

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0010747  
Fulton County  
GDOT District 7 - Metro Atlanta  
Atlanta Beltline - City Hall East Bike and  
Pedestrian Plaza

**OFFICE** Design Policy & Support

**DATE** October 25, 2013

**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  
Ben Rabun, State Bridge Engineer  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Jeff Fletcher, Statewide Location Bureau Chief  
Emmanuella Myrthil, State Safety Program Coordinator  
Ed David Adams, *for* State Pedestrian and Bicycle Coordinator  
Rachel Brown, District Engineer  
Scott Lee, District Preconstruction Engineer  
Mac Cranford, District Utilities Engineer  
Charles Robinson, Project Manager  
BOARD MEMBER - 5th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PROJECT CONCEPT REPORT**

Project Type: <u>Enhancement</u>	P.I. Number: <u>0010747</u>
GDOT District: <u>7</u>	County: <u>Fulton</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>N/A</u>
Project Number: <u>N/A</u>	

Atlanta Beltline City Hall East Bike & Pedestrian Plaza

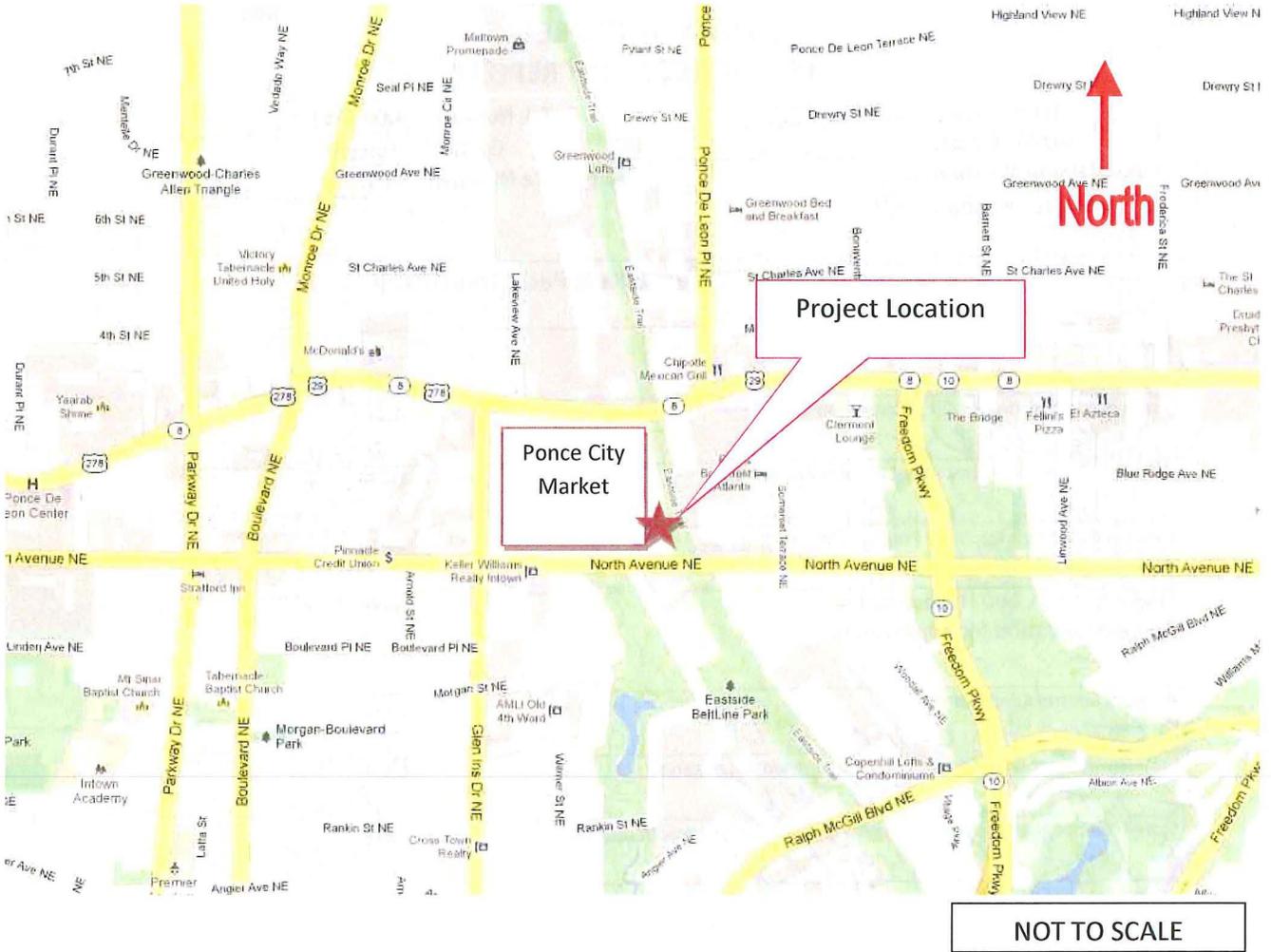
**Submitted for approval:**

<u>[Signature]</u> Kimley-Horn & Associates, Inc. - Consultant Designer	<u>7/11/2013</u> DATE
<u>[Signature]</u> Atlanta Beltline, Inc./Invest Atlanta - Local Government	<u>10 July 2013</u> DATE
<u>Albert Shelby for</u> Genetha Rice-Singleton, State Program Delivery Engineer	<u>7/16/13</u> DATE
<u>[Signature]</u> Charles Robinson, GDOT Project Manager	<u>7/12/13</u> DATE

**Recommendation for approval:**

Program Control Administrator <u>* Glenn Bowman / KLP</u>	DATE <u>7-24-13</u>
State Environmental Administrator (recommendation required) <u>* Kathy Zahul / KLP</u>	DATE <u>7-22-13</u>
State Traffic Engineer (recommendation required for roundabout projects) <u>* Lisa Myers / KLP</u>	DATE <u>7-18-13</u>
Project Review Engineer <u>* Jun Birnkammer / KLP</u>	DATE <u>7-19-13</u>
for State Utilities Engineer	DATE
District Engineer (projects not originating in District Office) <u>* Ben Rabun / KLP</u>	DATE <u>10-15-13</u>
State Bridge Design Engineer (if applicable)	DATE
State Transportation Financial Management Administrator <u>* Recommendation on file</u>	DATE
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).	
<u>[Signature]</u> State Transportation Planning Administrator (recommendation required)	<u>7-22-13</u> DATE

### PROJECT LOCATION



### Project Location Map

Project Number: N/A  
P.I. Number: 0010747

Atlanta BeltLine City Hall East Bike & Pedestrian Plaza  
Fulton County, GA

Source: Google

County: Fulton

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The proposed project is located at the eastern edge of Midtown Atlanta, Georgia and is bounded by Ponce de Leon Avenue to the north, North Avenue to the south, the Ponce City Market development to the west and the Atlanta BeltLine Eastside Trail to the east. The project is funded in part by a Transportation Community and Systems Preservation (TSCP) grant from the Federal Highway Administration. The grant was awarded to Invest Atlanta, economic development authority for the City of Atlanta, in 2012. Invest Atlanta is the parent organization of Atlanta BeltLine, Inc., the entity responsible for planning and implementing the Atlanta BeltLine, a 22-mile loop of multi-use trails, transit and parks surrounding the urban core of Atlanta.

The proposed project will provide a key link for pedestrians and cyclists between the public space along the BeltLine and the private space within the Ponce City Market development. Ponce City Market is one of the largest private urban redevelopment projects in the southeastern United States, and will convert the former Atlanta City Hall East into a mixed-use facility accommodating over 1000 new residents as well as office and retail space. The Atlanta BeltLine Eastside Trail was completed in 2012 and is used by thousands of cyclists and pedestrians daily, for both transportation and recreation purposes. This trail connects 5 residential neighborhoods to 2 schools, 4 parks, the Carter Center, shopping centers and restaurants. A future transit line is planned adjacent to the existing trail that will provide additional connectivity to adjacent neighborhoods and the existing MARTA transit system. The Ponce City Market developer is also planning a bridge connection at the north end of the development site to connect the building to the BeltLine corridor.

The project will provide sustainable transportation choices for local residents, shoppers and employees by linking the Ponce City Market development to the existing multi-use trail system and planned future transit along the BeltLine. The project will consider pedestrian and bicycle movements not only in near term condition between the trail and the development, but also circulation of the public when the transit line is constructed.

**Description of the proposed project:** The project will construct a pedestrian plaza within the Atlanta BeltLine Corridor bounded by North Avenue to the south, Ponce de Leon Avenue to the north, the existing Ponce City Market development to the west, and the Atlanta Beltline Eastside Trail to the east. The plaza will be constructed to accommodate the 37-foot wide future transit corridor by providing a 5-foot buffer between the planned corridor limits and proposed hardscape and pedestrian walkways within the plaza. The project will be constructed entirely within Atlanta BeltLine, Inc. right-of-way. Proposed features within the plaza consist of hardscape areas with pervious concrete and decorative paver surfaces, low seat walls (approximate 18-in height) along the center of the hardscape areas, and planter beds with shade trees and low ground cover. A 6-foot wide concrete pedestrian pathway will be constructed along the future retail frontage of the Ponce City Market development, and an approximate 10-foot wide hardscape connection will be constructed across the future transit guide way to provide connectivity between the plaza, the Ponce City Market frontage and the Eastside Trail. The landscaped area within the future transit guide way will be planted with native grasses.

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

**MPO:** Atlanta Regional Commission (ARC)

MPO Project ID: AT-267

**Regional Commission:** N/A

RC Project ID: N/A

**Congressional District(s):** 5

**Projected Traffic:** N/A

**Functional Classification:** N/A

**Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?**  No  Yes

**Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?**  
 None  Bike Route  Pedestrian Plan  Transit Network

**CONTEXT SENSITIVE SOLUTIONS**

**Issues of Concern:** The proposed project is intended to create an open and seamless connection between a public transportation corridor and a private developer, specifically the Atlanta BeltLine and the Ponce City Market Development.

**Context Sensitive Solutions:** Atlanta BeltLine, Inc. has partnered with the Ponce City Market developer to coordinate design efforts as part of the concept development process.

**DESIGN AND STRUCTURAL DATA**

**Plaza Design Features:**

Feature	Existing	Standard*	Proposed
- Pedestrian Walkway Width	N/A	5' Min	6'-10'
- Pedestrian Walkway/Plaza Cross Slope	N/A	2% Max	1.75% Max
- Transit Corridor Buffer	N/A	N/A	5'

\*According to current GDOT design policy if applicable

**Major Structures:** No major structures will be constructed or modified as part of the project. The following major structures are adjacent the project site:

- GDOT Structure ID 121-0491-0 – Atlanta BeltLine Pedestrian Bridge over SR 8/Ponce de Leon Avenue.
- GDOT Structure ID 121-0529-0 – Atlanta BeltLine Bridge over North Avenue

**Major Interchanges/Intersections:** N/A

**Utility Involvements:**

Power	Georgia Power
Water and Sewer	City of Atlanta
Telecommunications	City of Atlanta

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  No  Yes

**SUE Required:**  No  Yes

**Railroad Involvement:** The project will be designed to accommodate future transit along the Atlanta BeltLine. Transit will be planned and implemented by Atlanta BeltLine, Inc., therefore no additional coordination with other rail operators is required.

**Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

The project will accommodate pedestrians and bicyclists through construction of a hardscape connection between the Ponce City Market development and the Atlanta BeltLine Eastside Trail. The project design will also accommodate the future transit corridor between the development and the trail, and will ultimately provide access to a future transit station at the north end of the site.

**Right-of-Way:**

Required Right-of-Way anticipated:  No  Yes  Undetermined  
Easements anticipated:  None  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels:	0
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

**Location and Design approval:**  Not Required  Required

**Off-site Detours Anticipated:**  No  Undetermined  Yes

**Transportation Management Plan [TMP] Required:**  No  Yes

County: Fulton

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

FHWA/AASHTO Controlling Criteria	No	Undeter- -mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Design Variances to GDOT Standard Criteria anticipated:**

GDOT Standard Criteria	Reviewing Office	No	Undeter- -mined	Yes	Appvl Date (if applicable)
1. Access Control - Median Opening Spacing	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Median Usage & Width	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Bike, Pedestrian & Transit Accommodations	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Georgia Standard Drawings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. GDOT Bridge & Structural Manual	Bridge Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Roundabout Illumination	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

VE Study anticipated:  No  Yes  Completed – Date:

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:  NEPA:  CE  EA/FONSI  EIS

County: Fulton

**Project 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
- Is a Carbon Monoxide hotspot analysis required?  No  Yes

This project will improve bicycle and pedestrian accessibility and will not affect roadway capacity. The project is not required to be included in the conforming plan’s model.

**MS4 Compliance – Is the project located in an MS4 area?**  No  Yes

The project is anticipated to disturb less than 1 acre, therefore MS4 compliance is not anticipated to be required.

**Environmental Permits/Variations/Commitments/Coordination anticipated:** *List all anticipated permits, variations, commitments, and coordination needed –Section 404, TVA, Water Quality, etc.*

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required?  No  Yes  Completed – Date:

**NEPA/GEPA:** A Programmatic Categorical Exclusion is the anticipated level of NEPA document.

**Ecology:** No resources or effects anticipated

**History:** The project is located within the Ponce de Leon – Ralph McGill Historic District and is near the National Register Listed Ford Motor Company Assembly Plant. The Ponce City Market (former Sears Distribution Center and City Hall East) structure is also a potentially eligible historic resource. No adverse effects are anticipated to historic resources.

**Archeology:** TBD. The project is located along a former railroad right-of-way that has recently been redeveloped as a multi-use trail. No adverse effects are anticipated.

**Air & Noise:** No effects anticipated

County: Fulton

**Public Involvement:** Atlanta BeltLine, Inc. holds quarterly meetings to brief the public on projects along the overall 22-mile corridor, including the proposed project area. Because the site is in an area where several City and GDOT projects are occurring, the City of Atlanta organized a Ponce de Leon Avenue Task Force, to coordinate the scopes and community engagement of the respective projects. This project was presented as part of an open house format meeting, where three additional projects were introduced; GDOT project numbers M004536, 0010350, 0012586. This open house was presented to the local businesses at 7:30am on February 7, 2013, and was presented to the community at 6:30pm the evening of February 7, 2013. The respective project managers provided a brief overview of the scope and schedule of each project. ABI reported that the plaza represented herein would be designed in 2013, and construction would begin in 2014.

As the project develops, ABI will follow its standard community engagement process, presenting the project at the conceptual level, mid-design, and just prior to the start of construction to the community.

**Major stakeholders:**

City of Atlanta  
Invest Atlanta/Atlanta BeltLine, Inc.  
Jamestown Properties (Ponce City Market developer)  
Georgia Department of Transportation

**CONSTRUCTION**

**Issues potentially affecting constructability/construction schedule:** Bicycle and pedestrian accessibility along the adjacent Atlanta Beltline Eastside Trail will be maintained during construction.

**Early Completion Incentives recommended for consideration:**  No  Yes

**PROJECT RESPONSIBILITIES****Project Activities:**

<b>Project Activity</b>	<b>Party Responsible for Performing Task(s)</b>
Concept Development	Kimley-Horn and Associates, Inc.
Design	Kimley-Horn and Associates, Inc.
Right-of-Way Acquisition	N/A
Utility Relocation	N/A
Letting to Contract	Atlanta Beltline, Inc.
Construction Supervision	Atlanta Beltline, Inc.
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, and Permits	Kimley-Horn and Associates, Inc.
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	Atlanta Beltline, Inc.

County: Fulton

**Lighting required:**             No             Yes

Installation of lighting will be by the construction contractor. Lighting features will be maintained by Atlanta BeltLine, Inc.

**Initial Concept Meeting:** N/A

**Concept Meeting:** N/A – See below for summary of coordination to date.

**Other projects in the area:**

- |                |   |
|----------------|---|
| <b>M004536</b> | <b>SR 8 From CS 1706/State Street to US 42</b> – Resurfacing and restriping, including a road diet with installation of bicycle lanes                               |
| <b>0010350</b> | <b>SR 8/SR 10 From CS 1860/Piedmont Ave to SR 42</b> – Safety Improvements including traffic signal, sidewalk and ADA curb ramp upgrades                            |
| <b>0012586</b> | <b>SR8/US 29 From CS 520/Boulevard/Monroe Drive to SR 10 – LCI</b> – Streetscape Improvements and Ramp Connection from Ponce de Leon Avenue to the Atlanta BeltLine |

**Other coordination to date:**

**Coordination with Ponce City Market Developer:** Atlanta BeltLine Inc. and Jamestown Properties have executed a Memorandum of Understanding outlining review authority. The project team has engaged in regular design team meetings throughout the TSCP grant application and concept development process.

**Ponce de Leon Task Force:** As outlined in the Public Engagement section of this report, the City of Atlanta created the Ponce de Leon Avenue Task Force, regularly convening the project managers and relevant stakeholders to coordinate scope, schedule, and community engagement. Regular meetings have been held between Atlanta BeltLine, Inc., Jamestown Properties (Ponce City Market developer), GDOT and the City of Atlanta to coordinate programmed projects in the vicinity of Ponce City Market and along Ponce de Leon Avenue. This Task Force will continue to meet as the projects progress. The most recent Task Force meeting was February 19, 2013.

**Coordination with GDOT Staff.** Atlanta BeltLine, Inc. and GDOT staffs regularly meet to coordinate all federally funded projects within the corridor, including PI 0010747. A summary of recent meetings is as follows:

- November 20, 2012 – Site visit with GDOT project managers and NEPA leads
- March 14, 2013 – Monthly coordination meeting with GDOT staff
- April 11, 2013 – Monthly coordination meeting with GDOT staff
- May 23, 2013 – Monthly coordinate meeting with GDOT, including discussions with Americans With Disabilities Act Subject Matter Expert
- June 13, 2013 – Monthly coordination meeting with GDOT staff

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Reimb. Utility	CST*	Envir. Mitigation	Total Cost
By Whom	Atlanta BeltLine	N/A	N/A	GDOT/Atlanta BeltLine	N/A	
\$ Amount	\$148,585 (incl. \$27,000 GDOT Oversight Fee and \$121,585 Design Fee)  100% LCL GOV (\$103,016)  >\$103,016 100% LCL GOV	N/A	N/A	\$1,052,849  90% Federal (\$782,640) 10% LCL GOV (\$92,644)  >\$875,284 100% LCL GOV	N/A	\$1,201,434  80% Federal (\$782,640) 20% LCL GOV (\$195,660)  >\$978,300 100% LCL GOV
Date of Estimate	6/3/2013	N/A	N/A	6/3/2013	N/A	

\*CST Cost includes: Construction plus 5% Engineering and Inspection.

**ALTERNATIVES DISCUSSION**

**Preferred Alternative:** The preferred alternate will construct a pedestrian plaza within the Atlanta BeltLine Corridor bounded by North Avenue to the south, Ponce de Leon Avenue to the north, the existing Ponce City Market development to the west, and the Atlanta Beltline Eastside Trail to the east. The plaza will be constructed to accommodate the planned location of the future transit guideway and transit station by providing a 37 foot grassed buffer between the plaza and the existing Eastside Trail. The project will be constructed entirely within Atlanta BeltLine, Inc. right-of-way. Proposed features within the plaza consist of hardscape areas with pervious concrete and decorative paver surfaces, low seat walls (approximate 18-in height) along the center of the hardscape areas, and planter beds with shade trees and low ground cover. A 5-foot wide concrete pedestrian pathway will be constructed along the future retail frontage of the Ponce City Market development, and an approximate 10-foot wide hardscape connection will be constructed across the future transit guideway to provide connectivity between the plaza, the Ponce City Market frontage and the Eastside Trail. The landscaped area within the future transit guideway will be planted with native grasses.

<b>Estimated Property Impacts:</b>	<b>None anticipated</b>	<b>Estimated Total Cost:</b>	<b>\$1,169,183</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>6 Months</b>

**Rationale:** This alternative is recommended because it meets the objective of providing a bicycle and pedestrian connection between the Atlanta BeltLine system of trails and transit and the existing Ponce City Market mixed use development.

**No-Build Alternative:** The no-build alternative would not construct a bicycle and pedestrian plaza in the area between the Atlanta BeltLine corridor and the Ponce City Market development. Existing landscaped and natural areas would remain in their current condition, and no hardscape or other connecting features would be constructed.

<b>Estimated Property Impacts:</b>	<b>None anticipated</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>

**Rationale:** The no-build alternate is not recommended because it would not meet the objective of providing a bicycle and pedestrian connection between the Atlanta BeltLine system of trails and transit and the existing Ponce City Market mixed use development.

**Alternative 1:** In addition to the Preferred Alternative features described above, Alternative 1 would construct a stair and/or ramp system in the southwest corner of the project site to connect the proposed plaza to North Avenue. The grade change between the Atlanta BeltLine corridor and North Avenue is approximately 20 feet, and additional retaining wall systems would be required to accommodate construction of the stairs/ramps.

<b>Estimated Property Impacts:</b>	<b>None Anticipated</b>	<b>Estimated Total Cost:</b>	<b>\$1,499,183</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>9 Months</b>

**Rationale:** This alternative is not recommended because the additional stair system cannot be constructed within the available budget. The cost for the preferred alternative currently exceeds the programmed funding. Any additional project costs beyond the required 20% local match would be the responsibility of Atlanta BeltLine, Inc. Furthermore, ADA accessibility requirements may not allow construction of a stair system only. A ramp system was also considered in addition to the stairs, but also has significant cost and constructability constraints due to a grade difference between the plaza and North Avenue of over 20 feet. Furthermore, the adjacent developer has agreed to construct and maintain a private stair and elevator access from North Avenue to the Atlanta BeltLine. Cost of a stair system is estimated to be over \$100,000, and cost of a ramp system is estimated to be over \$230,000.

**Comments:** None

**Attachments:**

1. Concept Layouts (2)
2. Detailed Cost Estimates:
  - a. Construction (not including Engineering and Inspection)
3. Bridge SIA Sheets – 121-0491-0 and 121-0529-0
4. Ponce de Leon Task Force February 7 2013 Open House Meeting Summary
5. Atlanta BeltLine, Inc. Letter Documenting Support for Lighting Maintenance
6. FHWA approval soft match

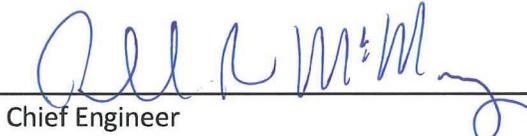
**APPROVALS**

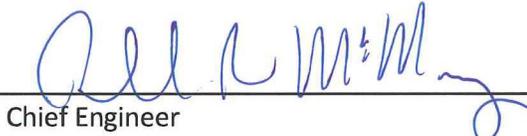
Concur:

  
Director of Engineering

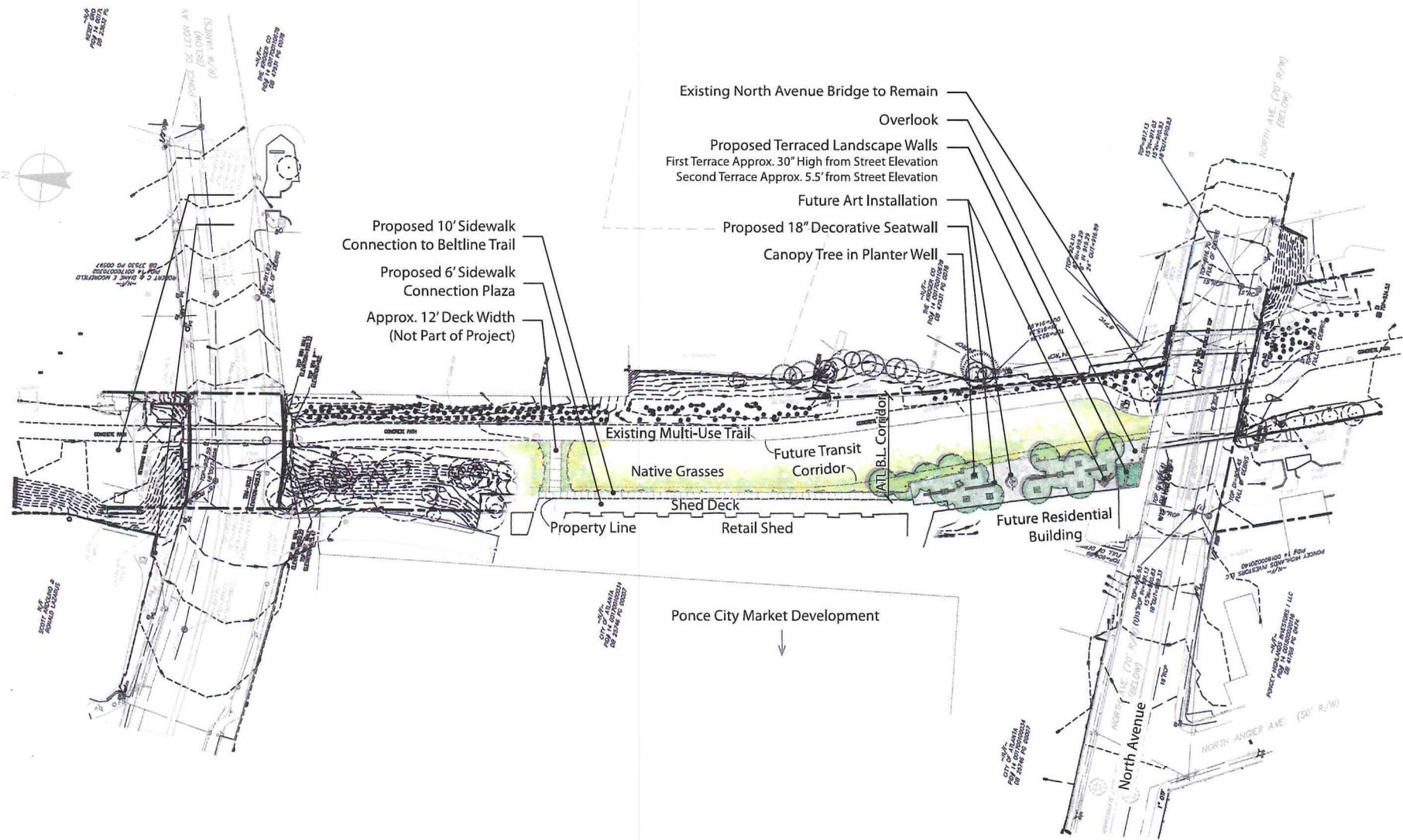
10/18/2013

Approve:

  
Chief Engineer

  
Date

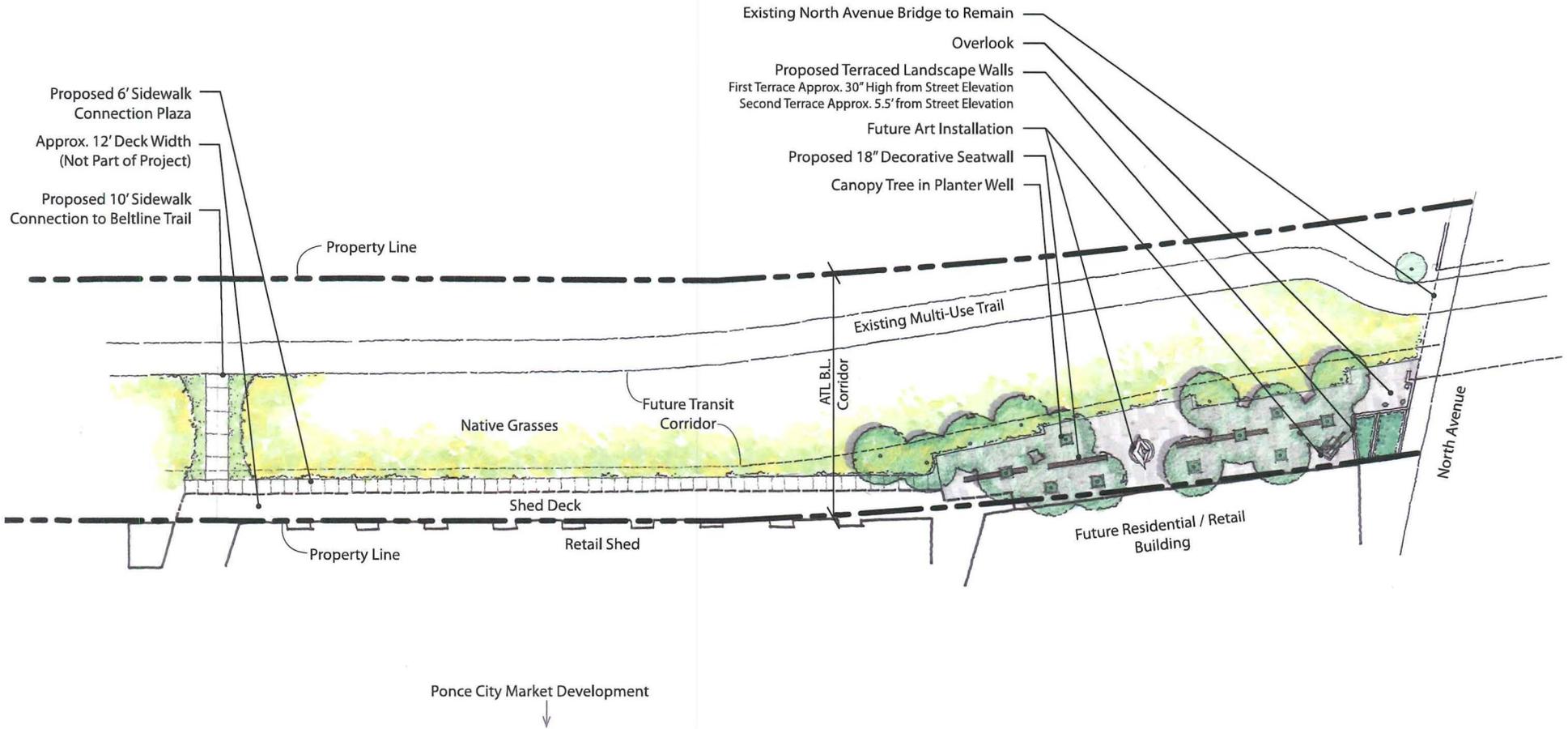
10/23/13



# Atlanta Beltline City Hall East Bike & Pedestrian Plaza

P.I. Number 0010747

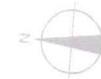
May 2013



# Atlanta Beltline City Hall East Bike & Pedestrian Plaza

P.I. Number 0010747

May 2013



**Kimley-Horn and Associates, Inc.**



## Non-Route Carrying Report

Fulton Area 7

Structure ID: 121-0529-0

### Location & Geography

\* Structure I.D.No: 121-0529-0

\* 6A Feature Int: M-9189 NORTH AVE.

\* 6B Critical Bridge: 0

\* 7A Route Number Carried: CS01835

\* 7B Facility Carried: NOR SOU RR (718035N)

\* 9 Location: IN ATLANTA

\* 91 Inspection Frequency: 24 Date: 12/18/2012

\* 4 Place Code: 04000

\* 5 Inventory Route (O/U): 2  
 Type: 5  
 Designation: 1  
 Number: 09189  
 Direction: 0

\* 16 Latitude: 33-46.2668 MMS Prefix:

\* 17 Longitud 84-21.8382 MMS Suffix: MP:

\* 100 STRAHNET: 0

\* 101 Parallel Structure: N

\* 102 Direction of Traffic: 2

\* 104 Highway System: 0

\* 26 Functional Classificati 16

\* 204 Federal Route Type: M No.: 09189

\* 110 Truck Route: 0

\* 19 Bypass Length: 01

\* 20 Toll: 3

\* 21 Maintenance: 04

\* 22 Owner: 04

\* 27 Year Constructed: 1966

\* 42 Type of Service on: 2 Under: 1

\* 43 Structure Type Main: 3 02

\* 208 Inspection Area: 07 Initials: TSP

\* Location I.D. No.:

\* XReference I.D. No 121-09189M-001.10E

### Signs & Attachments

\* 240 Median Barrier Rail: 0

\* 230 Guardrail Loc Dir Rear: 0  
 Fwr: 0  
 Oppo Dir Rear: 0  
 Fwr: 0

### Measurements

\* 29 ADT: 010780 Year: 2011

\* 28 Lanes On: 00 Under 04

\* 48 Max. Span Length: 0040

\* 49 Structure Length: 80

\* 47 Tot. Horz. Cl: 22.00

\* 229 Shoulder Width:  
 Rear Lt: 2.20 Type: 1 Rt: 9.00  
 Fwr Lt: 2.20 Type: 1 Rt: 9.00

Pavement Width:  
 Rear: 22.00 Type: 2  
 Fwr: 22.00 Type: 2

Intersection Rear: 1 Fwr: 1

36 Safety Features Br. Rail: 0  
 Transition: 0  
 App. G. Rail: 0  
 App. Rail End: 0

53 Minimum Cl.Over: 99 ' 99 "  
 Under: H 17 ' 10 "

\* 228 Min. Vertical Cl  
 Act. Odm Dir: 17 ' 10 "  
 Oppo. Dir: 17 ' 10 "  
 Posted Odm. Dir: 00 ' 00 "  
 Oppo. Dir: 00 ' 00 "

\* 10 Max Min Vert Cl: 18 ' 03 " Dir: 4

### Ratings

\* 227 Collision Damage: 0

### Posting Data

\* 103 Temporary Structure: 0

\* 248 County Continuity No.: 00

### Hydraulic Data

\* 265 U/W Insp. Are 0 Diver: ZZZ

# Non-Route Carrying Report

Structure ID: 121-0491-0

Fulton Area 7

## Location & Geography

\* Structure I.D.No: 121-0491-0

\* 6A Feature Int: SR 8 PONCE DE LEON

\* 6B Critical Bridge: 0

\* 7A Route Number Carried: SR00008

\* 7B Facility Carried: PED. BRIDGE

\* 9 Location: IN ATLANTA

\* 91 Inspection Frequency: 24 Date: 12/18/2012

\* 4 Place Code: 04000

\* 5 Inventory Route (O/U): 2  
 Type: 2  
 Designation: 1  
 Number: 00029  
 Direction: 0

\* 16 Latitude: 33-46.4003 MMS Prefix:

\* 17 Longitud 84-21.8750 MMS Suffix: MP:

\* 100 STRAHNET: 0

\* 101 Parallel Structure: N

\* 102 Direction of Traffic: 2

\* 104 Highway System: 1

\* 26 Functional Classificati 14

\* 204 Federal Route Type: F No.: 00032

\* 110 Truck Route: 0

\* 19 Bypass Length: 01

\* 20 Toll: 3

\* 21 Maintenance: 04

\* 22 Owner: 04

\* 27 Year Constructed: 1906

\* 42 Type of Service on: 2 Under: 1

\* 43 Structure Type Main: 3 03

\* 208 Inspection Area: 07 Initials: TSP

\* Location I.D. No.:

\* XReference I.D. No 121-00008D-009.34E

## Signs & Attachments

\* 240 Median Barrier Rail: 0

\* 230 Guardrail Loc Dir Rear: 0  
 Fwrd: 0  
 Oppo Dir Rear: 0  
 Fwrd: 0

## Measurements

\* 29 ADT: 034020 Year: 2011

\* 28 Lanes On: 00 Under 06

\* 48 Max. Span Length: 0091

\* 49 Structure Length: 91

\* 47 Tot. Horz. Cl: 80.50

\* 229 Shoulder Width:  
 Rear Lt: 8.00 Type: 1 Rt: 8.00  
 Fwrd Lt: 8.00 Type: 1 Rt: 8.00

Pavement Width:  
 Rear: 57.00 Type: 2  
 Fwrd: 57.00 Type: 2

Intersection Rear: 1 Fwrd: 1

36 Safety Features Br. Rail: 0

Transition: 0

App. G. Rail: 0

App. Rail End: 0

53 Minimum Cl.Over: 99 ' 99 "  
 Under: H 15 ' 06 "

\* 228 Min. Vertical Cl  
 Act. Odm Dir: 15 ' 06 "  
 Oppo. Dir: 99 ' 99 "  
 Posted Odm. Dir: 00 ' 00 "  
 Oppo. Dir: 00 ' 00 "

\* 10 Max Min Vert Cl: 99 ' 99 " Dir: 3

## Ratings

\* 227 Collision Damage: 1

## Posting Data

\* 103 Temporary Structure: 0

\* 248 County Continuity No.: 04

## Hydraulic Data

\* 265 U/W Insp. Are 0 Diver: ZZZ



January 23, 2013

## 2013 PONCE DE LEON AVENUE IMPROVEMENT PROJECTS

### PUBLIC MEETING OPEN HOUSE

**LOCAL BUSINESS OWNER MEETING** – February 7<sup>th</sup> at 7:30 AM to 9:00 AM at  
Ponce City Market (Community Room) located at 650 North Avenue NE, Atlanta, GA 30308  
*Parking is limited – walking, biking, carpooling or public transit is encouraged.*

AND

**COMMUNITY MEETING** – February 7<sup>th</sup> at 6:30 PM to 8:00 PM at  
Inman Middle School (Auditorium) located at 774 Virginia Avenue NE, Atlanta, GA 30306

Ponce De Leon Avenue is slated for several road improvement projects over the next several years to enhance its efficiency and improve the mobility of pedestrians, cyclist, and vehicles. These projects include: resurfacing, lane reconfiguration, ADA accessibility improvements, and improved access to public transportation as well as the Atlanta BeltLine. Improvements will be concentrated between Juniper Street and Briarcliff Road/Moreland Ave with street resurfacing extending beyond this scope. The City of Atlanta and Atlanta BeltLine are partnering with the Georgia Department of Transportation to coordinate these projects.

We invite you to attend the open house to learn more about the road improvement projects, anticipated sequencing of these projects, and more detailed schedule information where possible.

**Catherine Owens**, Atlanta BeltLine Project Manager

**Joshuah Mello**, Assistant Director of Planning – Transportation, City of Atlanta

**Beth McMillan**, Atlanta BeltLine Director of Community Engagement, 404.477.3550 and

[bmcmillan@atlbeltline.org](mailto:bmcmillan@atlbeltline.org)

**Lynnette Reid**, Atlanta BeltLine Community Engagement Advocate, 404.477.3551 and [lreid@atlbeltline.org](mailto:lreid@atlbeltline.org)

If you need special accommodations, please call 404-477-3550 at least 24 hours before meeting.

Ponce City Market is accessible via MARTA bus route 2. Inman Middle School is accessible via MARTA bus route 36 and 99. Check with MARTA for schedules.

For more information, please visit us online at [www.beltline.org](http://www.beltline.org)



## 2013 Ponce De Leon Avenue Improvement Projects OPEN HOUSE

Agenda

February 7<sup>th</sup>, 2013

7:30am-9:00am (Business) and 6:30pm-8:00pm (Community)

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1. Welcome
2. Opening comments
3. Overview of Improvement Projects
  - a) Milling Project
  - b) Safety Improvement Project
  - c) Livable Centers Initiative (LCI) Grant Project
  - d) Transportation, Community, and System Preservation (TCSP) Grant Project
4. Project Schedule

*Please visit each project stations to review more specific materials, speak with project managers, and to ask specific project questions*

### **Study Group Participation Guidelines**

- ✓ Everyone is responsible for the success of the meeting.
- ✓ Keep an open mind. Be open to new concepts and to concepts presented in new ways. Appreciate other points of view and respect differences.
- ✓ Everyone should participate and respect and support the right to be heard.
- ✓ We will give feedback directly and openly; it will be given in a timely fashion, and we will provide information that is specific and focuses on the topic and process and not on personalities or people.
- ✓ Speak one person at a time and listen when others are talking. Do not dominate the conversation, interrupt, or participate in side conversations or make unnecessary comments while others are speaking.
- ✓ Parties agree not to blame, attack, or engage in put-downs.
- ✓ Never interrupt anyone - even if you disagree strongly.
- ✓ Watch for "trigger words" -- language IS important.
- ✓ Be honest.



***2013 Ponce De Leon Avenue Improvement Projects  
General Overview***

- A. Milling/Resurfacing Project – Georgia Department of Transportation**
- i. **Project limits:** Milling and restriping is scheduled for US 29/US 78/US 278/SR 8, which travels from North Avenue to Ponce de Leon Avenue between State Street and Briarcliff Road/Moreland Avenue (SR 42/US 23).
  - ii. **Project Scope:** The project comprises the milling of Ponce de Leon Avenue, restriping lanes, and crosswalks consistent with the proposed lane changes associated with the Ponce LCI project and the GDOT Pedestrian Safety Project.
- B. Safety Improvement Project - Georgia Department of Transportation**
- i. **Project limits:** Piedmont Avenue and Briarcliff Road/Moreland Avenue (SR 42/US 23).
  - ii. **Project Scope:** This project will increase pedestrian safety along the corridor through HAWK systems, tactile warning pads, increased pedestrian lighting and increased pedestrian countdown signalization. In addition to improved signalization at all intersections and increased pedestrian lighting throughout the project corridor.
- C. Ponce de Leon Avenue Pedestrian Facilities and Atlanta BeltLine Intermodal Connections, Livable Centers Initiative (LCI) Grant Project - Atlanta BeltLine, Inc.**
- i. **Project limits:** Ponce de Leon Avenue from Boulevard/Monroe Drive to Freedom Parkway/Freedom Park.
  - ii. **Project Scope:** The proposed road section (to be implemented as part of milling project) includes: four vehicular travel lanes; one two-way left turn lane; sidewalks that are ADA compliant and minor pedestrian obstruction from aboveground utility poles; enhanced bus shelters within the project limits; planting strip within the project limits and installation of lighting as necessary; buffered bicycle lanes, and limited sidewalk improvements and resetting of curbs as necessary (currently anticipated under the Atlanta BeltLine Ponce Overpass)
- D. Transportation, Community, and System Preservation (TCSP) Grant PCM Plaza Interface Project - Atlanta BeltLine, Inc.**
- i. **Project limits:** Atlanta BeltLine, between North Ave and Ponce de Leon Ave.
  - ii. **Project Scope:** Construct a pedestrian plaza providing pedestrian connection between the Atlanta BeltLine and Ponce City Market (Former City Hall East). Project elements will include: a plaza area between the rail shed and the Eastside Trail (under construction); a bike/pedestrian connection between the Eastside Trail and the remodeled rail shed; a sidewalk/ramp system that fronts the remodeled rail shed, and funding permits, the sidewalk/ramp system will be extended to North Ave, for access to Historic Fourth Ward Park.



September 19, 2013

Mr. Charles Robinson  
Project Manager, Program Delivery  
Georgia Department of Transportation  
One Georgia Center  
600 West Peachtree Street, Floor 24  
Atlanta, GA 30308

Re: PI # 10747, Response to Concept Report Comments

Dear Mr. Charles Robinson,

This letter is in response to a comment received on our Concept Report, submitted to GDOT in June, 2013 related to the need for a lighting agreement. If lighting is required, it will be located within the limits of the proposed plaza between the Atlanta BeltLine trail and the Ponce City Market development. ABI commits to ensuring that lighting installed on the plaza as part of the federally funded project will be maintained for the useful life of the project.

Please contact ABI if you need additional information regarding lighting.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul F. Morris".

Paul F. Morris  
President and CEO

PFM/tmj

## Phillips, Kim

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**From:** andrew.edwards@dot.gov  
**Sent:** Monday, August 13, 2012 10:55 AM  
**To:** Stovall-Dixon, Krystal E.  
**Cc:** Rice-Singleton, Genetha; Robinson, Charles A.; Gavalas, Vicki; Rogers, Robert  
**Subject:** RE: Atlanta Beltline City Hall East Bike and Pedestrian Bridge, PI# 0010747, Fulton County

This is acceptable. Again, the PE would have to relate to this project and wages need to be documented at a reasonable rate for the type of work.

Let me know if you have any further questions.

Andrew Edwards  
Planning Team Leader  
FHWA Georgia Division  
61 Forsyth St., Suite 17T100  
Atlanta, GA 30303  
404-562-3659  
404-562-3703 (fax)  
[andrew.edwards@fhwa.dot.gov](mailto:andrew.edwards@fhwa.dot.gov)

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**From:** Stovall-Dixon, Krystal E. [<mailto:kstovall-dixon@dot.ga.gov>]  
**Sent:** Monday, August 13, 2012 8:56 AM  
**To:** Edwards, Andrew (FHWA)  
**Cc:** Rice-Singleton, Genetha; Robinson, Charles A.; Gavalas, Vicki; Rogers, Robert  
**Subject:** Atlanta Beltline City Hall East Bike and Pedestrian Bridge, PI# 0010747, Fulton County

Hi Andy,

I received your voice message on Friday. Here is what the locals would like to do:

- The total allocated for construction is \$978,300 {\$782, 640 (Federal TSP Grant) and \$195,660 (Local Match)}
- The locals would like to do a "soft match" for the PE Phase. They would like to use \$103,016 for PE and leave \$92,644 in the Construction Phase.
- Since the original TSP Grant was not enough to complete the work they had in mind, they are reducing the scope of the project so that the amount of funds allotted to the project will complete the revised scope of work.

Please let me know if the proposed use of the local match as a "soft match" to PE is acceptable to the FHWA.

Thank you very much for your assistance.

*Krystal*

Krystal Stovall-Dixon, PMP  
Project Manager  
Georgia Department of Transportation