

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010521

OFFICE Design Policy & Support

GDOT District 7 - Metro Atlanta
Fulton County
SR 400 MULTI-USE TRAILS
ENHANCEMENT

DATE March 15, 2012

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:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Bryant Poole, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Albert Shelby, Project Manager
BOARD MEMBER - 5th Congressional District

PLANNING & BACKGROUND DATA

Project Justification Statement: The project is a result of a comprehensive greenspace planning effort completed for City of Atlanta Councilman Howard Shook’s District 7, the Buckhead Community Improvement District (BCID), the Buckhead Area Transportation Management Association (BATMA), and City of Atlanta Neighborhood Planning Unit B. The study was led by a twenty-five (25) member Steering Committee comprised of an Elected Official, and representatives from neighborhood associations, property owners, arts community, heritage and cultural organizations, churches, private schools, Atlanta Public Schools, City of Atlanta Parks, Recreation, and Cultural Affairs, City of Atlanta Department of Watershed Management, Atlanta Development Authority, and the Trust for Public Land. Currently having the least amount of greenspace in the City of Atlanta, the planning effort sought to increase greenspace in District 7 by (1) identifying the social and recreational needs and priorities of residents, workers, and visitors, (2) developing a detailed, realistic greenspace vision based on the needs, existing conditions, and appropriate standards and sound greenspace system planning and design principles.

The community’s social and recreational needs and priorities were identified using a comprehensive community engagement process that included nine (9) steering committee meetings, over twenty (20) stakeholder interviews, two (2) public workshops, and an on-line survey completed by 448 people. Based on the findings from each of the various community engagement techniques, Bicycle/pedestrian connectivity/walk ability/trails were identified as the primary social and recreational needs. Through steering committee meetings, stakeholder interviews, and public workshops, the GA 400 Trail emerged as the priority project. The Project consists of a multi-use trail to provide pedestrian and bicycle access along SR 400 from Piedmont Road (SR 237) at North Peachtree Creek to Lorida Drive. The project will connect over 44,000 residents within a 10 minute bike ride to Buckhead area neighborhoods, parks, schools, Buckhead’s Urban Core, two MARTA Rail Stations, and the Atlanta BeltLine. The Project location is near future Atlanta Beltline Trail access. Project funding is 100% private including contributions from Buckhead Community Improvement District (CID), City of Atlanta, Livable Buckhead, Inc., and PATH Foundation.

The Project requires Georgia Department of Transportation (GDOT) coordination because the proposed trail will be located partially in the noted State Route right of way. The Project will not adversely affect the capacity or Level of Service of SR 400, SR 141, or SR 237. The preferred alignment shown on the Concept Layout and Concept Plans is the result of three field reviews and two work sessions with representatives of PATH Foundation, Livable Buckhead, Inc./Buckhead CID, and the designers (H&L and AECOM). Alternate alignments that were rejected are shown on the Concept plans. In addition, possible future trailheads and parks are shown; however, they are not included in the current scope of the project.

Description of the proposed project: Construction of a multi-use trail in the right of way of SR 400, in the right of way of Peachtree Road (SR 141), and in the right of way of City of Atlanta Streets between Piedmont Road (SR 237) at North Peachtree Creek to Lorida Drive. The length of the trail project is approximately five (5) miles.

Federal Oversight: Full Oversight Exempt State Funded Other
MPO: N/A MPO - Choose an item.
 Located within ARC MPO; however, not an ARC project.

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

Congressional District(s): 4

Projected Traffic: 2500 pedestrians per day; 2500 bicycles per day

Functional Classification (Mainline): NA

Is this project on a designated bike route? No YES
 A portion of the trail along Peachtree Road is on a City of Atlanta bike route

Is this project located on a pedestrian plan? No YES
 The trail is along City of Atlanta greenway plan

Is this project located on or part of a transit network? No YES
 Trail will connect to Lenox MARTA Station, Lindberg Center, MARTA bus routes, and BOC shuttles. Future connection to Buckhead MARTA Station

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

- Potential impact to private property adjacent to GDOT right of way
- Proposed impact to GDOT sound walls
- Proposed impact to MARTA and Norfolk Southern Railroad right of way

Context Sensitive Solutions:

- Facilitated Stakeholder engagement to mitigate potential impact to private property
- Innovative use of alternate material such as transparent sound wall panels in selected areas
- Facilitated Stakeholder engagement with MARTA and Norfolk Southern Railroad

DESIGN AND STRUCTURAL DATA

Mainline Design Features: Multi-Use Trail

Feature	Proposed
Typical Section	
- Trail Width	8' to 12'
- Bike Lanes	Multi-Use Shared Use
- State Route Involvement	SR 400, SR 141 Peachtree Road, SR 237 Piedmont Road

- Utilities	City of Atlanta storm drain, Fiber Optic lines in MARTA right of way
- Right of Way	GDOT Temporary Use Permit—SR 400, Easement purchase—MARTA, Easement on 25 parcels
-	
-	

Major Structures:

Structure	Proposed
Elevated structure under Norfolk Southern Railroad Bridge	12' wide with canopy per Norfolk Southern Railroad requirements
ID #121-0750-0 Wieuca Rd over SR 400	Modify existing sidewalk on bridge from 6' to 10' wide. Shared pedestrian and bicycles. Eliminate 4' bicycle lane on south side of bridge.
Pedestrian Bridge over Mountain Way and Nancy Creek	Approximately 500' long, 12' wide.

Major Interchanges/Intersections: Fountainhead Lane – the trail crosses Fountainhead Lane at the existing crosswalk at Parkland Drive.

Lindbergh Drive – the trail crosses Lindbergh Drive at the existing signalized crosswalk located at Adina Drive.

Sidney Marcus Boulevard – the trail crosses Sidney Marcus Boulevard at the existing crosswalk at the southbound SR 400 exit ramp.

Peachtree Road (SR 141) – the trail parallels Peachtree Road between Tower Place Boulevard and Highlands Road – the trail will cross Peachtree Road at the existing signalized Highland Road intersection and the Tower Place Drive intersection that includes existing crosswalks.

Tower Place Drive – the trail crosses Tower Place Drive at the Tower Place Boulevard intersection.

Lenox Road Loop – the trail crosses Lenox Road at the existing crosswalk at Tower Place Drive.

Old Ivy Road – the trail crosses Old Ivy Road at a midblock location east of SR 400. A Pedestrian Hybrid Beacon will be installed at this location.

Wieuca Road at Ivy Road – the trail crosses Ivy Road and Wieuca Road at the existing signalized crosswalks and crosses Wieuca Road at a midblock location east of SR 400. A Pedestrian Hybrid Beacon will be installed at this location.

Utility Involvements: City of Atlanta storm drainage on Sidney Marcus, Fiber Optic Company in MARTA RW.

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: The Project requires coordination with Norfolk Southern Railroad and MARTA because the proposed trail will be located partially on a joint Norfolk Southern/MARTA access road near Miami Circle. In addition, we will cross under the MARTA and Norfolk Southern Railroad bridges over SR 400, on the west side of SR 400. Finally, a spur trail is proposed to connect the MARTA Lenox Station along a route between MARTA and Norfolk Southern Railroad.

Right-of-Way: Required Right-of-Way anticipated: YES NO Undetermined

Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels: 25

Anticipated number of displacements (Total): 0

Businesses: 0

Residences: 0

Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

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

Is the project located in an Ozone Non-attainment area? No Yes

The project is a pedestrian and bicycle facility and is exempt from air quality requirements of the Metropolitan Atlanta area.

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Crossings at FEMA studied streams will be designed for a No-Rise condition.
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date

NEPA/GEPA: Appropriate document would be NEPA CE if a FHWA encroachment permit is needed or GEPA Type B if no encroachment permit is needed. Section 4(f) would not apply because there is no federal transportation funding for this project.

Ecology: Numerous waters of the US and state waters in project corridor. US Army Corps of Engineers Pre-Construction Notification and a Nationwide Permit may be required for stream crossings.

History: Numerous historic resources 50 years of age or older require evaluation for National Register eligibility. The Peachtree Highlands-Peachtree Park Historic District, within the project’s Area of Potential Effect, is listed on the National Register of Historic Places.

Archeology: Potential historic cemetery near the trail intersection at Loridans Drive.

Air & Noise:

Documentation of Particulate Matter (PM2.5) analysis exemption and an air assessment documenting the project conformity are required. If sound barrier walls require relocation, then noise modeling and analyses will be required. If sound barrier walls are reconstructed in the same location, noise modeling will not be required. The project is a pedestrian a bicycle project that will not require air and/or noise mitigation. However, the project will impact existing sound walls in several locations. The project proposes to replace existing steel sound panels with transparent acrylic sound panels in isolated areas. Also the trail will traverse through an existing sound wall near the Highland Drive.

Public Involvement: The project team will meet with stakeholders including adjacent property owners. There will be one Public Information Open House meeting.

Major stakeholders: Property owners adjacent to trail, GDOT, City of Atlanta, Norfolk Southern Railroad, MARTA

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Construction access to segments of the trail under the Norfolk Southern Railroad bridge is limited. Concrete delivery will require access from SR 400 at several locations as well as access from local streets and roads. Construction on Lenox Road may require a temporary lane closure and limited work hours.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Heath & Lineback Engineers, AECOM
Design	Heath & Lineback Engineers, AECOM
Right-of-Way Acquisition	Buckhead CID, PATH Foundation, City of Atlanta
Utility Relocation	Utility Companies
Letting to Contract	PATH Foundation
Construction Supervision	PATH Foundation
Providing Material Pits	Contractor
Providing Detours	PATH Foundation
Environmental Studies, Documents, and Permits	Edwards-Pitman Environmental, Inc.
Environmental Mitigation	
Construction Inspection & Materials Testing	PATH Foundation & approved testing firm hired by Contractor

Lighting required: No Yes

Lighting will be provided in isolated areas. Trail signs will limit use to daylight hours.

Initial Concept Meeting: NA

Concept Meeting: Concept Team Meeting was held January 25, 2012 at GODT G.O. 16th Floor Conference Room. See attached minutes.

Other projects in the area: None that will affect this project.

Other coordination to date: Meetings with Norfolk Southern Railroad, MARTA, Cousins Development Company, City of Atlanta Schools, GDOT, see attached meeting summaries.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	Buckhead CDI	Buckhead CID, Path Foundation, City of Atlanta	Buckhead CID, Path Foundation, City of Atlanta	Buckhead CID, Path Foundation, City of Atlanta		
\$ Amount	\$ 750,000	\$500,000	\$200,000	\$8,618,279	\$0	\$10,068,279
Date of Estimate	10/17/2011	12/15/2011	12/15/2011	12/15/2011		

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

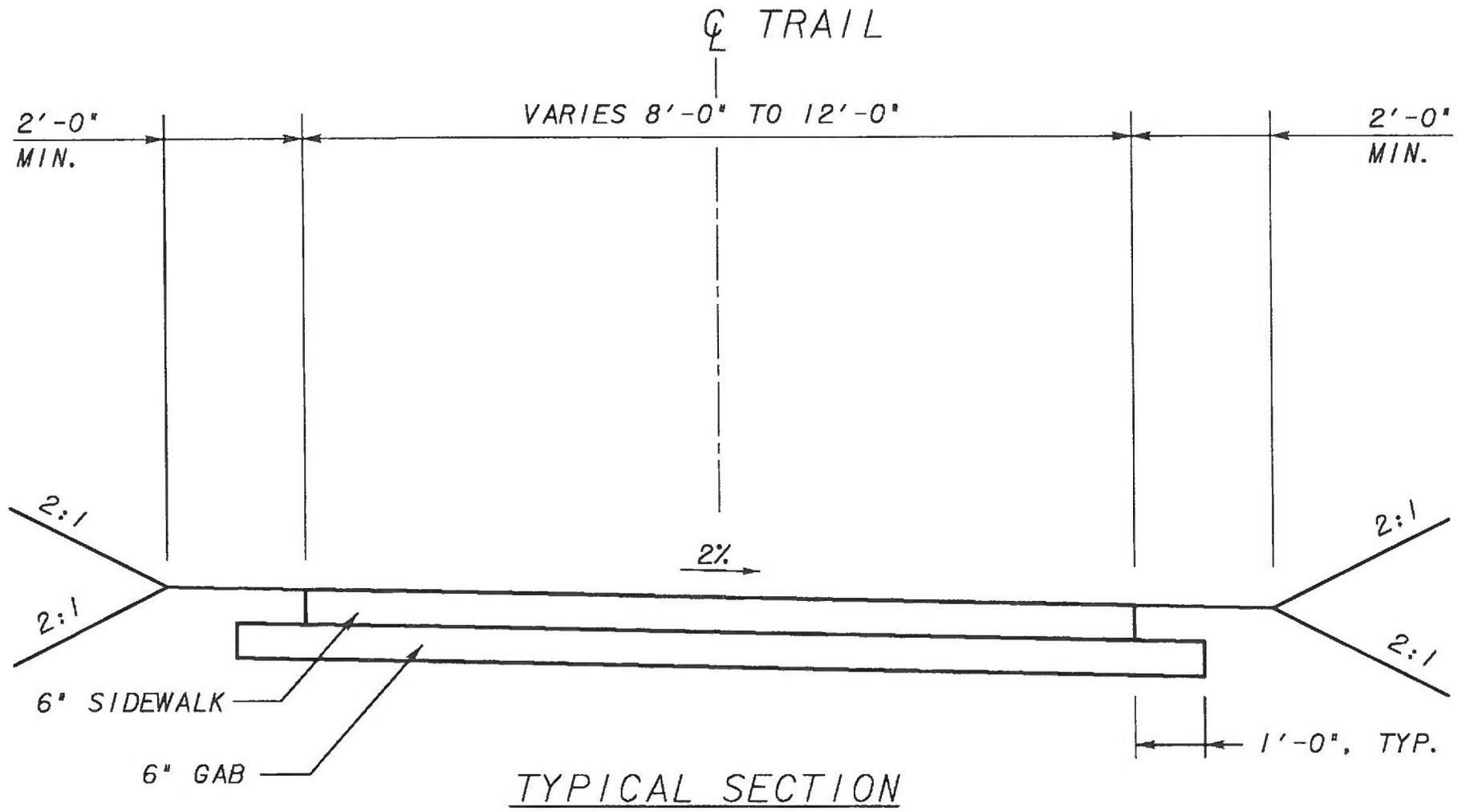
Preferred Alternative: Piedmont Road to Loridans Drive			
Estimated Property Impacts:		Estimated Total Cost:	\$10,068,279
Estimated ROW Cost:		Estimated CST Time:	24 months
Rationale: The preferred alternative provides a continuous multi-use trail from beginning to end of the five (5) mile project route that traverses a densely developed urban area.			

No-Build Alternative:			
Estimated Property Impacts:		Estimated Total Cost:	0
Estimated ROW Cost:		Estimated CST Time:	
Rationale: The no-build alternative does not meet the need for pedestrian and bicycle access in the Buckhead area.			

Alternative 1: Gordon Bynum pedestrian bridge following East Paces Ferry Road to the Lenox MARTA Station.			
Estimated Property Impacts:		Estimated Total Cost:	Included in cost noted above
Estimated ROW Cost:		Estimated CST Time:	
Rationale: Provide neighborhood pedestrian access to Lenox MARTA Station.			

Attachments:

1. Typical Section
2. Meeting Summaries
3. CES Job Estimate Report
4. Pedestrian Bridge Plan & Elevation over Mountain Way
5. Concept Team Meeting Minutes
6. Concept Layouts (GDOT ftp site)
7. Concept Plans (GDOT ftp site)



MEETING SUMMARY

September 26, 2011

GA 400 Buckhead Trail

LOCATION: Buckhead – Tower Place, Highland Dr. Lenox Mall

Attendees: Denise Starling – LBI, BCID
Ed McBrayer - PATH
Jonathan McCaig – PATH
Carlos Perez - AECOM
Patrick Peters –H&L
Mark Holmberg – H&L

The meeting was held to walk a portion of the proposed trail from Tower Place south along Highland Dr., east on Lenox Road, north on Lenox Road to Peachtree, and west back to Tower Place.

- Ed McBrayer discussed options for adding a trail centerline in the pavers in the Tower Place area including saw cutting and adding different color centerline pavers.
- The group walked both Tower Place Drive and Highland Drive from Tower Place Park to Peachtree. The Highland route is preferred if we can find a route through a landscaped area adjacent to a hotel on the west side.
- Existing sidewalk requires widening and changes in grade in localized areas in the between Peachtree and the subdivision on Highland Dr.
- Denise suggested possible one way routs around the stone rubble walls at the Highland subdivision entrance.
- The group talked briefly with the Intercontinental Hotel manager at the location noted above.
- Ed suggested making sidewalk improvements in the subdivision may gain resident by-in for the trail.
- The group discussed at length the narrow segment between a Highland Dr. house and GDOT sound wall. No final resolution was reached, however possible purchase of right-of-way was discussed as well as moving a power pole and removing vegetation in an island type area.
- The group crossed the pedestrian bridge over SR 400 to the Lenox Mall area. Ed would like to add a bicycle terminal for trail users to access the mall and food court.
- We then walked south on the east side of SR 400 and discovered a possible route between MARTA and NS RR connecting pedestrian to the Lenox MARTA Station. We agreed to add this spur as a conceptual alternate.
- The walk north along the mall access road to Peachtree revealed many challenges for pedestrian access with no clear resolution. Jonathan McCaig suggested the possibility of reducing lane width and/or elimination of a lane on Lenox access road.
- The group discussed pros and cons of the Stratford Rd tunnel option. All seemed to agree that the tunnel is not feasible in the short term given budget constraints. However, long term (5 years+) the tunnel may become viable.

Action Items:

1. H&L/AECOM will compare conceptual costs of Highland Drive versus Lenox access road/Stratford Rd routes including the Stratford Rd tunnel option.
2. H&L.AECOM will add route from Lenox area along MARTA/NS RR corridor to Lenox MARTA Station to Concept Report (not included in original scope).
3. Denise will check with Lowe about possibility of property database.
4. Denise will setup a meeting with H&L/AECOM and developers to discuss the Highland Rd route between Tower Place and Peachtree and check on the availability of survey data.
5. Denise will arrange an initial meeting with MARTA sand H&L/AECOM.
6. BCID to finalize the Agreement for the project (H&L submitted revised documents on 9/28).

MEETING SUMMARY

October 19, 2011

GA 400 Buckhead Trail

LOCATION: BATMA/BCID Office, Suite 1640 Tower Place

Attendees: Denise Starling – LBI, BCID
Patrick Peters –H&L
Mark Holmberg – H&L

The meeting was held to discuss Concept development and coordination issues.

- Carlos and Denise will check with City of Atlanta about getting digital data and aerial photography for the project corridor.
- Denise will check with Georgia Power about aerial photography in the vicinity of the project corridor.
- Mark will check with Mckim & Creed about MARTA data and if Mark and Ron Pate need to make a trip to the MARTA record room.
- Denise will contact Albert Shelby regarding scheduling of the January 2012 Concept Team Meeting.
- H&L will include the spur trail from Lenox Road to the Lenox MARTA Station via MARTA and Norfolk Southern right of way.
- H&L and AECOM will send Leon Jackson with Norfolk Southern Railroad Concept plans prior to January Concept Team Meeting.
- Carlos will contact Southfork Conservancy regarding coordination at the south end of the trail. (Mark met with Sally Sears with SC on 10/21 at the SR 400/I-85 trail and briefly discussed the GA 400 Buckhead Trail.)
 - H&L to send AECOM fence details proposed by SC. May be able to use the same fence detail in an effort to be consistent and reduce costs?
- The project team will coordinate with AIU about proposed redevelopment on Tower Place Blvd.
 - H&L and AECOM will coordinate approval of proposed trail material with GDOT
 - Fence materials and style
 - Transparent sound wall panels
 - Green/living wall
 - Art/cultural information panels

Copy: Ed McBrayer

By: Denise Starling, Executive Director

BATMA, Livable Buckhead, Inc.

Two good meetings yesterday related to trail that I wanted to update you on:

Atlanta Public Schools – Ellen Wickersham, Howard Shook and I met with Larry Hoskins (Deputy Superintendent Operations COO), Alvah Hardy (Facilities Services) and Jere Smith (Capital Improvements) to discuss two things – the McClatchey School Remnant property and the Wieuca Road property adjacent to Sara Smith. Although a little rocky on my part due to screwing up protocol with Howard there, the meeting went well thanks to Ellen! These guys were amenable to figuring out how to get the McClatchey remnant over to the City and money never came up. We asked them to give it to us. We are going to initiate a formal request for the transfer through George Dusenbury to APS, the process is not clear yet because there is some lack of clarity on the title. We think it is actually in the City's name although should be APS. So, the thought is that the effort should require two actions – likely Quit Claim Deed from City (approved through council) to APS, then same thing from APS back to City requiring APS board approval. Alvah and Jere will figure this part out.

Sara Smith site – there is a 3.74 acre site adjacent to the school and one property away from 400ROW that we have discussed being a great opportunity for a trail head and shared use for the School. The listing broker told me the price was \$5million and that they are negotiating with APS. APS, however, is not interested at this price. They do, however, see it as a great opportunity to expand parking and provide additional field space for the school. We discussed this being a great common goal and there may be some limited potential of them participating with us to acquire the site?? (Not much). I have asked them to let the broker know they are not interested in the site so the reality check on the price will come back into play. Needless to say – this is not something we had anticipated buying as part of the \$8.5 million price tag and it is outside the CID so I have no funding source for it, but it is a great potential. Is there any way PATH could take this on? Any thoughts on how to fund?

GDOT – Carlos, Mark, Patrick and I met with Bryant Poole, Daphne Cautela (sp?) and Kathy Zahul with GDOT. Since the Southfork people didn't show up for quite some time, it ended up being us walking the DOT folks through our concept (which we didn't expect!). There were some interesting concerns raised in general that we need to flesh out. The biggest one in my mind is that they are highly sensitive to the fact that the access they are giving is considered temporary and can be taken back without payment of damages or anything at any time they deem they need the land for transportation purposes (i.e. widening 400). Because of this, they are somewhat resistant to design elements that make it a park or provide more sense of permanency. They are also very sensitive to driver distraction – so lights and visual elements we may want need to take this into consideration (they were completely unaware of the midtown efforts about the connector!!) Signage was a big hang up for them with the Southfork work for some reason as well. They also stressed the need to have maintenance agreements worked out of the front end because they typically snag the project. These are the people who actually issue our permits, so we need to make sure they are engaged along the way – particularly in the concept meeting. I am going to reach out and schedule a follow-up meeting with them to discuss further.

Meeting Record

To		From	
Name	Denise Starling + Ed McBrayer	Name	Carlos F. Perez, RLA
Firm	Livable Buckhead, Inc., Buckhead CID + The PATH Foundation	Firm	AECOM D+P
		Date Sent	12.8.2011
Meeting Date:	12.8.2011		
Project Name:	GA400 Trail		
Project Number:	60237931		
Subject:	MARTA GA400 Review Meeting		

Meeting Telephone Conference Call

Distribution: Denise Starling –Executive Director, LBI, Inc.; Ed McBrayer, Executive Director, The PATH Foundation; Jonathan McCaig – Consultant, The PATH Foundation; Mark Holmberg – Vice President, Heath & Lineback Engineers, Inc., John Crocker – Director of Development and Regional Coordination, MARTA; Fred Remen – MARTA Director of Facilities; Zubaida Mosharraf – MARTA Manager of Architecture, John Remillard – MARTA Manager of Real Estate, Willie Walker – MARTA Senior ROW Specialist; Connie Krisak – MARTA Director of Architecture; Jeff Masisak – MARTA Manager of Engineering, Tim Carvana – MARTA Environmental Safety Engineer; Gary Carter – MARTA Industrial Safety Engineer; Cedric McKitt – MARTA MARTA Civil Engineer IV; Miriam Lancaster – MARTA Chief of Corporate Law; Sgt. Aston Greene – MARTA Police; Monty Montgomery – MARTA Police; Rich Krisak – AGM of Rail Operations.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) hosted a meeting at their office headquarters to review the proposed GA 400 multi-purpose trail project proposed to traverse through MARTA property. LBI, Inc.+ The PATH Foundation requested the meeting to learn about the potential issues and concerns that MARTA might have related to the alignment of the trail prior to the Georgia Department of Transportation (GDOT) Concept Report Public Open House Meeting tentatively scheduled for January 2012.

The meeting was attended by representative from various MARTA departments including Planning, Police, Safety, Real Estate, Industrial Safety, Engineering, Architecture, Facilities, Rail Operations, and Legal. The GA 400 multi-purpose trail design team included representatives from LBI, Inc./Buckhead CID, the PATH Foundation, Heath & Lineback Engineers, Inc., and AECOM.

After introductions, John Crocker began the meeting by thanking attendees for their presence and proceeded to provide a brief overview the GA400 multi-purpose trail project. He reminded attendees that the purpose of the meeting was to provide the GA400 multi-purpose trail design team with input regarding the issues and concerns related to the development of the trail within MARTA property, prior to the GDOT Concept Report Public Open House Meeting as to identify any fatal flaws with the alignment that might jeopardize the completion of the project. These comments would then be documented in meeting minutes to be included in the GDOT Concept Report. MARTA will also have an opportunity to provide formal comments during the GDOT Concept Public Open House Meeting. John then turned the meeting over to Denise Starling from LBI, Inc./BCID.

Denise began by discussing the origins of the GA400 multi-purpose trail which emerged out of a greenspace planning initiative initiated by Councilman Howard Shook, the Buckhead CID, the Buckhead Coalition, and NPU-B. The purpose of the planning process was to identify opportunities to increase the amount of greenspace in Buckhead currently identified as having the lowest amount of public greenspace in the City of Atlanta. Based on the planning process's public engagement and recreation and social needs assessment phase, the highest priority need and desire that residents in Buckhead identified was connectivity in the form of trails and sidewalks. The trail emerged as the highest priority project due to its ability to connect Buckhead neighborhoods to schools, parks, Buckhead's urban core, and the Atlanta BeltLine. Denise mentioned that the 5 mile trail will stay predominantly within GDOT GA400 right of way but that it would also traverse through Norfolk Southern, MARTA, and City of Atlanta property. Denise added that the design team had already met with representatives from Norfolk Southern and that to date, they have been agreeable with the project and see no fatal flaws with the trail's primary alignment. Denise then turned the meeting over to AECOM to present the trail alignment and encouraged MARTA representatives to provide the design team with as much input as possible regarding concerns and issues related with the trail alignment.

Following are the major issues and concerns identified by MARTA representatives related with the primary alignment of the trail:

- **Proximity of the trail to the power substation building.** Architecture would require that the area be secure to preclude access to the building. A barrier in the form of a fence or wall would have to be placed five (5) feet from the building and designed in such a way that secures the building while providing MARTA with adequate access to the building.
- **Proximity of the trail to the MARTA high rail access point located at the corner of the north-eastern most corner of the Miami Circle/Eclipse De Luna parking.** Police mentioned that this area is already high on their vulnerability assessment analysis and that inviting people near the entrance would be of great concern. They would like to ensure that the area be secured and perhaps monitored with the installation of security cameras. There was some discussion about there being two high rail access points. The one located closest to trail corridor was apparently closed some time ago and the one that is currently in use is located further away from the trail corridor. Regardless, securing this area is crucial to MARTA.
- **Inviting pedestrian and bicycles to a remote area.** At the moment, there area is blocked off so MARTA police does not have to worry about monitoring the area. Police would like to see how the area is going to be patrolled and who is going to patrol it. Atlanta Police Department Bike Patrols was suggested as an option. It was noted that the Federal Transportation Authority (FTA) would also be interested in seeing how the area would be patrolled both from a safety and security stand point.
- **The ability to access the piers that support the MARTA high rail** was noted as a concern both from a maintenance stand point as well as from a security liability stand point. MARTA needs to be able to access the piers to conduct maintenance. The trail would have to be built to withstand heavy vehicles and provide areas for accessing the piers. There was also a concern about the trail creating a security liability by providing access to the piers. As Police noted, someone would be able to get close to the piers and "take them down."
- **Proximity of the trail to MARTA tracks.** MARTA would like to see a fence or wall placed along the rail to preclude pedestrians from accessing the tracks. It was noted that MARTA has specific standards related to fencing which would have to be followed. It was mentioned that the fence required is approximately eight (8) feet high with a three (3) foot curved extension. Secured entry points would also have to be provided for emergency situations. It was believed these access point would have to be provided approximately every two-thousand (2,000) feet.

- **Hazards associated with MARTA's third rail Shoe.** There was some discussion related to what MARTA refers to as "hot feet." These are metal pieces that are connected to MARTA's third rail and conduct electricity from the third rail to the train and allow it move. In the past, these metal pieces were known to break off and fly off from the train. Inviting pedestrians in areas where these hot feet might land presents a grave danger. It was noted by MARTA that this issue was no longer a problem as MARTA had already addressed this matter.
- **Compensation for property and easements.** It was noted that MARTA would have to be compensated at fair market value for where the trail will traverse their land; be it through the acquisition of the land or for an easement through their land. It was emphasized that even easements have a value that MARTA needs to be compensated for.
- **The use of the service drive as a shared path.** MARTA mentioned that inviting pedestrians and cyclist to share a path with service vehicles was a safety concern. It was noted that services vehicles use the service drive once per month or so. The service drive is shared by North Folk Southern and its use would also have to be approved by them.
- **Presence of utilities along the corridor.** MARTA inquired if utilities within the area had been identified. It was mentioned that fiber optics may be located along the trail corridor and that the design team would have to be mindful of those elements as they proceed with design documents. MARTA mentioned that they would provide the design team with the locations of all know utilities within the corridor.
- **Storage of materials near the power substation building.** MARTA currently stores materials near the power substation building. Ensuring that there is space to store those materials near the building and securing them is important to MARTA.
- MARTA inquired if there were any other areas that the GA400 Trail would impact their land; specifically referencing the area near Mountain Way Park where the GA 400 Feasibility Study identified a potential neighborhood access point through a MARTA driveway. AECOM responded that while that was identified as an opportunity in the feasibility study, it was not part of the primary alignment. Depending on the desire of neighborhood residents, that neighborhood access point may be considered. MARTA would be concerned with securing any of their assets in that area if pedestrian access was to be allowed.
- MARTA inquired if there was an alternate route identified that would preclude the need to use the identified corridor. AECOM responded that there was unfortunately no other route due to the lack of right of way and the built out nature of the surrounding areas. The alignment through MARTA property is the only possible route.
- MARTA requested that they be included an invited to all required GDOT Public Open House Meetings. Heath & Lineback mentioned that the only GDOT sponsored meeting that will be conducted would be the Concept Report Public Open House Meeting. AECOM added that while there is only one meeting required by GDOT, the design team was ready to work very closely with MARTA to ensure that all their issues and concerns would be addressed throughout the design process. MARTA mentioned that they were happy to help in any way they could and to keep the in the loop of the planned design review schedules to MARTA could provide comments within a timely manner and in such a way as to not disrupt the project schedule.

AECOM thanked all the attendees for their frank comments related to the issues and concerns associated with the GA 400 trail project. All the issues and concerns identified were noted as design challenges which the design team will work closely with MARTA to work through in a way that addresses MARTA concerns and creates a safe and pleasant trail experience for users. Following the completion and approval of the GDOT Concept Report,

the design team would begin the design phase of the trail at which time they would work closely with all the MARTA departments to address all their issues and concerns.

John conclude the meeting by thanking all the attendees for their presence and comments and encouraged the GA 400 trail design team to ask GDOT to book a large room for the Concept Report Public Open House Meeting.

Action Items:

- Appropriate department and personnel to attend GA 400 Trail Concept Report Public Open House Meeting tentatively scheduled for January 2012.
- Heath & Lineback Engineers, Inc. to contact MARTA to obtain utility information.
- MARTA to provide design guidelines and details associated with required fencing, barriers, and any regulations associated with required access to the tracks. Particularly the spacing between safety accesses points to the tracks, heights of fences, etc.

Meeting Record

To		From	
Name	Denise Starling + Ed McBrayer	Name	Carlos F. Perez, RLA
Firm	LBI, Inc., + the PATH Foundation	Firm	AECOM D+P
		Date Sent	12.15.2011

Meeting Date: 12.8.2011
Project Name: GA 400 Trail
Project Number: 60237931
Subject: City of Atlanta Considerations for GA 400 Trail

Meeting Telephone Conference Call

Distribution: Denise Starling – Executive Director, LBI, Inc., Jonathan McCaig - Consultant, the PATH Foundation; Susan Rutherford, City of Atlanta Department of Watershed Management; Greg Holder, City of Atlanta Department of Public Works; Ellen Wickersham, Atlanta Development Authority; Jonathan Lewis, Atlanta BeltLine Inc./City of Atlanta Department of Planning/Transportation; Paul Taylor, City of Atlanta Parks, Recreation, and Cultural Affairs Department; Patrick Peters, Heath & Lineback, Engineers, Inc.

Representatives from the City of Atlanta and the Atlanta Development Authority hosted a meeting with representatives from LBI, Inc., the PATH Foundation, Heath & Lineback Engineers, Inc., and AECOM to review the proposed GA 400 multi-purpose trail alignment and identify potential City of Atlanta related issues and concerns prior to the GDOT Concept Report Public Meeting. Following are highlights from the meeting.

- The BeltLine spur trail will traverse along the north side of Peachtree Creek and will terminate at the northwestern corner of Piedmont Street and Peachtree Creek. The trail is 12' wide with 2' clearance on each side. The GA400 Trail will terminate on the northeastern corner of Piedmont Street and Peachtree Creek. The trail should strive to have the same width as it connects to the BeltLine Spur Trail.
- The City of Atlanta would like to encourage a neighborhood trail connection from Statewood Road NE to the Mountain Way Park/GA400 Trail segment. AECOM mentioned that while there is a potential connection through a MARTA access driveway that provides access to a cell tower, or around the cell tower building, the connection would be contingent on the neighborhood's desire to connect to the trail off Statewood Road NE. That desire would emerge during the public process proposed after the GDOT Concept Report is approved. AECOM also noted that there is another neighborhood connection proposed off N Ivy Road NE along a public access road used for the construction of the Mountain Way overpass.
- The City of Atlanta encouraged that Heath & Lineback and AECOM carefully and thoughtfully consider how the multi-purpose trail will interface with existing bike lanes and roadways at the intersection of the trail and existing roads. For example, where the trail crosses Wieuca Road NE, consideration should be given to how the trail uses the existing sidewalks and bike lanes. The City recommended the one-way flows be maintained on the north and south side of the Wieuca/GA400 bridge with a

HAWK crossing installed on the east side of the bridge. AECOM mentioned that while there was some consideration given to how the trail would interface with existing bike lanes and street crossing, these details were not worked out yet due to the conceptual nature of the GDOT Concept Report. Upon the approval of the GA400 Concept Report, the design team will work closely with the City to develop appropriate solutions for these areas.

- The City mentioned that contra flow bike lanes on Peachtree Road in the urban core of Buckhead, as well as all major roadways (e.g. Sidney Marcus, Lenox Loop, possibly Lindbergh) would not be allowed. The City recommended that the existing bike and pedestrian infrastructure be maintained and used along the Peachtree Road corridor. There was some discussion about the difference between a recreational trail and a transportation trail and what the design implications would be for these. At the moment, Peachtree Road has bike lanes and wide sidewalks. What the trail wants to be within this area (e.g. recreational trail versus a transportation trail) would inform the design of the GA400 Trail through this corridor.
- City would like GA400 Trail to connect to the Lenox MARTA Station. LBI, Inc. and AECOM mentioned that there is opportunity to connect from the Gordon Bynum Bridge to the MARTA station along the south side of East Paces Ferry Road NE.
- The City would like to begin understanding and developing the project agreement that would have take place between GDOT, the City of Atlanta, the PATH Foundation, and LBI Inc. Since the City does not have a real estate attorney, the precise process required for this project is unclear. Ed McBrayer might have a better understanding of this process due to his experience with Freedom Parkway which would have required an agreement that would be similar to the one that might be required for the GA400 Trail. The Westin Trail might be another example. There was some discussion as to which City's legal department the GA 400 Trail would fall under, the City's Park, Recreation, and Cultural Affairs Department or Department of Transportation. LBI, Inc. mentioned that due to BCID and SRTA funds, this might have to fall under the City's Department of Transportation.
- It was suggested that GDOT establish the framework for the agreement, provide an understanding of what the legal issues and concerns are, and provide those to the City to determine how to precede. Or, perhaps the City should propose a framework to GDOT and let GDOT respond to it. A proposed framework for the agreement may be as follows:

GDOT → City of Atlanta Public Works Department → City of Atlanta Park, Recreation, and Cultural Affairs Department → Buckhead CID → the PATH Foundation
- The City's Watershed Management Department also has a policy process that has to be followed regarding the encroachment on watershed lands and infrastructure. Steve Scarlet and Mitch Carpenter would be the folks to speak with.
- AECOM asked if it might be possible to obtain easement locations from the City's Watershed Management Department to determine where this encroachment may take place. Michael Fling (Dax) would be the person to contact.

Action Items:

- After the completion of the Concept Report, AECOM will work closely with the City to determine the best way for the Trail to integrate with existing bike and sidewalk infrastructure along all roadway crossings.
- LBI Inc., to look into what City Department the trail might have to go through, the City's Park, Recreation, and Cultural Affairs Department or Department of Transportation.

- LBI, Inc. + AECOM to ask Ed McBrayer what agreement process was used for the Freedom Parkway and Westin Trail to see if either of those agreements could be used as a framework for the GA 400 Trail.
- The City is also currently looking into the specifics of the required agreement.
- AECOM to follow up with the Department of Watershed to obtain easement data.

STATE HIGHWAY AGENCY

DATE : 12/15/2011
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0010521 SPEC YEAR: 01
DESCRIPTION: SR 400 MULTI-USE TRAILS

ITEMS FOR JOB 0010521

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1010		LS	TRAFFIC CONTROL - Z	1.000	180000.00	180000.00
0010	161-1000		LS	EROSION CONTROL - Z	1.000	350000.00	350000.00
0015	210-0100		LS	GRADING COMPLETE - Z	1.000	1001200.00	1001200.00
0020	201-1500		LS	CLEARING & GRUBBING - Z	1.000	375500.00	375500.00
0025	310-5060		SY	GR AGGR BS CRS 6IN INCL MATL	24762.000	9.81	243136.10
0030	441-0106		SY	CONC SIDEWALK, 6 IN	21708.000	44.00	955152.00
0035	500-3107		CY	CL A CONC, RET WALL	1000.000	450.87	450870.10
0040	534-1000		LS	PEDESTRIAN OVERPASS BRIDGE, STA 1200SF	1.000	240000.00	240000.00
0045	534-1000		LS	PEDESTRIAN OVERPASS BRIDGE, STA 6000SF	1.000	1200000.00	1200000.00
0050	550-0000		\$	SEC 550 STM DR PIPE/ARCH CLVT	1.000	100000.00	100000.00
0055	624-0301		SF	SOUND BARRIER, TYPE B, 20-30' HT	3000.000	20.00	60000.00
0060	624-0400		SF	SOUND BARRIER, TYPE- Z	4000.000	40.00	160000.00
0065	643-1152		LF	CH LK FEN, ZC CORT, 6', 9 GA	5280.000	11.52	60872.91
0070	652-5452		LF	SOLID TRAF STRIPE, 5 IN, YELLO	26000.000	0.04	1138.28
0075	681-1150		EA	LT STD, ALUM, 14'MH, POST TOP	220.000	550.00	121000.00
0080	702-0000		\$	SEC 702 VINE, SHRUB & TREE PL*	1000.000	800.00	800000.00
0085	754-5000		EA	BENCH	30.000	1500.00	45000.00
0090	754-6000		EA	BICYCLE RACK	15.000	752.42	11286.40
0095	999-6500		LS	TREE PROTECTION AND TRIMMING	1.000	50000.00	50000.00

ITEM TOTAL

INFLATED ITEM TOTAL

7494155.78

7494155.79

TOTALS FOR JOB 0010521

ESTIMATED COST:

CONTINGENCY PERCENT (15.0):

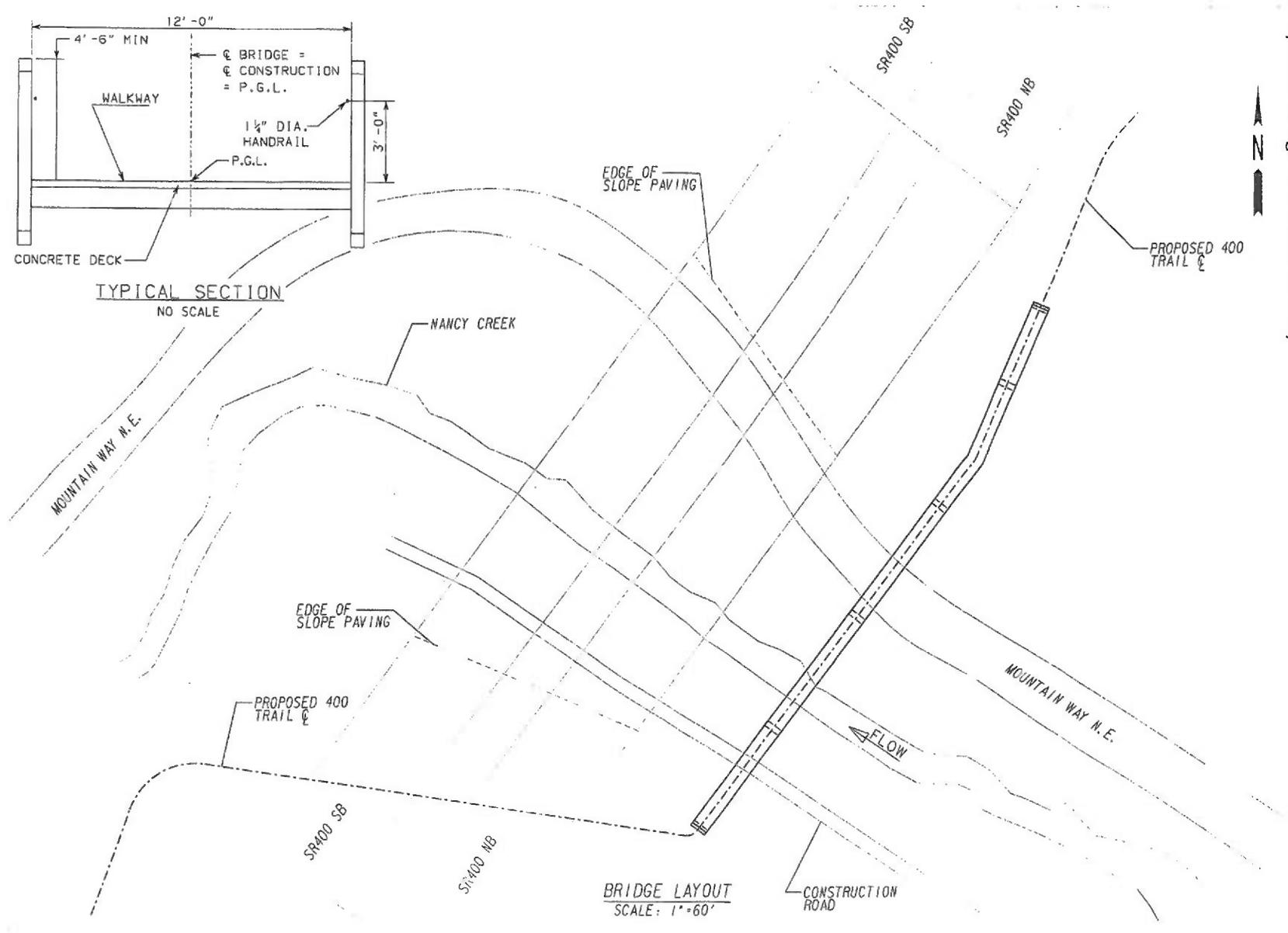
ESTIMATED TOTAL:

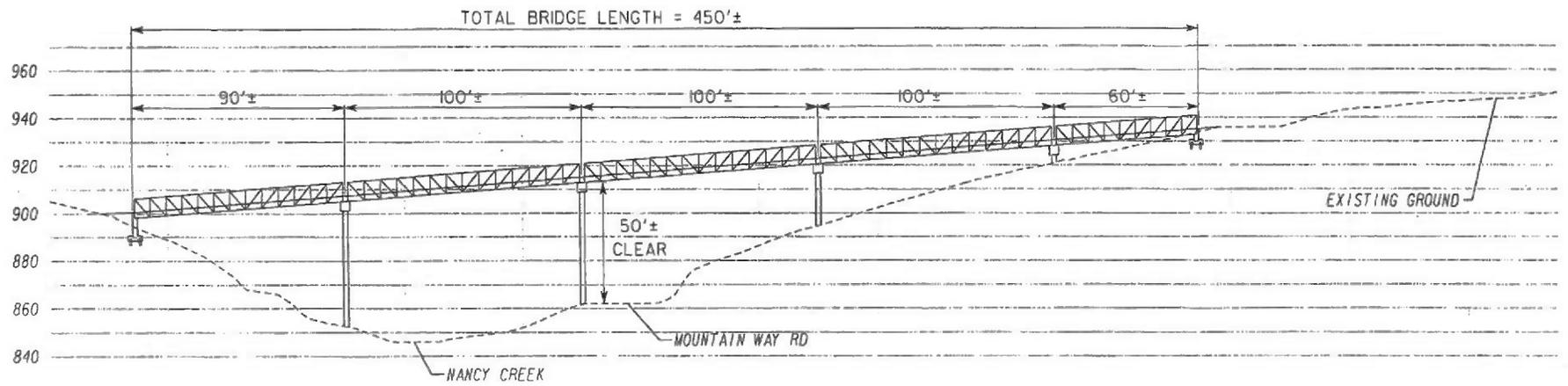
7494155.79

1124123.37

8618279.16

Proposed Bridge at Mountain Way





BRIDGE ELEVATION
SCALE: 1" = 40'

CONCEPT TEAM MEETING MINUTES

January 25, 2012 - 9:00am

GA 400 Buckhead Trail

PI No. 0010521

LOCATION: GDOT G.O. 16th Floor Conference Room

Attendees: Albert Shelby – GDOT-OPD
Patrick Peters – H&L
Mark Holmberg – H&L
Ed McBrayer – PATH
Jonathan McCaig – PATH
Carlos Perez – AECOM
Brad Humphrey – GDOT-D7
Mike Lobdell – GDOT-D7
Scott Lee – GDOT-D7
Lamu Chanthavong – GDOT
Bryant Poole – GDOT-D7
Jill Brown – Edward-Pitman
Josh Mello – COA-DPCD
Denise Starling – Livable Buckhead
Kathy Zahul – GDOT Tr. Ops.
Paul Taylor – COA Parks
Willie Walker – MARTA
Cedric McKitt – MARTA
Greg Holder – COA-DPW
Ellen Wickersham – Invest Atlanta (ADA)
Daphne Cautela - GDOT

The meeting was held to review the submitted Concept Report and discuss potential issues with the project.

- Albert Shelby opened the meeting by introducing the project and having each attendee introduce themselves. He mentioned that the project is being funded completely by local money and that there is currently no let date.
- Albert had Mark Holmberg walk everyone through the project concept displays from Piedmont Rd north to Lorida Dr.
- Albert clarified that the newly completed improvements to Peachtree Rd will not be re-done.
- Josh Mello expressed his concern regarding safety and continuous navigability along on-street segments and at-grade crossings on major intersections (Sidney Marcus Blvd, Wieuca Rd, Peachtree Rd, Lindbergh Dr.) along the project. He also mentioned a desire to connect to local streets and the west side of Piedmont Rd.

- Josh verified that GDOT has no jurisdiction over the segments of the trail that are outside of GDOT right-of-way.
- Josh mentioned that the City of Atlanta recently adopted the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and requested that the publication be referenced guidelines used when making decision regarding how the trail will interact with the City's streets. Kathy Zahul mentioned that the MUTCD supersedes NACTO Guidelines.
- Paul Taylor and Ellen Wickersham inquired about the timeline necessary for acquisitions. Mark responded that the concept report currently anticipates 25 parcels will be impacted and will have a better estimate once the Concept Report has been approved (approximately March 1). He also mentioned that East Wesley/Canterbury Rd is currently the most unknown area and that he is awaiting property map information from the surveyor.
- Paul mentioned the public's desire to have the City of Atlanta take responsibility for the park under SR 400 at Mountain Way and to connect to the trail from the park.
- Josh asked if the trail will connect to the proposed trail associated with the SR 400/I-85 project. Mark responded that the GA 400 trail is not proposed to cross I-85.
- Mike Lobdell said that GDOT will likely approve the narrowing of lane widths to 11' where the trail traverses along Lenox Rd. Ed McBrayer mentioned his desire to avoid placing the trail at-grade along Lenox Rd if another feasible solution can be achieved.
- Mike also expressed concern regarding the at-grade crossing at Lenox Rd.
- Jonathan McCaig discussed an alternate shown which bridges over Lenox Rd and over open parking spaces parallel to Lenox Rd using existing tree islands to place bridge piers, thus avoiding an at-grade crossing at Lenox Rd. Daphne Cautela mentioned that the trees will need to be replaced.
- Denise Starling spoke on the alternate shown on the east side of SR 400 along Stratford Rd which involves tunneling under Lenox Rd. Ed said this alternate is not feasible in the short-term.
- Bryant Poole spoke with regards to trail access from private property. He mentioned that GDOT may not allow breaks in access and asked if any planned breaks exist. Ed and Denise responded that a future connection to the Sara Smith School may be desired requiring a break.
- Lamu Chanthavong asked whether a VE study was anticipated. Albert responded that since the project is 100% locally funded a VE study is not required.
- Bryant expressed concern with the at-grade crossing of the southbound SR 400 exit ramp at Sydney Marcus Blvd and suggested looking into another signalized crossing further west on Sydney Marcus Blvd.
- Daphne stated that since no federal money is involved that FHWA does not have oversight of the project.
- Jill Brown said a hybrid GEPA document is required with endangered species study and a 404 permit is required.
- Bryant mentioned the potential need for noise modeling if the trail breaks through the soundwall as proposed. Jill added that noise modeling will only be needed where the trail breaks through the soundwall and not along the entire project.
- Daphne asked if there is an anticipated impact to the buffer at the Nancy Creek tributary. Mark responded no, the proposed bridge will span the buffer.

- Daphne inquired about the use of SR 400 to deliver concrete during construction and potential impacts involved. Ed responded that he is currently not sure, but that PATH will oversee construction.
- Kathy stated that there will be two permits: the Temporary Conditional Permit and a second that will pertain to construction access that will close once the project is built.
- It was determined that six (6) traffic signals on state routes will be impacted by the project.
- Daphne asked if just the pedestrian signal phases will be impacted or traffic phases will also be impacted. Ed responded that he envisions only pedestrian signals being impacted; however, Josh expressed a desire to further study traffic phases in order to ensure a comfort level for pedestrians and bicyclists.
- Ellen spoke about a state law requiring a Phase 1 Environmental Site Assessment (ESA) to be done on acquired land. Mark responded that a Phase 1 ESA is currently being done for the project.
- Bryant stated that stormwater management including stormwater quality facilities will be required for the project.
- Bryant spoke about possible issues with the acrylic soundwalls proposed such as visual impacts and sound barrier open construction time limits.
- Mike mentioned that off-peak sound barrier construction may be preferable, but that may be affected by Atlanta noise ordinance requirements.
- Bryant suggested coordination with the SR 400/I-85 project construction.
- Bryant asked about the extent of lighting anticipated along the trail. Ed and Denise responded that lighting is only anticipated where needed for safety. Ed explained that the trail will operate from dawn to dusk. Willie Walker said some areas around MARTA will have to have lighting for safety purposes.
- Albert reinforced the desire for minimal lighting to avoid confusing vehicular drivers.
- Kathy stated that GDOT expects the maintenance and indemnity agreements to be between GDOT and the City of Atlanta and then the City of Atlanta and the Buckhead CID.
- Kathy explained that GDOT will not be responsible for replacing any trail features that are impacted if state right-of-way is needed for state projects.
- Albert expressed his concern that the project will not look like a park – at least on state right-of-way sections to avoid potential future 4f issues. Carlos asked if the agreements could state that the project is not a park. Albert responded that he will have to check with FHWA for a definitive answer, but would like something from FHWA in writing. Kathy said she believes the CFR covers the project.
- Albert stated that any potential trail head issues are not part of this phase and thus will be permitted separately at a later time.
- Bryant wanted to make sure that there is no break in the limited access to Beaver Pond (detention pond on GDOT right-of-way).
- Willie stated that MARTA has no new comments regarding the project since the project team and MARTA met. He added that safety is MARTA's main concern and that MARTA wants to ensure limited access exists for their high voltage area.
- Paul spoke about concerns with law enforcement agencies policing the trail consistently across multiple jurisdictions. He suggested adding a park-like code that could be applied to trails and simply explained to law enforcement agencies.
- Scott Lee expressed concern over potential liability of property owners along Tower Pl. Dr. Ellen responded that easements will be acquired for those areas.

- Carlos inquired if there was a chance of getting a variance for GDOT policies regarding lighting and/or signs on GDOT right-of-way. Mike responded no, unless the chief engineer approves.
- Willie asked about trail closure notification if MARTA needs to close the trail for maintenance. Ed responded that there are measures in place to alert trail users and that they will close the trail at access/cross street locations.
- Josh commented on several lines on page 4 of the concept report:
 - The project is not along a designated bicycle route – only a portion along Peachtree Rd
 - The City of Atlanta does not have a pedestrian plan
 - The project is along a greenway plan
 - The Lindberg Center, MARTA bus routes, and BOC shuttles should be included in the transit networks the project is along.
- Mark asked about the process for getting the concept report approved and permits in the Concept Report. Albert responded that the Concept Report should be revised, meeting minutes added, and then submitted back to him. He stated that it will take 4-6 weeks to get the Concept Report approved, but that it will not be necessary to wait for the Concept Report to be approved to start Preliminary Plans. He said that the Temporary Conditional Permit should be mentioned in the Concept Report.
- Albert stated that a Field Plan Review can be held once the plans are at least 60% complete.
- Ed expressed his desire to construct the trail in 4-5 phases.

Action Items:

7. H&L will revise Concept Report and send out meeting minutes to attendees for review.
8. H&L will submit revised Concept Report to GDOT.
9. COA and GDOT will work on draft agreements.
10. COA and BCID will work on agreements.