to arrive at the recommendations put forth in this document.

Community input was crucial throughout the process, not only for identifying focus areas and topics during the inventory and analysis phase, but in order to create and refine specific recommendations for land use, parks, and mobility. The Southwest Study Group was the primary, geographically-based means for input. A Steering Committee of over 15 people was also formed to provide detailed input and preview presentations prior to Study Group meetings. Specific dates for all public meetings are listed below.

Table 1: Public Meetings Held During the Subarea 1 Planning Process

Date	Meeting Type	Topic
January 29, 2009	Study Group Meeting	Kickoff Meeting
March 18, 2010	Planning Committee Meeting	Land Use Concept Plans
March 25, 2010	Study Group Meeting	Land Use Concept Plans
April 15, 2010	Planning Committee Meeting	Enota Park Concept
April 22, 2010	Study Group Meeting	Enota Park Concept
July 22, 2010	Study Group Meeting	Draft Plan Review
August 26, 2010	Study Group Meeting	Final Draft Plan Review
September 2010	Office Hours and NPU meetings	Final Draft Plan Review

Land Use Summary

BeltLine adjacent land uses, including warehouses, strip shopping centers, and garden-style apartments, are often incompatible with future transit and parks. This plan recommends land uses within the BeltLine TAD to support communities, transit, parks, and trails associated with the Atlanta BeltLine. Many of these recommendations will become policy that can be enforced by the City of Atlanta and affected neighborhoods. Recommended build-out land uses will support new greenspace, residences, and retail along the BeltLine, as shown in figure 2.

Attaining these buildout development quantities shown in the land use framework will not occur tomorrow or over the next 20 years: by 2030, only 50 percent of buildout development is expected to occur. Incremental development, therefore, is required. This includes the filling of over 400 vacant homes in surrounding historic neighborhoods,

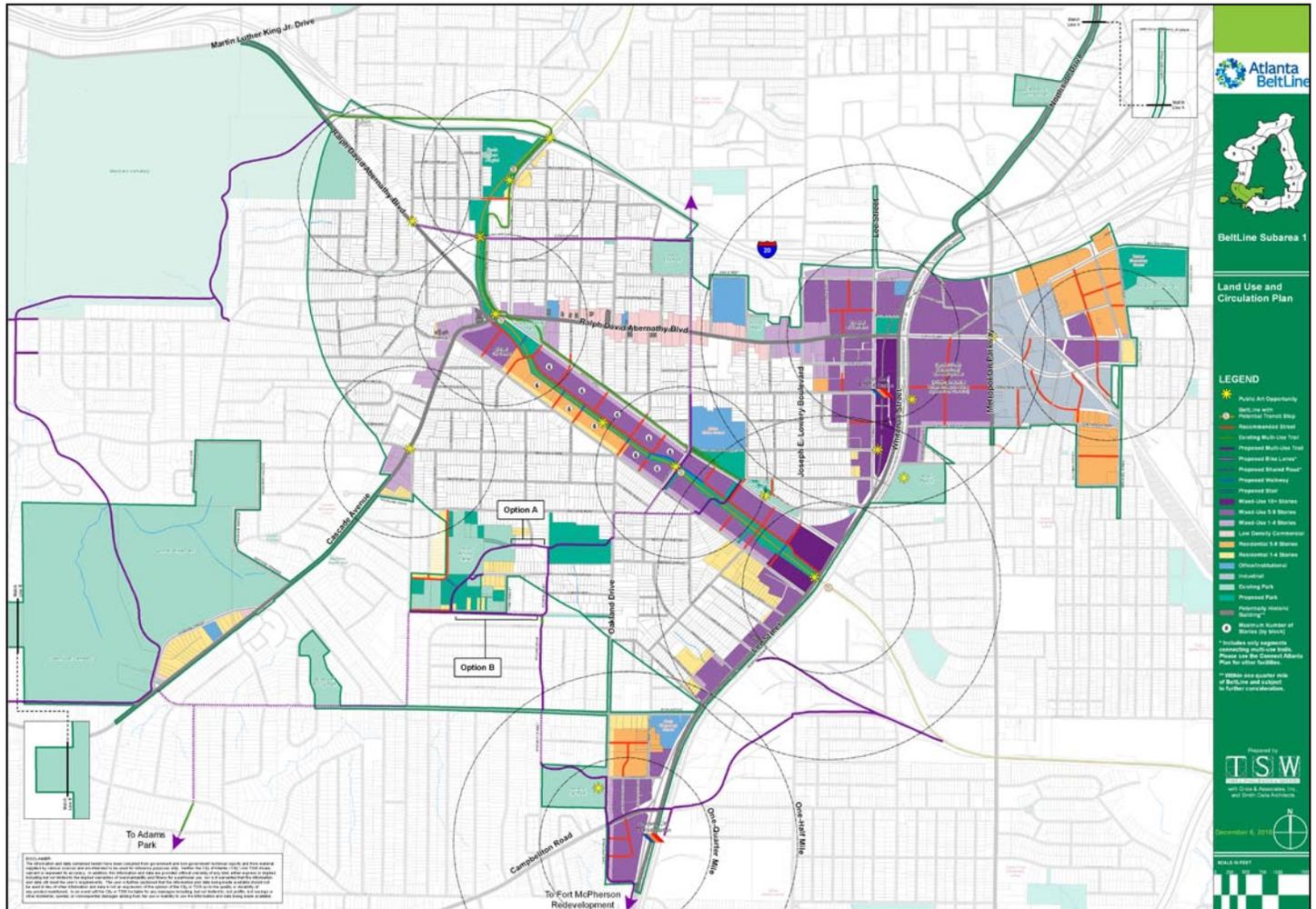
interim reuse of vacant and unoccupied property, near-term adaptive reuse, and the redevelopment of underutilized property.

The primary development opportunity nodes near potential Atlanta BeltLine transit stations are near Enota Park, near the intersection of RDA Boulevard and Cascade Avenue, and Warehouse Row. This section highlights land use goals, expected demand, and key actions required for these nodes.

Enota Park

Currently, Enota Park is a small playground. This plan recommends expanding it into a neighborhood park bordered by the BeltLine, the Westview and West End neighborhoods, and wide Georgia Department of Transportation and City of Atlanta rights-of-way (I-20 and Langhorn Street), and reconnecting it to surrounding neighborhoods with strong pedestrian access, clearly defined edges, and adjacent development.

Figure 2: Recommended Future Land Use Framework



The plan below expands the park from 0.3 acres to 10 acres. It also supports and permits development on vacant nearby lots and rights-of-way (owned by the City of Atlanta) that will add approximately 165 residences and associated ground-floor neighborhood retail space.

Vacant, land-locked parcels south of I-20, the BeltLine right-of-way, and non-owner occupied property east of Enota Place add critical acreage and access points for Enota Park. Most of these parcels are currently not designated as open space in the city's Comprehensive Development Plan.

Regarding adjacent park supportive development, market demand exists for the buildout of these units prior to 2020 (RCLCo expects 1,300 new households in the subarea before 2020), with the development of the park and associated road diet as key catalysts. Key land use actions needed to advance this node are the following:

- Change Enota Park from single-family to open space on the City's future land use map.
- Change park-adjacent redevelopment land from low-density residential to high density residential to allow multifamily buildings.
- Proactively rezone park adjacent development parcels consistent with recommendations in Appendix 3 to incentivize development.
- Acquire critical park acreage south of I-20 and east of Enota Place.
- Create a contiguous park by purchasing or securing easements for the undeveloped rear portions of owner-occupied lots on the east side of Enota Place.
- Implement the Langhorn Street "road diet" and incorporate the extra right-of-way immediately north and south of Sells Avenue into adjacent vacant redevelopment sites.

Figure 3: Proposed Improvements to Enota Park (showing BeltLine corridor and potential adjacent redevelopment)



Kroger Citi-Center Area

Note: This area was identified as a community priority at the August 26, 2010 Study Group meeting.

The Kroger Citi-Center is expected to redevelop over the next 25 years. The site is a key existing retail node, a gateway for southwest Atlanta, and lies at the intersection of key thoroughfares including Cascade Avenue, Langhorn Street, and RDA Boulevard. The success of the Kroger and the recent addition of new retailers are evidence of the centrality of the location, the buying power of surrounding communities, and the undersupply of services in south and west Atlanta.



Redevelopment of the Kroger site is proposed to include a new supermarket in a mixed-use setting



Artist rendering of proposed redevelopment at Cascade Avenue and RDA Boulevard

This plan recommends retaining a grocery store, adding short-term residential and retail development in the existing parking lot, adding greenspace, and redeveloping a transit supportive mix of retail and housing catalyzed by transit construction.

Expected buildout quantities for the area are shown in Table 2. Other than infill development in the parking lot (approximately 6 dwelling units and 16,000 sf retail), significant redevelopment is not anticipated prior to transit service.

Key land use actions needed to advance this node are the following:

- Rezone from a low density commercial category to a higher density mixed residential commercial (MRC) category.
- Acquire rights to add public space across from Gordon-White Park (in the BeltLine/GDOT right-of-way).
- Close the southern entrance to Muse Street and convert it into a public space.

Warehouse Row Growth Center

Warehouse Row includes warehouses and garden style apartments along the Atlanta BeltLine from the Kroger Citi-Center site to Lee Street. The plan recommends mixed-use development interspersed with existing civic and religious uses. Development along the corridor should be capped at six to nine stories and step down to surrounding single family neighborhoods across White St. and Donnelly Ave.

Expected buildout for Warehouse Row is shown in Table 3. Short term, adaptive reuse of buildings (similar to “Space” on White Street) and lower density is well within anticipated development demand in this area.

Key land use actions needed to advance this node are the following:

- Change properties along the corridor from industrial to mixed use in the City’s future land use plan. Industrial uses will be concentrated and preserved east of Metropolitan Parkway.

Table 2: Proposed Buildout of RDA/Cascade Growth Center

New Use	By 2020	By 2030	After 2030
Supermarket	0 sf	33,000 sf	33,000 sf
Drugstore	13,000 sf	13,000 sf	13,000 sf
Other Retail	3,000 sf	12,000 sf	46,000 sf
Office	0 sf	60,000 sf	60,000 sf
Live/Work	6 units	6 units	6 units
Dwellings	0 units	245 units	535 units



Phased redevelopment will allow existing industrial uses to remain and existing buildings to be reused for other uses

Table 3: Proposed Buildout of Warehouse Row

New Use	By 2020	By 2030	After 2030
Retail	22,910 sf	35,945	146,000 sf
Office	13,340 sf	29,397 sf	297,000 sf
Dwellings	695 units	992 units	3,242 units
Warehouse	0 sf	-240,000 sf	-780,000 sf



Artist rendering of proposed redevelopment on the BeltLine along Warehouse Row, looking southeast from Lawton Street bridge

- Change properties on the east side of Lee Street where it crosses the Atlanta BeltLine from low density commercial to mixed use in the City's future land use plan.

Mobility Summary

Subarea 1 presents several opportunities to enhance mobility for drivers, cyclists, and pedestrians. Tools include new pedestrian projects, new trails and bicycle projects, developer-built streets, publicly-built streets, and intersection improvements. Key recommendations are included below by area.

Enota Park Area

With six lanes, Langhorn Street is over capacity today and will be in the future. Additionally, Sells

Avenue, a residential street, is functionally used as an on-ramp to I-20. This facilitates speeding on Langhorn Street and Sells Avenue toward the highway, and creates a dangerous pedestrian environment, especially for those seeking to cross Langhorn to reach Enota Park.

This plan makes the following recommendations to improve connectivity between the Atlanta BeltLine and the surrounding areas:

- Langhorn Street road diet
Note: The road diet was identified as a community priority at the August 26, 2010 Study Group meeting.
- Greenwich Street bridge across the BeltLine
- New traffic signal at intersection of Langhorn Street and Sells Avenue

- New stop sign at intersection of Sells Avenue and Atwood Street to compliment existing ramp metering signal and prevent automobiles from using Sells Avenue as an on-ramp to I-20

Kroger Citi-Center Area

The intersections of RDA Boulevard with Cascade Avenue and Langhorn Street were frequently identified by residents as problematic. The following improvements will allow for more logical vehicular movements and safer pedestrian crossings.

- Extend the length of the right turn lane from RDA Boulevard southbound onto Cascade Avenue westbound.
- Reconfigure right turn lanes in three locations to decrease curb radii and allow safer pedestrian crossings.
- Close Muse Street's southern entrance to vehicular traffic, but allow pedestrians, bicycles,

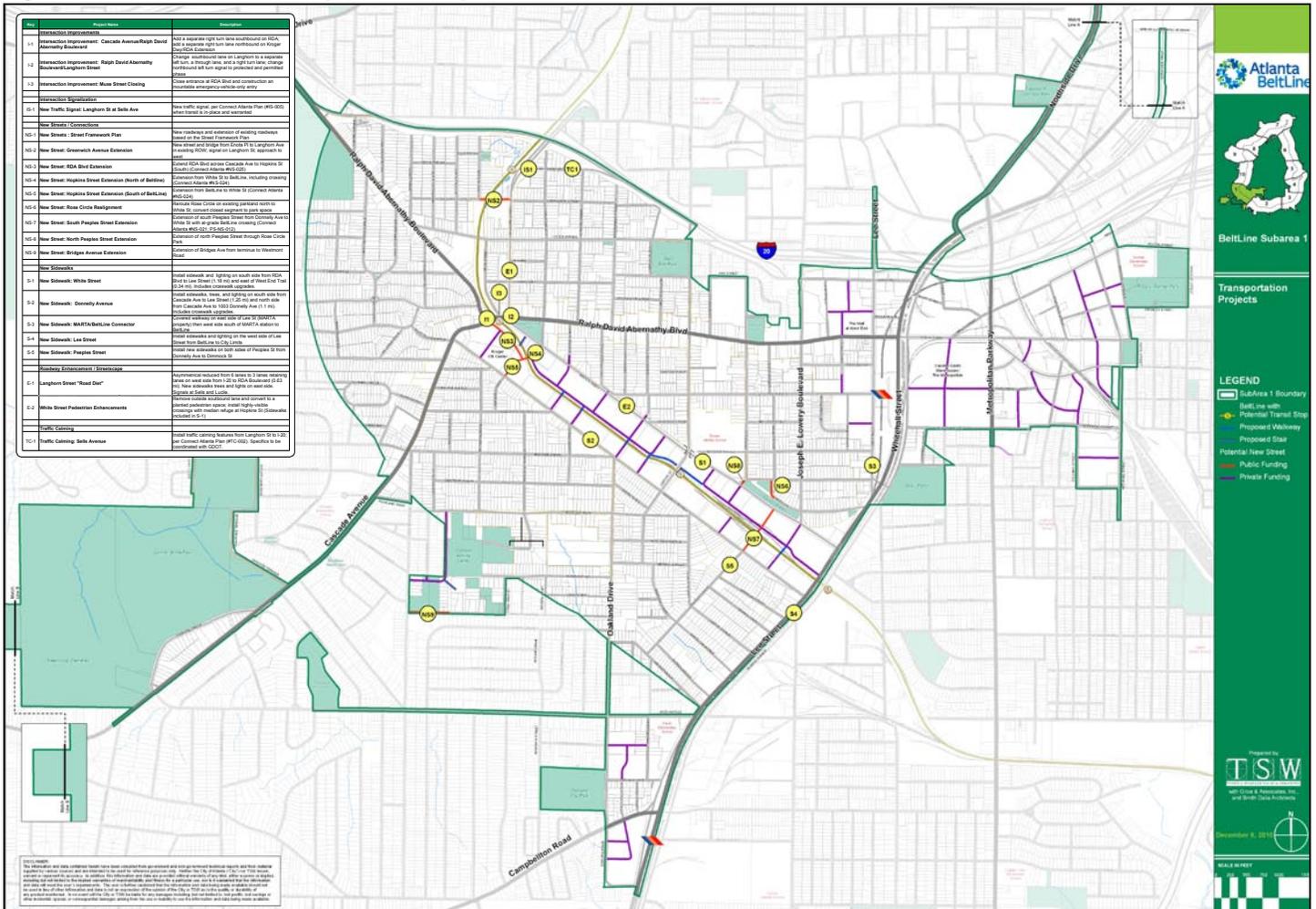


Proposed improvements at the intersection of RDA Boulevard and Cascade Avenue will improve traffic flows

and emergency vehicles to enter. The remainder of the street would become two-way.

- Reduce White Street to one-lane southbound and convert unused right-of-way to pedestrian space and improved street crossings.

Figure 4: Recommended Transportation Improvements



These will help traffic flow such that delays from increased traffic due to redevelopment are expected to increase by only 4 to 20 seconds by 2030.

Warehouse Row Area

Land along the Atlanta BeltLine is divided into large blocks that make pedestrian access to the corridor difficult. Currently, an individual heading east from RDA Boulevard would have to walk more than one-half mile to access the BeltLine. Therefore, the recommended street framework requires developers to build a number of streets that connect to the corridor. Over time, these streets will connect to form a well-defined network.

In addition, this plan makes the following key recommendations:

- New BeltLine at-grade street crossings at Hopkins Street and South Peoples Street
- Additional streets to connect White Street to the BeltLine and Donnelly Avenue to the BeltLine
- Pedestrian ways or *paseos* that provide pedestrian access to the Atlanta BeltLine where no streets exist or are planned
- New sidewalks along Donnelly Avenue where missing

Note: These sidewalks were identified as a community priority at the August 26, 2010 Study Group meeting.

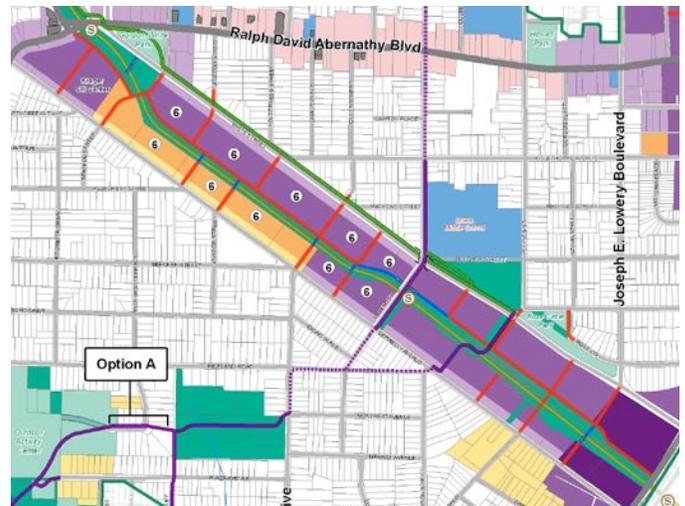
- New sidewalks along the southwest side of White Street
- Covered sidewalk on west side of Lee Street from the BeltLine to the West End MARTA Station
- A relocated Rose Circle and the conversion of its current western leg to park space to create a contiguous Rose Circle Park

Trails

Recommended trails will improve pedestrian and bicycle mobility and connect the Atlanta BeltLine with nearby neighborhoods, activity centers, and greenspaces. Proposed multi-use trails will connect the Outdoor Activity Center, John A. White Park, Westview Cemetery, Fort McPherson, and the West End and Westview Commercial Districts. Specific routes are listed in Table 4.



The entrance to Muse Street from RDA Blvd. could be converted to public space with emergency-vehicle-only access



Proposed street connections (in red) will allow existing and new residents to easily access the BeltLine

Table 4: Proposed Multi-Use Trails

Key	Description	Length
M-1	Lawton Street Trail (Donnelly Ave. to Lucile Ave.)	0.75 mi
M-2	Lucile Avenue Trail (Lawton St. to RDA Blvd.)	0.8 mi
M-3	Westview Neighborhood Trail (RDA Blvd. to Cascade Rd.)	3.38 mi
M-4	BeltLine/Fort McPherson Connector Trail (BeltLine to Fort McPherson)	2.05 mi
M-5	Outdoor Activity Center Connector Trail (Oakland Dr. to Cascade Rd.)	0.14 mi
M-6	Murphy Triangle Trail Spur South (Oakland Dr. to Murphy Ave.)	1.13 mi
M-7	Adams Park/Fort McPherson Connector Trail (Avon Ave. to Fort McPherson)	2.27 mi
Total		10.53 mi

Parks Summary

Subarea 1 offers numerous opportunities to create and expand park space, especially at Enota Park. In total the plan recommends growing the subarea's greenspace from 333 to 418 acres, including proposed parks and the Atlanta BeltLine itself.

Enota Park

Enota Park is currently a 0.3 acre play lot in the Westview neighborhood just west of the BeltLine and south of I-20. In the future the park will be expanded and transformed into a 10 acre neighborhood park serving Westview, West End, and BeltLine transit and trail visitors.

The heart of the park is land south of I-20 that represents one of the last wooded and undeveloped areas adjacent to the Atlanta BeltLine. The recommended park footprint includes this area and parcels needed to make the park accessible.* Park recommendations focus on restoring this land, making it accessible through street improvements and extensions, creating public park edges through land acquisition, and focusing active park uses in the southern end of the park away from I-20.

Land acquisition is currently underway for the park. Future phases include 1) opening the park to the public with invasive species removal and temporary trails, 2) park design, and 3) park construction.

Key Enota Park recommendations include:

- Preserved tree canopy and stream restoration
- Community garden with an adjacent picnic grove and pizza oven
- New futsal field and basketball court
- New playground
- Event lawn
- Terraced plantings connecting to the BeltLine
- Transportation improvements: Langhorn Street road diet and Greenwich Street bridge

*Owner-occupied houses are not included in the proposed park footprint, although easements are proposed on some owner-occupied properties. Acquisition of some rented houses is proposed.

Table 5: Proposed New Public and Private Parks

Key	Description	Acres
P-1	Enota Park Expansion	10
P-2	Outdoor Activity Center Expansion	11
P-3	Oakland Drive Park	13
P-4	Rose Circle Park Expansion	0.4
P-5	Gordon-RDA Pocket Park	0.3
P-6	Gordon-White Expansion	0.7
P-7	Lee-RDA Park/Plaza	2
P-8	Brown Middle School Park	5
P-9	Peoples-BeltLine Paseo	0.3
P-10	Richland-BeltLine Paseo	0.2
P-11	White Street Square	0.8
Total		43.7

Outdoor Activity Center

The underutilized Outdoor Activity Center can attract new users and become a safer space through strategic expansions that provide street frontage, increase access, and provide informal supervision. A new multi-use trail and stream restoration will also enhance the park's value.

Other Park Projects

This plan identifies other open space opportunities near the Atlanta BeltLine. Given limited resources and the location of these opportunities, these are not as central to the redevelopment priorities of the BeltLine. However, they do represent opportunities for the City of Atlanta and neighborhood groups to pursue. These opportunities include:

- P-3: A park west of Oakland Drive and south of Richland Road
- P-4: An expanded Rose Circle Park that incorporates Rose Circle right-of-way
- P-5: A pocket park at South Gordon Street and RDA Boulevard
- P-6: A park on south side of White Street, across from existing Gordon White Park

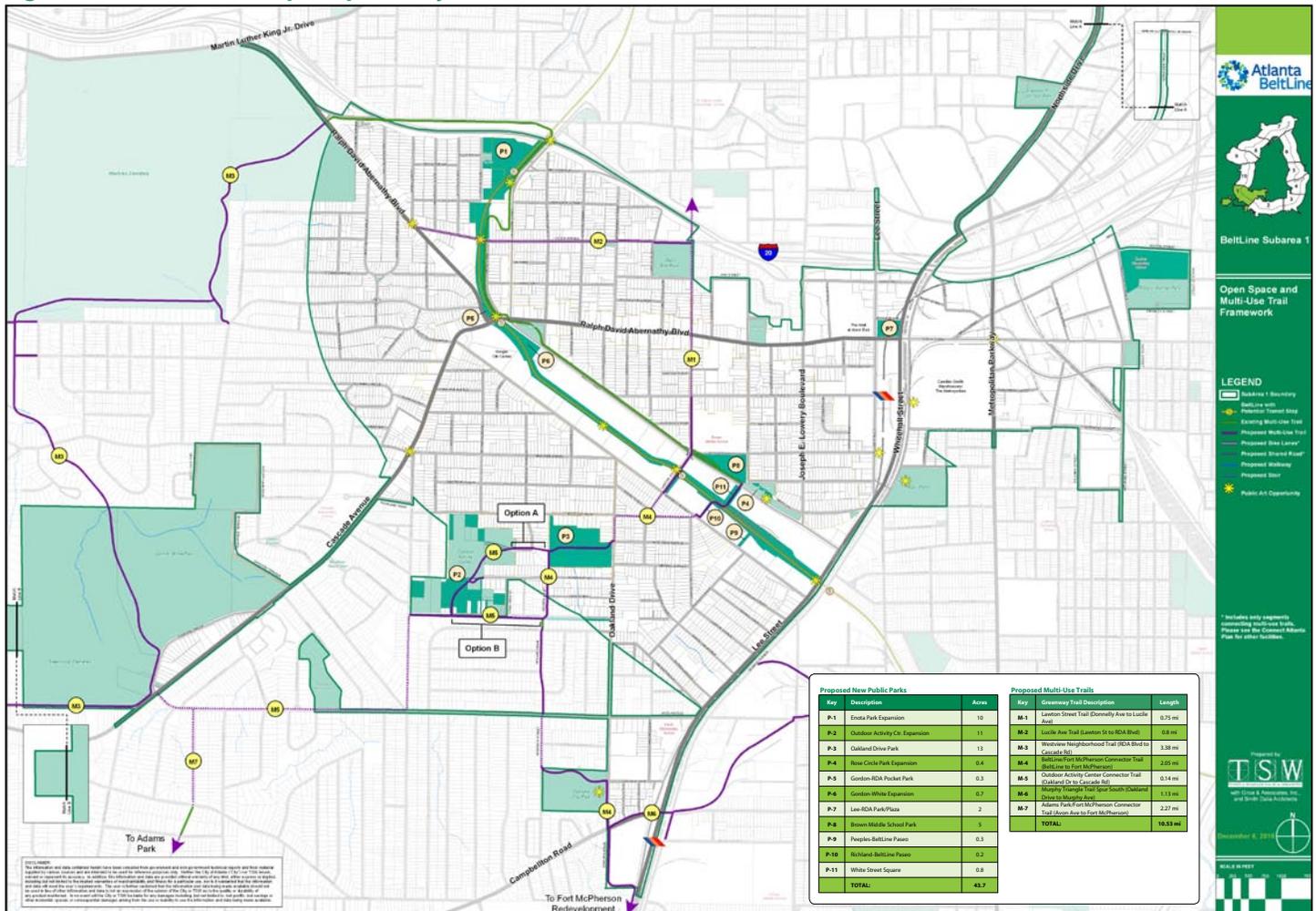
- P-7: A park or plaza at the northeast corner of Lee Street and RDA Boulevard
- P-8: A park on land south of Beecher Street and west of Peeples Street, next to Brown Middle School, that currently serves as informal park
- P-9: A paseo from Donnelly Avenue near Peeples Street to connect to the BeltLine.
- P-10: A paseo from Donnelly Avenue near Richland Road to connect to the BeltLine.
- P-11: A square built with redevelopment along the southwest side of White Street Extension at the proposed Peeples Street extension

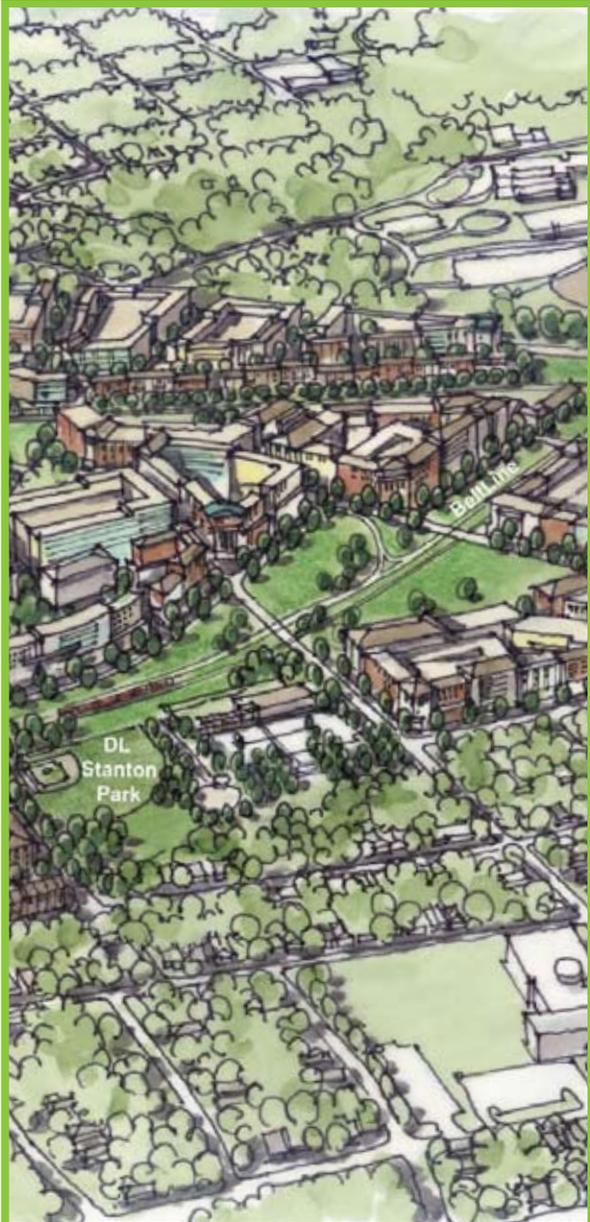
property owners to bring vacant land and buildings back into public use.

To this end, the parks and open space section of this report identifies vacant properties in the TAD. Additionally, Atlanta BeltLine, Inc. can provide ownership information for anyone who wishes to pursue interim public use opportunities.

Given the preponderance of vacant property in the subarea, residents should not wait for public entities to revitalize their communities with greenspace and other interim uses. Neighborhood groups should be proactive in working with private

Figure 5: Recommended Open Space Projects





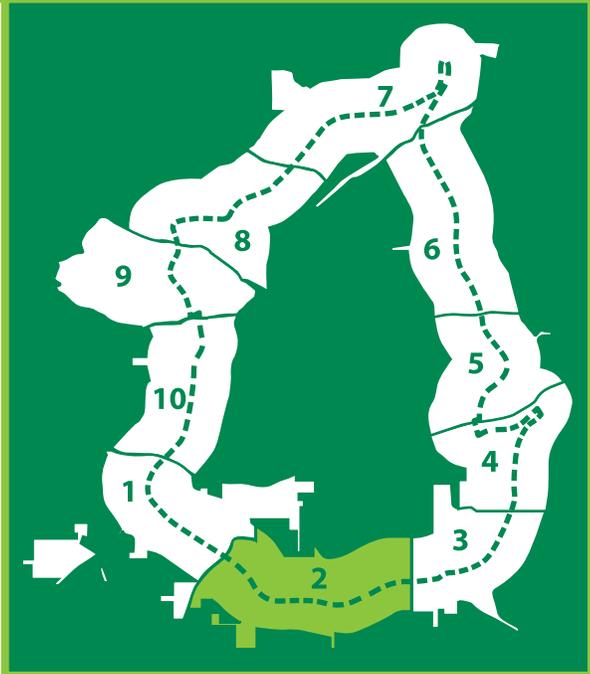
Atlanta BeltLine Master Plan

SUBAREA 2

Heritage Communities of South Atlanta Plan Recommendation Report

Prepared for
Atlanta BeltLine, Inc.
by Tunnell-Spangler-Walsh & Associates
with Smith Dalia Architects

Adopted by the Atlanta City Council on March 16, 2009



EXECUTIVE SUMMARY

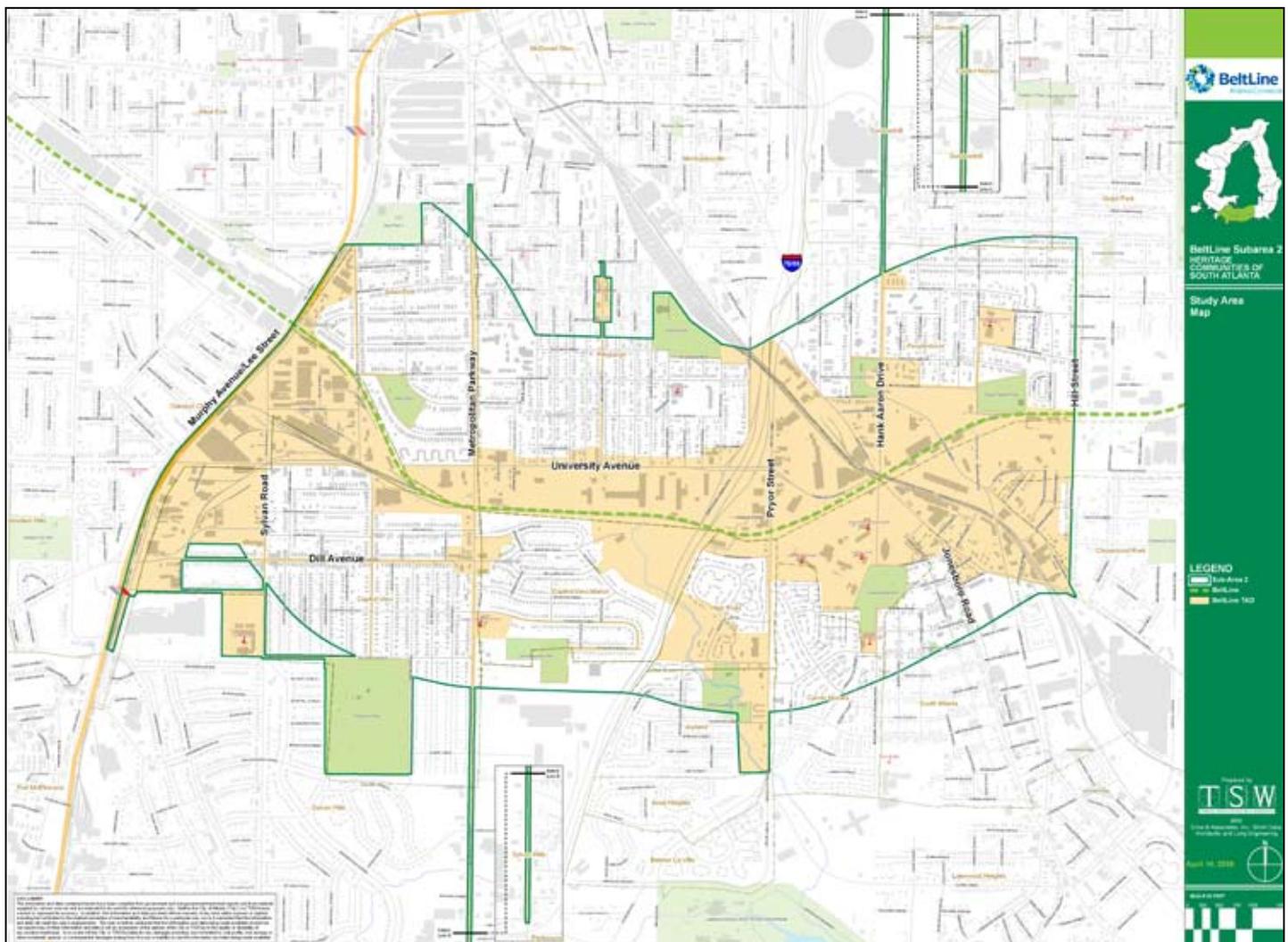
This document provides the planning recommendations for Subarea 2 for the BeltLine Planning Area the Heritage Communities of South Atlanta. The plan includes a detailed matrix of recommendations for future land use, parks, and mobility.

Upon completion of all Subarea Master Plans, Atlanta BeltLine Inc. will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in the individual subareas. This phased approach will ensure a uniform approach to implementing projects and an equitable distribution of development across all geographies of the BeltLine over time – regardless of the sequencing of Subarea Master Plans.

Master plans by their nature are subject to periodic review and at times changes to reflect changing conditions in the local area, refined neighborhood visions and city policies, demographic shifts and other factors. This plan has been developed for the year 2030 based on a variety of data including projections of population and employment growth, economic conditions and travel patterns and behaviors; and physical constraints and opportunities that exist within the subarea at this time. Accordingly, from time to time, with the appropriate community and technical inputs, this plan may be revisited and adjusted to reflect updated data and new policies.

Study Overview

Atlanta's BeltLine will combine greenspace, trails, transit, and new development along 22 miles of



Map showing study area outlined in green, with parcels within the TAD shown in orange

historic rail segments that encircle the urban core of the city, as described in the BeltLine Redevelopment Plan. Over 25 years, it will connect 45 neighborhoods and affect more than 100,000 people who live within one half mile of the corridor.

Due to its size and impact, the BeltLine has been divided into ten subareas for more detailed planning and evaluation. This document outlines the recommendations for Subarea 2 based on the previously completed inventory and assessment report, provided below in Appendix 3.

The inventory and assessment report analyzes existing conditions in the neighborhood with regard to current assets and issues in the areas of demographics and housing, land use and zoning, urban design and historic resources, and natural features and environment.

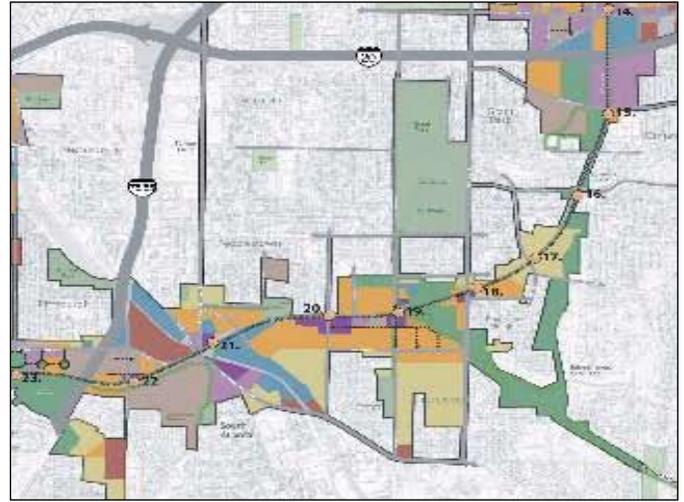
Previous planning studies were also reviewed in order to update and refine their efforts, taking into account recent development activity. The studies reviewed included the following:

- BeltLine Redevelopment Plan (2005)
- Jonesboro Road Redevelopment Plan Update (2006)
- Peoplestown Community Redevelopment Plan Update (2006)
- Blueprints Pittsburgh (2006)
- Oakland City/Lakewood LCI (2004)
- Southside Redevelopment Plan (2000)

Subarea Context

Subarea 2, shown on the map on the previous page, is located on the BeltLine's southern end, about two miles south of downtown Atlanta. It includes portions of Neighborhood Planning Units (NPU) S, V, X, and Y; City Council Districts 1, 4, and 12; and the neighborhoods of Adair Park, Capital View, Capital View Manor, Chosewood Park, High Point, Oakland City, Peoplestown, Pittsburgh, and South Atlanta.

The subarea centers on the BeltLine between Murphy Avenue and Hill Street. This section runs southwest from Peoplestown through a tunnel near Carver High School. It then heads west under I-



This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan



The existing variety of historic single-family architectural styles characterizes the subarea and should be preserved



Existing historic industrial landmarks in the subarea should be preserved or incorporated into redevelopment

75/85 to Metropolitan Parkway. At Capitol View and Adair Park, the corridor turns northwest through the Murphy Triangle district. It then passes under MARTA's north-south rail line into the West End.

The Heritage Communities of South Atlanta subarea totals 1,765 acres. Its boundaries include 885 acres of land within the BeltLine Tax Allocation District and additional parcels within one-half mile of the corridor.

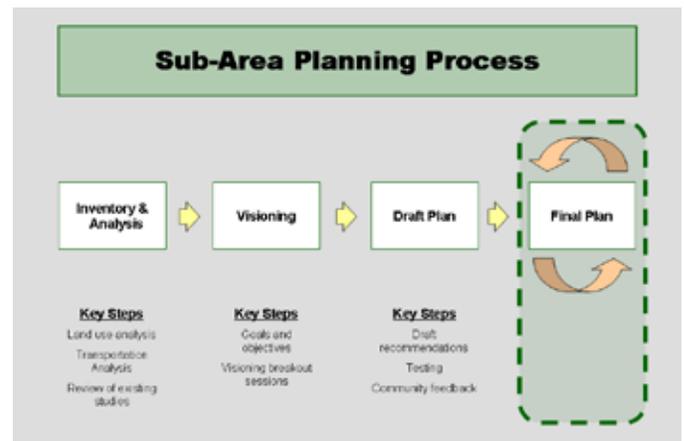
The subarea includes several major streets. University Avenue runs east-west and connects Metropolitan Parkway with Pryor Road. I-75/85 also passes through on its way north to downtown and south to the airport. Other major north-south streets include Lee Street, Murphy Street, Metropolitan Parkway, Pryor Road, Hank Aaron Boulevard, and Hill Street. Major east-west streets include Dill Avenue, University Avenue, and McDonough Boulevard.

Methodology and Community Input

The recommendations of this study are based on knowledge and insights gained from the inventory and analysis of the subarea and from extensive community input. The planning methodology included a thorough inventory in the areas outlined above, combined with technical analyses in the areas of expertise of the members of the consultant team. This document is the culmination of the planning process for Subarea 2.

Public Meetings Held During the Planning Process

Date	Meeting Type	Topic
August 14, 2007	Planning Committee Meeting	Kickoff Meeting
August 28, 2007	Planning Committee Meeting	Existing Conditions
September 11, 2007	Study Group Meeting	Existing Conditions
October 2, 2007	Study Group Meeting	Goals and Objectives
November 6, 2007	Planning Committee Meeting	Concept Plans
January 8, 2008	Planning Committee Meeting	Park Concept Plans
April 24, 2008	Study Group Meeting	Open House and Affordable Housing Discussion
May 27, 2008	Planning Committee Meeting	Draft Park Master Plan
June 26, 2008	Study Group Meeting	Draft Plan Review
August 28, 2008	Study Group Meeting	Final Draft Plan Review
December 2008	Office Hours	Review plan with interested parties and neighborhood groups



The planning process progressed through four stages, allowing for input at each stage



Public Involvement occurred at each phase of the planning process and guided recommendations and plan review

This document has been guided by public involvement. The Study Group, by legislation, is the primary, geographically-based, venue for input on BeltLine implementation. A Steering Committee of over 15 people was also formed to provide detailed input and preview presentations prior to Study Group meetings. Additionally, Office Hours were made available to neighborhood groups and NPU committees who wanted to review the plan in detail in December.

Between the Summer of 2007 and 2008, over 11 meetings were held with the Steering Committee and the Study Group through a process of:

- a) inventory and analysis of existing conditions,
- b) visioning and establishing guiding principles,
- c) selecting preferred concepts and draft plans, &
- d) final plans.

Major Themes and Issues

While the Master Plan focus centered on land use, transportation, and parks, much of the feedback received was related to social issues including involuntary displacement, affordable housing, and job opportunities. The Plan responds to these concerns by proposing dense land uses that make affordable housing development more feasible, proposing employment clusters at the intersection of Pryor Road and the BeltLine, and supporting small business vending activities at potential future transit stops and at Murphy Crossing Park.

Additionally, 15 percent of each Tax Allocation District (TAD) bond issuance will be dedicated towards affordable housing (\$8.8 million has been set aside from the first bond issuance) and projects funded by the TAD will be required to make efforts to hire locally.

Many residents were also concerned about density adjacent to single family neighborhoods. The Plan responds by providing land use intensity transitions between single family neighborhoods and high density areas.

Additionally, many residents worked to ensure that

the vision of a ParkPride and Friends of Peoplestown Park effort remained intact in this BeltLine planning effort. This Plan responds by leaving the core vision intact, while advancing and groundtruthing the vision against technical and financial constraints.

Guiding Principles

At the beginning of the process, a series of guiding principles were developed with study groups to provide direction to the process. These include:

- 1) Encourage the economic development of the Heritage Communities.
- 2) Identify and preserve historic resources and the local sense of place.
- 3) Utilize redevelopment to mend the urban fabric.
- 4) Provide a safe and balanced transportation system.
- 5) Provide connectivity, continuity, and redundancy among various modes of transportation.
- 6) Connect neighborhoods and public facilities with transportation.
- 7) Provide adequate parking facilities.
- 8) Provide a balanced mix of compatible land uses.
- 9) Expand housing options.
- 10) Provide a range of safe parks and open space.

Plan Summary: Land Use & Design

As redevelopment begins to occur in the BeltLine corridor, the overall goal of new construction should be compatibility, so that existing areas reap the benefit of new more walkable areas rather than being adversely impacted.

The plan recommendations include concept plans for two redevelopment areas, Murphy Triangle and Peoplestown/Pryor Road. The total number of potential jobs and new housing units is also calculated for the year 2030 based on the proposed land use mix. General policies that guide the land use recommendations include:

- Establish a series of centers along the BeltLine

Centers fall into two categories: neighborhood and employment. Neighborhood centers provide retail for one or two neighborhoods. Employment centers create jobs for several neighborhoods. Each will be scaled to context.

Proposed centers are located at Murphy Triangle, University Avenue, McDaniel Avenue south of University, Pryor Road, Hank Aaron/McDonough, and at Hill Street. The latter would be a primarily residential node.

- Establish a new street pattern that supports these centers, regardless of land uses.

New streets are of critical long-term importance and must be provided as development occurs.

- Connect centers with parks and open spaces.

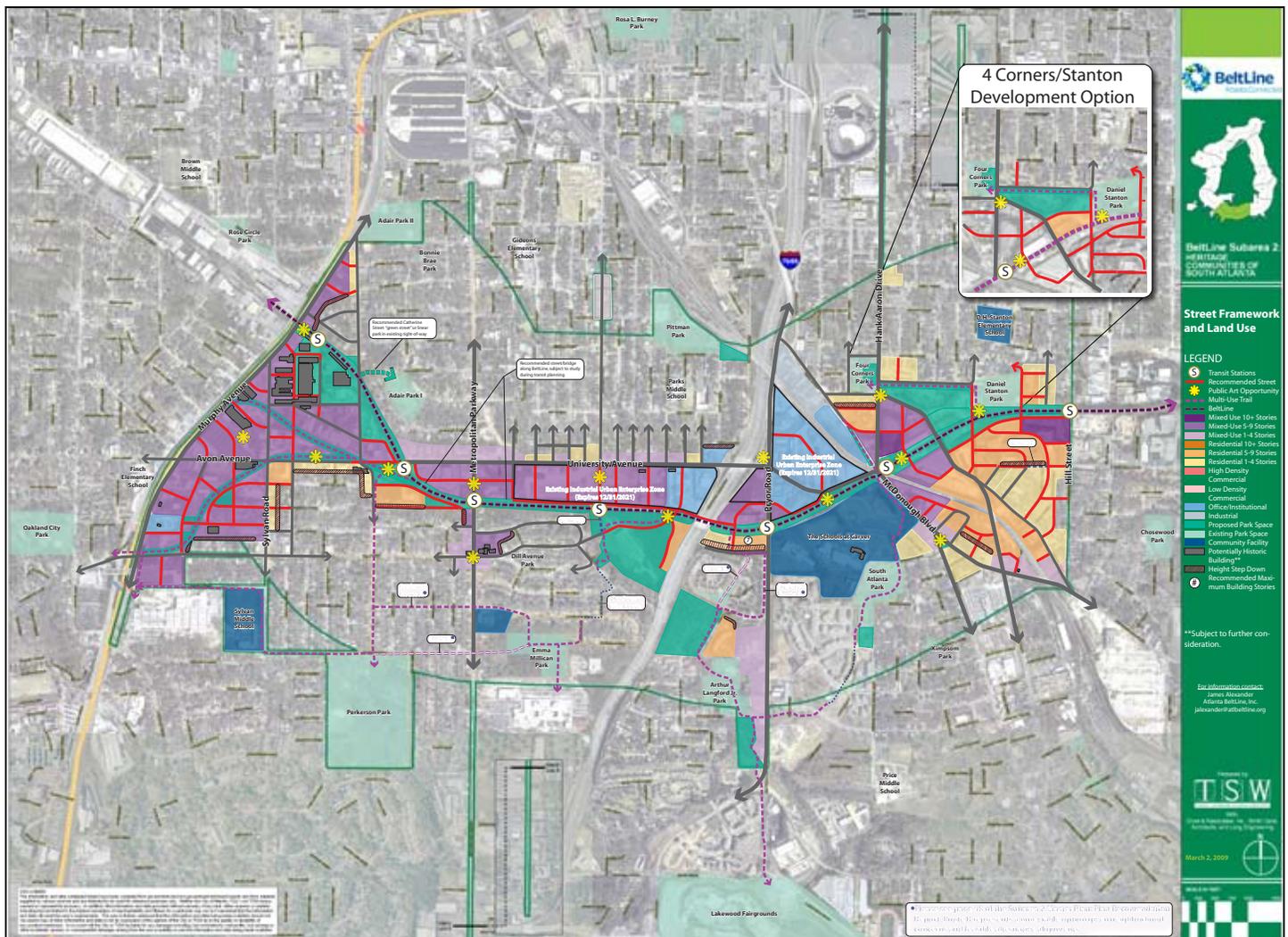
New parks, multi-use trails, and streetscapes will create a network of high quality public spaces.

- Promote smaller block size in new development through mandatory street connections.

New streets and small blocks will create healthy communities that decrease congestion, support transit, encourage bicycling and walking.

- Increase density of mixed use development near transit stops and other appropriate properties.

Increased density near transit will support ridership and ensure the success of the transit and trail systems. Density will decrease near existing single-family areas.



Map showing recommended future land uses, proposed multi-use trails, and recommended streets

Plan Summary: Mobility

Mobility projects strive to balance all modes of transportation.

Intersection Projects

- I-1: University Avenue at McDonough Boulevard/ Hank Aaron Drive – Reconfigure intersection to account for closure of Ridge Avenue.
- I-2: University Avenue at I-75/85 Northbound Ramps – Install a signal, if and when warranted based on a traffic study.
- I-3: University Avenue at I-75/85 Southbound Ramps – Add an eastbound right-turn lane.
- I-4: Dill Avenue at Murphy Avenue - Install a signal, if and when warranted based on a traffic study.

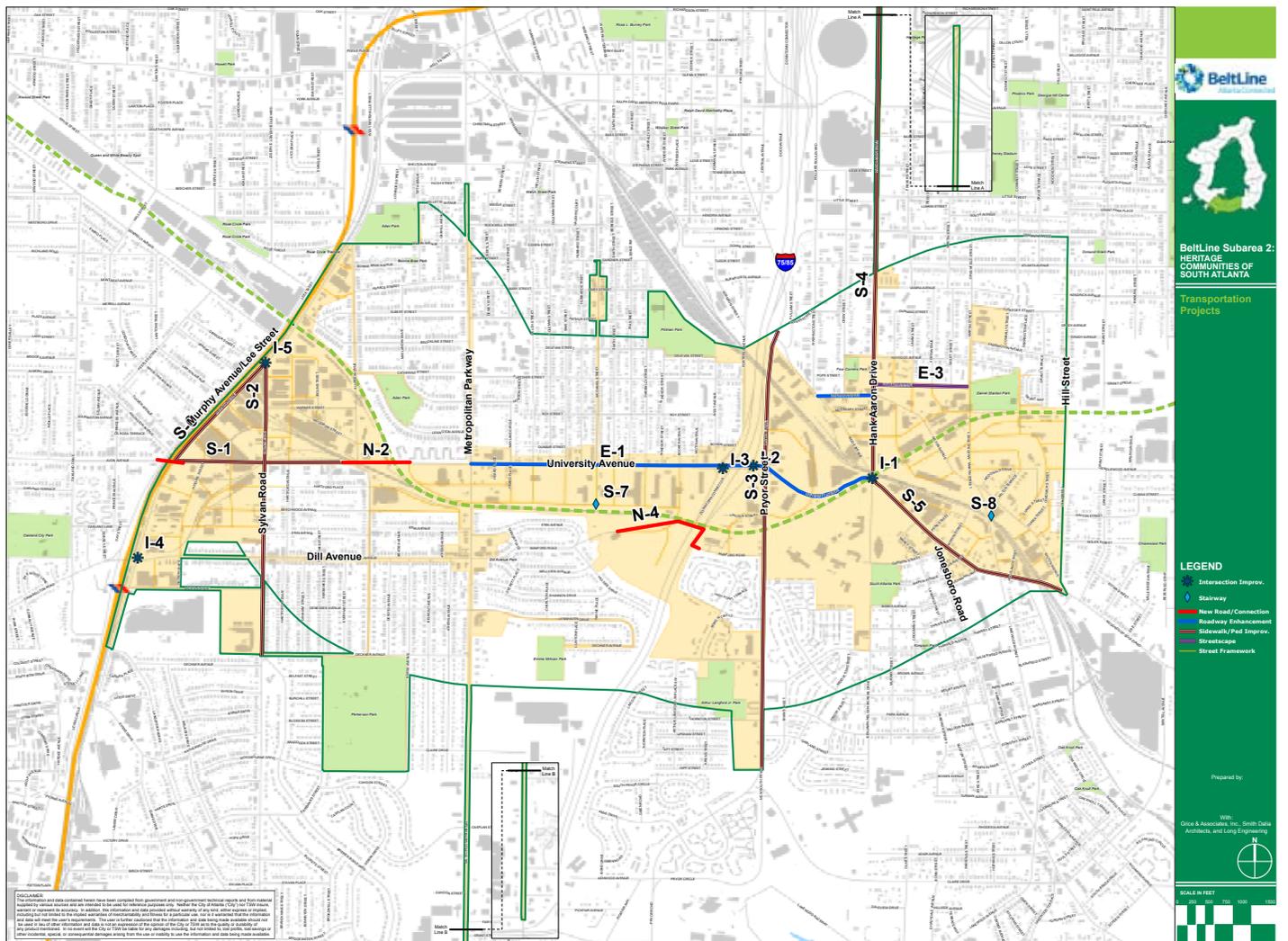
- I-5: Sylvan Road at Murphy Avenue – Install a signal, if and when warranted based on a traffic study.

New Streets/Connections

- N-1: Street Framework Plan – Build new streets and extend existing ones.
- N-2: University Avenue to Avon Avenue – Extend University Avenue across the BeltLine.
- N-3: Avon Avenue Connection – Connect Avon Avenue across the MARTA tracks.
- N-4: Manford Road Extension – Extend Manford Road under I-75/85 via existing underpass.

Roadway Enhancement/Streetscapes:

- E-1: University Avenue from Metropolitan Parkway to McDonough Boulevard.



Map showing recommended transportation projects

Urban park space should be designed for a range of people and should not be limited only to green space, but should include plazas, pocket parks, and other urban forms. Parks should be fronted by buildings to help define the space and provide informal supervision.



Existing parks within the subarea provide a range of recreational opportunities

Playgrounds should be incorporated where appropriate, to provide amenities for families in urban environments. Art and preserved historic structures can help tell the history of the area in parks.

Park space should allow for vendor space and should follow the BeltLine arboretum plan in order to preserve and enhance the city's tree canopy. Proposed greenway trails would link new parks to residences and nearby destinations.

Specific improvements and a variety of enhancements are proposed for Four Corners Park and DL Stanton Park. These include new facilities, lawns, athletic fields, play areas, trails, and more. A proposed linear park could also connect the two parks along Boynton Avenue.

Proposed New Public Parks

Key	Description	Acres
P-1	Murphy Crossing Park (State Farmers Market)	17.2
P-2	Catherine Street "Green Street"	0.0
P-3	Allene Avenue Park	3.1
P-4	Hillside Park	20.5
P-5	High Point Park	13.8
P-6	South River Park	3.8
P-7	McDonough/Jonesboro Triangle Park	0.2
P-8A	Boynton Avenue Linear Park: Phase I Multi-Use Trail Right-of-Way	1.8
P-8B	Peopletown Park Expansion	10.6
P-9	Four Corners Park Expansion	1.3
P-10	Pittman Park Expansion	2.3
P-11	Murphy Linear Park South	2.0
P-12	Murphy Linear Park North	7.0
P-13	South Atlanta Park Expansion	1.4
P-14	University Park	0.8
	TOTAL:	85.8

Proposed New Private Parks

Key	Description	Acres
P-15	Beechwood Avenue Park	1.0
P-16	Cox Avenue Park	0.3
P-17	Division Street Park	0.7
P-18	Hartford Place Park	0.3
P-19	Metropolitan Park	1.5
	TOTAL:	3.8

Total New Park Space

Key	Description	Acres
	GRAND TOTAL:	89.6

PUBLIC INVOLVE- MENT SUMMARY

Methodology and Community Input

The recommendations of this study are based on knowledge and insights gained from the inventory and analysis of the subarea and extensive community input. The planning methodology included a thorough inventory in the areas outlined previously, combined with technical analyses in the areas of expertise of the members of the consultant team. This document is the culmination of the planning process for Subarea 2.

This document has been guided by public involvement. The study group, by legislation, is the primary, geographically-based, venue for input on BeltLine implementation. A steering committee of over 15 people was also formed to provide detailed input and preview presentations prior to study group meetings. Additionally, Office Hours were made available to neighborhood groups and NPU committees who wanted to review the plan in detail in December of 2008.

Between the summer of 2007 and 2008, over 11 meetings were held with the steering committee and the study group through a process of:

- a) inventory and analysis of existing conditions,
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Major Themes and Issues

While the Master Plan focus centered on land use, transportation, and parks, much of the feedback received was related to social issues including involuntary displacement, affordable housing, and job opportunities. The plan responds to these concerns by proposing land uses that make affordable housing development more feasible, proposing employment clusters at the intersection



Public Involvement occurred at each phase of the planning process and provided valuable insight for future recommendations for the area



Community members discuss future plans at the Open House event

of Pryor Road and the BeltLine, and supporting small business vending activities at potential future transit stops and at Murphy Crossing Park.

Additionally, 15 percent of each TAD bond issuance will be dedicated towards affordable housing (\$8.8 million has been set aside from the first bond issuance) and projects funded by the TAD will be required to make efforts to hire locally.

Many residents were also concerned about density adjacent to single family neighborhoods. The plan responds by providing land use intensity transitions between single family neighborhoods and high density areas.

Additionally, many residents worked to ensure that the vision of a Park Pride and Friends of Peoplestown Park effort remained intact in this BeltLine planning effort. This plan responds by leaving the core vision intact, while advancing and groundtruthing the vision against technical and financial constraints.

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- 1) Encourage the economic development of the Heritage Communities.
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- 3) Utilize redevelopment to mend the urban fabric.
- 4) Provide a safe and balanced transportation system.
- 5) Provide connectivity, continuity, and redundancy among various modes of transportation.
- 6) Connect neighborhoods and public facilities with transportation.
- 7) Provide adequate parking facilities.
- 8) Provide a balanced mix of compatible land uses.



Interactive displays, such as this one by Trees Atlanta, helped to engage the public

- 9) Expand housing options.
- 10) Provide a range of safe parks and open space.

Table 17: Meetings Held During the Planning Process

Date	Meeting Type	Topic
August 14, 2007	Planning Committee Meeting	Kickoff Meeting
August 28, 2007	Planning Committee Meeting	Existing Conditions
September 11, 2007	Study Group Meeting	Existing Conditions
October 2, 2007	Study Group Meeting	Goals and Objectives
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December 2008	Office Hours	Review plan with interested parties and neighborhood groups



Atlanta BeltLine Master Plan

SUBAREA 10

Boone/Hollowell Plan Recommendation Report

Prepared for
Atlanta BeltLine, Inc.
by MACTEC Engineering and Consulting, Inc.
with Perkins + Will and Grice and Associates

Adopted by the Atlanta City Council on December 6, 2010



EXECUTIVE SUMMARY

The recommendations of the Atlanta BeltLine Subarea 10 Master Plan in the areas of land use, mobility and parks are summarized on the following pages. Complete details and recommendations are documented in the report that follows this executive summary.

Following completion of all subarea master plans, Atlanta BeltLine, Inc. (ABI) will finalize a comprehensive implementation plan and budget for projects recommended for each subarea. The approach of using subarea-level master planning to inform a Atlanta BeltLine-wide implementation plan will ensure that outcomes are community-informed and will encourage an equitable distribution of development across all segments of the Atlanta BeltLine over time, regardless of the sequencing of subarea planning.

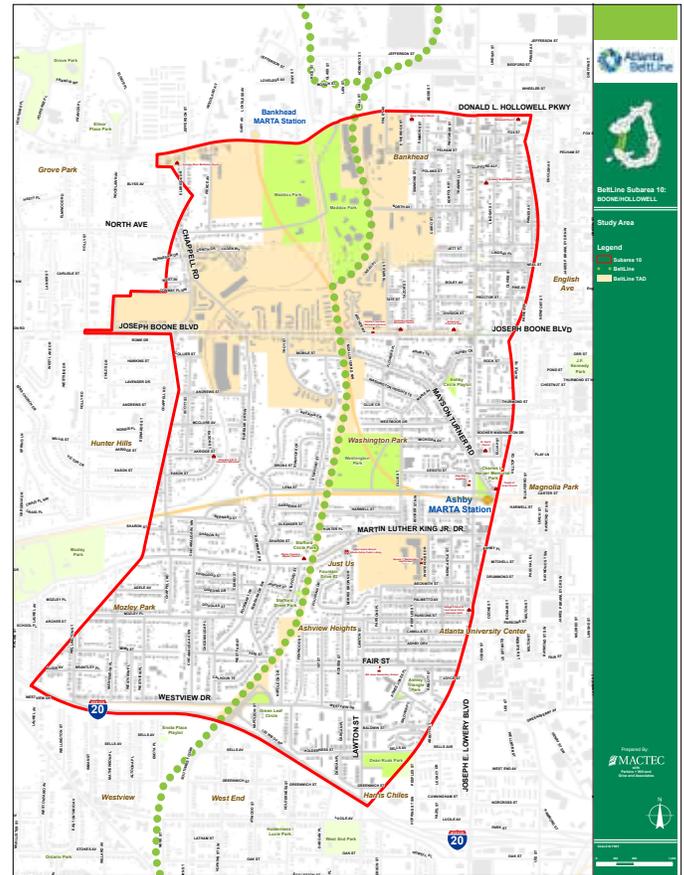
Master plans by their nature are subject to periodic review and modifications as needed to reflect changing conditions, refined neighborhood visions, new city policies, demographic or market shifts, and other factors. This plan has been developed for the year 2030 based on a variety of data, including projections of population and employment growth, economic conditions, existing infrastructure conditions, and general opportunities and constraints that exist in the subarea at this time. Accordingly, from time to time and with appropriate community and technical input, this plan may be revisited and adjusted to reflect updated data and new policies.

Study Overview

As described in the Atlanta BeltLine Redevelopment Plan, the Atlanta BeltLine will combine greenspace, trails, transit and new development along 22 miles of historic rail segments that encircle the urban core of the city. Over 25 years, it will connect 45 neighborhoods and affect more than 100,000 people who live within one half mile of the corridor.

Due to its size and impact, the Atlanta BeltLine has been divided into ten subareas for more detailed

Map 1. Subarea 10 Overview Map



Red outlines Subarea 10, with TAD parcels in tan.

planning and evaluation. This document outlines the recommendations for Subarea 10 based on inventory and analysis of existing conditions, review of previous planning efforts in the area, and community input received during the planning process.

The Subarea 10 inventory and assessment report documents analysis of existing conditions, identifies prominent assets, describes important issues, and provides a basemap for planning. Specifically, the inventory and assessment report addresses population and housing statistics, land use and zoning, urban design, historic resources, natural resources, and environmental conditions.

Portions of Subarea 10 have been the focus of several plans that have been completed and adopted within the past ten years. These planning documents were reviewed at the outset of the Subarea 10 planning process, and many of their recommendations have been incorporated (or refined and incorporated, in some cases) into the Subarea 10 Master Plan.

Specifically, the previously adopted plans and studies of relevance to Subarea 10 include:

- Atlanta BeltLine Redevelopment Plan (2006)
- Atlanta Strategic Action Plan (2008)
- Connect Atlanta Plan (2009)
- Vine City/Washington Park LCI (2009)
- Simpson Road Corridor Redevelopment Plan Update (2006)
- English Avenue Redevelopment Plan Update (2006)
- Bankhead MARTA Station Transit Area LCI Study (2006)
- West Lake MARTA Station Transit Area LCI Study (2006)
- MLK Jr. Drive Corridor Study (2005)
- Hollowell Parkway Redevelopment Plan (2003)

Subarea Context

Subarea 10 is located along the west side of the Atlanta BeltLine, due west of Downtown Atlanta. The subarea includes one-half mile on either side of the Atlanta BeltLine right-of-way. It is bounded by Donald L. Hollowell Parkway on the north, I-20 on the south, Joseph E. Lowery Boulevard on the east (approximately) and Chappell Road on the west (approximately). In Subarea 10, the Atlanta BeltLine generally runs north-south and makes only a slight shift in its direction along the eastern edge of Maddox Park.

Subarea 10 incorporates portions of two City Council districts, four Neighborhood Planning Units (NPU), and many neighborhoods, including:

- City Council Districts 3 and 4;
- Portions of NPU L, K, J and T; and
- Neighborhoods of Ashview Heights, Atlanta University Center, Bankhead, English Avenue, Grove Park, Harris Chiles, Hunter Hills, Just Us, Magnolia Park, Mozley Park, Washington Park and West End.

In total, Subarea 10 includes 1,287 acres.

The Atlanta BeltLine Tax Allocation District (TAD) within Subarea 10 covers 375 acres, or 29% of the



Master planning for Subarea 10 builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan and other adopted plans.



Transportation infrastructure, like this CSX railroad trestle, has a significant influence on the character of Subarea 10.

subarea. In general, the TAD includes the Atlanta BeltLine right-of-way, multi-family residential, commercial, industrial, and public/institutional properties; key street corridors and parks. Single-family residential properties are excluded. Most of the TAD properties in private ownership are either multi-family apartment complexes (some occupied and some vacant) along Boone Boulevard, or older industrial facilities (including auto salvage yards) along the Atlanta BeltLine east of Maddox Park. There are also several landmark public properties within the TAD, including historic Booker T. Washington High School, Washington Park, Hershon Elementary School and Maddox Park (also home to City of Atlanta Department of Public Works and Department of Watershed Management facilities).

Major streets within the subarea include Martin Luther King Jr. Boulevard, Joseph E. Boone Boulevard, North Avenue, Mayson Turner Road, Joseph E. Lowery Boulevard, and Chappell Road. The Ashby MARTA station is located within Subarea 10, and the Bankhead MARTA station is directly adjacent on the north side of Hollowell Parkway. The Proctor Creek MARTA rail line that connects these two transit stations is located entirely within Subarea 10. There is also a CSX railroad corridor for freight transport that passes through the northern part of the subarea, crossing Maddox Park.

Another prominent geographic feature, Proctor Creek (for which the MARTA line is named) flows northward from its origin at Enota Park and passes under Hollowell Parkway, eventually reaching the Chattahoochee River. Within Subarea 10, Proctor Creek is in some location completely channelized with concrete sides, but in other locations is in a very natural state with a wide floodplain and riparian buffers.

Because the Atlanta BeltLine TAD excludes single-family residential properties in neighborhoods, the primary focus of the Subarea 10 planning process has been the general area from Boone Boulevard north to Hollowell Parkway, where the majority of TAD properties are located. Specific attention has been given to the areas within easy walking distance (approximately one-quarter mile) to proposed Atlanta BeltLine transit stations at Boone Boulevard (also a proposed MARTA infill station) and Hollowell Parkway.

Methodology and Community Input

The concepts and recommendations included in the Subarea 10 plan were established through a structured process of analysis and community input. The process began with an inventory of existing conditions, community data and previously adopted plans relevant to Subarea 10. Analysis and findings were presented to a Planning Committee that was organized by ABI, and also to the Westside Study Group, which has been established as the ongoing public forum for Atlanta BeltLine community involvement in the Subarea 10 geography.

This forum was used repeatedly through the planning process to sequentially present progress updates, preliminary plan concepts, and recommendations for land use and urban design, mobility, and parks and open space. Specific dates for public meetings held during the planning process are listed below.



Public involvement event during Study Group meeting held at Washington High School.

Table 1. Subarea 10 Community Meeting Schedule

DATE	MEETING TYPE	TOPIC
January 25, 2010	Study Group	Kick-off Meeting
March 8, 2010	Planning Group	Goals and Preliminary Concept Plan
March 22, 2010	Study Group	Goals and Preliminary Concept Plans
April 26, 2010	Study Group	Revised Concepts, Maddox Park Master Plan Concept Alternatives
June 28, 2010	Study Group	Draft Plan Presentation, Draft Maddox Park Master Plan
August 6, 2010	Coordination Group Briefing	Draft Plan review
August 23, 2010	Study Group	Final Draft Plan Review
Oct./Nov. 2010	Office Hours, NPU meetings	

From the visioning process and community meetings, several issues and opportunities related to Subarea 10 were identified. Discussions ranged from topics such as public safety and job opportunities to community design, parks, transportation and housing needs.

From the earliest discussions, it was evident that recent planning studies had included recommendations to address many of the issues of concern to the community, but also that relatively few implementation actions, to date, have resulted from those recommendations.

Based on community input, there remain many areas of concern in Subarea 10, which are documented in this plan. Of these, two key areas were not adequately addressed in previous plans: transit-oriented redevelopment on Boone Boulevard, and coordinated master planning for Maddox Park and surrounding areas. Specific Subarea 10 planning efforts have focused on these issues.

The Boone Boulevard corridor has been the focus of detailed redevelopment concept studies which have resulted in a plan for an integrated MARTA/ Atlanta BeltLine transit station at Boone Boulevard, and associated mixed-use, pedestrian-oriented redevelopment with greenspace in the vicinity.

With regards to Maddox Park, whereas initially a park master plan was not anticipated as a component of Subarea 10 planning, it was added to the planning scope based on community interest, resulting in a vision for improvement to and expansion of Maddox Park in coordination with adjacent redevelopment and mobility enhancements.

Planning Goals

The goal statements presented below were developed based on public input from Study Group and Planning Committee meetings, goals established in previously adopted plans for portions of Subarea 10, and analysis findings.



Creating retail destinations and making walking more convenient are primary goals for Subarea 10.



Mixed-use development places emphasis on accessibility from the sidewalk and locates parking behind buildings.

Planning Goals: Land Use and Design

The land use and design goals and recommendations for Subarea 10 build from previous planning efforts and refine the concepts presented in the Atlanta BeltLine Redevelopment Plan.

- **Goal 1:** Preserve historic resources and encourage adaptive reuse of historic buildings.
- **Goal 2:** Create a safe environment for residents and businesses.
- **Goal 3:** Ensure a mix of quality housing options to meet the needs of all current and future residents.
- **Goal 4:** Strengthen employment and commercial centers, including viable industrial where appropriate, to promote economic development.

- **Goal 5:** Promote mixed-use development and redevelopment within the Atlanta BeltLine TAD that is active at the street level and transit oriented.
- **Goal 6:** Protect single-family neighborhoods and ensure appropriate transitions between single-family areas and new, higher intensity development.
- **Goal 7:** Improve neighborhood retail services.
- **Goal 8:** Create opportunities for public art in parks and other important public places.

Planning Goals: Mobility

Mobility goals and recommendations for Subarea 10 are influenced by the Atlanta BeltLine Redevelopment Plan and other previously adopted plans.

- **Goal 1:** Connect the neighborhoods and link them to key destinations by enhancing the street grid.
- **Goal 2:** Coordinate multi-modal transportation improvements with new development to make transit a more viable and accessible means of travel.
- **Goal 3:** Provide trails and pedestrian-friendly streets to improve neighborhood walkability and safety.
- **Goal 4:** Improve transportation safety along major corridors while respecting the urban context of the area.

Planning Goals: Parks and Open Space

The goals for parks and open spaces focus on improving access, improving recreation facilities, and improving the environment.

- **Goal 1:** Enhance opportunities for safe community gathering and youth recreation.
- **Goal 2:** Provide a connected network of well-maintained parks and green spaces.
- **Goal 3:** Preserve historic features and enhance public access to parks and green space.
- **Goal 4:** Reclaim and rehabilitate degraded environmentally sensitive areas such as streams and floodplains.
- **Goal 5:** Establish strong park edges.



Improving access to transit is a key element of the vision for Subarea 10.



Well-designed multi-use trails are needed to provide pedestrian connectivity between parks and neighborhoods.



Historic features of Maddox Park and other Subarea 10 public spaces are in need of preservation and restoration attention.

Summary: Land Use and Design Plan

The land use and urban design concept for Subarea 10 details a vision for redevelopment of many TAD properties along Boone Boulevard and those extending north to Hollowell Parkway along the edges of Maddox Park. Transit-oriented, mixed use development is recommended at different densities, according to proximity to proposed new transit stations. And the concept recommends improved neighborhood connectivity to shopping areas, parks, multi-use trails, and transit, including community improvements south of Boone Boulevard.

The following detailed description of land use and urban design concepts is organized in terms of three areas: the Boone node, the Luden Way node and the Maddox node.

Boone Node: Boone Boulevard Greenway Concept

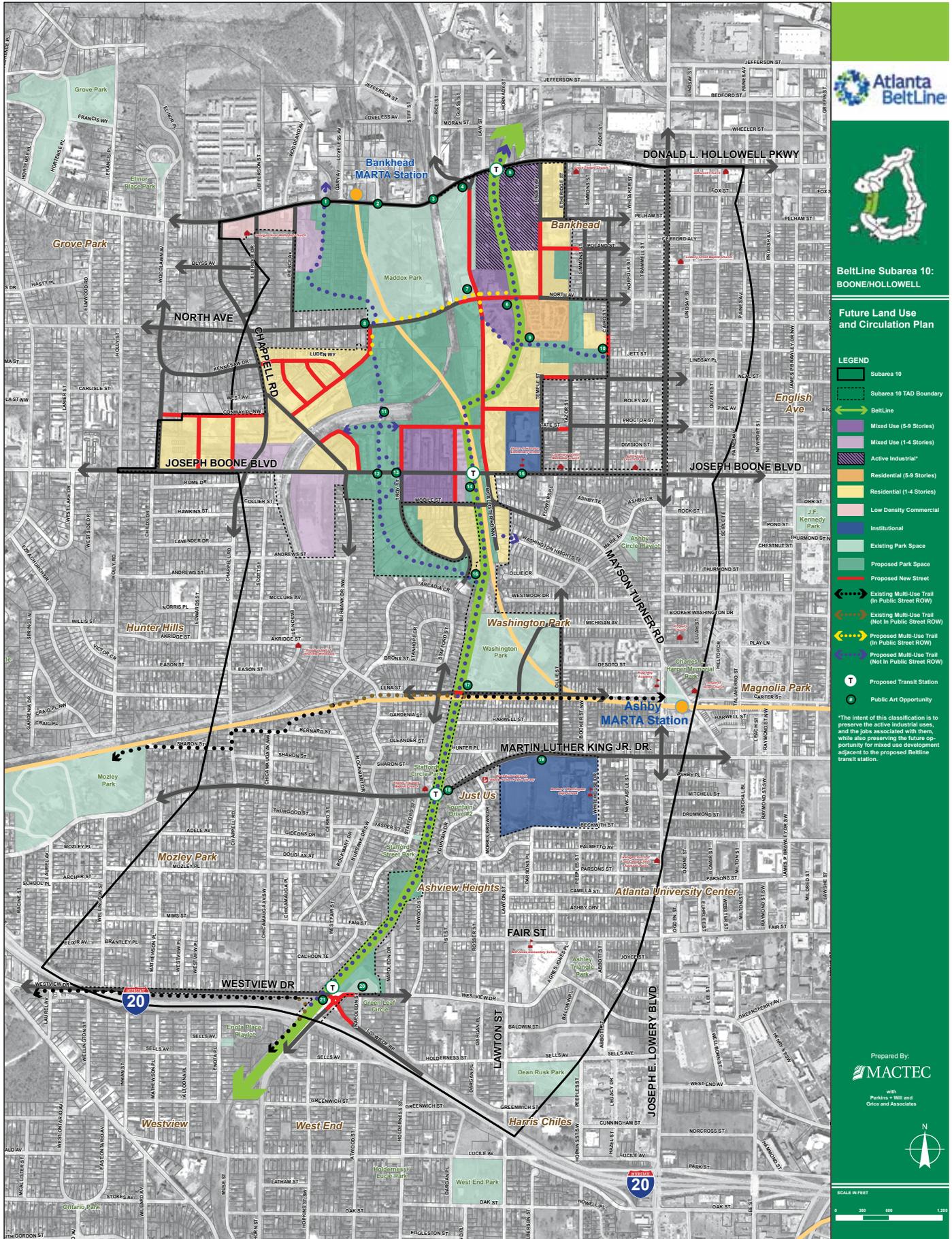
The Joseph E. Boone Boulevard corridor, formerly a vibrant multi-family housing environment, today suffers from high vacancy rates and disinvestment. This plan for the Boone Boulevard corridor in the vicinity of the Atlanta BeltLine envisions redevelopment of key properties into a transit-oriented and mixed use node.

Recommendations for redevelopment include sidewalk-oriented retail, multi-family residential, new parks/greenspace, and a new MARTA/Atlanta BeltLine infill transit station. When complemented with streetscape improvements, this concept leads to the transformation of the Atlanta BeltLine segment of Boone Boulevard into a true urban avenue.



Perspective rendering of proposed redevelopment concept at Boone Boulevard and the Atlanta BeltLine.

Map 2. Recommended Future Land Use Framework



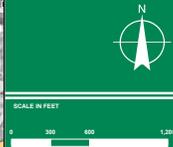
**BeltLine Subarea 10:
BOONE/HOLLOWELL**

**Future Land Use
and Circulation Plan**

- LEGEND**
- Subarea 10
 - Subarea 10 TAD Boundary
 - BeltLine
 - Mixed Use (5-9 Stories)
 - Mixed Use (1-4 Stories)
 - Active Industrial*
 - Residential (5-9 Stories)
 - Residential (1-4 Stories)
 - Low Density Commercial
 - Institutional
 - Existing Park Space
 - Proposed Park Space
 - Proposed New Street
 - Existing Multi-Use Trail (In Public Street ROW)
 - Existing Multi-Use Trail (Not In Public Street ROW)
 - Proposed Multi-Use Trail (In Public Street ROW)
 - Proposed Multi-Use Trail (Not In Public Street ROW)
 - T Proposed Transit Station
 - P Public Art Opportunity

*The intent of this classification is to preserve the active industrial uses and the jobs associated with them, while also preserving the future opportunity for mixed use development adjacent to the proposed Beltline transit station.

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In total, the concept recommendations for Boone Boulevard include 972 residential units and 60,000 square feet of new retail space. It is expected that the recommended development projects will be phased in over the 20 year planning horizon.

Short term activities include acquisition of floodplain properties for greenspace and selective renovation of existing multi-family residential properties. Mid- and long term activities (post transit) include higher density mixed-use redevelopment based on transit access.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Change properties on Boone Boulevard extending west from the Atlanta BeltLine to the Proctor Creek floodplain to mixed use in the City's future land use plan.
- Build a new infill transit station at Boone Boulevard and the Atlanta BeltLine to be served by Atlanta BeltLine and MARTA transit.
- Acquire properties within the Proctor Creek floodplain to establish a greenway extending south along Troy Street and north towards Maddox Park.
- On Boone Boulevard and west of the Proctor Creek floodplain (at the intersection of Boone Boulevard and Chappell Road), change properties to "medium density residential" and "low density mixed use" in the future land use plan.
- Support rezonings of properties along Boone Boulevard to the appropriate mixed residential (MR) or mixed residential commercial (MRC) categories based on recommended zoning changes in Appendix 2.

Maddox Park Node: the Maddox Park Area Redevelopment Concept

The Atlanta BeltLine corridor east of Maddox Park has a mixture of active industrial, abandoned residential, public use and vacant properties with widely variable topography and limited street connectivity. The vision for this area has been coordinated with master planning for Maddox Park im-



Example of mixed-use development with density and walkable design that works well when transit access is nearby.



This multi-family development located adjacent to a park in Atlanta is an example of redevelopment envisioned on the east edge of Maddox Park.

provements. By locating transit-oriented development adjacent to the Atlanta BeltLine and park, pedestrian accessibility will be greatly enhanced.

Recommended future uses include industrial (preserving job rich manufacturing businesses), mixed use with sidewalk-level retail, multi-family residential, and lower density residential (for transition to existing neighborhoods). A key component of this vision for the future involves the relocation of City of Atlanta Public Works and Watershed Department facilities from their current location to allow for redevelopment along the west side of the Atlanta BeltLine and formation of a new east edge to Maddox Park.

In addition to preservation of active industries, the concept recommendations for the Maddox Park node include 1,306 residential units and 35,000 square feet of new retail space. It is expected that the recommended development projects will be phased in over the planning horizon of 20 years.

Short term activities include greenway development and park expansion. Mid- and long term activities include mixed-use redevelopment along the Atlanta BeltLine corridor with trail connectivity to Atlanta BeltLine transit and Maddox Park.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Support active industrial uses at intersection of the Atlanta BeltLine and Hollowell Parkway for as long as they wish to remain, and support land use and zoning changes that allow for mixed-use redevelopment if they choose to relocate.

- Construct a new north-south connector street between Boone Boulevard and Hollowell Parkway to improve mobility and access to Maddox Park.
- Create a well defined park edge along the eastern edge of Maddox Park and provide redevelopment opportunities.
- Extend North Avenue across the Atlanta BeltLine to improve mobility and provide mixed use redevelopment opportunities.
- Relocate Public Works operations to allow for mixed use redevelopment of property between the Atlanta BeltLine and Maddox Park, creating a more defined park edge.
- East of the Atlanta BeltLine, change properties to “high density residential” and “medium density residential” classifications in the City’s future land use plan to support residential redevelopment.



Perspective rendering of proposed redevelopment concept at east edge of Maddox Park.

Luden Way Node

Luden Way, an existing street within the Chapell Forest apartment complex, is near the center of the multi-family housing complex in the area generally bounded by North Avenue, Boone Boulevard, Mayson Turner Road and the CSX rail line. Currently suffering from poor property maintenance and limited pedestrian connectivity, the vision for the Luden Way area is to foster residential redevelopment to result in a more walkable and better connected environment with higher quality affordable housing.

Higher density housing is recommended for properties that are closer to Boone Boulevard and adjacent to the proposed expansion of Maddox Park. To transition from the higher density Boone Boulevard corridor to existing single-family residential along North Avenue, new townhomes and single-family homes are recommended to replace some existing apartment properties.

In total, the concept recommendations for the Luden Way node focus primarily on improvement of the quality of affordable housing conditions, ultimately reaching a redevelopment total of 230 residential units (multi-family, single family attached and single family detached). It is expected that the recommended redevelopment will be phased in over the 20 year planning horizon, with short to mid-term development taking place on currently vacant Mayson Turner Road property that is in close proximity to Boone Boulevard.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Place medium and low density residential future land use and zoning between higher density housing and near-by existing single family homes to provide a transition in height and density.
- Create a new street connecting Mayson Turner Road to North Avenue that will improve mobility and provide a well-defined edge to the proposed Maddox Park expansion south of North Avenue.



Townhomes provide a transition between higher density multi-family housing and single family neighborhoods.



Single family detached housing on small, urban lots can be included in a plan for mixed-density housing development.

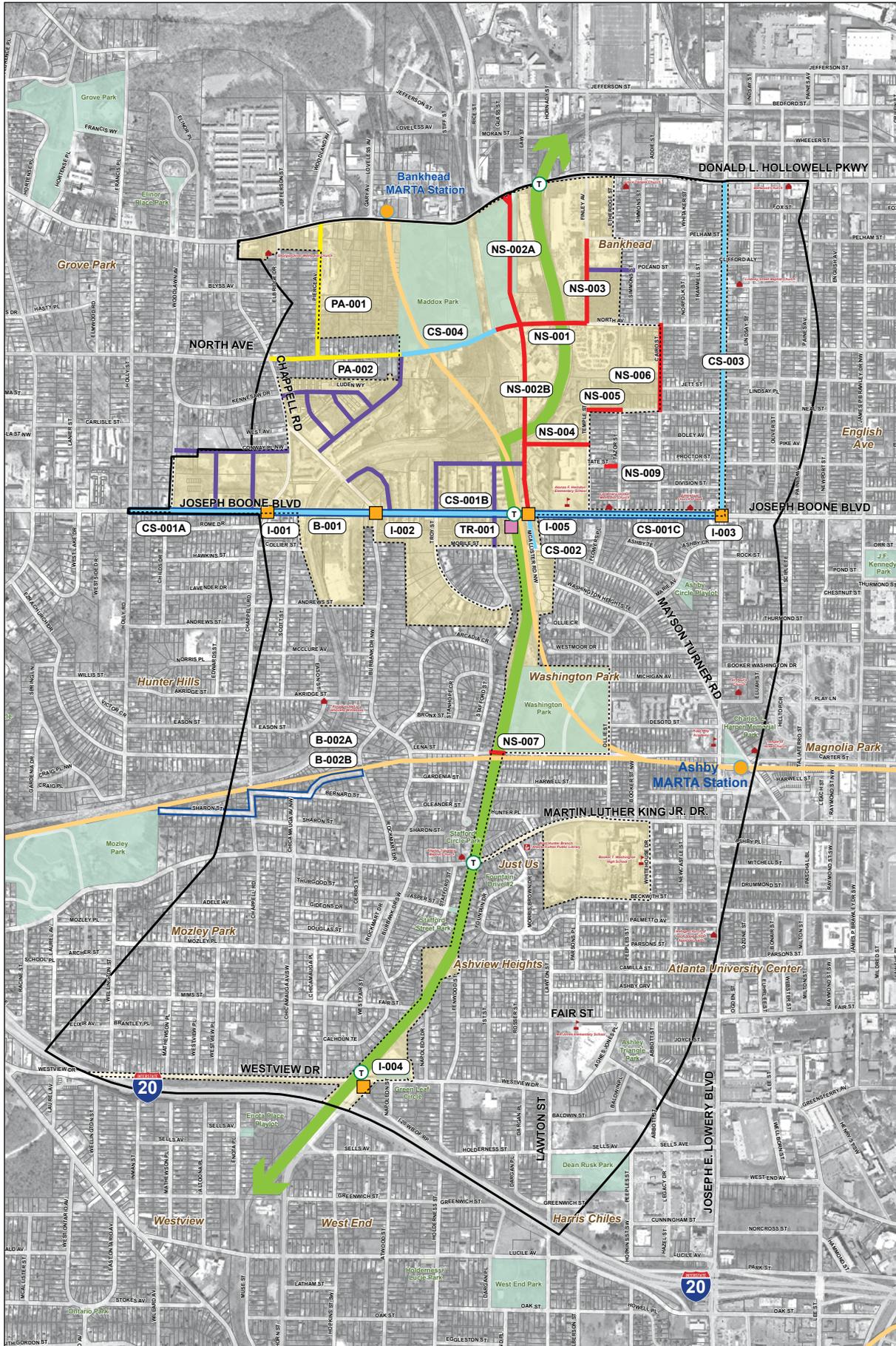
- Along with redevelopment, establish a new street grid to make the area more walkable and better connected to major streets and parks.

Summary: Mobility Plan

The overarching mobility vision for the Atlanta BeltLine, and equally for Subarea 10, is to make it easier for existing and future residents to make effective trips by a variety of modes - especially walking, biking and transit. This will require improving the safety and convenience of these modes of transportation.

Several recommendations for tools to achieve mobility improvements (new trails, developer-built streets, public-funded streets and transit projects) are integrated into the master plan. These recommendations, most of which are consistent with previously adopted planning studies, are summarized on the following pages.

Map 3. Recommended Transportation Projects



BeltLine Subarea 10:
BOONE/HOLLOWELL

Transportation Projects

- LEGEND**
- Subarea 10
 - Subarea 10 Beltline TAD
 - BeltLine
 - T Proposed Transit Station
- Transportation Project Types**
- Transit Project (TR)
 - New Streets/
Street Connections with
Public Funding (NS)
 - New Streets/
Street Connections with
Private Funding
 - Complete Streets/Street
Scapes (CS)
 - Pedestrian
Amenities/Sidewalks (PA)
 - Bicycle Route/Bike Lanes
(B)
 - Intersection Improvement (I)

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Boone Node

While Joseph E. Boone Boulevard within the Subarea 10 study area does not suffer from traffic congestion, it does have insufficient pedestrian facilities. With the planned addition of a MARTA/Atlanta BeltLine transit station and complementary transit oriented redevelopment on Boone, connectivity and pedestrian facilities will be even more important.

The following improvements will facilitate transformation of this portion of Boone Boulevard corridor into a transit oriented urban corridor.

- Expand the street grid near the proposed Boone Boulevard transit station. New streets, including extension of Troy Street and Stafford Street across Boone Boulevard, should be constructed in association with mixed use redevelopment.
- New infill MARTA/Atlanta BeltLine transit station (TR-001).
- New street connecting Boone Boulevard to Maddox Park and North Avenue (NS-002B).
- Streetscape enhancements along Boone Boulevard from Holly Street to Joseph Lowery Boulevard (CS-001A, CS-001B and CS-001C).
- Streetscape enhancement along Mayson Turner Road from Boone Boulevard to Mobile Street (CS-002).
- Install a new bike lane along Boone Boulevard from Holly Street to Joseph Lowery Boulevard (B-001).
- Improve intersections along Boone Boulevard at Chappell Road, Burbank Drive and Lowery Boulevard that include geometric and pedestrian improvements (I-001, I-002 and I-003).

Maddox Park Node

The Atlanta BeltLine corridor on the east side of Maddox Park causes breaks in the historic street network, effectively creating a barrier between the park and neighborhoods to the east. Selective street extensions and new streets will improve connectivity and provide the necessary framework for redevelopment.



An improved pedestrian environment along Boone Boulevard will make walking convenient and support ground-level retail.

The following improvements will facilitate connectivity and redevelopment in the Maddox Park area.

- Extend a new street connecting Hollowell Parkway south to Boone Boulevard on the west side of the Atlanta BeltLine. This new street will improve access to Maddox Park and connectivity to North Avenue from both north and south (NS-002A and NS-002B).
- Extend (reconnect) North Avenue across the Atlanta BeltLine to provide a direct link between Maddox Park and the Bankhead and English Avenue neighborhoods. Coordinated with Atlanta BeltLine design and redevelopment projects, North Avenue can be designed to either pass under the Atlanta BeltLine or cross at grade (NS-001).
- Extend Finley Avenue, Cairo Street, Neal Street, Tate Street, and create a new street north of Herndon Elementary to improve the network east of the Atlanta BeltLine (NS-003, NS-004, NS-005 and NS-009).
- Extend Poland Street in association with new development.
- Improve pedestrian access to Maddox Park with streetscapes and new sidewalks along North Avenue and Pierce Avenue (CS-004, PA-001 and PA-002).

Luden Way Node

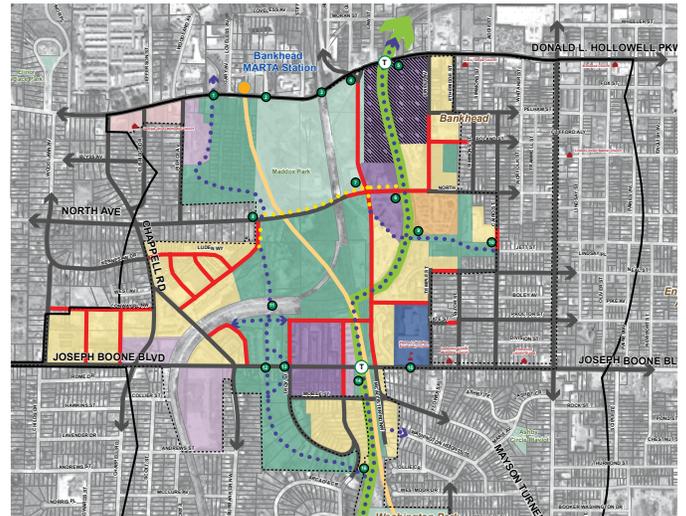
The recommended redevelopment in the Luden Way vicinity requires an improved and connected street network to replace the current arrangement of dead end streets. The following development-associated street network improvements will provide the framework for redevelopment.

- Construct a new street lining the west edge of the Proctor Creek floodplain intersecting with Boone Boulevard and Mayson Turner Road.
- Establish a new street grid connecting Chappell Road and Mayson Turner Road to North Avenue and Maddox Park. The new streets will facilitate walkable redevelopment and connect to Maddox Park.
- Add new streets between Chappell Road and Woodlawn Avenue to improve access to Boone Boulevard and facilitate mixed use redevelopment on the north side of Boone Boulevard between Chappell Road and Woodlawn Avenue.

Other Projects

Outside of the core Atlanta BeltLine TAD area of Subarea 10 there are several recommended mobility projects. Located within the area south of Boone Boulevard, these projects have either been recommended in previously adopted studies or are new recommendations.

- Extend Lena Street across the Atlanta BeltLine to eliminate the existing dead-end street condition and improve connectivity between the Washington Park and Hunter Hills neighborhoods (NS-008).
- Reconstruct the Langhorn Street and Westview Drive intersection to improve access to Green Leaf Circle, Atlanta BeltLine trails and I-20; Potential roundabout location. (I-004).
- Upgrade wayfinding signage and add new street markings to the PATH trail (B-002A).
- Improve the on-street portion of the existing PATH multi-use trail connecting Mozley Park and Washington Park (B-002B).



Proposed new streets, shown in red, will improve access to parks, public transportation and new retail destinations.



Bike lanes make biking safer and more convenient.



Extending Lena Street will eliminate two dead-end street conditions and improve connectivity between Washington Park and Hunter Hills neighborhoods.

Multi-Use Trails

There is strong public support to create a connected network of trails to make walking and biking more convenient and connect residents to parks and natural areas. Currently, Subarea 10 includes two trail connections: one along Lena Street that connects Ashby MARTA Station, Washington Park and Mozley Park to southwest Atlanta, and the other along Westview Drive connecting the Atlanta BeltLine to Westview Cemetery.

The proposed trail network includes the Atlanta BeltLine trail on Atlanta BeltLine right-of-way as well as trail spurs that will connect the Atlanta BeltLine to the Proctor Creek Greenway and Maddox Park. The Proctor Creek Greenway project, starting in Maddox Park and eventually extending to the Chattahoochee River, is a recommendation of the City's recent Project Greenspace study.



New trails will connect residents to natural areas, such as Proctor Creek (shown here at North Avenue).

Table 2. Recommended Multi-Use Trails

MAP ID	TRAIL DESCRIPTION	LENGTH
M-1	South Boone Blvd Greenway Trail Spur	0.47 mi
M-2	North Boone Blvd Greenway Trail Spur	0.19 mi
M-3	North Boone Blvd Greenway East-West Connection	0.13 mi
M-4	CSX Trail Underpass	0.03 mi
M-5	Maddox Park South Trail Spur	0.19 mi
M-6	Maddox Park East-West Connection to BeltLine	0.32 mi
M-7	Maddox Park North Trail Spur	0.37 mi
M-8	Public Works Trail Spur	0.16 mi
M-9	Atlanta BeltLine Trail Underpass	0.03 mi
M-10	North Ave/Cairo St/Neal St Greenway Trail Spur	0.20 mi
M-11	McCallister Rd Trail Connection	0.03 mi
Total		2.12 mi

Summary: Parks, Open Space Plan

The vision for parks and open space in Subarea 10 is twofold. One focus is on improvement of the environmental quality of the area. This strategy includes improving stormwater management, restoring water quality and mitigating other negative impacts of industrial activity and urban development on the environment. The other focus of the vision is improvement of the quality and quantity of parks and recreation facilities in the subarea. To achieve this vision, parks and greenspaces will need to be improved and expanded, resulting in enhanced park access, user-friendliness and safety.

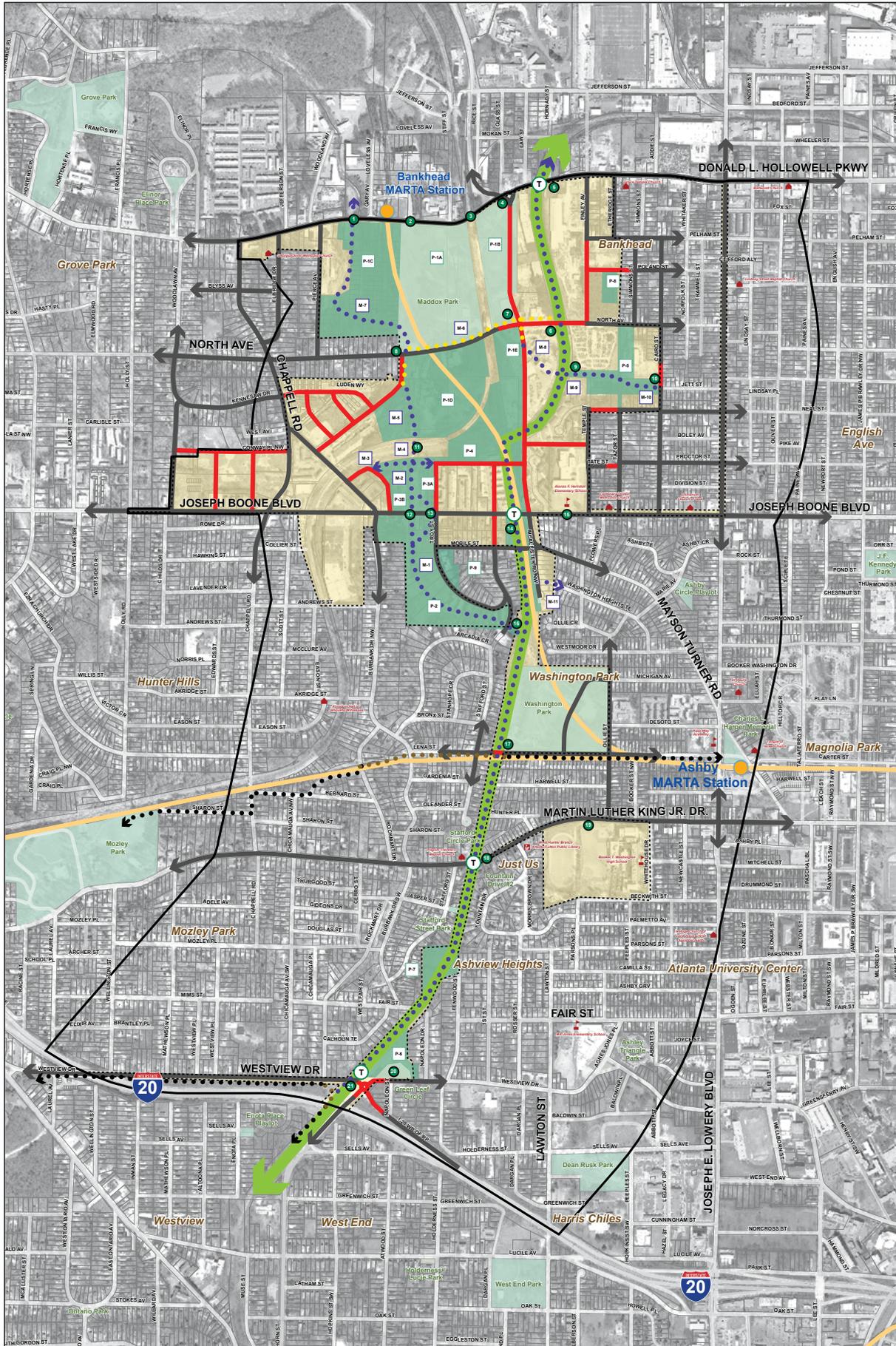
The general parks and open space recommendations for Subarea 10 include the following:

- Create a contiguous multi-use trail along the Atlanta BeltLine corridor that provides pedestrian connectivity to transit stations.
- Use trails and greenways to connect to existing and proposed park facilities.
- Improve and expand Maddox Park in accordance with a master plan.
- Create a greenway along Proctor Creek in the Troy Street vicinity through acquisition of properties within the Proctor Creek floodplain.

Table 3. Proposed New Public and Private Parks

MAP ID	DESCRIPTION	ACRES
P-1A	Maddox Park: Historic Core Enhancement	22.8
P-1B	Maddox Park: Maddox Park East Enhancement	10.6
P-1C	Maddox Park: West Expansion	22.1
P-1D	Maddox Park: South Expansion	20.1
P-1E	Maddox Park: Public Works Conversion	8.2
P-2	Troy Street Greenway	14.8
P-3A	Boone Greenway: North of Boone	2.5
P-3B	Boone Greenway: North of Boone	3.4
P-4	CSX to Atlanta Beltline Open Space	4.5
P-5	North Ave/Cairo St/Neal St Area Greenway	5.6
P-6	Greenleaf Circle Expansion	2.3
P-7	Mozley Park/Ashview Heights Greenspace	2.2
P-8	Poland St Park	1.0
P-9	Troy St./Mobile St. Park	1.1
Total		121.2

Map 4. Recommended Open Space Framework



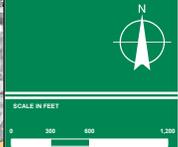
**BeltLine Subarea 10:
BOONE/HOLLOWELL**

Open Space Framework Plan

- LEGEND**
- Subarea 10
 - Subarea 10 Beltline TAD
 - BeltLine
 - Existing Park Space
 - Proposed Park Space
 - Proposed New Street
 - Existing Multi-Use Trail (In Public Street ROW)
 - Existing Multi-Use Trail (Not In Public Street ROW)
 - Proposed Multi-Use Trail (In Public Street ROW)
 - Proposed Multi-Use Trail (Not In Public Street ROW)
 - Proposed Transit Station
 - Public Art Opportunity
 - Park Project
 - Multi-Use Trail Project

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- Achieve environmental remediation of Proctor Creek through storm water quality best practices and streambank restoration.
- Design trails and open spaces for safety, security, sustainability and easy pedestrian access.
- Encourage community health related initiatives such as community gardens and urban farming.

The following detailed descriptions of open space recommendations are organized into three summary categories: Maddox Park, Proctor Creek Greenway, and Other Greenspace Recommendations.

Maddox Park Summary

Maddox Park is one of Atlanta’s historic public parks, dating from the early 1900’s. Over the years, the park has seen many changes within and adjacent to its boundaries, however the core area of the park maintains its historic character and features. Located in close proximity to existing transit facilities and the Atlanta BeltLine, Maddox Park is strategically located to effectively meet the local need for greenspace and recreation.

The Master Plan for Maddox Park addresses the existing conditions, issues and opportunities associated with the park, resulting in a vision for park preservation, enhancement, and expansion.

Historic Core

The goal to preserve historic Maddox Park landscape and recreation features is carried through in the plan’s recommendations for the park’s core area. This strategy includes preserving and restoring the pool, poolhouse, pavilion and surrounding landscape. Also supporting this goal are several strategies that will encourage walking within the park, including the conversion of the existing driveway loop around the pool house into a 1/4 mile pedestrian promenade/walking track.

Other proposed park enhancements include changes to the City Greenhouse area to better incorporate it into the park, both physically and programmatically, and development of an extensive trail system of multi-use paths to connect the park to adjacent neighborhoods and beyond.



Proposed new development at the eastern edge of Maddox Park will increase activity in the park, as well as safety with increase visibility of the park.



In addition to re-opening the pool, a splash pad is proposed to enhance the pool facilities in Maddox Park.



The City of Atlanta’s greenhouse, located in Maddox Park, should be preserved and opened for community use.

West Expansion

To the west of Maddox Park, approximately 22 acres are recommended for park expansion. Most of this property is City-owned, through the Department of Watershed Management, and is within the Proctor Creek floodplain on the west side of the MARTA Proctor Creek line. Investments in soccer fields, multi-use trails and parking with improvements for accessibility can convert this property into functional parkspace in the short- to mid-term future.

South Expansion

On the south side of North Avenue, there are approximately 13.5 acres of mostly abandoned industrial land that lie between Maddox Park and the residential area around Mayson Turner Road. The plan recommends acquisition of this property in the long-term for park expansion. Conceptually, the master plan describes this area as a location for trails and a large pond for stormwater collection. A wide range of other recreation activities compatible with the unusual topographic conditions could also be considered in the future.

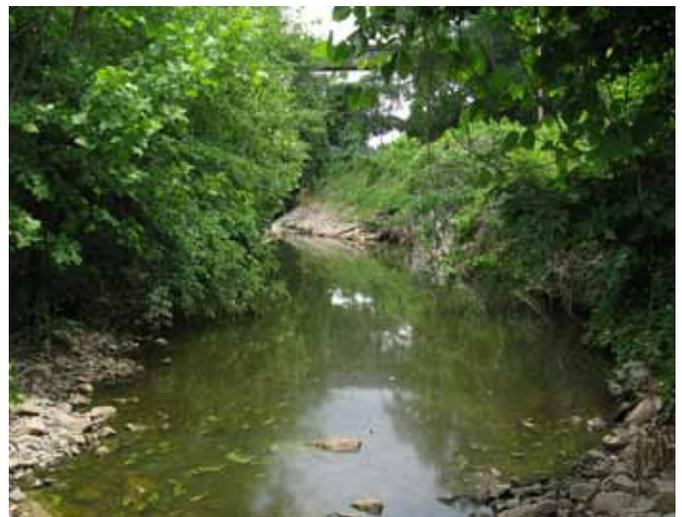
Proctor Creek Greenway Summary

Proctor Creek has potential to become a unifying feature in terms of environmental remediation, greenspace preservation and connectivity within Maddox Park and across the broader subarea. Despite current water quality problems, Proctor Creek is very much a “living” urban stream where many species of wildlife and plant life can be easily observed. As a core objective, efforts such as streambank restoration are recommended to restore the water quality of Proctor Creek, demonstrate the habitat potential within the subarea, and ultimately contribute to improvement of the Chattahoochee River, which Proctor Creek feeds.

Development of a greenway with multi-use trails is recommended for the Proctor Creek corridor. Starting near the southern end of Troy Street below Boone Boulevard, this greenway will connect to proposed redevelopment on Boone Boulevard and Mayson Turner Road. Ultimately, the greenway will pass through Maddox Park, extending north of



Multi-use soccer fields are proposed for the Maddox Park west expansion area.



Preserving and improving natural areas, including stream bank restoration along Proctor Creek, is a primary goal of the Proctor Creek Greenway Plan.

Hollowell Parkway to the planned Westside Park. Among the spur greenway trails should be a link across the Atlanta BeltLine to the east, where a greenway system is being planned within NPU L.

Other Greenspace Recommendations

On the Proctor Creek Greenway, the broad floodplain along Troy Street south of Boone Boulevard presents an opportunity for additional greenspace. Acquisition of properties within this floodplain totaling 15 acres is recommended as a flood prevention measure. Passive greenspace uses including multi-use trails, community gardens (or larger scale urban agriculture), and open multi-purpose fields are appropriate due to the level topography.

Several additional smaller-scale greenspace preservation and enhancement projects are recommended for Subarea 10. These projects include the following:

- Preserve approximately 6 acres of Proctor Creek floodplain north of Boone Boulevard (P-3A and P-3B).
- Preserve passive greenspace between the CSX rail line and the Atlanta BeltLine (P-4).
- Create a greenway between the BetLine, North Avenue, Cairo Street and Neal Street (P-5).
- Expand and improve Greenleaf Circle Park to complement the proposed Atlanta BeltLine transit station at the intersection of Westview Drive and Langhorn Street (P-6).
- Preserve open space areas in Mozley Park and Ashview Heights that are adjacent to Atlanta BeltLine (P-7).
- Preserve trees and natural area between Poland Street and North Avenue (P-8).
- Convert properties within the Proctor Creek floodplain into neighborhood park space (P-9).

Map 5. Maddox Park Master Plan

