

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0009397 **OFFICE** Design Policy & Support
CSSTP-0009-00(397)
Fulton County
GDOT District 7 - Metro Atlanta **DATE** February 6, 2013
Beltline Corridor – From Glenwood
Park to Allene Avenue

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(397)
P. I. Number: 0009397
County: Fulton - City of Atlanta

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Number: CSSTP-0009-00(397)
County: Fulton, City of Atlanta
P. I. Number: 0009397
Federal Route Number: N/A
State Route Number: N/A

Project Description: Atlanta Beltline Corridor from Glenwood Park to Allene Avenue

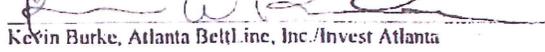
Submitted for approval:

DATE December 6, 2012



Valdis Zusmanis, Perkins+Will, Inc.

DATE December 6, 2012



Kevin Burke, Atlanta Beltl. inc, Inc./Invest Atlanta

DATE _____

Design Phase Office Head (if applicable)

DATE 1/10/13



Office Head (Project Manager's Office)

DATE 1/10/13

Charles Robinson
Project Manager

Recommendation for approval:

DATE _____

Program Control Administrator

DATE 1/25/13

* Glenn Bowman 1/25/13

DATE 1/24/13

* Kathy Zahul 1/24/13

DATE 1/14/13

* Lisa Myers 1/14/13

DATE 1/15/13

* Patrick Allen 1/15/13

DATE _____

District Engineer / District Utilities Engineer

DATE 1/23/13

* Ben Rabun 1/23/13

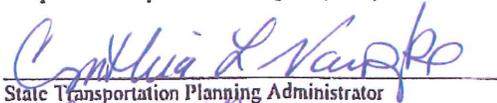
DATE 1/17/13

* Windy Bickers 1/17/13

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).

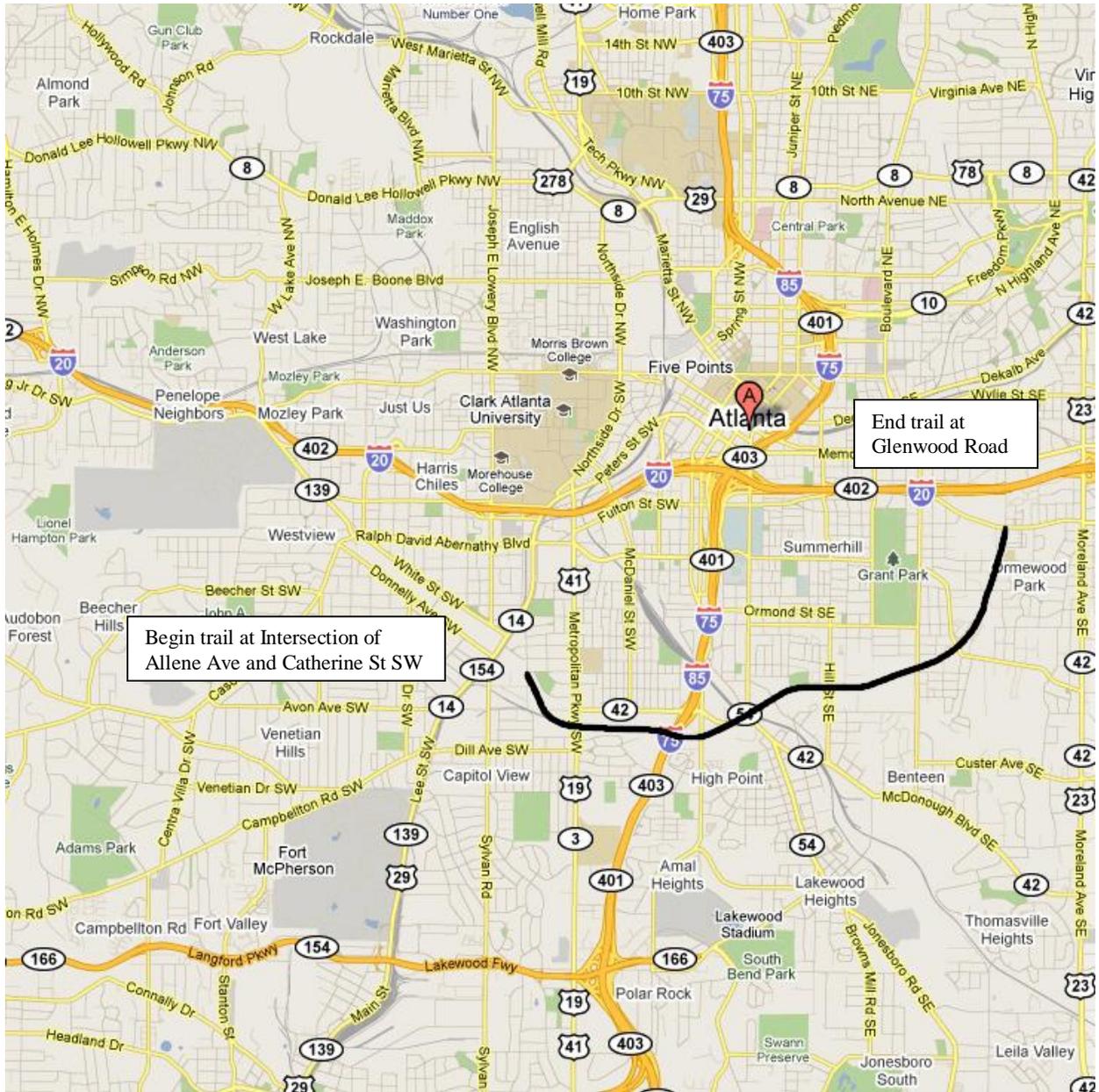
DATE 1-11-13


State Transportation Planning Administrator

* Recommendation on file - 1/11/13

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Project Number: CSSTP-0009-00(397)
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Project Location Map



Project Concept Report page 3
Project Number: CSSTP-0009-00(397)
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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 in the Adair Park neighborhood near the intersection of Allene Street and Catherine Street, and continues to the east along existing railroad right-of-way for approximately 4.08 miles to the intersection of Glenwood Avenue and Chester Avenue in the Glenwood 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 existing rail bridges over Metropolitan Parkway, Hill Street, Pryor Street, Confederate Avenue and Ormewood Avenue, and will utilize existing underpasses under Interstate 75/85, McDonough Boulevard and Berne Street. At-grade trail crossings will also be constructed at the trail's intersection with Allene Street, Milton Avenue and Boulevard. 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 project / 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 C

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 entire Atlanta Beltline project 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 entire perimeter of 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 0009397 connects 21 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 2, 3, and 4. 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 121-0539-0: Rail Bridge over Metropolitan Parkway 55 ft long by 30 feet wide
 - Rail Bridge over Pryor Road 75 ft long by 16 ft wide – No GDOT ID Number
 - GDOT ID 121-0055-0: Rail tunnel beneath McDonough Blvd SE 275 ft long
 - GDOT ID 121-0522-0: Rail Bridge over Hill Street 100 ft long by 32 ft wide
 - GDOT ID 121-0526-0: Rail Bridge over Confederate Ave 50 ft long by 32 ft wide
 - GDOT ID 121-0528-0: Rail Bridge over Ormewood Ave 180 ft long by 32 ft wide
 - GDOT ID 121-0136-0: I-75/I-85 Overpass, trail passes beneath interstate
- Major intersections: Allene Avenue, Milton Avenue, Boulevard SE
- Existing length of roadway segment: N/A

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Project Number: CSSTP-0009-00(397)

P. I. Number: 0009397

County: Fulton – City of Atlanta

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 2ft stone dust shoulder, 3ft clear zone overall
- 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: 40 Number of displacements: 1
 - Business: 1
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges
 - GDOT ID 121-0539-0: Rail Bridge over Metropolitan Parkway 55 ft long by 30 feet wide
 - Rail Bridge over Pryor Road 75 ft long by 16 ft wide – No GDOT ID Number
 - GDOT ID 121-0055-0: Rail tunnel beneath McDonough Blvd SE 275 ft long
 - GDOT ID 121-0522-0: Rail Bridge over Hill Street 100 ft long by 32 ft wide
 - GDOT ID 121-0526-0: Rail Bridge over Confederate Ave 50 ft long by 32 ft wide
 - GDOT ID 121-0528-0: Rail Bridge over Ormewood Ave 180 ft long by 32 ft wide
 - GDOT ID 121-0136-0: I-75/I-85 Overpass, trail passes beneath interstate
 - Retaining walls
 - 250 lf West of Metropolitan, 0 to 15' tall
 - 200 lf East of Metropolitan, 0 to 15' tall
 - 1000 lf West of I-75, average 10' tall
 - 200 lf West of Pryor, 0 to 20' tall
 - 250 lf East of Hill St, 10' tall
 - 900 lf West of Boulevard, average 10' tall
- Major intersections: Allene Street, Milton Avenue, Boulevard SE
- Public Interest Determination Policy and Procedure recommended (Utilities)?
 YES NO
- SUE Required:
 Yes No
- Location and Design approval:
 Not Required Required

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Project Number: CSSTP-0009-00(397)

P. I. Number: 0009397

County: Fulton – City of Atlanta

- Off-site Detours Anticipated:
 No Yes Undetermined
- Transportation Management Plan Anticipated: Yes () No (X)
- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
HORIZONTAL ALIGNMENT:	()	(X)	()
LANE WIDTH:	()	(X)	()
SHOULDER WIDTH:	()	(X)	()
VERTICAL GRADES:	()	(X)	()
CROSS SLOPES:	()	(X)	()
STOPPING SIGHT DISTANCE:	()	(X)	()
SUPERELEVATION RATES:	()	(X)	()
VERTICAL ALIGNMENT:	()	(X)	()
SPEED DESIGN:	()	(X)	()
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	(X)	()
BRIDGE STRUCTURAL CAPACITY:	()	(X)	()
LATERAL OFFSET TO OBSTRUCTION:	()	(X)	()
- Design Variances:
 - None Anticipated
 - GDOT Office of Bridge Design dictates that bridges over State Routes require protective barrier fences of a minimum 8’-3” height. A lower barrier fence may be requested as a design variance at Metropolitan Pkwy (SR3/US19&41).
- Environmental concerns:
 - USACE: No impacts to Waters of the State are anticipated as part of construction of PI 0009397.
 - 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 0009397, the required extent of remediation is unknown.
 - 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 0009397.
 - 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 (**X**) 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, Norfolk Southern Railroad, CSX Transportation. Coordination will be done by the local government or Atlanta Beltline Design Team.
- VE Study Anticipated Yes (**X**) No ()
- Benefit/Cost Ratio N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	Local Gov't	Local Gov't	Local Gov't	Local Gov't	N/A
\$ Amount	\$1,261,126 (80%)Federal(\$1,008,900.80) (20%)LCL GOV(\$252,255.20) >(\$1,261,126.00) 100% LCL GOV	\$40,636,000 100% LCL GOV	\$823,920 100% LCL GOV	\$12,406,828 100% LCL GOV	\$0

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

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 Metropolitan Parkway (SR 3 / US 19/41)
- Underpass rehabilitation/retrofit work beneath Interstate 75/85 (SR 401/403)
- Bridge rehabilitation/retrofit work above Pryor Road
- Underpass rehabilitation/retrofit work beneath University Ave/McDonough Blvd (SR 54), Capital Avenue, and Norfolk Southern Railroad
- Bridge replacement work above Hill Street
- Bridge rehabilitation/retrofit work above Confederate Avenue
- Bridge rehabilitation/retrofit work above Ormewood Avenue
- Underpass rehabilitation/retrofit work beneath Berne Street
- Estimated potential of 2800 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.
 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 2, 3 and 4 Plan Recommendation Reports.**
- Other projects in the area: PI0009395, PI0009396, PI0009398
- Railroads. Existing CSX Railroad right-of-way will be utilized. No at-grade or bridge crossings of active railroads. The trail will pass beneath Norfolk-Southern rail lines via an existing tunnel at Univeristy Ave/Capitol View Ave/McDonough Ave. Ownership and usage of the Norfolk Southern rails shall remain unchanged. Local government or Beltline design team is responsible for Railroad utility coordination.
- 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 3 Meetings

7/6/2007	Planning Committee Meeting	Kickoff Meeting
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County: Fulton – City of Atlanta

8/16/2007	Planning Committee Meeting	Boulevard Crossing Park Existing Condition
9/6/2007	Study Group Meeting	Study Area Existing Conditions
9/20/2007	Study Group Meeting	Development of Goals and Objectives
10/18/2007	Planning Committee Meeting	Study Area Master Plan Concepts
10/23/2007	Planning Committee Meeting	Boulevard Crossing Park Plan Concepts
11/15/2007	Planning Committee Meeting	Study Area Master Plan Draft
1/10/2008	Study Group Meeting, Open House	Drafts of Study Area and Boulevard Crossing
1/17/2008	Planning Committee Meeting	Boulevard Crossing Park Master Plan
2/21/2008	Study Group Meeting	Boulevard Crossing Park Master
3/25/2008	Planning Committee Meeting	Study Area Master Plan Final Draft
4/14/2008	Study Group Meeting	Study Area Master Plan Final Draft

Atlanta Beltline Subarea 4 Meetings

3/15/2010	Planning Committee Meeting	Kickoff Meeting and Evaluation Framework
4/19/2010	Study Group Meeting	Study Area Existing Conditions
5/10/2010	Study Group Meeting	Review and Discuss Concept Plans
6/21/2010	Planning Committee Meeting	Study Area Master Plan Draft
7/12/2010	Study Group Meeting	Study Area Master Plan Final Draft
8/9/2010	Study Group Meeting	Study Area Master Plan Revised Final Draft
9/2010	Office Hours	Various Topics

Other alternates considered: None

Comments: No comments

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
7. Atlanta Beltline Subarea 2, 3 and 4 Plan Recommendation Report Excerpts

Concur: _____
Director of Engineering

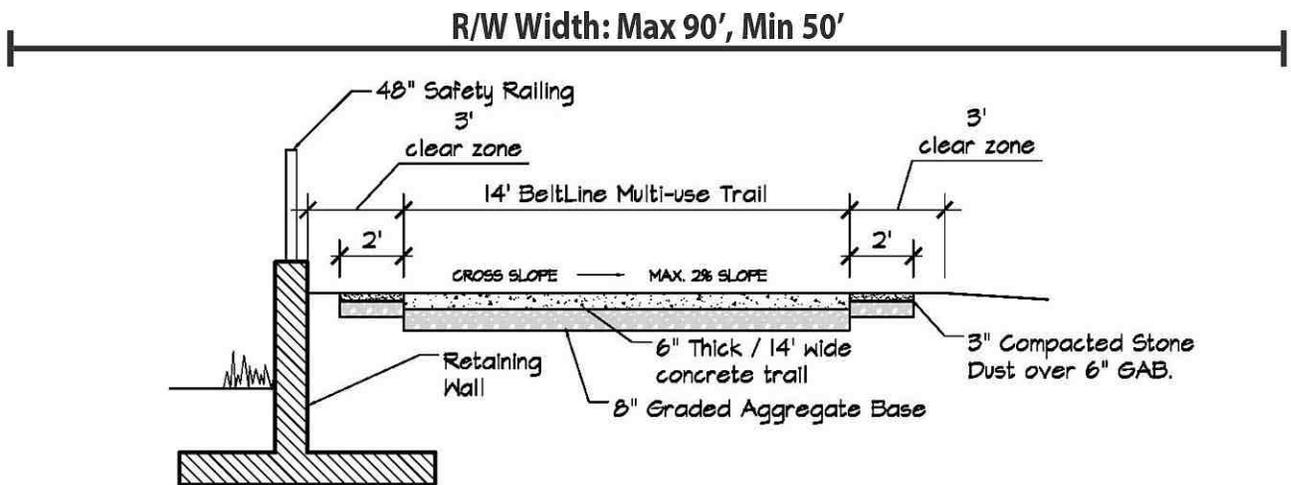
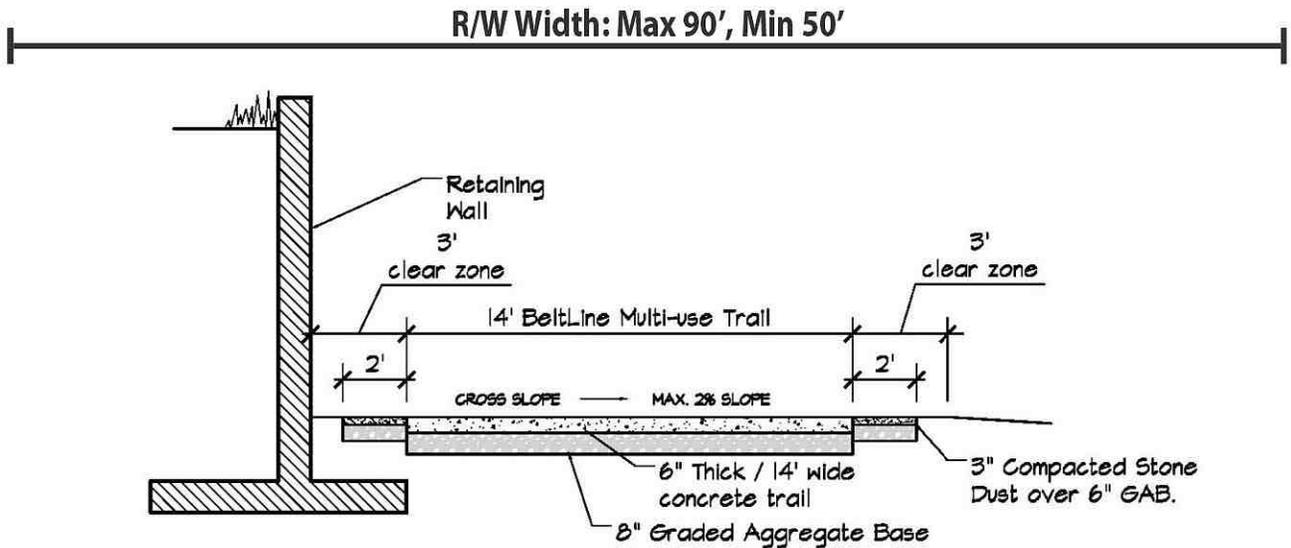
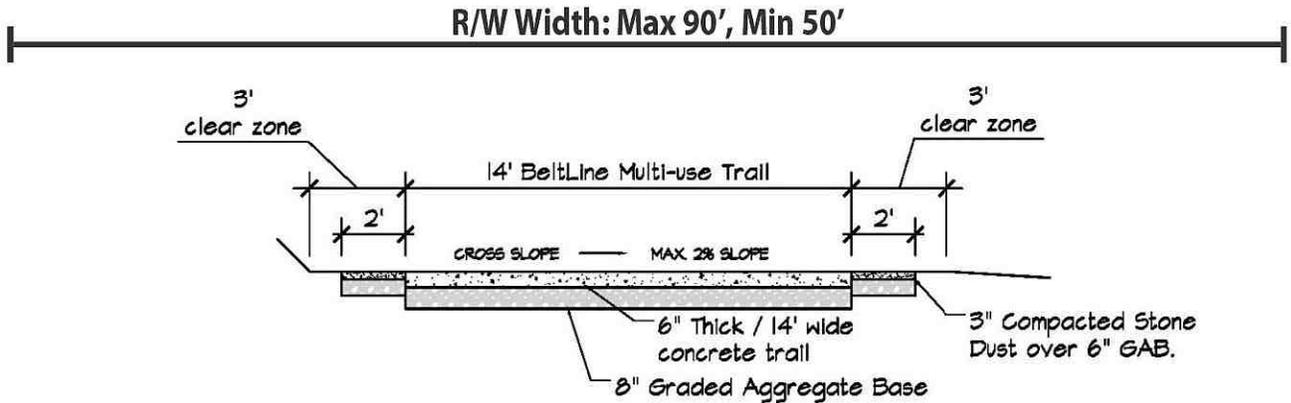
Approve: _____ Date: _____
Chief Engineer

Project Concept Report Attachment: Typical Sections

Project Number: CSSTP-0009-00(397)

P. I. Number: 0009397

County: Fulton – City of Atlanta



STATE HIGHWAY AGENCY

DATE : 09/19/2012

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JOB DETAIL ESTIMATE

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JOB NUMBER : 0009397 SPEC YEAR: 01
 DESCRIPTION: ATLANTA BELTLINE CORRIDOR FORM GLENWOOD PARK TO ALLENE AVE

ITEMS FOR JOB 0009397

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0009397	1.000	106740.00	106740.00
0010	210-0100		LS	GRADING COMPLETE - 0009397	1.000	2540331.00	2540331.00
0015	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	46048.000	2.48	114240.48
0020	603-2181		SY	STN DUMPED RIP RAP, TP 3, 18"	3750.000	21.39	80220.53
0025	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	34536.000	1.17	40628.84
0030	700-6910		AC	PERMANENT GRASSING	9.000	791.08	7119.73
0035	163-0232		AC	TEMPORARY GRASSING	9.000	414.37	3729.42
0040	163-0300		EA	CONSTRUCTION EXIT	6.000	1457.42	8744.53
0045	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	1.000	156.05	156.05
0050	167-1500		MO	WATER QUALITY INSPECTIONS	12.000	514.60	6175.30
0055	550-1180		LF	STM DR PIPE 18",H 1-10	17000.000	22.00	374000.00
0060	668-2100		EA	DROP INLET, GP 1	80.000	1800.00	144000.00
0065	682-7062		LF	CONDUIT DUCT BANK, TYPE 3	21650.000	42.00	909300.00
0070	310-5060		SY	GR AGGR BS CRS 6IN INCL MATL	34595.000	9.06	313574.27
0075	500-3101		CY	CLASS A CONCRETE	5953.000	503.23	2995752.66
0080	444-1000		LF	SAWED JTS IN EXIST PVMTS - PCC	23024.000	2.06	47542.26
0085	611-8055		EA	ADJUST MINOR STRUCT TO GRADE	120.000	1000.00	120000.00
0090	009-3500		LS	MISC LANDSCAPE ITEMS MILE MARKERS, GRANITE/STAINLESS STEEL	1.000	4320.00	4320.00
0095	009-3500		LS	MISC LANDSCAPE ITEMS TACTILE WARNING PAVING, GRANITE	1.000	54432.00	54432.00
0100	009-3500		LS	MISC LANDSCAPE ITEMS DETECTABLE WARNING PAVING, GRANITE	1.000	24192.00	24192.00
0105	009-3500		LS	MISC LANDSCAPE ITEMS CRUSHED STONE SURFACING, INCL STABILIZER	1.000	253264.00	253264.00
0110	009-3500		LS	MISC LANDSCAPE ITEMS STEEL EDGING 3/16 IN TK X 4 IN DEPTH	1.000	165772.80	165772.80
0115	009-3000		LS	MISCELLANEOUS CONSTRUCTION GRANITE FACED RETAINING WALL	1.000	224640.00	224640.00
0120	500-3107		CY	CL A CONC, RET WALL	1400.000	435.00	609000.00
0125	009-3000		LS	MISCELLANEOUS CONSTRUCTION METRO PKWY CUST 18' W BR, INCL HANDRAILS	1.000	297000.00	297000.00

0130	009-3000	LS	MISCELLANEOUS CONSTRUCTION METROPOLITAN PKWY BRIDGE ABUTMENT	1.000	37800.00	37800.00
0135	009-3000	LS	MISCELLANEOUS CONSTRUCTION PRYOR ST CUST 18' W BR, INCL HANDRAILS	1.000	405000.00	405000.00
0140	009-3000	LS	MISCELLANEOUS CONSTRUCTION PRYOR ST BRIDGE ABUTMENT	1.000	43800.00	43800.00
0145	009-3000	LS	MISCELLANEOUS CONSTRUCTION HILL ST CUST 18' W BR, INCL HANDRAILS	1.000	540000.00	540000.00
0150	009-3000	LS	MISCELLANEOUS CONSTRUCTION HILL ST BRIDGE ABUTMENT	1.000	49800.00	49800.00

STATE HIGHWAY AGENCY

DATE : 09/19/2012
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JOB DETAIL ESTIMATE

0155	009-3000	LS	MISCELLANEOUS CONSTRUCTION CONFEDERATE AVE CUST 18' W BR, INCL HAND	1.000	459000.00	459000.00
0160	009-3000	LS	MISCELLANEOUS CONSTRUCTION CONFEDERATE AVE BRIDGE ABUTMENT	1.000	43800.00	43800.00
0165	009-3000	LS	MISCELLANEOUS CONSTRUCTION ORMEWOOD AVE CUST 18' W BR, INCL HAND	1.000	621000.00	621000.00
0170	009-3000	LS	MISCELLANEOUS CONSTRUCTION ORMEWOOD AVE BRIDGE ABUTMENT	1.000	52800.00	52800.00
0175	009-3500	LS	MISC LANDSCAPE ITEMS ANTI-GRAFFITI COATING - PERMANENT	1.000	37420.50	37420.50
0180	900-0526	EA	BOLLARDS	39.000	2070.00	80730.00

ITEM TOTAL 11816026.36
INFLATED ITEM TOTAL 11816026.37

TOTALS FOR JOB 0009397

ESTIMATED COST: 11816026.37
CONTINGENCY PERCENT (0.0): 0.00
ESTIMATED TOTAL: 11816026.37

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

Date: 10/2/2012 Project: CSSTP-0009-00(397)
 Revised: County: Fulton
 PI: 0009397

Description: Atlanta Beltline Corridor From Glenwood Park to Allene Ave
 Project Termini:

Existing ROW:
 Required ROW:
 Parcels: 40

Land and Improvements \$39,855,750.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$3,000,000.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$72,500.00

Legal Services \$252,000.00

Relocation \$95,000.00

Demolition \$25,000.00

Administrative \$335,000.00

TOTAL ESTIMATED COSTS \$40,635,250.00

TOTAL ESTIMATED COSTS (ROUNDED) \$40,636,000.00

Preparation Credits	Hours	Signature

Prepared By: [Signature] CG# 10/2/2012 (DATE)
 Approved By: [Signature] CG# 286999 (DATE)

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

PI: 0009397

Atlanta Beltline, Southeast Corridor

Re: Preliminary Utility Cost Estimates

Date: 09/19/2012

Utility	Potential Owner	Reimbursable	Non-reimbursable
Electric	Georgia Power	\$446,500	-
Natural Gas	Atlanta Gas Light	\$45,650	-
Sanitary Sewer	City of Atlanta, Dept. of Public Works	\$57,610	-
Storm Drain	City of Atlanta, Dept. of Public Works	\$163,510	-
Telecommunications	Multiple	\$45,650	-
Traffic Operations	City of Atlanta, Dept. of Public Works/GDOT	\$17,500	-
Water	City of Atlanta, Dept. of Watershed Management	\$47,500	-
	Totals	\$823,920	\$0

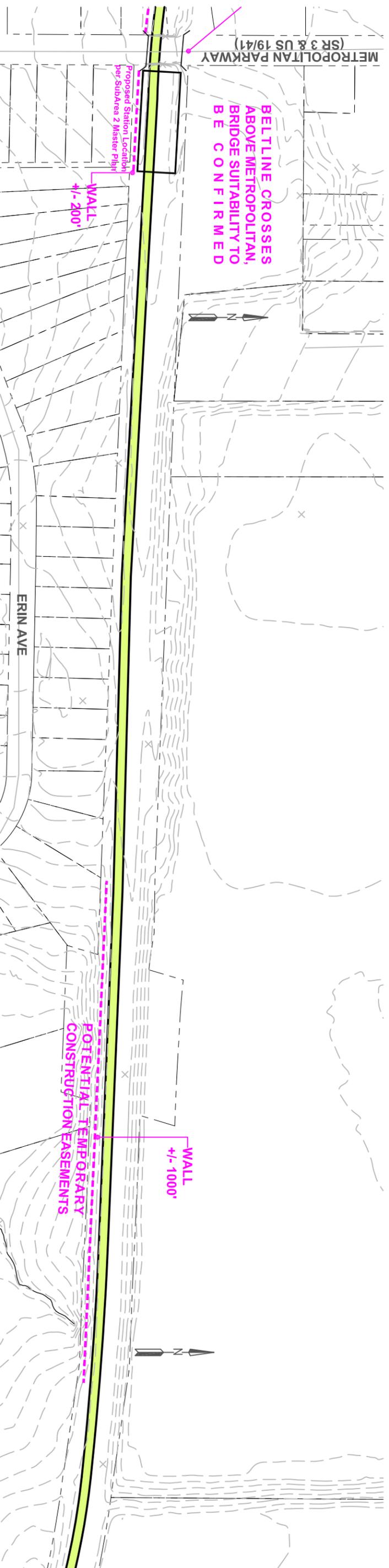
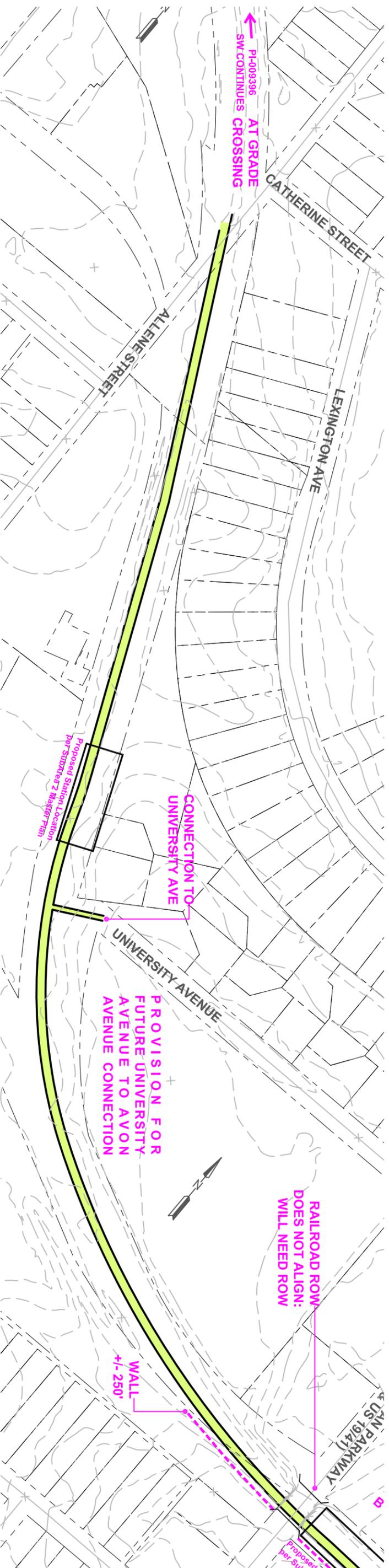
List of Assumptions:

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: 0009397

Atlanta Beltline, Southeast Corridor
Preliminary Utility Cost Assessment

PLAN ID	UTILITY	TOT QTY	UNIT COST	UNIT	TOTAL COST	ASSUMPTION
E	Electric					
	Electric manhole	1	\$6,500 each		\$6,500	
	Overhead electric	380	\$150 LF		\$57,000	
	Overhead electric/telephone	320	\$260 LF		\$83,200	
	Overhead electric/television	130	\$275 LF		\$35,750	
	Overhead electric/telephone/television	240	\$385 LF		\$92,400	
	Overhead guy wire	145	\$300 LF		\$43,500	
	Power pole	13	\$3,500 each		\$45,500	
	Power pole, abandoned	3	\$1,000 each		\$3,000	
	Power pole w/ guy	3	\$3,800 each		\$11,400	
	Underground electric	210	\$325 LF		\$68,250	ductbank, 6-way
	Sub-total				\$446,500	
G	Natural Gas					
	Gas line, unknown type/size	565	\$80 LF		\$45,200	HDPE, 10"
	Gas valve	1	\$450 each		\$450	
	Sub-total				\$45,650	
SSx	Sanitary Sewer					
	Clay pipe, 8"	120	\$24 LF		\$2,880	
	Clay pipe, 10"	25	\$25 LF		\$625	
	Clay pipe, 12"	50	\$31 LF		\$1,550	
	Ductile iron pipe, 8"	130	\$47 LF		\$6,110	
	Ductile iron pipe, 12"	75	\$62 LF		\$4,650	
	Ductile iron pipe, 24"	80	\$124 LF		\$9,920	
	Reinforced concrete pipe, 18"	25	\$75 LF		\$1,875	
	Sewer manhole	4	\$7,500 each		\$30,000	
	Unknown pipe, 96"	50	\$0 LF		\$0	
	Sub-total				\$57,610	
SDx	Storm Drain					
	Clay pipe, 24"	125	\$49 LF		\$6,125	
	Corrugated metal pipe, 18"	50	\$36 LF		\$1,800	
	Corrugated metal pipe, 24"	130	\$50 LF		\$6,500	
	Corrugated metal pipe, 34"H x 26" W ell.	100	\$70 LF		\$7,000	
	Curb inlet w/ grate	5	\$4,500 each		\$22,500	
	Drainage inlet	3	\$5,500 each		\$16,500	
	Headwall, unspecified type	1	\$5,500 each		\$5,500	
	Plastic pipe, 24"	40	\$31 LF		\$1,240	
	Reinforced concrete pipe, 15'	85	\$40 LF		\$3,400	
	Reinforced concrete pipe, 18'	25	\$45 LF		\$1,125	
	Reinforced concrete pipe, 24'	50	\$49 LF		\$2,450	
	Reinforced concrete pipe, 30'	130	\$99 LF		\$12,870	
	Reinforced concrete pipe, 36'	180	\$150 LF		\$27,000	
	Reinforced concrete pipe, 42'	100	\$170 LF		\$17,000	
	Pipe, unknown type & diameter	50	\$0 LF		\$0	
	Stone culvert, 5'x7'	1	\$17,500 each		\$17,500	
	Storm manhole	2	\$7,500 each		\$15,000	
	Sub-total				\$163,510	
T/TV	Telecommunications					
	Fiber optic marker	33	\$100 each		\$3,300	
	Overhead telephone	385	\$110 LF		\$42,350	
	Sub-total				\$45,650	
TO	Traffic Operations					
	Traffic signal riser/pull box	5	\$3,500 each		\$17,500	
	Sub-total				\$17,500	
UNK	Unknown/unspecified					
	Unknown pipe & diameter	50	\$0 LF		\$0	
	Unknown symbol	1	\$0 each		\$0	
	Sub-total				\$0	
Wx	Water					
	Fire hydrant	1	\$3,500 each		\$3,500	
	Water line, unknown type/size	600	\$65 LF		\$39,000	12"
	Water meter	1	\$5,000 each		\$5,000	
	Sub-total				\$47,500	
TOTAL					\$823,920	



- SE Trail Corridor**
- 4.07 miles of trail
 - potentially 2,800 LF of walls
 - 5 bridges
 - 1 underpass (city streets)
 - 2 underpasses (State Routes)
 - 0 at grade railroad crossings
 - 0 stream crossings
 - 0 environmentally sensitive areas



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Atlanta, Georgia 30307
E: 404.215.9111

Revisions

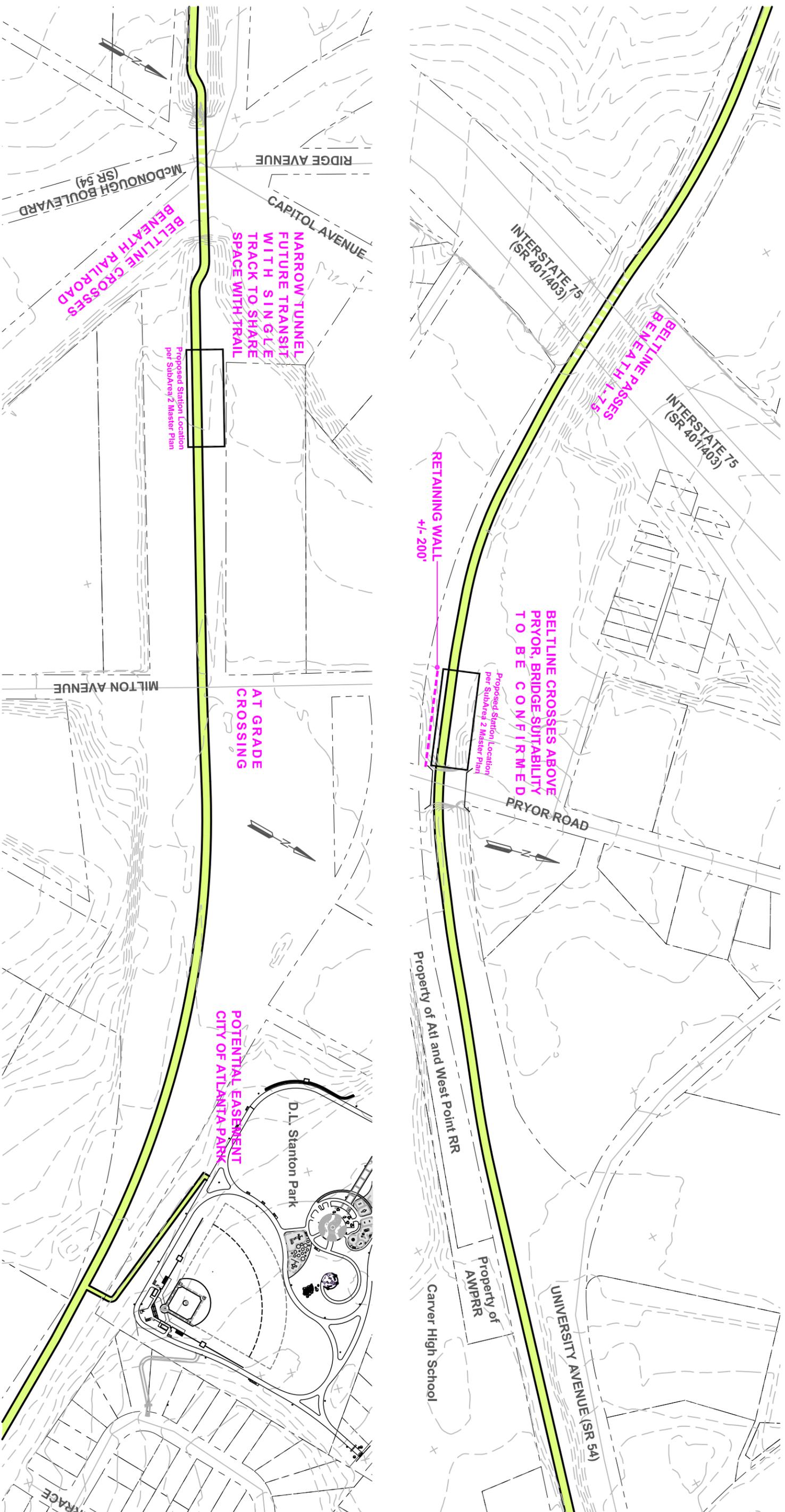
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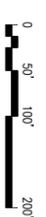
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Job Number	1110093
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Checked	
Approved	

Title
BELTLINE CORRIDOR
PROJ. NO. AR-450C
ADAIR PARK
TO GLENWOOD PARK

Sheet
SE-100
CONCEPTUAL DESIGN
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- SE Trail Corridor**
- 4.07 miles of trail
 - potentially 2,800 LF of walls
 - 5 bridges
 - 1 underpass (city streets)
 - 2 underpasses (State Routes)
 - 0 at grade railroad crossings
 - 0 stream crossings
 - 0 environmentally sensitive areas



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Revisions

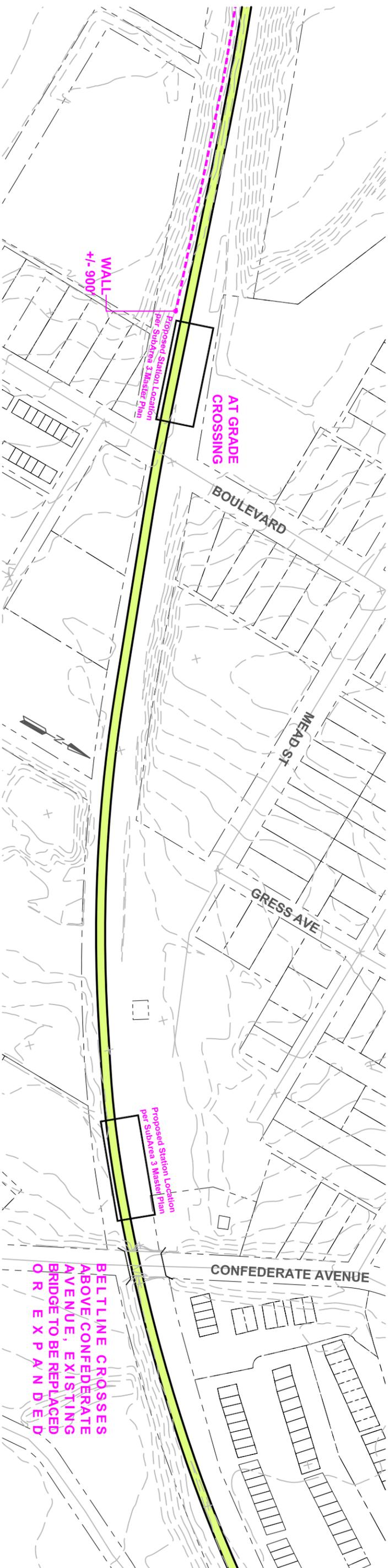
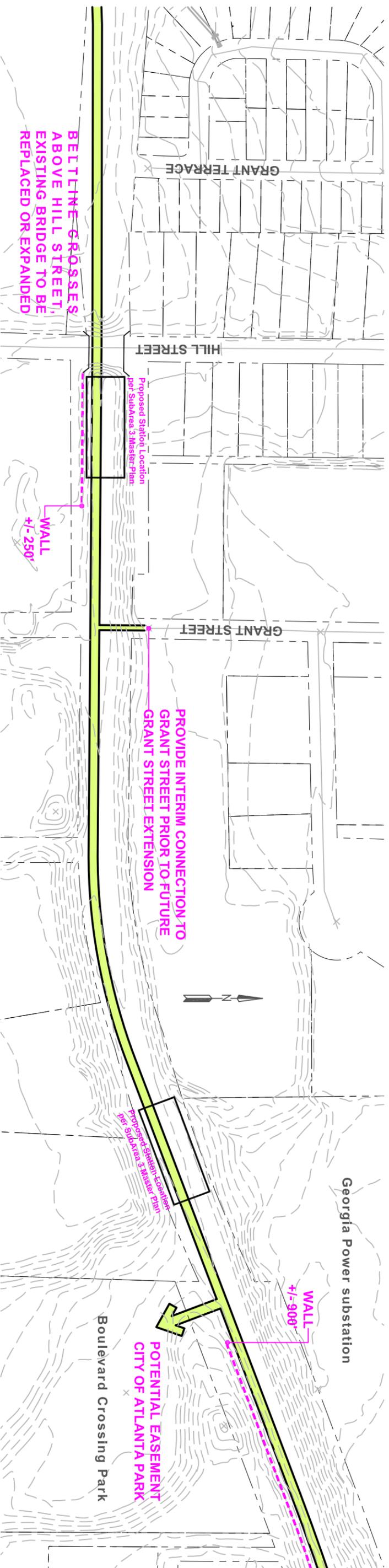
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Sheet Information

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

Title
BELTLINE CORRIDOR
PROJ. NO. AR-450C
ADAIR PARK
TO GLENWOOD PARK

Sheet
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- SE Trail Corridor**
- 4.07 miles of trail
 - potentially 2,800 LF of walls
 - 5 bridges
 - 1 underpass (city streets)
 - 2 underpasses (State Routes)
 - 0 at grade railroad crossings
 - 0 stream crossings
 - 0 environmentally sensitive areas



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Revisions

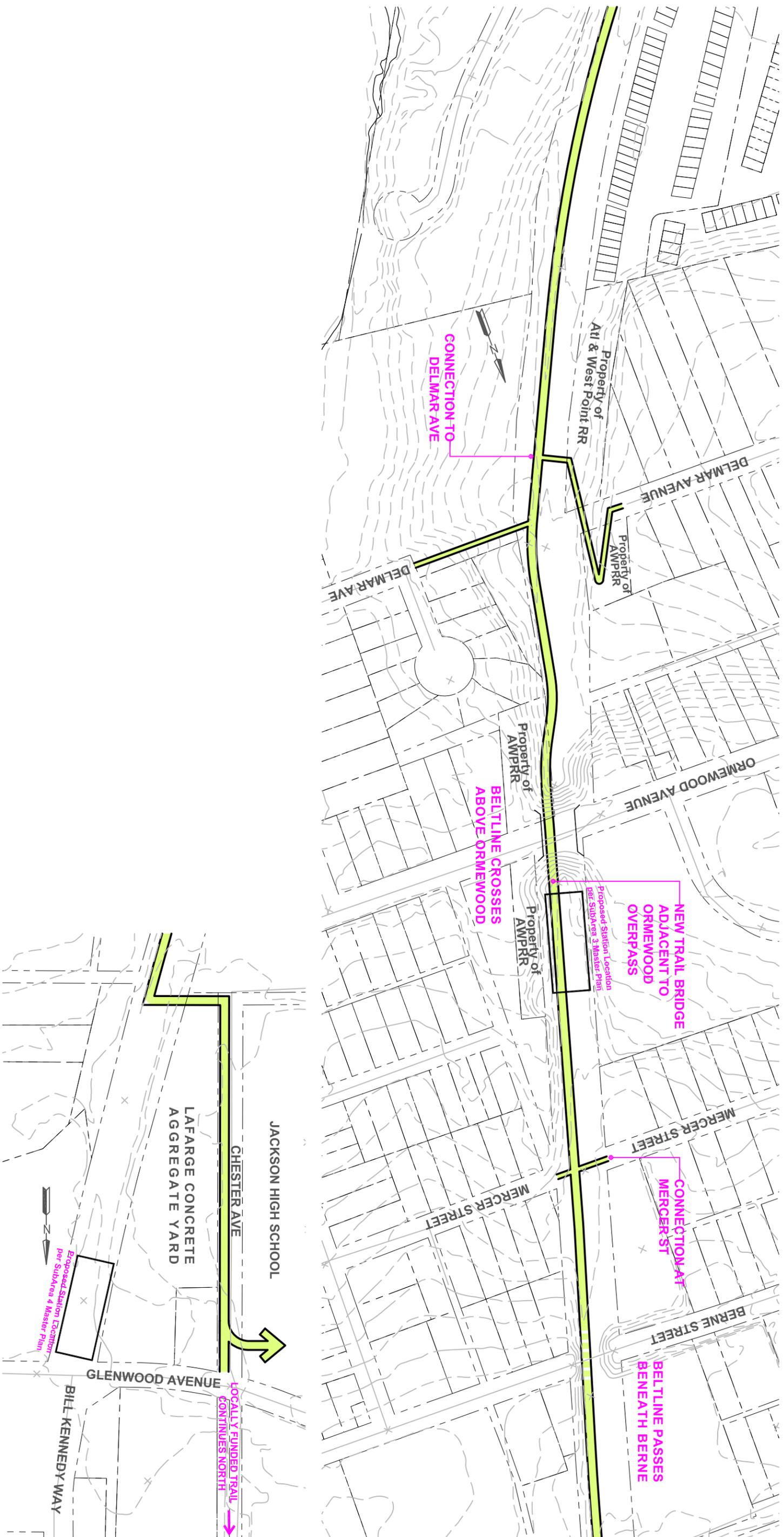
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Approved	

Title: BELTLINE CORRIDOR
PROJ. NO. AR-450C
ADAIR PARK
TO GLENWOOD PARK

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- SE Trail Corridor**
- 4.07 miles of trail
 - potentially 2,800 LF of walls
 - 5 bridges
 - 1 underpass (city streets)
 - 2 underpasses (State Routes)
 - 0 at grade railroad crossings
 - 0 stream crossings
 - 0 environmentally sensitive areas



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Revisions

NO.	ISSUE	DATE	NO.	ISSUE	DATE

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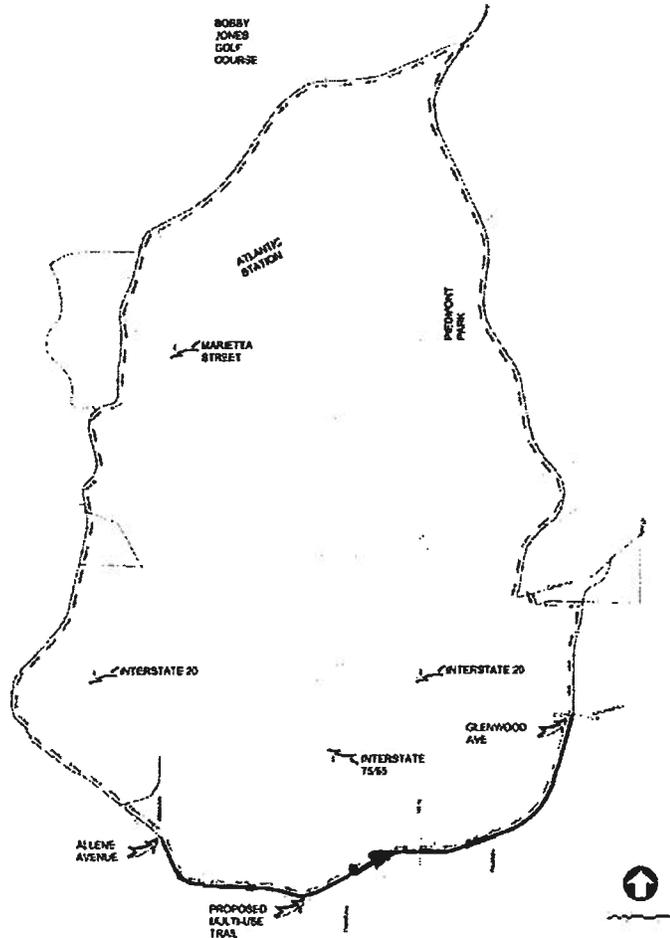
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Job Number	11110093
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Approved	

Title
BELTLINE CORRIDOR
PROJ. NO. AR-450C
ADAIR PARK
TO GLENWOOD PARK

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Revised: September 16, 2010
July 1, 2010

Project Number: AR-450C
P.I. Number: 0009397
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-450C, PI 0009397 described as *Multi-Use Trail and Streetscapes: Glenwood Park to Allene Avenue (SE 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-450C is to specifically address the limited transportation options by providing a bike/pedestrian trail that provides access to the neighborhoods and features between the Glenwood Park community and Allene Avenue near Adair Park. The trail will provide connections to BeltLine transit and numerous neighborhoods and community facilities and parks, including Maynard Jackson High School, the Glen Castle area, Beulah Heights University, Grant Park, Stanton Park, Carver High School, Slater Elementary School, the Salvation Army Training College, and Adair Park. 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, ten MARTA bus routes, and an active CSX freight rail line. Interstates 75 and 85 (I-75/I-85) passes through the project area. Sidewalk coverage is not complete, and the quality of many sidewalks, crosswalks, and pedestrian signals ranges from satisfactory to poor. Bicycle lanes are located on heavily congested Bill Kennedy Way and Glenwood Avenue, as well as Confederate Avenue. 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 the addition of bicycle routes on Pryor Street, Hank Aaron Drive, Jonesboro Road, Hill Street, Atlanta Avenue, Confederate Avenue, Ormewood Avenue, Allene Avenue, McDaniel Street, and Cherokee Avenue. Future planned multi-use trails in the project area will be part of new or renovated parks, including Stanton Park and Boulevard Crossing Park. The trail in Boulevard Crossing Park will connect directly to the SE Trail.

Area Population Characteristics

Based on 2000 U.S. Census figures, the population that is served by the transportation network in the project area includes 26,685 residents.¹ Eighty-two percent of the population is minority, and 32% 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-seven 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 SE Trail project area include office/industrial, industrial and scattered low density commercial south of Glenwood Avenue. Medium density residential and single family uses are also scattered throughout the area. Moving southward along the trail, single family neighborhoods transition to some concentrations of industrial and scattered medium residential uses, with single-family and industrial uses dispersed throughout the area west of I-85. Upon reaching Allene Avenue, the area consists mostly of industrial and office/industrial uses with some residential uses on the periphery. Future land uses recommended in the City's Comprehensive Plan are primarily residential (51%) and mixed-use (22%).

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 SE 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 SE 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 SE 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 SE 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 SE 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 SE 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 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 Glenwood Park to Allene Avenue Multi-Use Trail and Streetscapes project (SE Trail) will serve the purpose to address many of the issues described in the above statement of need. The SE Trail will extend from the west side of Bill Kennedy Way SE near its intersection with Faith Avenue SE in Glenwood Park to the east side of Allene Avenue near Adair Park.

The SE Trail alignment follows the existing rail line corridor. As such, the path will primarily bisect neighborhoods between Maynard Jackson High School and Allene Avenue. The trail will cross over Hill Street, Confederate Avenue, Ormewood Drive, Metropolitan Parkway, Mauldin Street, Berne Street, I-75/I-85 and Pryor Street. The trail will cross Capitol Avenue and an

Statement of Need and Purpose
P.I. Number: 0009397

active Norfolk Southern rail line below grade. It will also cross streets at-grade at Boulevard Avenue, Milton Street, and Allene Avenue.

Logical Termini

The SE Trail connects a growing, walkable mixed use community (Glenwood Park) and Maynard Jackson High School with existing (Adair Park) and planned (Murphy Crossing and Allene Avenue) parks oriented around Allene Avenue. The trail will facilitate bicycle and pedestrian access between these two activity areas and will enhance connectivity between the numerous neighborhoods and parks along the trail. The specific termini for the SE Trail are as follows:

Specific termini for the project area are as follows:

- The parking lot of Maynard Jackson High School, on the west side of the existing rail corridor
- The east side of Allene Avenue near its intersection with Catherine Street, SW and Adair Park

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0539-0

Fulton

SUFF. RATING: 0.00

Location & Geography

Structure ID: 121-0539-0
 200 Bridge Information: 00
 *6A Feature Int: SR 3 METROPOLITAIN AVE.
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00003
 *7B Facility Carried: CSX RAILROAD US 19/ SR 3
 9 Location: 1.4 MI S OF I-20
 2 Dot District: 7
 207 Year Photo: 2011
 *91 Inspection Frequency: 24 Date: 04/08/2011
 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): 2
 Type: 2
 Designation: 1
 Number: 00019
 Direction: 0
 *16 Latitude: 33 43.226 HMMS Prefix:
 *17 Longitude: 84 -24.4713 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: 1211000300
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 005.68
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: efp
 * Location ID No: 121-00003D-005.73N

*104 Highway System: 1
 *26 Functional Classification: 16
 *204 Federal Route Type: F No: 00015
 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: 03
 *20 Toll: 3
 *21 Maintanance: 27
 *22 Owner: 27
 *31 Design Load: 0
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 205 Congressional District: 05
 27 Year Constructed: 1914
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: N
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 267 Type of Paint: 6
 *42 Type of Service On: 2
 Type of Service Under: 1
 214 Movable Bridge: 0
 203 Type Bridge: Z
 259 Pile Encasement 0
 *43 Structure Type Main: 3 02
 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 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.: 13

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0539-0

Programming Data	Measurements:	
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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 0056	231 Calculated Loads:
252 Contract Date: 02/01/1901	* 49 Structure Length: 56	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: 1900	Rear Lt: 9.00 Type:5 Rt:9.00	262 H Operating Rating 00
114Furure ADT: 019140 Year:2030	Fwd. Lt: 9.00 Type:5 Rt:9.00	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: 0
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: 3
221Slope Protection 0 Fwd:0	*228 Minimum Vertical Cl	72 Appr. Alignment: 0
219Fender System 0	Act. Odm Dir:: 14' 11"	62 Culvert: N
220Dolphin: 0	Oppo. Dir: 99' 99"	Posting Data
223Current Cover: 000	Posted Odm. Dir: 00' 00"	70 Bridge Posting Required 0
Type: 0	Oppo. Dir: 00' 00"	41 Struct Open, Posted, CL: A
No. Barrels: 0	55 Lateral Undercl. Rt: H 4 4	* 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: 15' 01" Dir:1	H-Modified: 00
265 U/W Insp. Area 0 Diver:ZZZ	39 Nav Vert Cl: 000 Horiz:0000	HS-Modified: 00
Location ID No: 121-00003D-005.73N	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:1953Sub: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:121-0528-0

Fulton

SUFF. RATING: 0.00

Location & Geography				Signs & Attachments	
Structure ID:	121-0528-0	*104 Highway System:	0	225 Expansion Joint Type:	00
200 Bridge Information:	07	*26 Functional Classification:	17	242 Deck Drains:	0
*6A Feature Int:	M-9182 ORMEWOOD AVE.	*204 Federal Route Type:	M No: 09182	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	CS02197	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	CSX RR (50308E)	2006 School Bus Route:	0	238 Curb Height:	0
9 Location:	IN CITY OF ATLANTA	217 Benchmark Elevation:	0000.00	Curb Material:	0
2 Dot District:	7	218 Datum:	0	239 Handrail	0 0
207 Year Photo:	2012	*19 Bypass Length:	01	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 10/04/2012	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintanance:	27	* Bridge Median Width:	0
92B Underwater Insp Freq:	0 Date: 02/01/1901	*22 Owner:	27	230 Guardrail Loc. Dir. Rear:	0
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	0	Fwrd:	0
* 4 Place Code:	04000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	2	205 Congressional District:	05	Oppo. Fwrd:	0
Type:	5	27 Year Constructed:	1914	244 Aproach Slab	0
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	09182	33 Bridge Medium:	0	233Posted Speed Limit:	30
Direction:	0	34 Skew:	00	236 Warning Sign:	0.00
*16 Latitude:	33 44.0228 HMMS Prefix:	35 Structure Flared:	0	234 Delineator:	0.00
*17 Longtitude:	84 -21.6127 HMMS Suffix: MP:0.00	38 Navigation Control:	0	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:	2	Electric:	00
12 Base Highway Network:	1	Type of Service Under:	1	Telephone:	00
13A LRS Inventory Route:	1213219703	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 11	Aerial:	0
*264 Road Inventory Mile Post:	000.46	45 No.Spans Main:	000	*248 County Continuity No.:	00
*208 Inspection Area:	7 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	gmc	46 No Spans Appr:	0000		
* Location ID No:	121-09182M-000.70E	226 Bridge Curve Horz	0 Vert: 0		
		111 pier Protection	0		
		107 Deck Structure Type:	N		
		108 Wearing Structure Type:	0		
		Membrane Type:	0		
		Deck Protection:	0		

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0528-0

Programming Data		Measurements:		Inventory Rating	
201 Project No:	00000000000000000000000000000000	*29ADT	001840 Year:3910	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:02	66 Inventory Type:	7 Rating: 00
250 Approval Status:	0000	210 No. Tracks On:	02 Under:00	64 Operating Type:	7 Rating: 00
251 PI Number:	0000000	* 48 Max. Span Length	0063	231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	63	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:	40	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:	0.00 Type:7 Rt:0.00	262 H Operating Rating	00
114Furure ADT:	002760 Year:3930	Fwd. Lt:	0.00 Type:7 Rt:0.00	67 Structural Evaluation:	N
Hydraulic Data		Permanent Width:		58 Deck Condition:	N
215Waterway Data:		Rear:	40.00 Type:7	59 Superstructure Condition:	N
High Water Elev:	0000.0 Year:1900		40.00 Type:2	* 227 Collision Damage:	0
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:	6
219Fender System	0	Act. Odm Dir::	23' 10"	62 Culvert:	N
220Dolphin:	0	Oppo. Dir:	99' 99"	Posting Data	
223Current Cover:	000	Posted Odm. Dir:	00' 00"	70 Bridge Posting Required	0
Type:	0	Oppo. Dir:	00' 00"	41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	H 10 10	* 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:	29' 02" Dir:4	H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000	HS-Modified:	00
Location ID No:	121-09182M-000.70E	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: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:121-0526-0

Fulton

SUFF. RATING: 0.00

Location & Geography

Structure ID: 121-0526-0
 200 Bridge Information: 07
 *6A Feature Int: M-9175 CONFEDERATE AVE.
 *6B Critical Bridge: 0
 *7A Route No Carried: CS02199
 *7B Facility Carried: CSX RR (50309L)
 9 Location: IN CITY OF 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: 09175
 Direction: 0
 *16 Latitude: 33 43.6962 HMMS Prefix:
 *17 Longitude: 84 -21.8273 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: 1213219903
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 000.71
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: gmc
 * Location ID No: 121-09175M-000.63E

*104 Highway System: 0
 *26 Functional Classification: 17
 *204 Federal Route Type: M No: 09175
 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: 5
 205 Congressional District: 05
 27 Year Constructed: 1914
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 1
 *42 Type of Service On: 2
 Type of Service Under: 1
 214 Movable Bridge: 0
 203 Type Bridge: Z
 259 Pile Encasement 3
 *43 Structure Type Main: 4 02
 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: 1
 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: 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.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0526-0

Programming Data		Measurements:				
201 Project No:	00000000000000000000000000000000	*29ADT	005320	Year:3910	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:02	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	0034		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	56		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:	33		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:	1.60	Type:5 Rt:1.60	262 H Operating Rating	00
114Furure ADT:	007980 Year:3930	Fwd. Lt:	0.80	Type:1 Rt:0.80	67 Structural Evaluation:	N
Hydraulic Data		Permanent Width:			58 Deck Condition:	N
215Waterway Data:		Rear:	30.40	Type:5	59 Superstructure Condition:	N
High Water Elev:	0000.0 Year:1900		30.40	Type:2	* 227 Collision Damage:	1
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:	6
219Fender System	0	Act. Odm Dir.:	13' 00"		62 Culvert:	N
220Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223Current Cover:	000	Posted Odm. Dir:	12' 11"		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 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' 00" Dir:4		H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	121-09175M-000.63E	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:1962Sub:1962		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:121-0522-0

Fulton

SUFF. RATING: 0.00

Location & Geography

Structure ID: 121-0522-0
200 Bridge Information: 07
 *6A Feature Int: M-9165 HILL STREET
 *6B Critical Bridge: 0
 *7A Route No Carried: CS01431
 *7B Facility Carried: CSX RR (50311M)
9 Location: IN CITY OF ATLANTA
2 Dot District: 7

207 Year Photo: 2010
 *91 Inspection Frequency: 24 Date: 11/10/2010
 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): 2
 Type: 5
 Designation: 1
 Number: 09165
 Direction: 0
 *16 Latitude: 33 43.4607 HMMS Prefix:
 *17 Longitude: 84 -22.7138 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: 1213143103
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 000.48
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 121-09165M-000.52N

*104 Highway System: 0
 *26 Functional Classification: 17
 *204 Federal Route Type: M No: 09165
 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: 5
 205 Congressional District: 05
 27 Year Constructed: 1927
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 1
 *42 Type of Service On: 2
 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: 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: 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
 Fwr: 0
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 244 Aproach Slab 0
 224 Retaining Wall: 0
 233Posted Speed Limit: 30
 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.: 00



Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:121-0522-0

Programming Data		Measurements:		Inventory Rating	
201 Project No:	00000000000000000000000000000000	*29ADT	003370 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:02	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	0035	231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	109	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:	32	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:	9.00 Type:7 Rt:9.00	262 H Operating Rating	00
114 Future ADT:	005055 Year:2030	Fwd. Lt:	0.00 Type:7 Rt:0.00	67 Structural Evaluation:	N
Hydraulic Data		Permanent Width:		58 Deck Condition:	N
215 Waterway Data:		Rear:	32.30 Type:7	59 Superstructure Condition:	N
High Water Elev:	0000.0 Year:1900		32.30 Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Interaction Rear:	0 Fwd: 0	60A Substructure Condition:	N
Avg Streambed Elev:	0000.0	36 Safety 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
216 Water Depth:	00.0 Br.Height:00.0	53 Minimum Cl. Over:	99' 99 "	68 Deck Geometry:	N
222 Slope Protection:	0	Under:		69 UnderClr. Horz/Vert:	2
221 Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl		72 Appr. Alignment:	6
219 Fender System	0	Act. Odm Dir.:	16' 01"	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	0
Type:	0	Oppo. Dir:	00' 00"	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:	16' 01" Dir:1	H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000	HS-Modified:	00
Location ID No:	121-09165M-000.52N	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: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:121-0427-0

Fulton

SUFF. RATING: 97.93

Location & Geography

Structure ID: 121-0427-0
 200 Bridge Information: 02
 *6A Feature Int: CSX RAILROAD (50307X)
 *6B Critical Bridge: 0
 *7A Route No Carried: CS02176
 *7B Facility Carried: BERNE STREET
 9 Location: IN EAST ATLANTA
 2 Dot District: 7
 207 Year Photo: 2010
 *91 Inspection Frequency: 24 Date: 12/15/2010
 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: 09183
 Direction: 0
 *16 Latitude: 33 44.2 HMMS Prefix:
 *17 Longitude: 84 -21.6 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: 1213217603
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 000.58
 *208 Inspection Area: 7 Initials: EFP
 Engineer's Initials: kww
 * Location ID No: 121-09183M-000.80E

*104 Highway System: 0
 *26 Functional Classification: 17
 *204 Federal Route Type: M No: 09183
 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: 04
 *22 Owner: 04
 *31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 05
 27 Year Constructed: 1989
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 15
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 5
 Type of Service Under: 2
 214 Movable Bridge: 0
 203 Type Bridge: Z
 259 Pile Encasement 3
 *43 Structure Type Main: 5 02
 45 No.Spans Main: 001
 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: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 3
 Height: 2
 Width: 1
 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: 1
 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: 21
 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:121-0427-0

Programming Data		Measurements:				
201 Project No:	BRMLB-9183 (1)	*29ADT	001000	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:	02	Under:00	66 Inventory Type:	2 Rating: 36
250 Approval Status:	0000	210 No. Tracks On:	00	Under:02	64 Operating Type:	2 Rating: 36
251 PI Number:	0000000	* 48 Max. Span Length	0080		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	80		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	32.00		HS-Modified:	25 0
75 Type Work:	00 0	52 Deck Width:	46.40		Type 3:	28 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	32		Type 3s2:	40 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	6.00 / 6.00		Timber:	36 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	030		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	0000	Rear Lt:	0.00	Type:7 Rt:0.00	262 H Operating Rating	28
114 Future ADT:	001500 Year:2030	Fwd. Lt:	0.00	Type:7 Rt:0.00	67 Structural Evaluation:	8
Hydraulic Data		Permanent Width:			58 Deck Condition:	7
215 Waterway Data:		Rear:	30.00	Type:7	59 Superstructure Condition:	8
High Water Elev:	0000.0 Year:1900		30.00	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Interaction Rear:	1	Fwd: 1	60A Substructure Condition:	8
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	1		60B Scour Condition:	N
Drainage Area:	00000	Transition:	3		60C Underwater Condition	N
Area of Opening:	000000	App. G. Rail:	3		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	3		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:	7
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:	R 21 21		* 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:	121-09183M-000.80E	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	8.40		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:121-0136-0

Fulton

SUFF. RATING: 64.86

Location & Geography				Signs & Attachments	
Structure ID:	121-0136-0	*104 Highway System:	1	225 Expansion Joint Type:	02
200 Bridge Information:	04	*26 Functional Classification:	11	242 Deck Drains:	0
*6A Feature Int:	CSX RAILROAD	*204 Federal Route Type:	1 No: 00752	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	SR00401	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	I-75	2006 School Bus Route:	1	238 Curb Height:	0
9 Location:	IN ATLANTA	217 Benchmark Elevation:	0000.00	Curb Material:	0
2 Dot District:	7	218 Datum:	0	239 Handrail	9.9
207 Year Photo:	2011	*19 Bypass Length:	05	*240 Medium Barrier Rail:	1
*91 Inspection Frequency:	24 Date: 04/12/2011	*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:	6
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	6	Fwrd:	6
* 4 Place Code:	04000	37 Historical Significance:	5	Oppo. Dir. Rear:	6
*5 Inventory Route(O/U):	1	205 Congressional District:	05	Oppo. Fwrd:	6
Type:	1	27 Year Constructed:	1954	244 Aproach Slab	3
Designation:	1	106 Year Reonstrcted:	1986	224 Retaining Wall:	7
Number:	00075	33 Bridge Medium:	3	233Posted Speed Limit:	55
Direction:	0	34 Skew:	15	236 Warning Sign:	0.00
*16 Latitude:	33 43.1772 HMMS Prefix:SR	35 Structure Flared:	1	234 Delineator:	0.00
*17 Longtitude:	84 -23.7875 HMMS Suffix:401 MP:244.44	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:	1	*42 Type of Service On:	1	Electric:	00
12 Base Highway Network:	1	Type of Service Under:	2	Telephone:	00
13A LRS Inventory Route:	1211040100	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	1	203 Type Bridge:	Z	247 Lighting Street:	1
101 parallel Structure:	N	259 Pile Encasement	3	Navigation:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	1 04	Aerial:	0
*264 Road Inventory Mile Post:	005.15	45 No.Spans Main:	004	*248 County Continuity No.:	00
*208 Inspection Area:	7 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	efp	46 No Spans Appr:	0000		
* Location ID No:	121-00401D-244.45N	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		

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0136-0

Programming Data		Measurements:				
201 Project No:	I-75-2 (128) CT.37	*29ADT	266850	Year:2007	65 Inventory Rating Method:	1
202 Plans Available:	4	109%Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	16	Under:00	66 Inventory Type:	2 Rating: 21
250 Approval Status:	0000	210 No. Tracks On:	00	Under:01	64 Operating Type:	2 Rating: 21
251 PI Number:	0000000	* 48 Max. Span Length	0039		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	156		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	227.20		HS-Modified:	25 0
75 Type Work:	00 0	52 Deck Width:	247.00		Type 3:	28 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	100		Type 3s2:	40 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	0.00 / 0.00		Timber:	36 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	228		Piggyback:	40 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	1900	Rear Lt:	12.00	Type:3 Rt:12.00	262 H Operating Rating	28
114 Future ADT:	400275 Year:2030	Fwd. Lt:	12.00	Type:3 Rt:12.00	67 Structural Evaluation:	4
Hydraulic Data		Permanent Width:			58 Deck Condition:	6
215 Waterway Data:		Rear:	96.00	Type:3	59 Superstructure Condition:	6
High Water Elev:	0000.0 Year:1900		84.00	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	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:	1		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:	9
222 Slope Protection:	0	Under:			69 UnderClr. Horz/Vert:	4
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:	R 11 11		* 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:	121-00401D-244.45N	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	7.50		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:121-0055-0		Fulton		SUFF. RATING: 72.51	
Location & Geography			Signs & Attachments		
Structure ID:	121-0055-0	*104 Highway System:	0	225 Expansion Joint Type:	00
200 Bridge Information:	06	*26 Functional Classification:	16	242 Deck Drains:	0
*6A Feature Int:	NS RAILROAD (717955M)	*204 Federal Route Type:	M No: 09316	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	SR00054	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	MCDONOUGH BLVD.	2006 School Bus Route:	0	238 Curb Height:	1
9 Location:	IN CITY OF ATLANTA	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 Dot District:	7	218 Datum:	0	239 Handrail	0 0
207 Year Photo:	2012	*19 Bypass Length:	04	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 10/02/2012	*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:	27	230 Guardrail Loc. Dir. Rear:	0
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	4	Fwrd:	0
* 4 Place Code:	04000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	1	205 Congressional District:	05	Oppo. Fwrd:	0
Type:	3	27 Year Constructed:	1936	244 Aproach Slab	0
Designation:	1	106 Year Reonstruted:	0000	224 Retaining Wall:	0
Number:	00054	33 Bridge Medium:	0	233Posted Speed Limit:	30
Direction:	0	34 Skew:	99	236 Warning Sign:	0.00
*16 Latitude:	33 43.2730 HMMS Prefix:	35 Structure Flared:	0	234 Delineator:	0.00
*17 Longtitude:	84 -23.2860 HMMS Suffix: MP:0.00	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:	1211005400	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:	8 11	Aerial:	0
*264 Road Inventory Mile Post:	005.95	45 No.Spans Main:	001	*248 County Continuity No.:	00
*208 Inspection Area:	7 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	gmc	46 No Spans Appr:	0000		
* Location ID No:	121-00054D-005.94E	226 Bridge Curve Horz	0 Vert: 0		
		111 pier Protection	0		
		107 Deck Structure Type:	N		
		108 Wearing Structure Type:	0		
		Membrane Type:	0		
		Deck Protection:	0		

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:121-0055-0

Programming Data		Measurements:				
201 Project No:	UNKNOWN	*29ADT	011440	Year:3910	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:	04	Under:00	66 Inventory Type:	2 Rating: 36
250 Approval Status:	0000	210 No. Tracks On:	00	Under:01	64 Operating Type:	2 Rating: 36
251 PI Number:	0000000	* 48 Max. Span Length	0027		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	27		H-Modified:	00 0
260 Seismic No:	00000	51 Br. Rwdy. Width	36.00		HS-Modified:	00 0
75 Type Work:	00 0	52 Deck Width:	150.00		Type 3:	00 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	36		Type 3s2:	00 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	8.00 / 8.00		Timber:	00 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	036		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	0000	Rear Lt:	6.30	Type:5 Rt:5.00	262 H Operating Rating	34
114Furure ADT:	017160 Year:3930	Fwd. Lt:	6.00	Type:5 Rt:8.00	67 Structural Evaluation:	6
Hydraulic Data		Permanent Width:			58 Deck Condition:	6
215Waterway Data:		Rear:	36.00	Type:5	59 Superstructure Condition:	6
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:	6
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:	5
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:	00	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 13 13		* 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:	121-00054D-005.94E	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: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

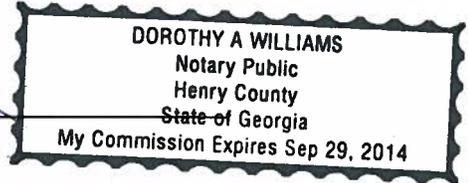
BY: [Signature]
Brian P. McGowan
President/CEO

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	(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.

**ATTACHMENT "B" Project Timeline
0009396 & 0009397 – The Atlanta Development Authority**

Proposed Project Timeline

Environmental Phase Concept Phase Preliminary Plan Phase Right of Way Phase									
Deadlines for Responsible Parties	Execute Agreement	March / 2012 Month/Year (Approve Concept)	June / 2012 Month/Year (Approve Env. Document)	June / 2012 Month/Year (Authorize Right of Way funds)	June / 2013 Month/Year (Authorize Const. funds)				

Annual Reporting Requirements

The Local Government shall provide a written status report to the DEPARTMENT'S Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.



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

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

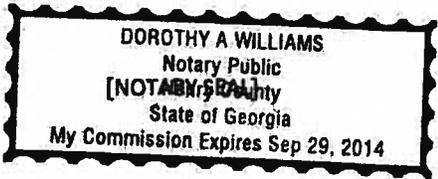
12/14/2011
Date

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

Robert J. Doleman
Printed Name of Authorized Officer or Agent

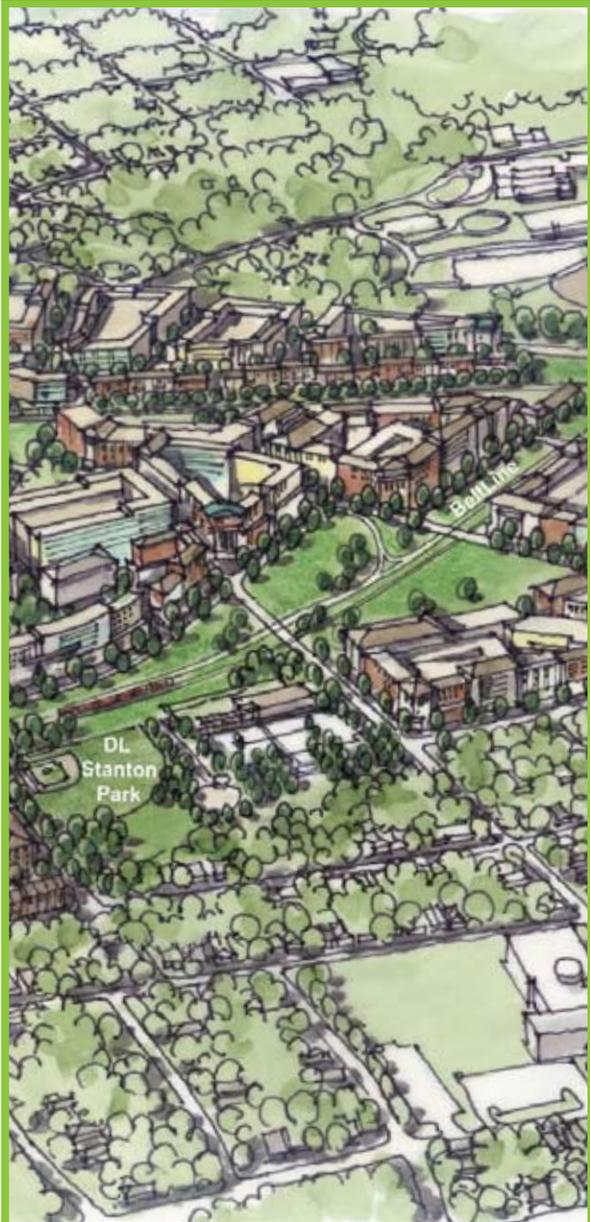
SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

14 DAY OF December, 2012
[Signature]
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



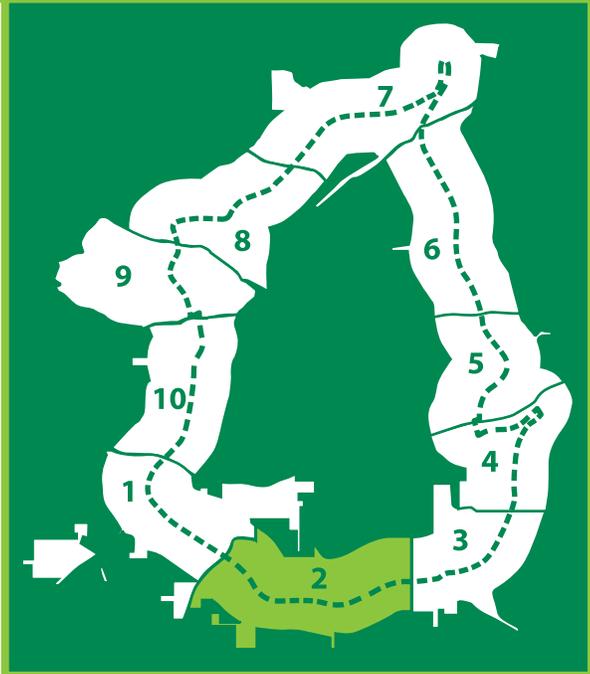
Atlanta BeltLine Master Plan

SUBAREA 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

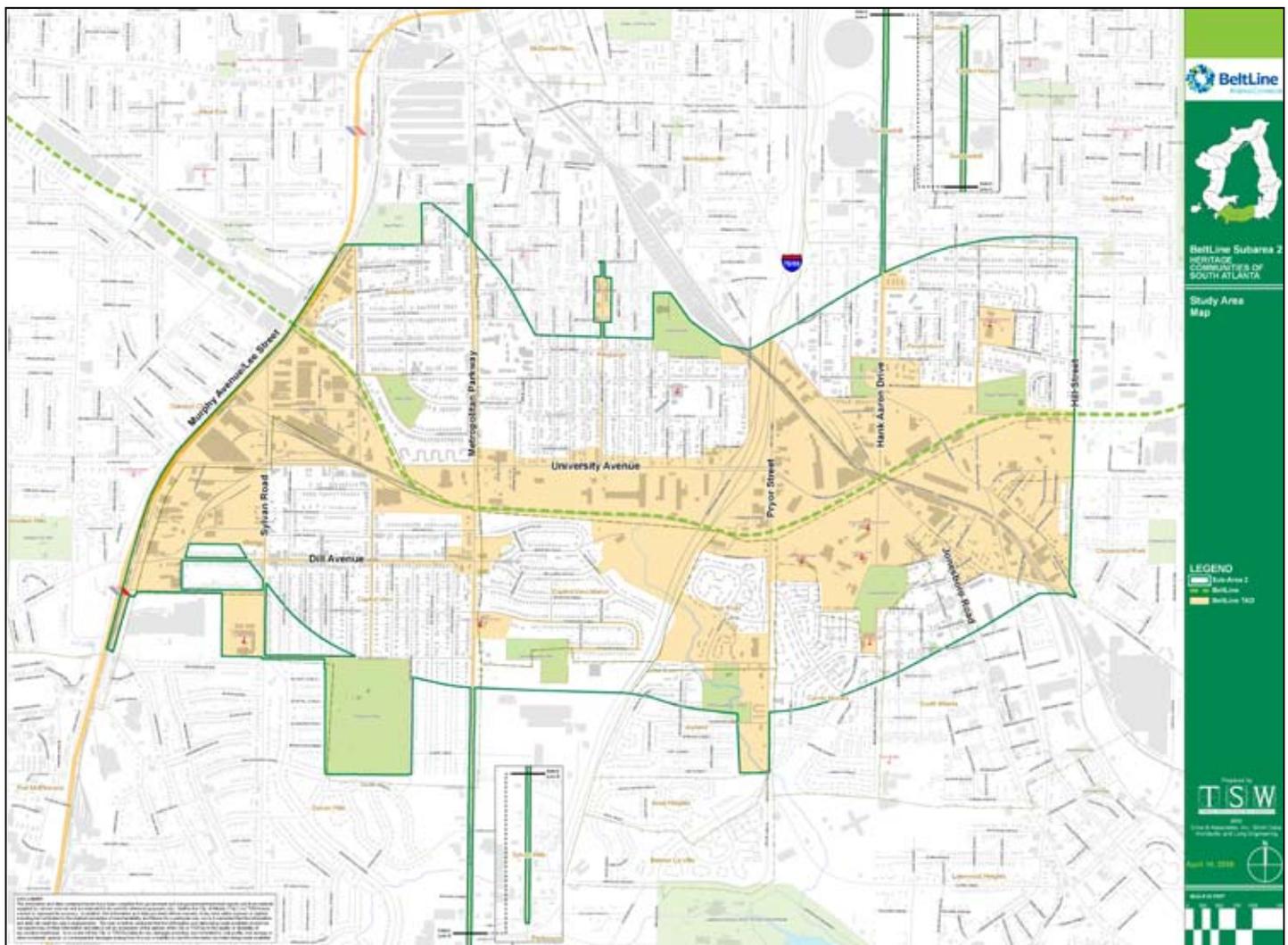
This document provides the planning recommendations for Subarea 2 for the BeltLine Planning Area the Heritage Communities of South Atlanta. The plan includes a detailed matrix of recommendations for future land use, parks, and mobility.

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.

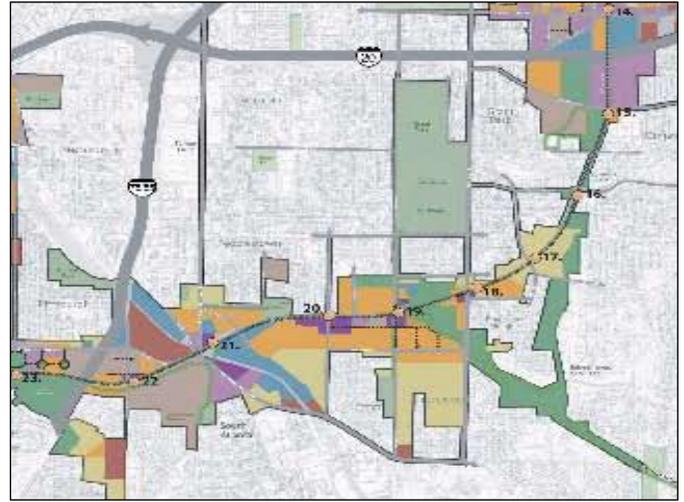
Previous planning studies were also reviewed in order to update and refine their efforts, taking into account recent development activity. The studies reviewed included the following:

- 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

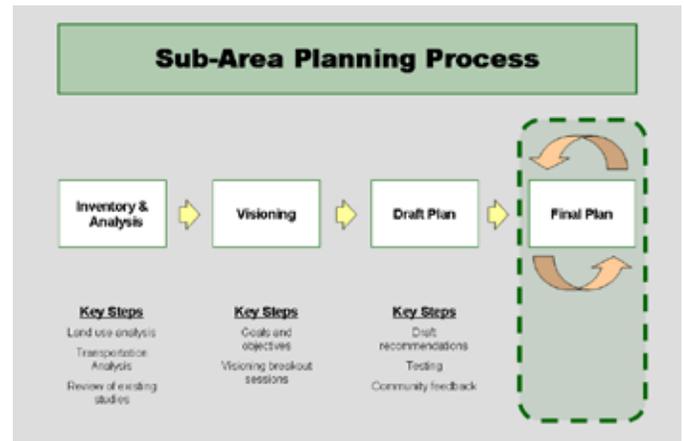
75/85 to Metropolitan Parkway. At Capitol View and Adair Park, the corridor turns northwest through the Murphy Triangle district. It then passes under MARTA's north-south rail line into the West End.

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.



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

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

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.

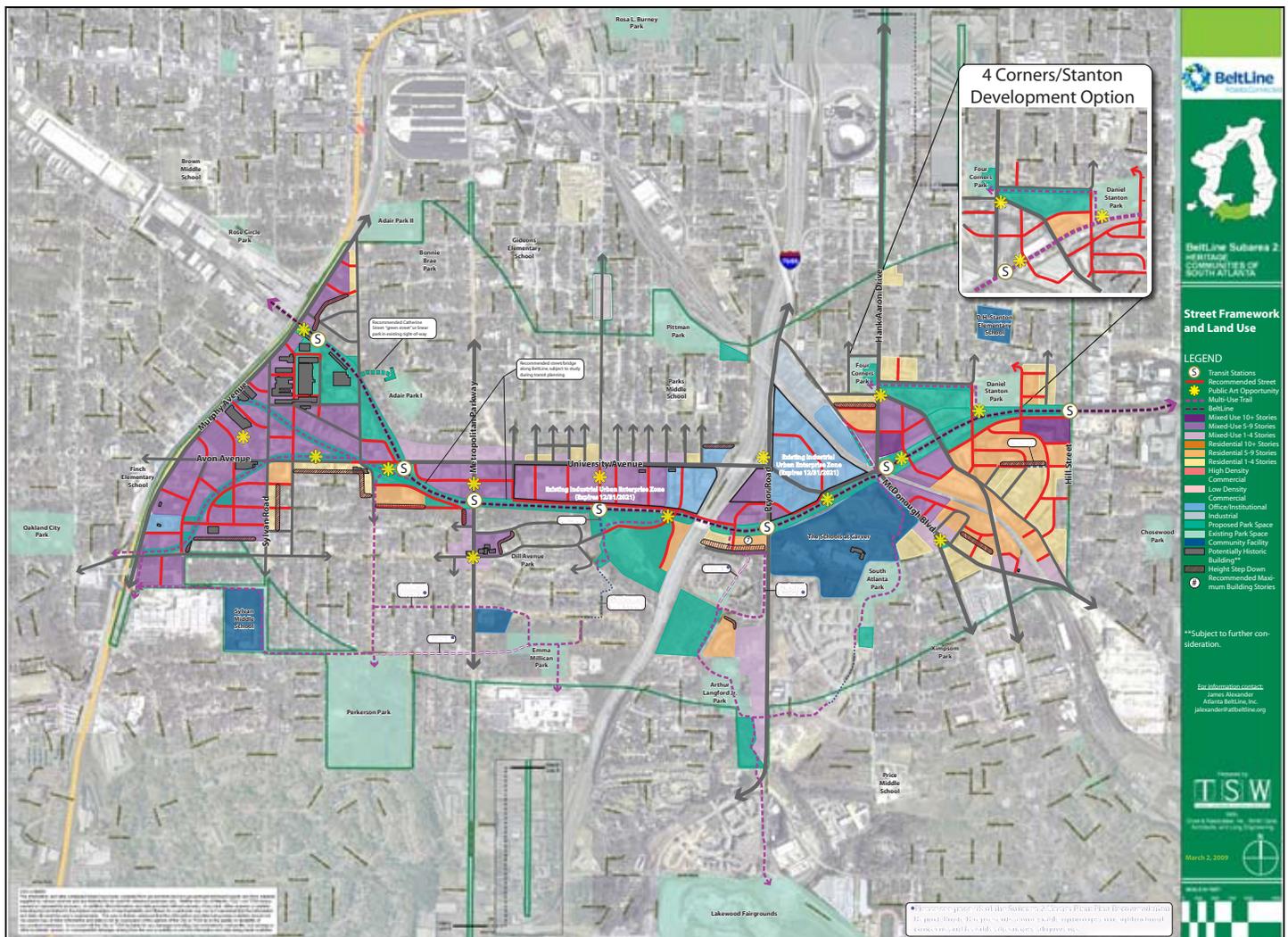
New parks, multi-use trails, and streetscapes will create a network of high quality public spaces.

- 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.

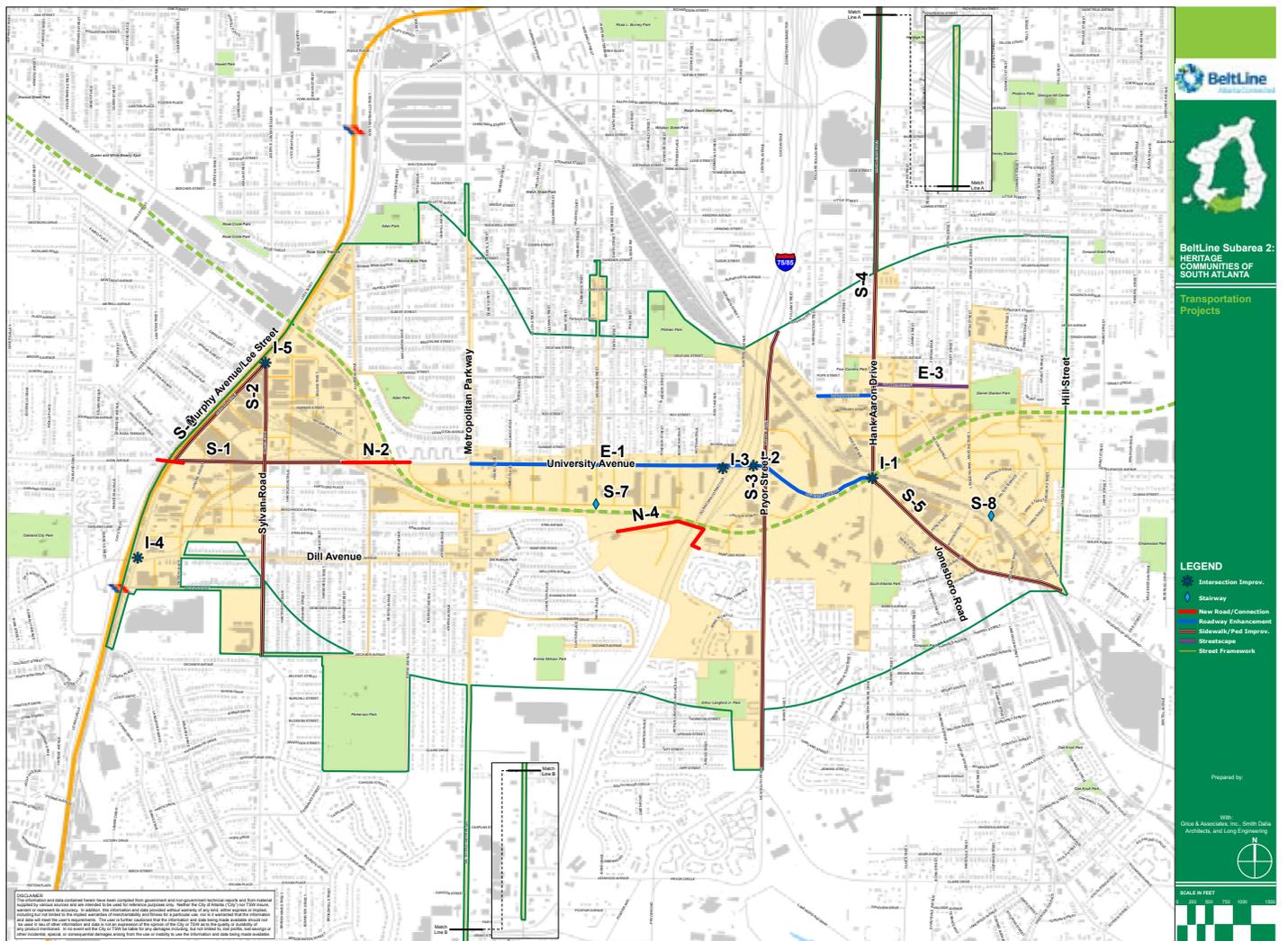
- I-5: Sylvan Road at Murphy Avenue – Install a signal, if and when warranted based on a traffic study.

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

- E-2: Ridge Avenue – Realign Ridge Avenue to connect to Hank Aaron Drive.
- E-3: Streetscapes on Boynton Avenue – Boynton Avenue streetscape, which includes bulbouts, trees, and new sidewalks.

New sidewalks are recommended as follows:

- S-1: Avon Avenue from Murphy Avenue to east of Sparta Street.
- S-2: Sylvan Road from Murphy Avenue to Deckner Avenue.
- S-3: Pryor Street from Ridge Ave to Pryor Road and Pryor Circle split.
- S-4: Hank Aaron Drive from Mitchell Street to Ridge Avenue/McDonough Avenue
- S-5: McDonough Boulevard from Hank Aaron Drive to Hill Street.

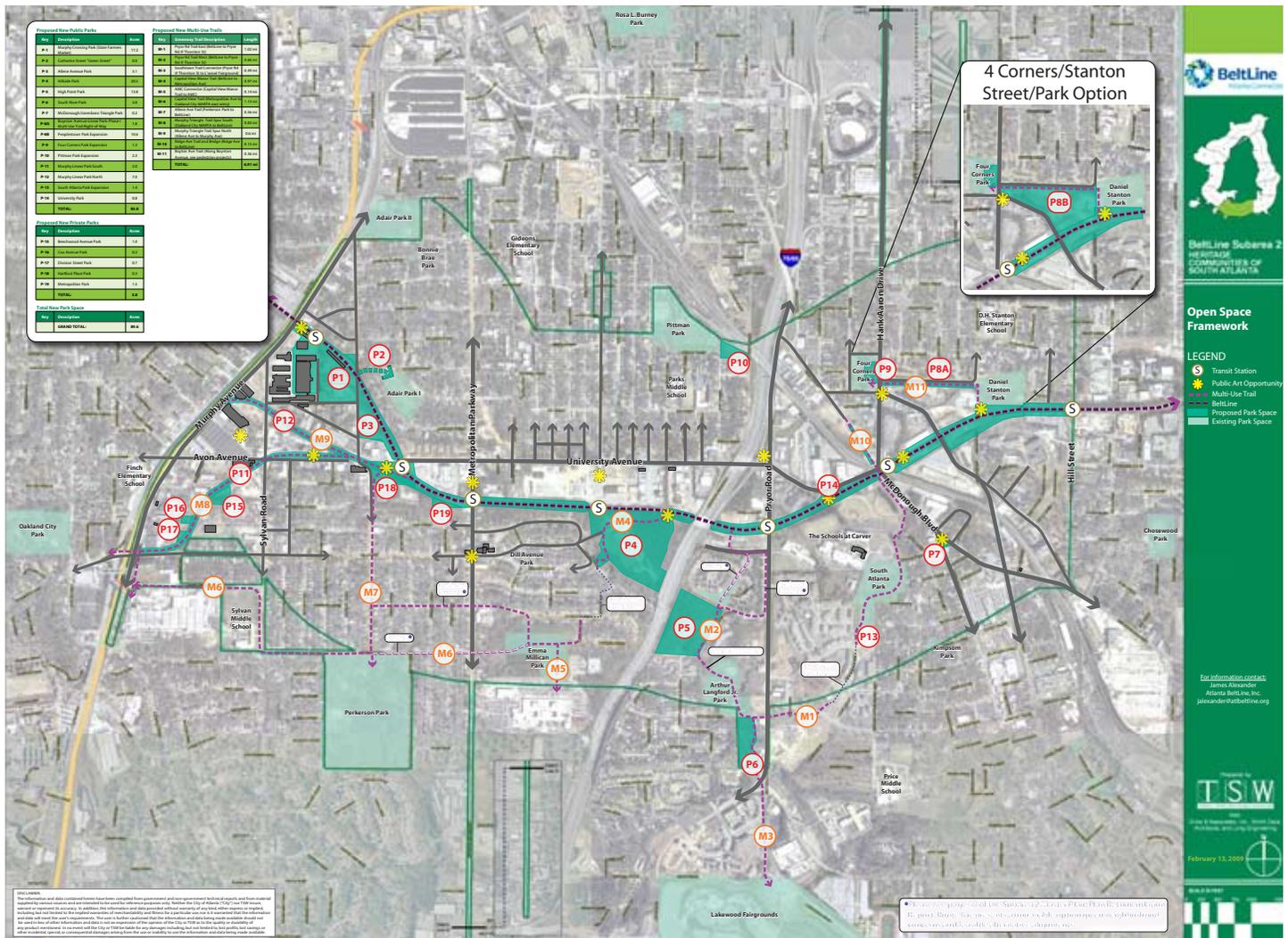
- S-6: Murphy Avenue from University Avenue to Sylvan Road.
- S-7: New stairway at Hillside Park to proposed McDaniel Street transit stop.
- S-8: New stairway west of Hill Street to increase connectivity to Milton Avenue.

System-Wide Projects

- Traffic Signal Optimization
- Traffic Calming Measures

Plan Summary: Parks and Open Space

Existing open spaces in the subarea should be enhanced and expanded with 125 acres of new public and private open space. These will range in size from less than 1 acre to over 20.



Map showing proposed open space network, including parks, multiuse trails, and public art locations

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,
- 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 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.

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.



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
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

Atlanta BeltLine Master Plan

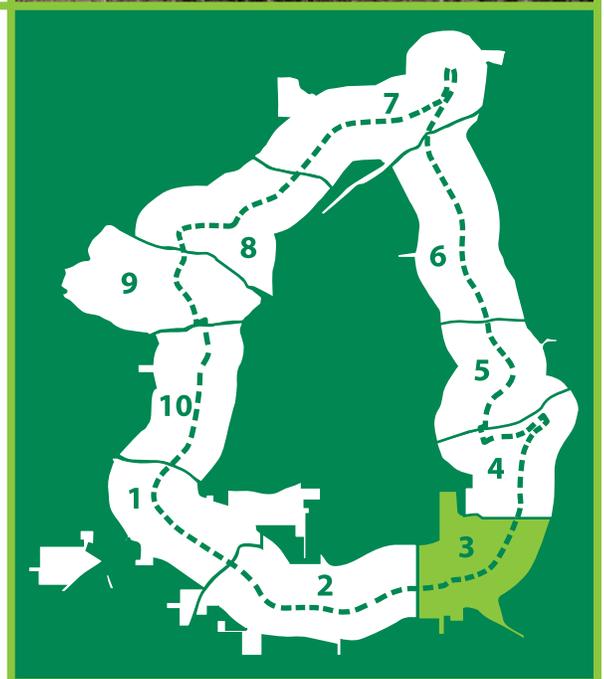


SUBAREA 3 BOULEVARD CROSSING

Executive Summary

Prepared for
Atlanta BeltLine, Inc.
By Ecos Environmental Design
Grice & Associates
Smith Dalia Architects
Dovetail Consulting

Adopted by the Atlanta City Council on March 16, 2009



Executive Summary

a. Study Overview

Meeting the community's core values of green, diverse, and historic- this Boulevard Crossing subarea planning process integrates greenspaces, circulation, land use, and public arts to complete a comprehensive master plan and 5 year implementation strategy for one of ten subareas along the 22-mile BeltLine. Initiated by the City BeltLine Team (including Atlanta BeltLine, Inc., the City of Atlanta Department of Planning and Community Development, and the Department of Parks, Recreation, and Cultural Affairs) the integrated subarea master planning effort lays the foundation for overall BeltLine project implementation and strives to deliver Atlanta's wish list for the future including increased greenspace, enhanced mobility, economic development and vibrant, live-work-play communities. The Boulevard Crossing Subarea Plan builds on the foundation of previous BeltLine planning efforts; refining recommendations; identifying projects and programming related to parks, open space, mobility, circulation and land use; and providing the concept work to support future, more detailed design/engineering of near-term projects. The purpose of the Boulevard Crossing Subarea Plan includes the following:

- To update and refine BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies;
- To review the land use plan and circulation plan included in the 2005 Atlanta BeltLine Redevelopment Plan in combination with other land use plans previously completed for the subareas and finalize the land use to be incorporated into the Atlanta Strategic Action Plan (former Comprehensive Development Plan);
- To review and refine the proposed street grid framework for areas within the BeltLine Tax Allocation District that do not currently have the street network to support anticipated urban development patterns;
- To complete a master plan for Boulevard

Crossing Park including concepts, program development, concept generation, cost estimates and review of operational issues; and

- To better define streetscape, pedestrian and roadway projects and associated cost estimates for high priority corridors necessary to support future BeltLine development as identified in the BeltLine Redevelopment Plan and BeltLine Street Framework Plan.

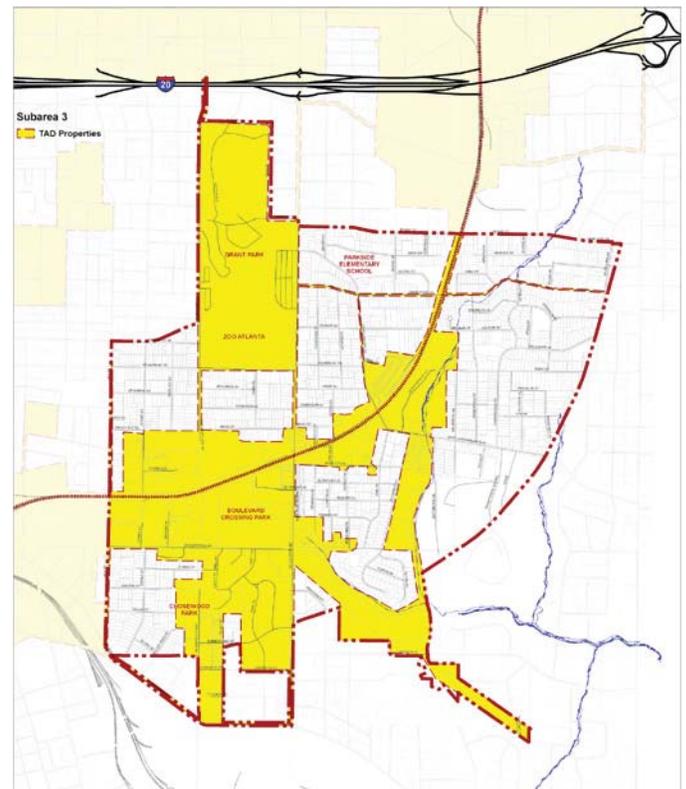


Figure 1 - Boulevard Crossing Subarea- 1,167 acres, Boulevard Crossing TAD- 529 acres

b. Subarea Context

Encompassing Grant Park, Chosewood Park, and the new Boulevard Crossing Park plus 1,000 surrounding acres within the southeast quadrant of the City, the subarea has the potential to enhance and interconnect greenspaces, as well as the seven Boulevard Crossing neighborhoods. The subarea includes Boulevard, McDonough, Atlanta, Cherokee,

Englewood, and Hill Street. Historically the street grid has been disrupted and neighborhoods have been bisected by the railroad corridor. Specifically these constraints were addressed through this nine month planning process that focused on the redevelopment and rehabilitation of the industrial and vacant land dominating the Tax Allocation District.

c. Methodology and Community Input

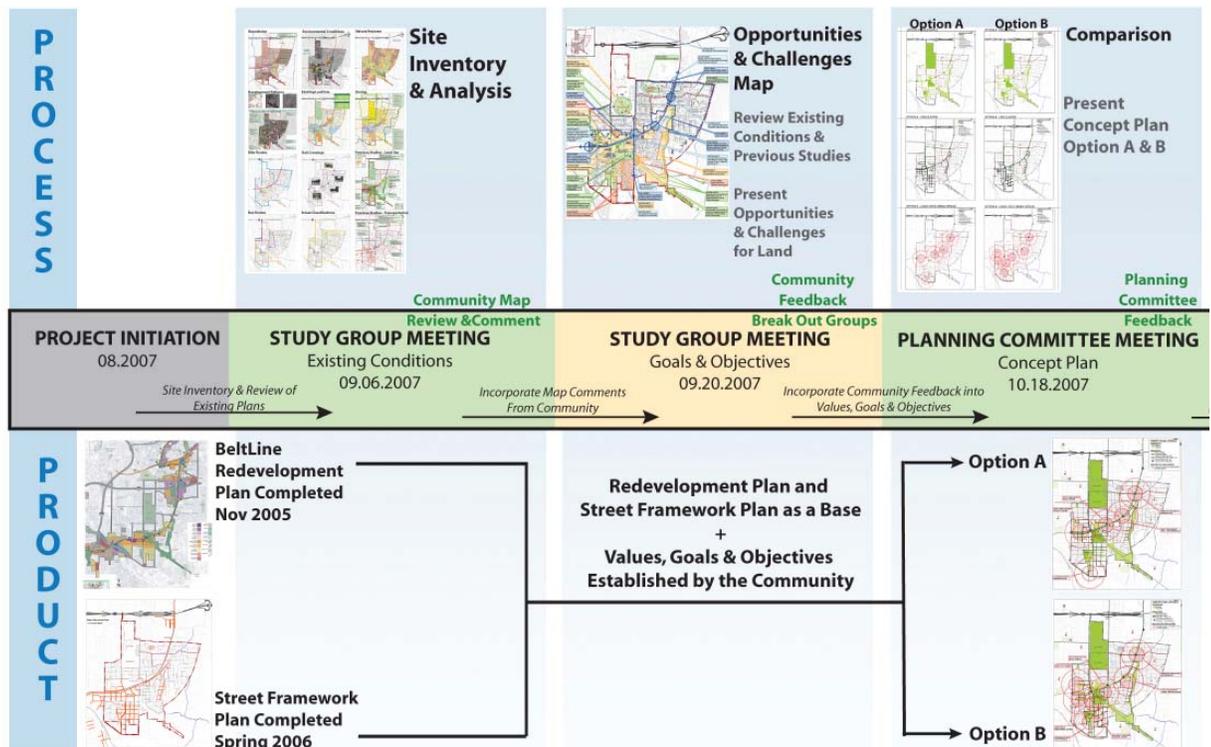
The Boulevard Crossing Subarea Plan and Boulevard Crossing Park Master Plan were developed with input from the Southeast BeltLine Study Group, as well as a planning committee established exclusively to review and guide planning activities. Utilizing a series of planning committee meetings and five community/ study group meetings at key points in the process, community members established values, goals, and objectives, as well as explored placemaking to integrate land use and transportation at appropriate scales and design to support transit while respecting existing neighborhoods. Community feedback, in addition to detailed existing conditions,



Figure 2- Study Group/ Community Meeting
Courtesy of: Ecos

identified opportunities and challenges, and, along with recommendations from previous studies led to the development of two alternative options. Merging these options, the final Subarea Plan represents further refinement based upon market and transportation analysis and expands upon the following key characteristics of the BeltLine Redevelopment Plan and Street Framework Plan:

- extension of a green network
- historic lot layout



- strong relationship of new uses to the BeltLine
- emphasis on diverse new living options
- continuation of the historic street pattern
- connection between neighborhoods
- expansion of transportation alternatives

The Subarea Plan provides recommendations for four elements- Land Use and Urban Design, Public and Cultural Arts, Circulation/ Mobility, and Greenspaces. To meet the community vision illustrated in the Boulevard Crossing Subarea Plan, a series of sustainable action strategies were also developed that outline policy and zoning amendments to implement the green, diverse, and historic values of the Boulevard Crossing community.

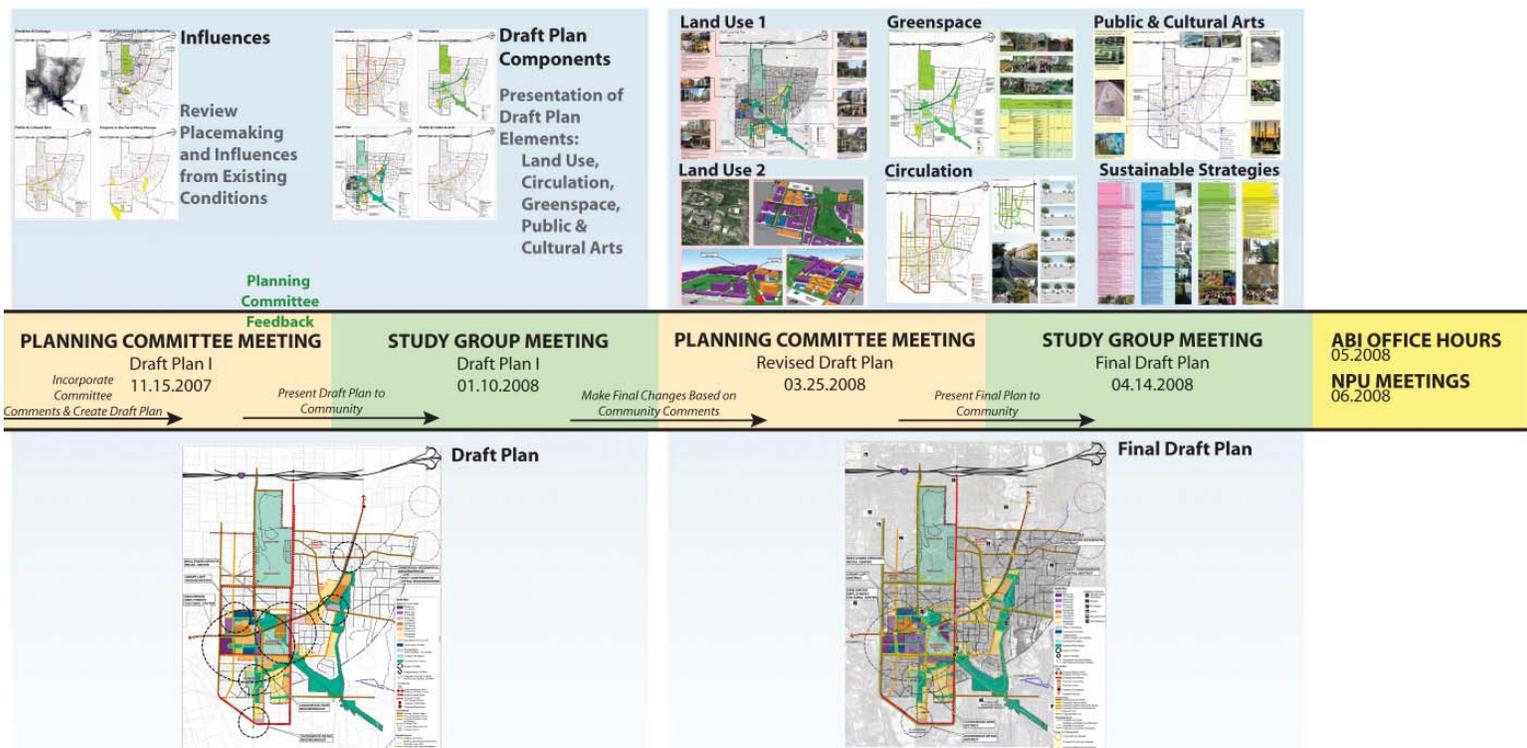
d. Overview of Subarea Goals

Determination of the Boulevard Crossing community values, goals, and objectives began with the very first subarea planning meeting, in which the community was asked a series of questions to discern what they wanted to retain, what were their key concerns, and what would benefit the entire study area. Pulling from the community feedback, as well as feedback from previous BeltLine Southeast Study

Group meetings and public engagement from previous studies, the consultant team presented draft values and goals to the community. The community refined the values and goals and established a number of objectives to meet the goals. The Boulevard Crossing community values can be summarized as Green, Diverse, and Historic. The following are the established goals.

• Land Use and Urban Design Goals

- Encourage development that is compatible with community values and future needs.
- Facilitate mixed use “centers” (living, working and shopping) to promote economic development, serve the community neighborhoods and support alternative transportation modes.
- Maintain a variety of residential opportunities, including mixed-income and workforce housing to strengthen the diverse community.
- Expand civic facilities to support community growth.



Public Art and Cultural Goals

- Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
- Identify, interpret and protect community historic and cultural resources.

Circulation Goals

- Explore opportunities to incorporate innovative strategies into community-wide transportation solutions commensurate with future needs.
- Provide connectivity, continuity and redundancy among various modes of transportation.
- Allow transportation facilities to promote seamless neighborhood boundaries, while preserving and or enhancing community distinctions and character.
- Ensure future usage by developing a sustainable financial structure for maintenance.

Greenspace Goals

- Reclaim/restore/create & expand community environmental resources.
- Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.

e. Plan Summary

The Boulevard Crossing Subarea Plan illustrates two centers and five districts focused on the BeltLine and existing neighborhoods to provide diverse employment and living opportunities. These centers provide the density, diversity, and design needed for transit supportive mixed use and walkability. A series of linear greenspaces and trails connect these development centers/ districts to BeltLine transit stops and existing neighborhoods. Comprising over fifty percent of the TAD, proposed and existing greenspaces are located at focal points within the community and encompass drainage ways and undeveloped forest land. The Subarea Plan also enhances

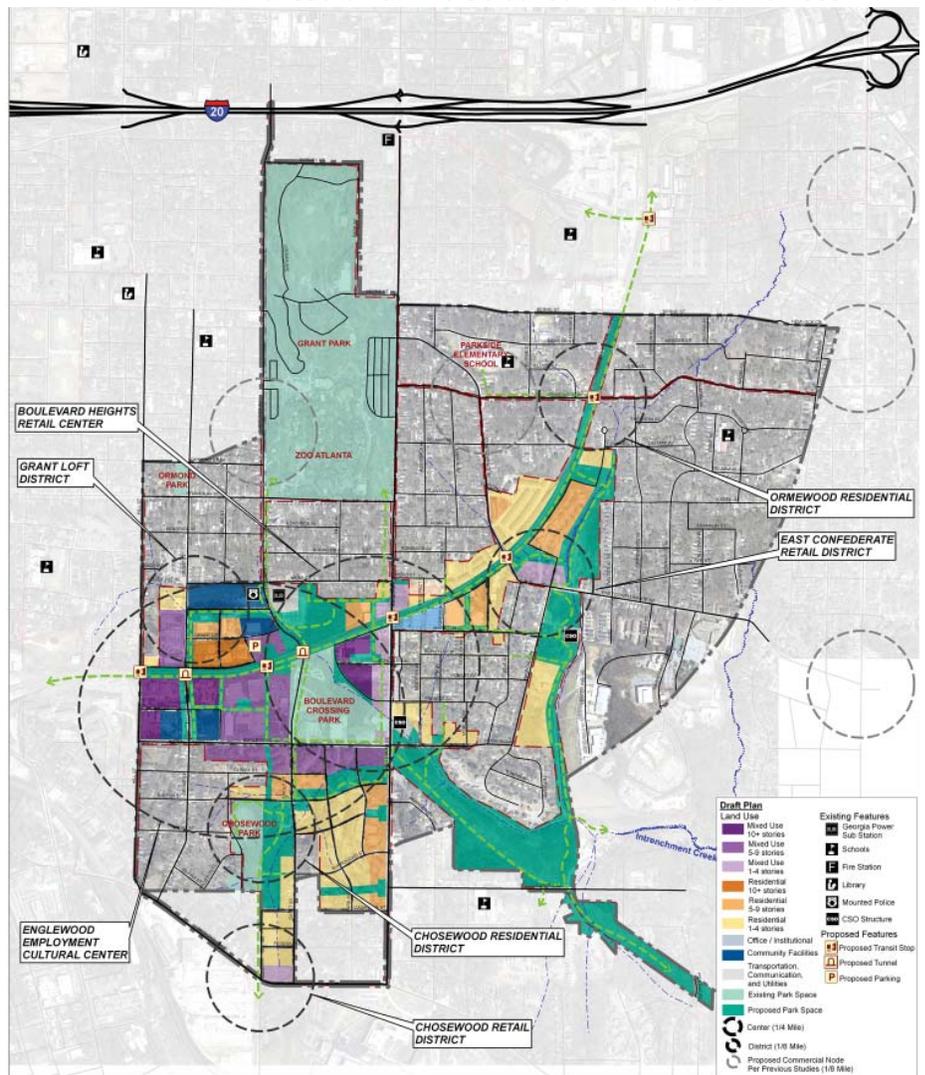


Figure 3 - Land Use Plan

east-west and north-south connectivity by locating BeltLine transit stops at approximately ¼ mile interval, providing an interconnected trail and bikeway network, and strengthening the street grid. Recommendations include utilizing transportation and greenspace facilities for public and cultural art installations, as well as gateways to welcome visitors into the Boulevard Crossing neighborhoods. Of high priority to the Boulevard Crossing community are the following components:

- **Land Use and Design:** In addition to the development centers and districts being appropriately scaled and located to serve and enhance both the local neighborhoods and

the BeltLine, they support the community's desires for diverse, mixed income housing, employment, and convenient shopping opportunities. The market study shows that households and retail/ office are expected to more than double. Central to the Land Use and Design recommendations was integration of new development into the existing terrain and promoting the use of low impact development techniques into all redevelopment. The Subarea Plan also promotes living around greenspaces and incorporating opportunities for gateways, interpretation, and functional art into development- including the BeltLine arboretum, gateways, and interpretive trail

opportunities highlighting the community's significant features.

- **Mobility/ Circulation:** The primary focus of the circulation component of the Subarea Plan is to follow complete street principles by providing multi-modal opportunities for all users (of all ages and abilities) whether pedestrians, bicyclists, transit users, or motorists. The Subarea Plan addresses the need for an interconnected network by establishing a hierarchy of circulation elements, in addition to enhancing the pedestrian and neighborhood environment through streetscape improvements. A detailed transportation analysis was completed, including trip generation, operational analysis, and intersection modeling to ensure future land uses are supported. Key mobility projects that will positively improve connections and accessibility include the extensions of Cherokee Street, Gault Street, Mead Street, and Grant Street.

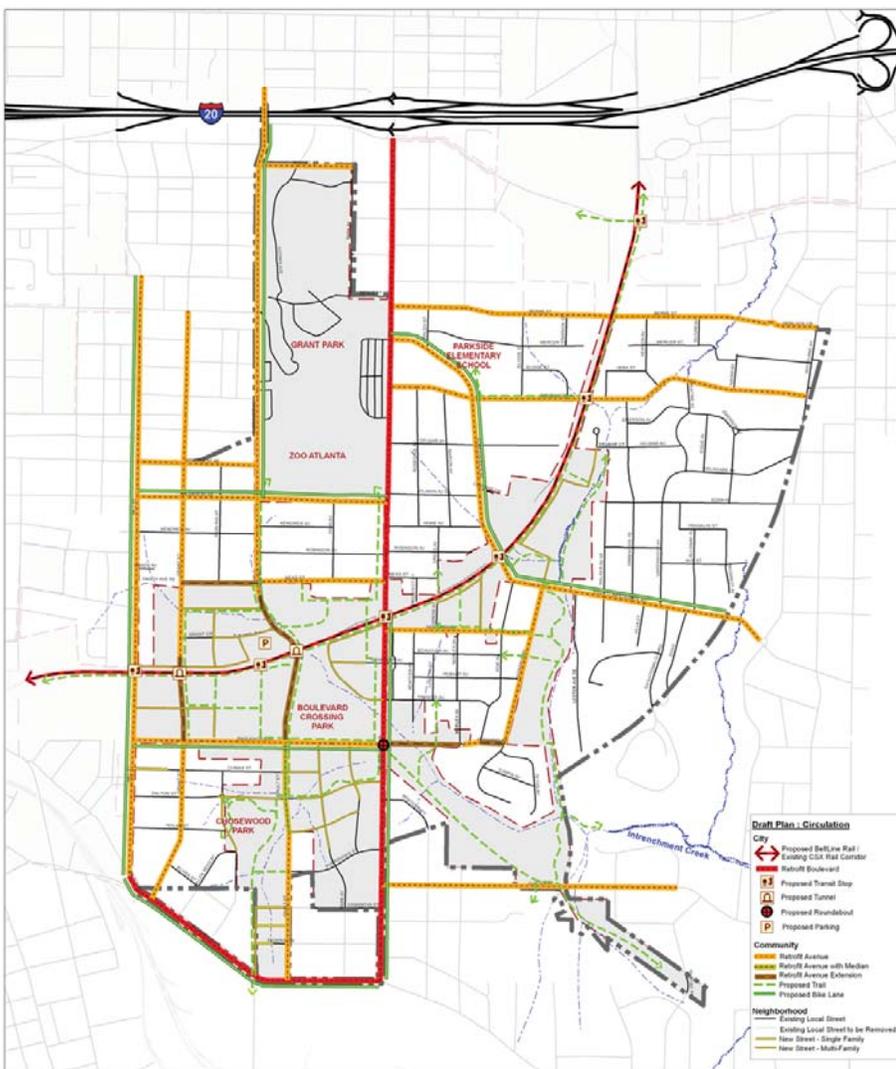


Figure 4 - Circulation Plan

- Parks and Open Spaces:** The diversity and quantity of existing and proposed greenspaces within the Subarea Plan satisfies the projected future need of Boulevard Crossing residents and visitors into 2030. The Subarea Plan establishes three scales and multiple types of greenspaces encompassing 57% of the TAD properties and 27% of the entire subarea. This includes neighborhood park space for Ormewood and Boulevard Heights which are currently lacking greenspace, almost doubling Chosewood Park, and connecting multiple neighborhoods to the BeltLine via an extensive multi-use trail

network. The subarea planning process also included the development of a master plan for Boulevard Crossing Park, which focused on the theme “Urban Confluence”: seeking to restore the existing highly-disturbed landscape by infusing it with active and passive recreation, art, and nature.

Highlights of the Sustainable Action Strategies (policy and zoning recommendations) include involving artists in design development, promoting the BeltLine Arboretum, incorporating low impact and green development practices, and ensuring

architectural step back at the street. The Boulevard Crossing Subarea Plan meets transit element requirements to ensure successful BeltLine implementation, updates and refines the Atlanta BeltLine Redevelopment and Street Framework Plans, and incorporates the Boulevard Crossing community values and goals.

The Boulevard Crossing Subarea Plan document contains an Existing Conditions Report and Plan Recommendations Report. In addition, a full Transportation Impact Report and Boulevard Crossing Park Master Plan Report are located in the Appendix of the Plan Recommendations Report.

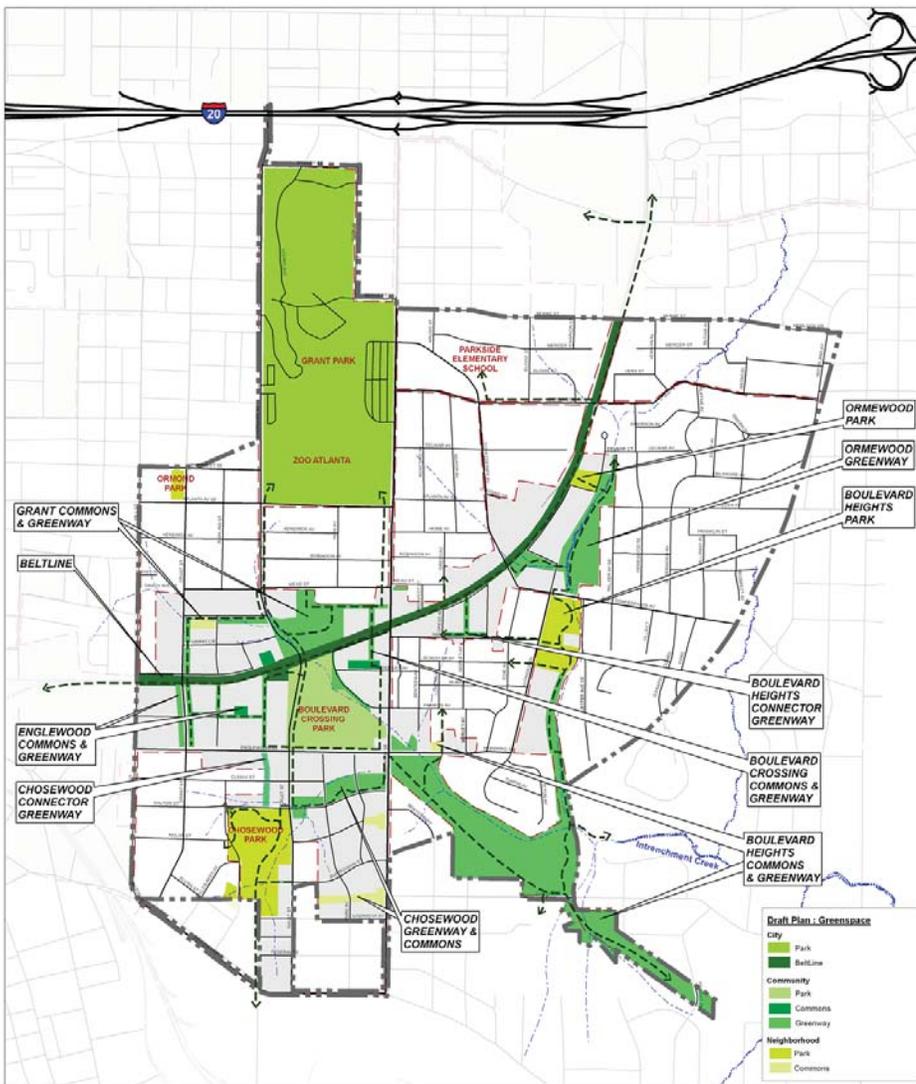
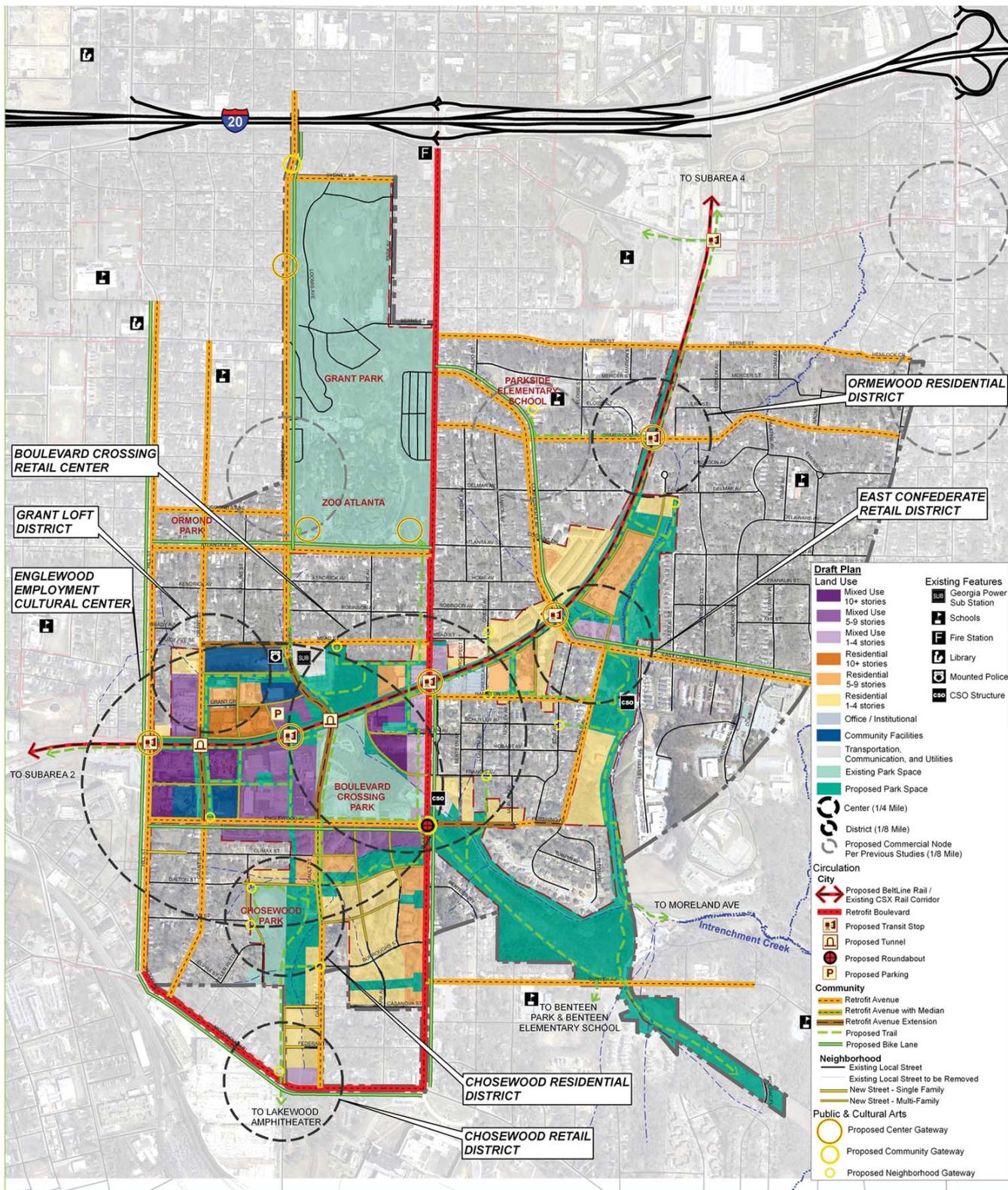


Figure 5 - Greenspace Plan



BeltLine Subarea 3: BOULEVARD CROSSING

Overall Plan

June 2008

LEGEND

- Boulevard Crossing
- Tax Allocation District
- Parcels
- Interstate
- Railroads
- Waterways
- Drainage Way

SCALE IN FEET

0 200 400 600 800 1200

Figure 6 - Final Boulevard Crossing Subarea Plan

After the adoption 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 help ensure a uniform approach to implementing projects and an equitable distribution of development opportunities 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 new data and policies.

V. Public Involvement

a. Project Description

The Boulevard Crossing Study Area and Boulevard Crossing Park Master Plans were developed with input from the Southeast BeltLine Study Group, as well as a Planning Committee established exclusively to review and guide Subarea 3 planning activities. The BeltLine planning area is divided into five Study Groups for public involvement activities: Northeast, Northside, Southeast, Southwest and Westside. These groups provide input on the planning and implementation of the project within a specific geographic area. Study Group boundaries are based on recognized neighborhood boundaries and major physical dividers such as interstate highways, and include neighborhoods and business districts. The BeltLine Study Groups are open to all members of the community. To ensure Neighborhood Planning Unit (NPU) participation in the activities of the BeltLine Study Groups, each NPU was asked to designate a liaison and alternate liaison to the BeltLine Study Group(s) in its area.

To augment the Study Groups, a Planning Committee was created. Planning Committee representatives provided more detailed involvement and continual input throughout the subarea planning process. Membership included participants from the BeltLine Study Groups, but was augmented to draw from multiple stakeholder groups required to inform the planning and design process fully. The Subarea 3 Planning Committee included neighborhood residents, arts community representatives, development community interests and other key stakeholders.

Consultants supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council on July 2006. Specifically, consultant team members, under the direction of project managers from Atlanta BeltLine, Inc. attended both Study Group and Planning Committee

meetings and led discussions of land use and circulation, mobility and park master planning. There were seven Planning Committee meetings and five Study Group meetings held over the course of the Boulevard Crossing Study Area and Boulevard Crossing Park Master Planning Process. The agendas and meeting notes for each of these meetings are included within the Appendix. The following list includes the meeting dates and topics of all Southeast Study Group and Planning Committee meetings held during the planning process.

- July 26, 2007: Planning Committee Meeting, Kickoff Meeting
- August 16, 2007: Planning Committee Meeting, Boulevard Crossing Park Existing Conditions
- September 6, 2007: Study Group Meeting, Study Area Existing Conditions
- September 20, 2007: Study Group Meeting, Development of Goals and Objectives
- October 18, 2007: Planning Committee Meeting, Study Area Master Plan Concepts
- October 23, 2007: Planning Committee Meeting, Boulevard Crossing Park Plan Concepts
- November 15, 2007: Planning Committee Meeting, Study Area Master Plan Draft
- January 10, 2008: Study Group Meeting, Open House, Study Area Master Plan Draft & Boulevard Crossing Park Master Plan Draft
- January 17, 2008: Planning Committee Meeting, Boulevard Crossing Park Master Plan Final Draft
- February 21, 2008: Study Group Meeting, Boulevard Crossing Park Master Plan Final Draft
- March 25, 2008: Planning Committee Meeting, Study Area Master Plan Final Draft
- April 14, 2008: Study Group Meeting, Study Area Master Plan Final Draft

b. Major Themes & Issues

The planning process for the Boulevard Crossing Study Area Master Plan and the Boulevard Crossing Park Master Plan progressed with few major issues. The community has been actively involved throughout the process and agreeable to most recommendations produced by staff and the consultant team. This success may be attributed to the strong leadership provided by the Study Group Coordinators and Planning Committee members. However, a few major issues did develop.

Early in the planning process, the community expressed concern about immediate plans to create a multi-use trail connection from Grant Park south to Choosewood Park. Concerns were mainly centered on the construction of a tunnel under the BeltLine. Atlanta Beltline, Inc., the Path Foundation and the City of Atlanta Department of Parks, Recreation and Cultural Affairs agreed to meet with residents to discuss the proposed trail and alternatives. The resolution agreed to by all parties was that the immediate construction of this trail would be postponed. The parties also agreed, with the support of the Planning Committee, that future plans would show the trail along the future Cherokee Street extension south to Englewood Avenue.

Several residents of the Boulevard Heights neighborhood raised concerns related to proposed transportation improvements during the Draft Study Area Master Planning stage. The central issues included the extension of Englewood Avenue east across Boulevard to Avondale Avenue and the proposed use of a roundabout at the intersection of Boulevard and Englewood Avenue. Atlanta BeltLine, Inc. and the consultant team agreed to meet with residents to discuss their concerns and to further explain the need for these proposed improvements. In a meeting held in early May 2008, the group agreed to a compromise that is reflected in the final recommendations and plans. Essentially, both parties agreed to a customized street cross section for a portion of the street extension and a commitment to ensure safe pedestrian access through the proposed roundabout.

c. Ongoing Engagement Activities

Several proposed projects should include ongoing engagement activities as each progress from the planning stage to implementation. These projects include the

following:

- Boulevard Crossing Park
- Cherokee Street Extension
- Grant Street Extension
- Englewood Avenue Extension
- Englewood Avenue/Boulevard Roundabout
- Englewood Housing Development Redevelopment Planning
- BeltLine Transit Planning
- Boulevard Transportation and Streetscape Enhancements

Each of these proposed projects has generated considerable interest from Study Group participants and/or Planning Committee members. All projects were recommended for inclusion in the final plan by the Study Group and Planning Committee members, but might require additional public input as plans are more fully developed.



Figure v.1 - Community Meeting for Subarea 3
Courtesy of: Ecos



Atlanta BeltLine Master Plan

SUBAREA 4

MEMORIAL DRIVE/ GLENWOOD AVE

Plan Recommendations Report

Prepared for
Atlanta BeltLine, Inc.
By Ecos Environmental Design
AECOM, Smith Dalia Architects
and Dovetail Consulting

Adopted by the Atlanta City Council on July 18, 2011
Legislation #: 10-O-1919/1991; CDP-10-12



Atlanta
BeltLine



I. Executive Summary

The recommendations of the Atlanta BeltLine Master Plan for Subarea 4 are summarized in the following pages. The recommendations include brief sections on land use, design, mobility, and parks. Complete recommendations follow this section in the Plan Recommendations Report.

a. 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. It will connect 45 neighborhoods and affect more than 100,000 people who live within one-half mile of the corridor.

In 2005, the Atlanta City Council adopted the BeltLine Redevelopment Plan. This important planning document created a broad vision for the Atlanta BeltLine project and enabled the creation of the BeltLine Tax Allocation District (TAD), a key source of implementation funds. The Subarea 4 Master Plan builds on the foundation of previous planning efforts by refining recommendations and project lists via an expanded community input process. This process integrates land use, urban design, circulation, mobility, greenspace, and public art into a comprehensive master plan for one of ten subareas along the 22-mile Atlanta BeltLine. This Master Plan includes the following purposes:

- To update and refine Atlanta BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies.
- To review the land use plan and circulation plan included in the 2005 BeltLine Redevelopment Plan in combination with other land use plans previously completed for the subareas and finalize the land use to be incorporated into the Comprehensive Development Plan.
- To review and refine the new street recommendations for incorporation in the Street Framework Plan and implementation through the BeltLine Overlay Zoning District.

- To better define streetscape, pedestrian and roadway projects and associated cost estimates for high priority corridors necessary to support future development as identified in the Redevelopment Plan and Street Framework Plan.
- To refine projects and programming related to parks and open spaces along the BeltLine.

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. This phased process 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 2030 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.

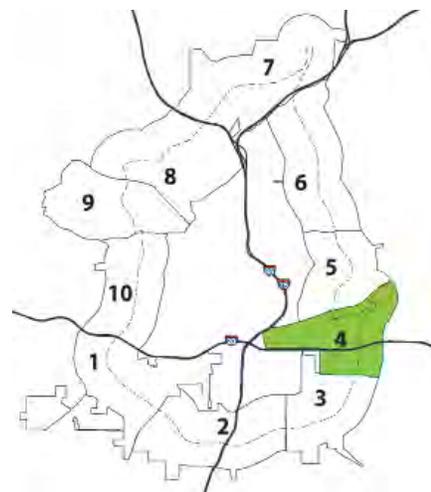


Figure 01 - BeltLine Subareas

b. Subarea Context

Subarea 4 is located in the southeastern portion of Atlanta BeltLine, east of I-75/I-85 and bisected by I-20. It is bounded by DeKalb Avenue to the north, Moreland Avenue to the east, and Berne Street to the south (see Figures 1 and 2). The study area is centered on the Atlanta BeltLine corridor and generally includes the land within one-half mile of either side. The study area encompasses over 1,200 acres and includes 415 acres of the BeltLine Tax Allocation District.

Subarea 4 incorporates several Neighborhood Planning Units (NPU's), City Council Districts, and neighborhoods, including portions of:

- Southeast Study Group.
- NPUs N, O, and W.
- City Council Districts 1 and 5.
- Neighborhoods of Cabbagetown, Capital Gateway, Edgewood, Grant Park, Ormewood Park, and Reynoldstown.

The study area includes four significant redevelopment focus areas containing numerous abandoned or underutilized properties, along with properties that may transition away from industrial over the next 20 years. Each of the focus areas presents opportunities for transit-oriented redevelopment at the appropriate scale and with appropriate transitions to the existing single-family neighborhoods. A synopsis of the recommendations for each focus area begins on page 11.

Subarea 4 includes two major physical barriers: Interstate 20 and the CSX Hulsey Yard intermodal transfer facility. Both present challenges for connectivity and require special attention around their edges from land use, mobility, air quality and noise pollution perspectives.

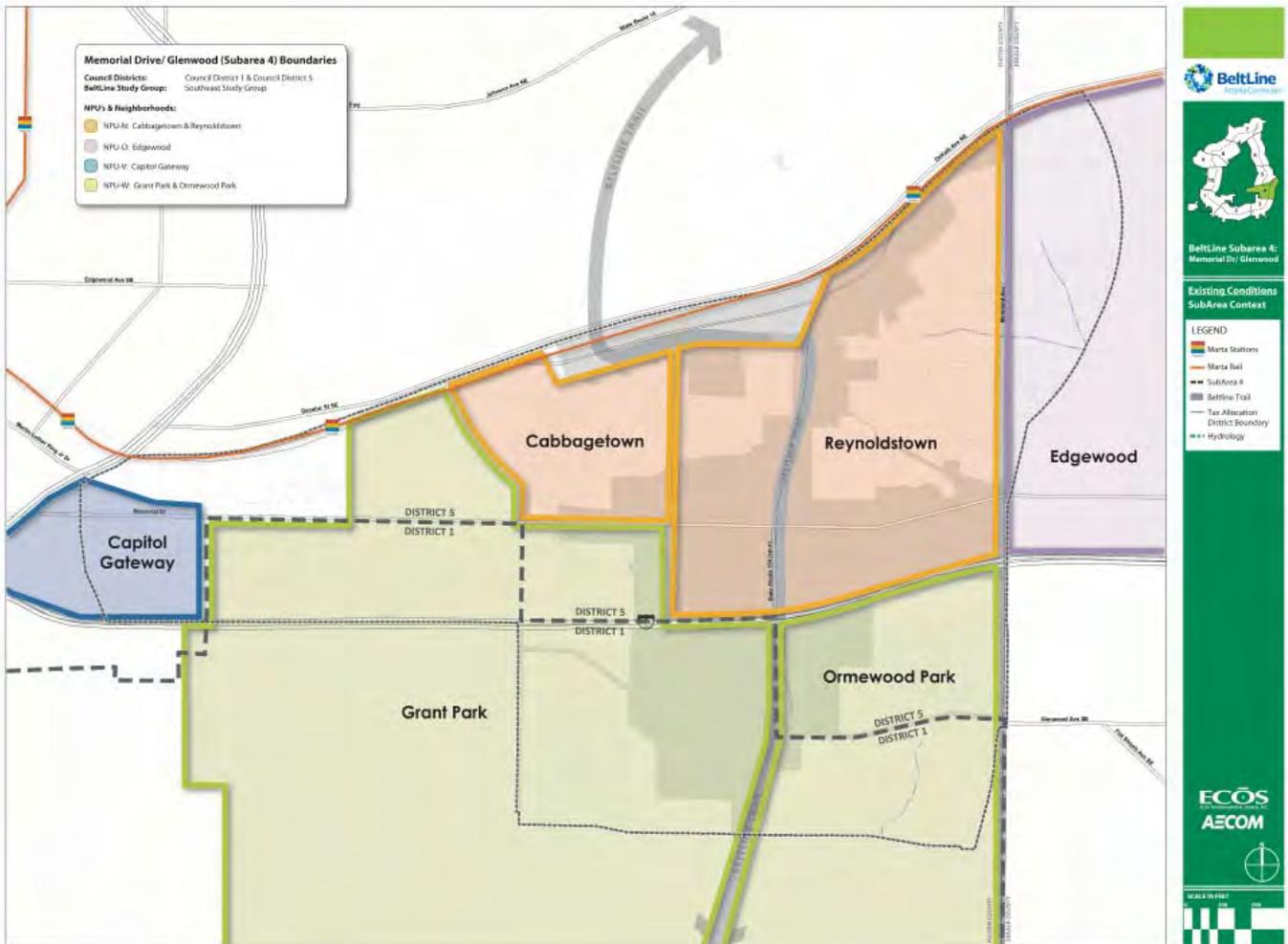


Figure 02 - Subarea 4 Context Map

The study area contains both the King Memorial and Inman Park/Reynoldstown MARTA heavy rail stations. The Tier I Atlanta BeltLine transit and trail Environmental Impact Statement (EIS) has identified three connectivity alternatives for connecting to the MARTA rail network. The alternatives contemplate tying into either station. While the decision at the time of this planning report was not yet determined concerning which connection and alignment option will be implemented, this master plan will accommodate any of the three alternative and connection options.

The study focused on the Bill Kennedy Way, Memorial Drive, Moreland Avenue and Wylie Street corridors and included detailed traffic analysis and forecasting for each of these roadways, detailed in the Transportation Analysis appendix. This analysis informed detailed pedestrian, bicycle, and vehicular mobility improvements for the study area.



Southeast BeltLine Study Group Meeting

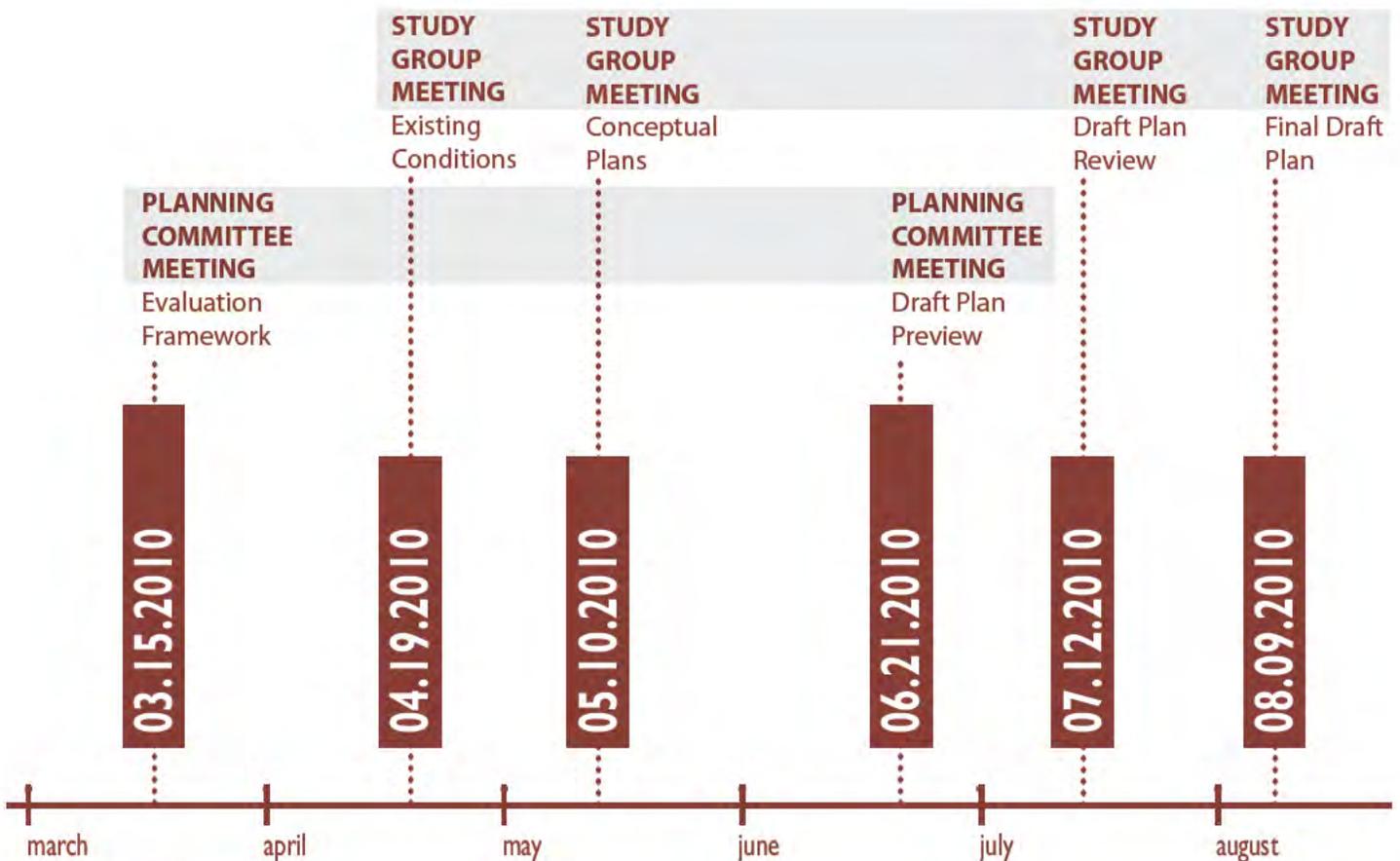


Figure 03 - Project Timeline

c. Methodology and Community Input

The Subarea 4 Master Plan was developed with input from the Southeast Study Group, Office Hours, Quarterly Briefing updates, the BeltLine.org website, and a Planning Committee established exclusively to review and guide this study. Utilizing a series of planning committee meetings and four study group meetings (public meetings) at key points in the process, community members and stakeholders had the opportunity to shape both the goals of and the recommendations for the Subarea 4 Master Plan. Community feedback, in addition to detailed existing conditions, identified opportunities, challenges, and recommendations from previous studies, which led to the development of two alternative concept plans. Through the refinement of these two concepts into a single draft, the Subarea 4 Master Plan integrates the community goals and principles of placemaking into its recommendations for land use and urban design, circulation and mobility, and greenspace and public art.



Establishing Goals at Study Group Meeting

d. Overview of Subarea Goals

The Subarea 4 Master Plan centers on the principles of placemaking which include well balanced elements, appropriate scale and quality design. The community goals for Subarea 4, refined by the Planning Committee and validated by the Study Group, are organized by the three plan elements: (1) land use and urban design, (2) circulation and mobility, and (3) greenspace and public art.

Throughout the planning process, the continual integration of both the principles of placemaking with the community's goals ensured a master plan solution that outlined future growth for the study area in a manner that is appropriate, aesthetic, economical and sustainable.

The Subarea 4 goals are as follows:

Land Use and Urban Design Goals

- Encourage a variety of uses at appropriate locations within the subarea to support future transit, promote reuse of historic properties, facilitate economic growth and improve community health.
- Promote development that supports and serves the needs of the neighborhoods - such as day-to-day services, housing and employment, community facilities (post office, library, community centers), and institutions (schools, medical facilities) - at a scale and intensity commensurate with community values and future needs.
- Retain the rich diversity and distinct character of the community through quality architecture, design cohesiveness of streetscapes and a variety of civic spaces.
- Strengthen the subarea's identity as a series of neighborhoods and marketplaces offering housing choices, employment diversity and recreational opportunities for all ages.

Circulation and Mobility Goals

- Provide compatibility, connectivity and continuity in community-wide transportation solutions for all modes of travel through innovative strategies that also protect the character and integrity of the neighborhoods.

- Provide a safe, efficient and continuous network of pedestrian and bicycle facilities as part of all planned streetscape and roadway improvements for improved access to transit and better health of the community.
- Maintain and improve traffic flow along the major thoroughfares of Memorial Drive, Moreland Avenue, Boulevard and DeKalb Avenue, while employing appropriate safety measures, improving accessibility to local businesses, and meeting the parking needs of the community.

Greenspace and Public and Cultural Arts Goals

- Ensure the livability of the subarea by improving the accessibility and quality of parks, open spaces and recreational opportunities, enhancing streetscapes, preserving cultural and historic assets and integrating a public arts program.
- Provide diverse, open, cultural, and civic spaces to promote social interaction, celebrate local art, improve community health, and retain distinctive neighborhood character.

e. Plan Summary: Land Use and Design

The Subarea 4 Master Plan encourages a variety of uses that reflect community character through quality architecture, preservation of historic resources, open spaces and cohesive streetscape design, while providing the appropriate transitions to established neighborhoods. The master plan promotes connectivity and encourages safe, walkable pedestrian and vehicular networks.

Key land use and design policies and strategies include:

- Encourage repurposing of historic structures without compromising the physical character of the resource to embrace and celebrate the subarea’s unique character and historic contributions to the City of Atlanta.
- Recommend priority storefront spaces where appropriate to create a vibrant, walkable commercial corridors that facilitate economic growth and improve the vitality of the streetscapes.

- Provide appropriate transitions to existing residential neighborhoods. Higher intensities are located around transit stations (to provide ridership and ‘eyes on the BeltLine’ for improved safety) and along major corridors, with the recommendation that these heights and intensities gradually reduce, or ‘step down’ when adjacent to or across from the existing single-family residential areas.
- Create smaller blocks within existing superblocks and reestablish former street connections, where appropriate.

The following section, which is organized into four focus areas, illustrates specific development opportunities within the study area.

Reynoldstown Focus Area

The land use recommendations for the Reynoldstown Focus Area encourage a lower intensity, neighborhood character within the existing Reynoldstown neighborhood, while providing for higher intensity uses near existing and future transit. This includes the following public and private sector actions:

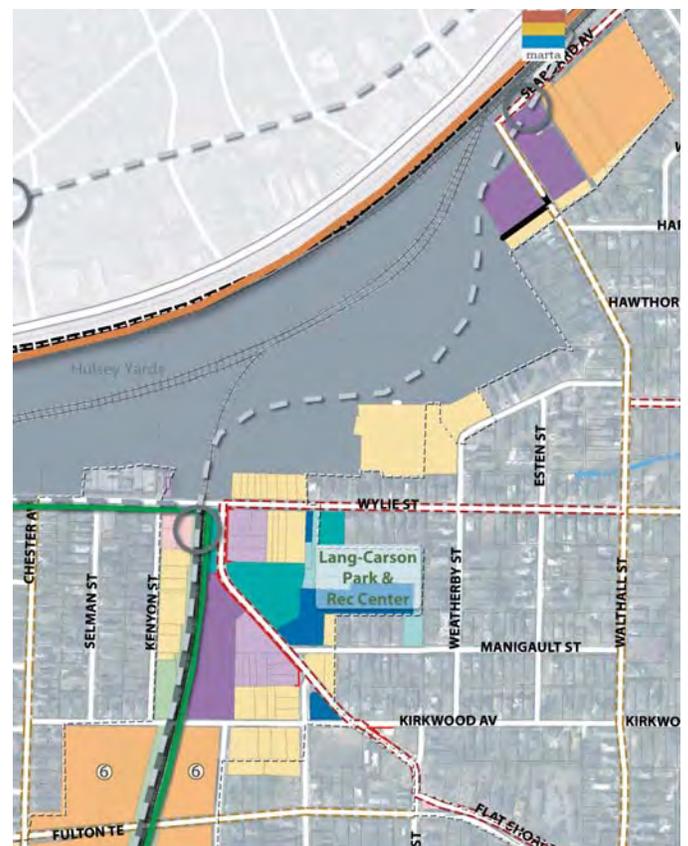


Figure 04 - Reynoldstown Focus Area Land Use Plan

- Identify priority storefront space along Flat Shoals Avenue to encourage the development of a neighborhood commercial street. Buildings on Flat Shoals should gradually increase in intensity as they approach the Atlanta BeltLine corridor.
- Redevelop the MARTA-owned and private properties south of the Inman Park/Reynoldstown MARTA Station into a combination of mixed-use and residential developments.
- Expand Lang-Carson Park to the west and north, increasing the street frontage along Flat Shoals and Wylie, creating a green connection to the Atlanta BeltLine corridor, and improving safety and accessibility.

Memorial Drive Focus Area

The land use recommendations for the Memorial Drive Focus Area identify higher intensity uses for properties fronting Memorial Drive and I-20 and lower intensity uses for those properties adjacent to the established single-family neighborhoods.

The plan also recommends creating several blocks of high-quality storefront space along Memorial on the western side of Bill Kennedy Way.

- Redevelop abandoned and underutilized properties with office, mixed use, and residential developments.
- Break up large superblocks with new streets lined with parallel parking, street trees and sidewalks.
- Preserve and rehabilitate the historic industrial buildings along Memorial Drive.
- Restore the historic A&WP train depot, the last remaining railroad structure along the Atlanta BeltLine, as a transit station. This structure is large enough to accommodate an ancillary use such as a restaurant, newsstand, or civic use such as a visitor information center or museum.
- Identify priority storefront space along Memorial Drive between Pearl Street and Chester Avenue to encourage the development of a pedestrian-oriented retail corridor.



Figure 05 - Inman Park/ Reynoldstown MARTA Station Illustration

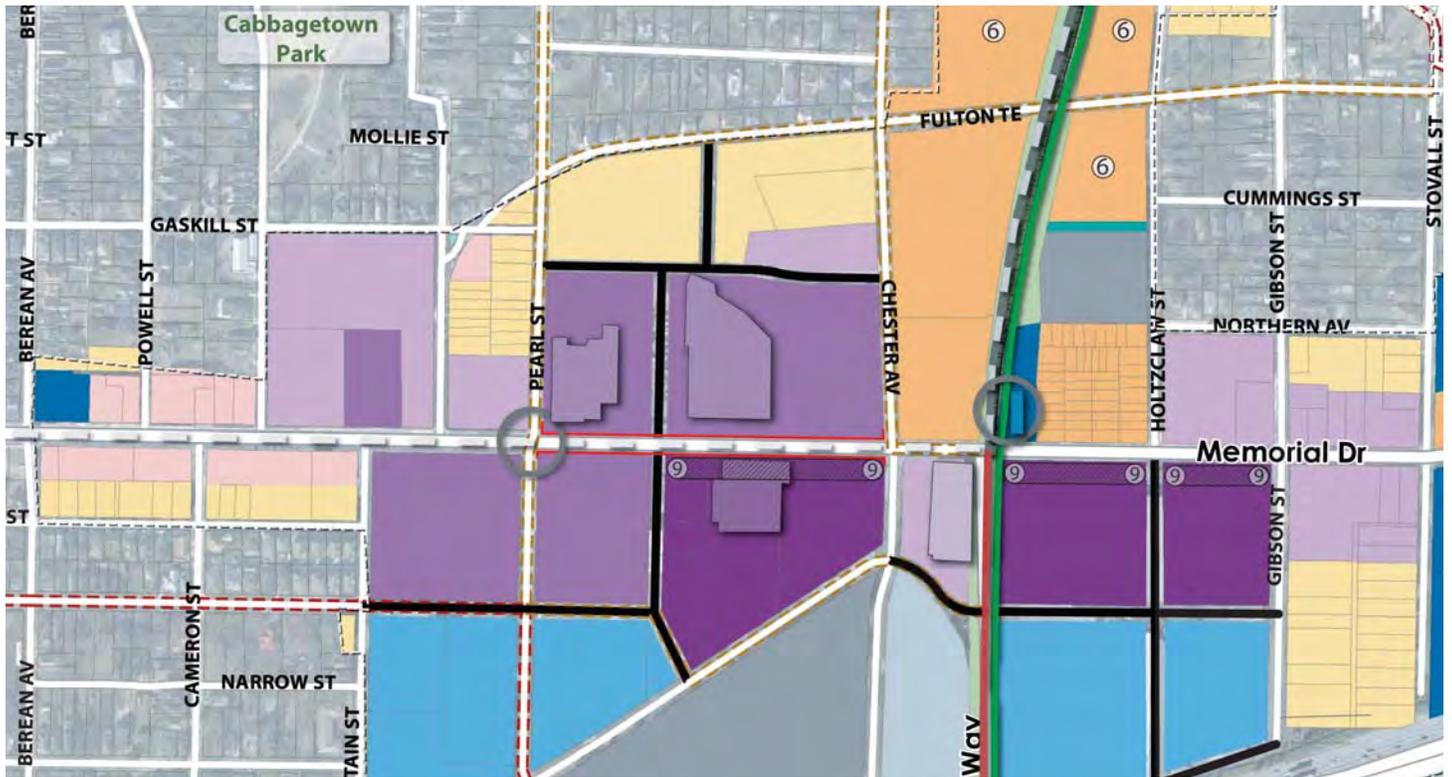


Figure 06 - Memorial Drive Focus Area Land Use Plan



Figure 07 - Memorial Drive Focus Area Illustration

Moreland/Memorial Focus Area

Located at the intersection of Moreland Avenue and Memorial Drive, the land use recommendations focus on reconnecting the street grid and modifying the existing land uses so that the area may better function as a mixed-use node adjacent to the interstate.

- Provide for mixed-use, low density commercial, and some residential redevelopment around the intersection.
- Overhaul the intersection of Arkwright/Memorial/I-20 and Moreland Avenue.



Figure 08 - Moreland/ Memorial Focus Area Land Use Plan

Glenwood Focus Area

The land use recommendations for the Glenwood Focus Area support and enhance the existing retail uses at Glenwood Park by expanding residential, office, open space and community facility opportunities in the area.

- Identify priority storefront space at the intersection of Glenwood Avenue and Bill Kennedy Way to enhance the existing retail node at Glenwood Park.

- If the existing LaFarge operation relocates, allow residential and office redevelopment and require the introduction of new streets while protecting the multi-use trail along Chester Avenue.
- Utilize the forest and school yard around the historic Atlanta Stockade as publicly accessible parkspace, leveraging its uniqueness as a cultural resource.



Figure 09 - Glenwood Station Area Plan



Existing LaFarge Property

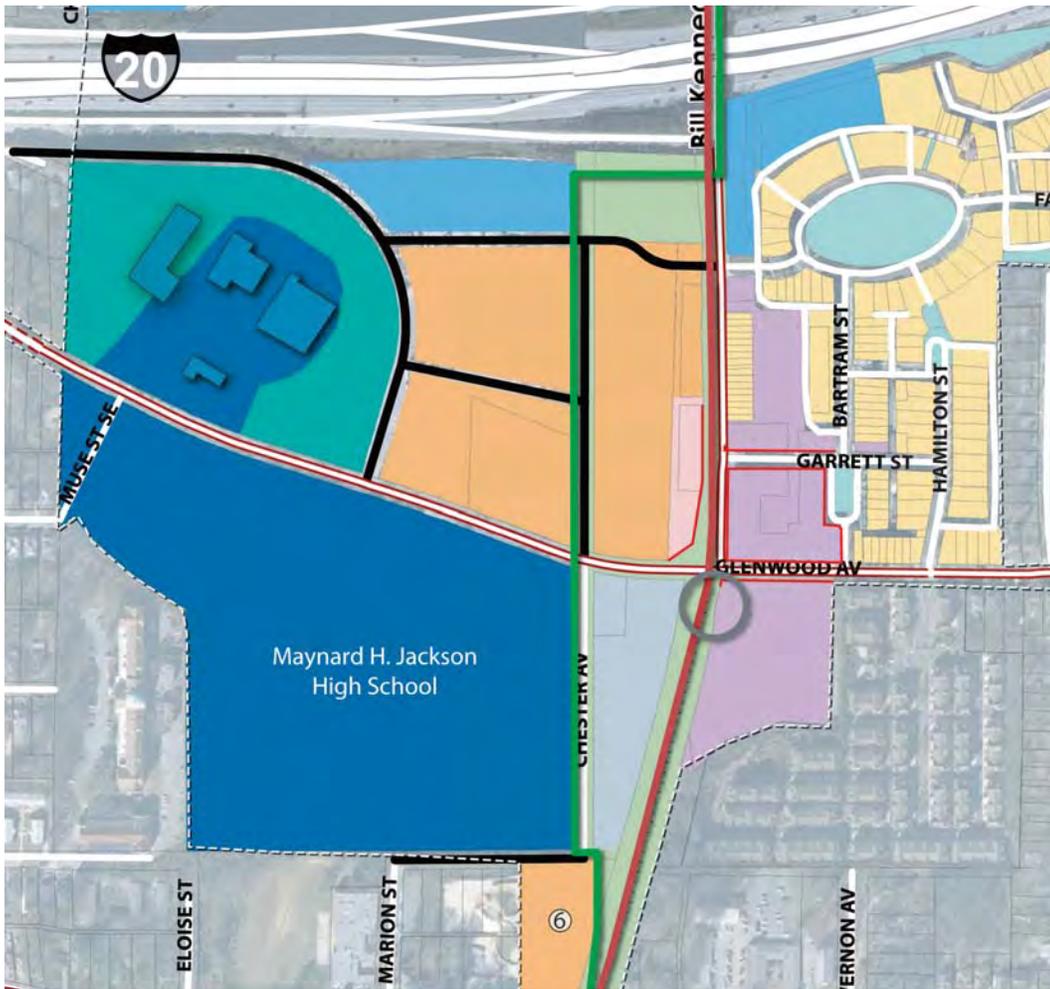


Figure 10 - Glenwood Focus Area Land Use Plan



Figure 11 - Glenwood Focus Area Illustration

f. Plan Summary: Mobility

Subarea 4 presents several opportunities to enhance mobility for future Atlanta BeltLine transit riders, bicyclists, pedestrians, and motorists. Central to the study area's future mobility is the BeltLine transit and trail. Additional tools include new pedestrian projects, new bicycle projects, developer-built streets, publicly-built streets, road diets and intersection improvements. All of the roadway recommendations are centered on the principles of "Complete Streets," providing multi-modal opportunities for all users (of all ages and abilities) whether pedestrians, bicyclists, transit users, or motorists within the right-of-way. Key recommendations are mapped in Figure 15 and summarized below:

- Improve traffic flow along major thoroughfares while employing appropriate safety measures and achieving mobility for all users. The recommendation to repurpose Memorial Drive via a road diet allows for a broader balance of travel modes and street functions, especially expansion of sidewalk and streetscape envelope, within Memorial Drive's constrained right-of-way. The road diet is also intended to reduce traffic speeds, create a safer pedestrian environment, and allow for improvements such as wider sidewalks or the addition of a landscaped buffer from traffic.
- Enhance connectivity within the existing street framework and provide new street networks. Through the recommended realignment/ modification of the Flat Shoals Avenue, Howell Drive and Arkwright Place intersection and new streets within the redevelopment of the larger parcels along Memorial, the Subarea 4 Master Plan will provide compatibility, connectivity and continuity for all modes of travel.

- Improve access to existing MARTA transit. The BeltLine transit and trail will greatly expand access to the MARTA rail system. Additionally, the plan recommends reconnecting Walthall Street to Seaboard Avenue (as it existed historically) south of the Inman Park/ Reynoldstown MARTA Station and creating a new pedestrian exit from the MARTA skywalk to Seaboard Avenue to shorten the walking distance to the Edgewood Retail District shopping center.
- Provide a safe, efficient and continuous network of pedestrian and bicycle facilities. Improving mobility for the non-motorist to and from the BeltLine corridor and community amenities will be met through the plan's recommendation of a hierarchy of "core" and "secondary" bicycle routes, sidewalk, streetscape, and multi-use trail projects. Specifically, Woodward Avenue is identified as a "Bicycle Boulevard," allowing bicyclists a wider, safer east-west route through the study area.
- Use of innovative strategies in the subarea's infrastructure that offer multiple benefits, reduce cost and protect the character and integrity of the neighborhoods. Incorporation of 'green street' strategies, where identified in the Subarea 4 Master Plan, provides the opportunity for the conventional 'grey' infrastructure to manage stormwater through more sustainable, impact-conscious design methods that will reduce costs and enhance the aesthetics of the subarea.

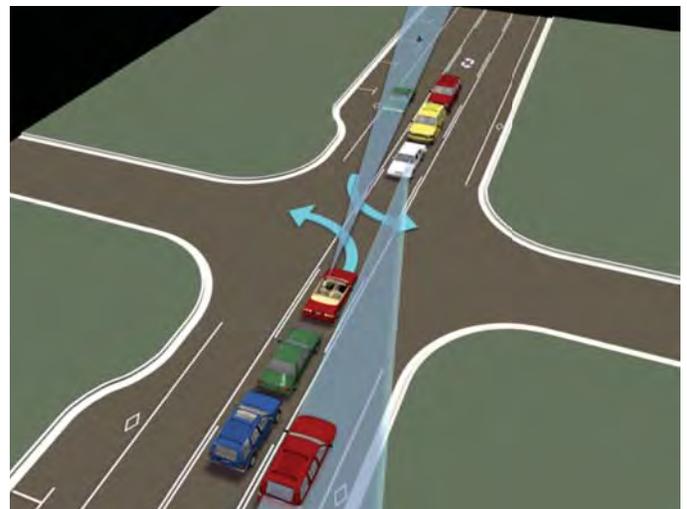


Figure 12 - Proposed Memorial Drive Road Diet Diagram

g. Plan Summary: Parks and Open Space

The Subarea 4 Master Plan includes a variety of open space opportunities, which build on the existing and planned greenspaces in the study area (See Figure 16- Greenspace & Public Art Plan). These recommendations help provide diverse open, cultural, and civic spaces to promote social interaction, celebrate local art, improve community health, and strengthen the area's distinctive character. Key parks and open space recommendations include:

- The Atlanta BeltLine corridor will add 7.4 acres of greenway to the study area. This includes the section from Berne Street to Glenwood Avenue and from Memorial Drive to Wylie Street. The corridor will ultimately have a portion allocated for transit, with the majority dedicated to the multi-use trail, landscaping, and pocket parks.
- Lang-Carson Park, a former school building and school yard turned community center and neighborhood park, is one of two city parks in Reynoldstown. The other city park, known as Manigault Street Playlot, is a 0.22 acre lot that shares a property line with Lang-Carson Park. Presently, Lang-Carson Park has minimal street frontage, with equally poor visibility and sight lines. The master plan recommends the expansion of Lang-Carson Park through the acquisition of key parcels along its northern and western borders. The proposed acquisitions will greatly increase visibility, safety and recreation opportunities, and will create a continuous connection between the BeltLine corridor and the park. The acquisitions will add approximately 1.4 acres of useable area, increasing the park to nearly five acres.

- The Department of Watershed Management owns a two-acre parcel on Holtzclaw Street. The property once housed a water tower and a replacement water tower is planned. The property has spectacular views of Downtown and Midtown. Full public access to the site is unrealistic because of the planned water tower. The master plan, however, recommends a pedestrian connection between Holtzclaw Street and the BeltLine corridor, along with an overlook and seating area.
- The ten-acre Atlanta Stockade site was identified during the process as a "jewel" within the subarea. The master plan recommends incorporating a public park into the community facility leveraging its panoramic views, existing tree cover, historic school yard area, and unique architecture.
- Several redevelopment sites are large enough to include private parkspace, similar to those incorporated into the Glenwood Park development.

Figure 16 also includes a public art plan, which identifies locations and types of public art well suited to the study area. These recommendations advance the BeltLine Cultural Planning Vision prepared in 2006.



Figure 13 - Proposed Lang-Carson Park Expansion in Reynoldstown Neighborhood

III. Public Involvement Summary

a. Process Description

Community input played an integral role in the development of the Subarea 4 Master Plan. The Memorial-Glenwood Study Area plan was developed with input from the Southeast Atlanta BeltLine Study Group, as well as a Planning Committee established exclusively to review and guide Subarea 4 planning activities. Additionally, information regarding the planning effort was presented at citywide forums such as Atlanta BeltLine Quarterly Briefings and the website.

Study Groups

The Atlanta BeltLine is divided into five Study Groups for public involvement activities: Northeast, Northside, Southeast, Southwest and Westside. These groups provide input on the planning and implementation of the project within a specific geographic area. Study Group boundaries are based on recognized neighborhood boundaries and major physical dividers such as interstate highways, and include neighborhoods and business districts. The BeltLine Study Groups are open to all members of the community.

Planning Committee

To augment the Study Groups, a Planning Committee was created. Planning Committee representatives provided more detailed involvement and continual input throughout the subarea planning process. The Subarea 4 Planning Committee included neighborhood residents, development community interests, property owners, and other key stakeholders.

Office Hours

Office Hours are a citizen participation opportunity where interested groups may schedule appointments to meet with Atlanta BeltLine staff to further review, ask questions, and provide input and recommendations to the draft master planning documents for consideration in finalizing the plans. The office hours focusing on the Memorial-Glenwood Subarea were held in October 2010.

Quarterly Briefings

Four times a year, ABI convenes a Quarterly Briefing and invites the general public to learn about recent BeltLine developments and to respond to inquiries from Atlanta residents. These briefings usually consist of a two hour-long session at Atlanta Public Schools or another suitable venue.

The consultant team supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council in July 2006. Specifically, consultant team members, under the direction of project managers from Atlanta BeltLine Inc./Office of Planning, attended both Study Group and Planning Committee meetings and led discussions of land use, circulation, mobility, and parks. There were two Planning Committee meetings and four Study Group meetings held over the course of the planning process. The agendas and meeting notes for each of these meetings are included within Appendix D. The following list includes the meeting date and topic of all Southeast Study Group and Planning Committee meetings held during the planning process.

- a.) March 15, 2010: Planning Committee Meeting, Kickoff Meeting and Evaluation Framework
- b.) April 19, 2010: Study Group Meeting, Study Area Existing Conditions, Refine Goals and Objectives
- c.) May 10, 2010: Study Group Meeting, Review and Discuss Concept Plans
- d.) June 21, 2010: Planning Committee Meeting, Study Area Master Plan Draft
- e.) July 12, 2010: Study Group Meeting, Study Area Master Plan Final Draft
- f.) August 9, 2010: Study Group Meeting, Study Area Master Plan Revised Final Draft
- g.) September 2010: Office Hours, Various Topics

b. Major Themes and Issues

Throughout the course of the master planning process many important themes and issues were brought to the attention of Atlanta Beltline planners by community members and stakeholders. The BeltLine community engagement process gathered input from the community in order to help formulate the study area recommendations. The Subarea 4 master planning effort yielded the following major themes:

- Pedestrian safety and orientation. The study area's Memorial, Moreland, and Boulevard corridors are relatively pedestrian unfriendly. When combined with the numerous unsafe crossings over Interstate 20, it adds up to one of the greatest community concerns for improved pedestrian facilities and greater pedestrian safety. Since making it safe and enjoyable for the nearby neighborhoods to walk to the future transit is one key factor for a successful BeltLine transit system, this master plan contains numerous pedestrian and bicycle improvements including intersection redesigns, sidewalk and streetscape projects, and multi-use trails. The plan also recommends a re-orientation of new development to better address the street, include improved sidewalk environments, and balance all modes of access.
- Traffic congestion. Many participants were concerned about existing and future traffic congestion. This plan looked at a wide range of solutions and mitigating improvements to relieve traffic congestion. This included providing alternatives to driving such including BeltLine transit and trails, sidewalk improvements and streetscapes. The plan also includes new street connections to improve local accessibility, creates opportunities for shorter trips through compact, mixed-use redevelopment, and slows traffic through traffic calming and intersection improvements.



Feedback received from Study Group Meetings played an instrumental role in the planning process.

- **Park Opportunities.** Although Grant Park is just outside the study area, Subarea 4 does not have any large, existing or planned parks. This study focused on several smaller opportunities for new parks and existing parks. The plan includes an expansion at Lang-Carson Park, and the new public greenspaces at the BeltLine Corridor and the old jail/Glencastle/Arts Exchange.
- **Transit Supportive Development.** One focus of this study area is to create a framework for the gradual redevelopment of the large industrial properties into transit- and BeltLine-supportive redevelopment sites. The focus of these efforts has included improving the pedestrian environment, improving accessibility to the BeltLine Corridor, creating a mix of uses, improving the street and pedestrian network, reorienting buildings so they front onto the new parks and transit greenway, and getting closer to transit-supportive densities around the light rail stations.

Mobility	
Comment	Response
Reconnect Walthall Street near the Inman Park/Reynoldstown MARTA Station and create fully-accessible sidewalk connection.	Both recommendations were included in the plan.
Improve the pedestrian connection between the Inman Park/Reynoldstown MARTA Station and the Edgewood Retail District.	Added a project to construct a staircase between Seaboard Avenue and the catwalk.
Reuse the historic A&WP depot as a future Atlanta BeltLine Transit Station.	Included the idea as a recommendation for the two Transit Connectivity Alternatives that use the Reynoldstown Corridor.
Recommendation that the HAWK signal proposed at Woodward Avenue and Boulevard be linked to the traffic signals to the north and south.	Recommendation has been included in the plan document.
Mixed views on the viability, utility, and safety of a pedestrian bridge over I-20 near Pearl Street.	Removed the Pearl Street pedestrian bridge from the plan because of the cost and the grade change on the northern side of I-20.
Recommendation that the intersection concept for Boulevard and I-20 include a pedestrian crosswalk at the intersection of Glenwood Avenue and Boulevard.	Recommendation has been included in the plan document.
Reduce the block size of the recommended street grid at the LaFarge maintenance facility on the north side of Glenwood.	Added an east-west street to the Street Framework Plan grid, reducing the block size by 50%.
Recommendation to convert the LaFarge facility on Chester Ave into a park and ride lot.	There may be park and ride lots in some locations, particularly at the intersections of the BeltLine and an interstate. Other options in the study area include incorporating some designated Atlanta BeltLine parking into a redevelopment, such as the Leggett and Platt or LaFarge Maintenance property or incorporating some parking at the state facility on Chester Ave.
Recommendations to include and reinforce key projects in the Moreland Avenue Corridor from the two Moreland LCIs.	Both of the Moreland LCI studies have been adopted by City Council and, as such, are part of the City's Comprehensive Plan (adopted policy). The Subarea 4 Master Plan has studied those plans in detail and taken care to not create conflicts. Additionally, many of the key projects and recommendations will be included in the Subarea 4 Plan document.

Table 06 - Mobility Feedback

Land Use and Design	
Comment	Response
Avoid creating conflicts or recommending changes to the Cabbagetown Historic District.	The plan has been revised to create no conflicts.
Avoid creating conflicts or recommending changes to SPI-22.	The plan creates no conflicts.
Include the old Reynolds store and the Arts Exchange on the list of priority historic resources.	Both structures were added to the list of priority historic resources.
Limit buildings fronting Memorial Drive to a maximum of 9 stories.	Added a transitional height limit of nine stories to the "Parmalat" and "Leggett and Platt" redevelopment sites.
Various comments recommending limiting the height of any redevelopment of the LaFarge Maintenance Facility on the north side of Glenwood Avenue to 4, 5, or 7 stories. (Note that there were also numerous comments supporting redevelopment up to 9 stories).	This is a critical redevelopment parcel along the Atlanta BeltLine as it is the only sizable redevelopment site left near the planned transit station at Glenwood. This is critically important because the existing residential density around the station is just 3.5 units per acre. The study team conducted a detailed traffic analysis and find the existing roadway infrastructure underutilized and even under worst-case build-out scenarios, still operating at satisfactory levels in 2030. The site is well-buffered from any single-family areas with Glencastle to the west, the high school to the south, ENSO to the east, and the interstate to the north. And the property has a tremendous amount of non-residential development rights on the property today. Under its current I-2 zoning, it could redevelop as office, university, and retail up to 1.7 million square feet with no height restriction.
Include a height limit consistent with the transitional height plane for the property at Berne Street and the BeltLine Corridor.	Added a recommended height limit to the redevelopment site.

Table 07 -Land Use and Design Feedback

Parks and Open Space	
Comment	Response
Expand the street frontage and improve the visibility Lang-Carson Park .	Recommended a 50% expansion to Lang Carson Park with new acreage on Flat Shoals Avenue and Wylie Street.
From the Reynoldstown Civic Improvement League: List the city owned parcel on Holtzclaw Street adjoining the Beltline as a future public park.	<p>The Department of Watershed Management has budgeted \$4.6 million to construct an above ground storage tank on the Holtzclaw property. This project is in the City's Capital Improvements Plan. There was a water tower on the property until about 1990 and DWM views the project as a replacement. Also, this is one of about five above ground storage tanks planned throughout the City.</p> <p>The plan recommends a pedestrian connection between Holtzclaw and the BeltLine corridor along with a picnic or overlook site at the top of the bluff. This helps improve pedestrian access to the BeltLine corridor and takes advantage of the property's spectacular views of the City and sunsets.</p> <p>The plan will clearly document the community's preference that the entire property be a park, and DWM find an alternative location for the storage tank.</p>
From the Reynoldstown Civic Improvement League: Introduce language in the Master Plan document that discusses the benefits of the city buying seven single family parcels for additional park land on the east side of Kenyon Street.	<p>One of the key challenges in the BeltLine Corridor Design is to strengthen the edge condition. The BeltLine Overlay District includes numerous design-related standards to improve and prevent new development and redevelopment from turning its back on the corridor. And, improving the edge of relationship to the BeltLine is a clear policy priority.</p> <p>The preservation of existing single-family neighborhoods, however, is also a top policy priority. The six single-family residences that abut the corridor on Kenyon Street are not unique. BeltLine-wide, there are about 340 single-family residences that back up to the corridor. Without a substantially different policy posture from the Atlanta BeltLine, Inc Board, the Mayor, and Atlanta City Council, the preservation of these residences will remain a policy priority and we will work to strengthen the edge condition in other ways.</p> <p>The plan will clearly document the neighborhood's official position.</p>
The WonderRoot garden should not be reflected in the 20-year land use plan, as it is a temporary use of an investment property.	The plan was corrected to reflect the current zoning of the property.

Table 08 -Parks and Open Space Feedback

c. Ongoing Engagement Activities

Several proposed projects should include ongoing engagement activities as each progress from the planning stage to implementation.

These projects include the following:

- a. BeltLine transit and trail planning and preparation of the Environmental Impact Statement (EIS) and selection of a transit connectivity alternative
- b. Expansion of Lang-Carson/Manigault Parks and preparation of a master plan
- c. Road diet on Memorial Drive and the conclusion of the reversible lane
- d. Coordination with the MARTA I-20 corridor transit planning and development