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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Reconstruction/Rehabilitation	**P.I. Number:**	0007952
GDOT District:	7	**County:**	Fulton
Federal Route Number:	N/A	**State Route Number:**	154
	Project Number:	CSHPP-0007-00(952)	

SR 154/Memorial Drive Corridor Improvements purpose is to enhance pedestrian and automobile facilities within the project limits of Connally Street and Chastain Street.

Submitted for approval:

Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office	DATE 6/19/2014
Local Government	DATE 6/12/14
State Program Delivery Engineer	DATE
GDOT Project Manager	DATE

Recommendation for approval:

Program Control Administrator	DATE
State Environmental Administrator	DATE
State Traffic Engineer	DATE
Project Review Engineer	DATE
State Utilities Engineer	DATE
District Engineer	DATE
State Transportation Financial Management Administrator	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).

State Transportation Planning Administrator	DATE

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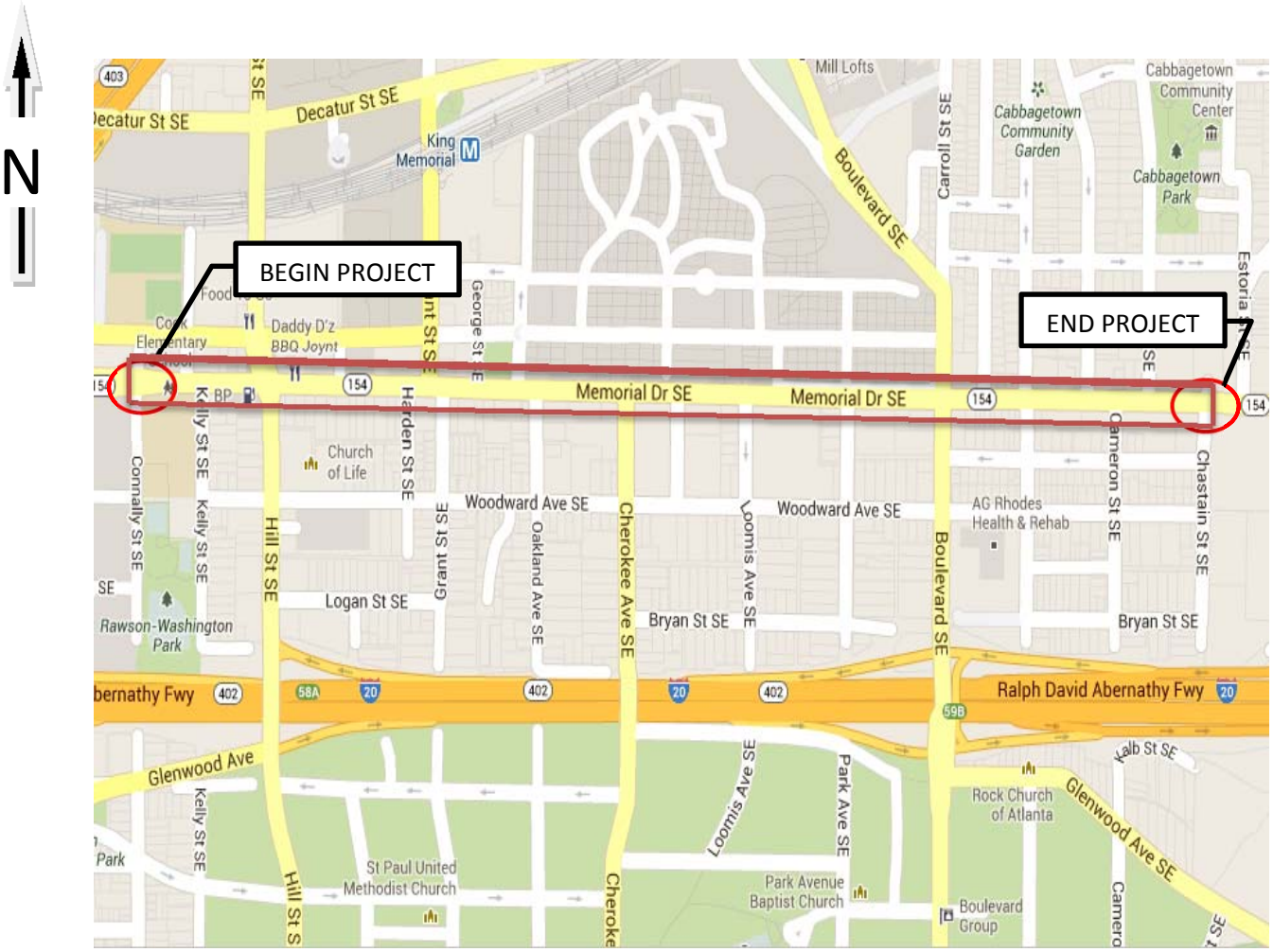
PROJECT LOCATION MAP



SR 154 / Memorial Drive Corridor Improvements

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PLANNING AND BACKGROUND

Project Justification Statement:

P.I. No. 0007952 is in the Atlanta Regional Commission (ARC) MPO under the Atlanta Transportation Management Area (Atlanta TMA). Portions of Memorial Drive along this corridor are in need of ADA compliant sidewalks, wheelchair ramp installs/repairs, lighting enhancements and other pedestrian amenities.

The purpose of this legislation is for the design phase of the Memorial Drive Corridor Improvement project, which will significantly enhance the pedestrian, bicycle, and automobile facilities along the corridor within the project limits (Connally Street to Chastain Street). This project is intended to promote walking and bicycling in this area, as it contains numerous restaurants and residential spaces. Outside of this, the desired outcome of the Reconstruction/Rehabilitation of Memorial Drive promotes accessibility and environmental benefits for the community as a whole through the new and expanded sidewalks, improved bus shelters, upgraded signalization, additional turn lanes, crosswalks, improved lighting, trees, and streetscapes.

While having a multitude of eateries within this corridor, the convenience of pedestrian-friendly access can provide a more environmentally safe mode of travel.

Description of the proposed project:

The City of Atlanta has determined SR154/Memorial Drive as an area in need of improvements due to their deteriorating sidewalks. The corridor of SR154/Memorial drive between Connally Street and Chastain Street is a 1.25 mile area and improvements will be implemented on the south side of the roadway. The project will consist of expanding sidewalks on the south side of Memorial Drive to connect missing sidewalk portions and broken or damaged sidewalks. The project will eliminate one travel lane and upgrade the travelway by incorporating 8-ft wide sidewalk, 4-ft wide tree well, planting strip, lighting, signal modification, GDOT standard header curb in combination with curb and gutter, and drainage modification at various locations.

The proposed improvements not only offer enhancements to pedestrian and bicycle traffic, but also encourage the advantageous use of the existing network of sidewalks. Additionally, by affording pedestrians and cyclists' access to a complete network of bicycle and pedestrian oriented facilities.

Federal Oversight: ☒ Full Oversight ☐ Exempt ☐ State Funded ☐ Other

MPO: Atlanta Regional Commission (ARC) MPO Project ID: TIP# AT-243

Regional Commission: Atlanta Regional Commission RC Project ID: N/A

Congressional District(s): 5

Projected Traffic ADT:
Current Year (2013): 6050 Open Year (2016): 6171 Design Year (2036): 6263

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Functional Classification:

Memorial Drive:	Urban Arterial
Connally Street:	Urban Local
Moore Street:	Urban Local
Kelly Street:	Urban Local
Hill Street:	Urban Local
Harden Street:	Urban Local
Grant Street:	Urban Local
George Street:	Urban Local
Oakland Avenue:	Urban Local
Cherokee Street:	Urban Local
Wood Street:	Urban Local
Loomis Avenue:	Urban Local
Park Avenue:	Urban Local
Boulevard Ave:	Urban Arterial
Berean Avenue:	Urban Arterial
Cameron Street:	Urban Local
Tye Street:	Urban Local
Chastain Street:	Urban Local

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

Warrants met: ☐ None ☐ Bicycle ☒ Pedestrian ☒ Transit

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

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? ☒ No ☐ Yes
Preliminary Pavement Type Selection Report Required? ☒ No ☐ Yes
Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

There are utilities that need to be avoided along the corridor of Memorial Drive near Hill Street and Boulevard Avenue. There is limited Right of Way (ROW) along the south side of Memorial Drive and limited drainage issues. Also, there exists properties encroaching onto the existing right of way.

Context Sensitive Solutions:

- Retaining walls may be needed to maintain existing ROW.
- Signal upgrades at two possible locations.
- Atlanta BeltLine coordination.

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DESIGN AND STRUCTURAL DATA

Mainline Design Features: SR154/Memorial Drive

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**Varies 4-5**	**4**	**3**
- **Lane Width(s)**	**10'-6"**	**12'**	**2-12';1-11'/varies**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
- **Outside Shoulder Width & Type**	**2' - Urban**	**Varies**	**Varies**
- **Outside Shoulder Slope**	**Varies**	**2:1 (Typ.)**	**2:1 (Typ.)**
- **Inside Shoulder Width & Type**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**8' (S); 5' (N)**	**5'**	**8'**
- **Auxiliary Lanes**	**None**	**N/A**	**N/A**
- **Bike Lanes**	**None**	**None**	**None**
Posted Speed	**35 MPH**	**35 MPH**	**35 MPH**
Design Speed	**35 MPH**	**35 MPH**	**35 MPH**
Min Horizontal Curve Radius	**375**	**375**	**375**
Superelevation Rate	**None**	**.04**	**None**
Grade	**3%**	**4%**	**3%**
Access Control	**N/A**	**N/A**	**N/A**
Right-of-Way Width	**Varies**	**Varies**	**None/TBD**
Maximum Grade – Crossroad	**1%**	**1%**	**1%**
Design Vehicle	**SU**	**SU**	**SU**

*According to current GDOT design policy if applicable

Major Structures: N/A

Major Interchanges/Intersections: Hill Street and Boulevard Avenue

Utility Involvements: *Met with listed Utility Companies in August 2013 to identify possible conflicts.*

POWER - GA Power
- MARTA Elec.
TELEPHONE - AT&T/D, AT&T/T
GAS - Atlanta Gas & Light
WATER - City of Atlanta Department of Watershed Management
CABLE - Comcast
FIBEROPTICS - Tower Cloud

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

SUE Required: ☐ Yes ☒ No

Railroad Involvement: None

Right-of-Way:

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

Easements anticipated: ☒ Temporary ☐ Permanent ☐ Utility ☐ Other

Anticipated number of impacted parcels: 3

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Anticipated number of displacements (Total): 0
Businesses: 0
Residences: 0

Location and Design approval: ☐ Not Required ☒ Required

Off-site Detours Anticipated: ☒ No ☐ Yes ☐ Undetermined

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant ☐ Significant
TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI
TTC will be accounted for in the Special Provision 150.

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Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	☐		☒	☐
2. Lane Width	☐		☒	☐
3. Shoulder Width	☐		☒	☐
4. Bridge Width	☐		☒	☐
5. Horizontal Alignment	☐		☒	☐
6. Superelevation	☐		☒	☐
7. Vertical Alignment	☐		☒	☐
8. Grade	☐		☒	☐
9. Stopping Sight Distance	☐		☒	☐
10. Cross Slope	☐		☒	☐
11. Vertical Clearance	☐		☒	☐
12. Lateral Offset to Obstruction	☐		☐	☒
13. Bridge Structural Capacity	☐		☒	☐

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - *Median Opening Spacing*	DP&S	☐		☒	☐
2. Median Usage & Width	DP&S	☐		☒	☐
3. Intersection Skew Angle	DP&S	☐		☒	☐
4. Lateral Offset to Obstruction	DP&S	☐		☒	☐
5. Intersection Sight Distance	DP&S	☐		☒	☐
6. Bike & Pedestrian Accommodations	DP&S	☐		☒	☐
7. GDOT Drainage Manual	DP&S	☐		☒	☐
8. Georgia Standard Drawings	DP&S	☐		☒	☐
9. GDOT Bridge & Structural Manual	Bridge Design	☐		☒	☐
10. Roundabout Illumination - *(if applicable)*	DP&S	☐		☒	☐
11. Rumble Strips/Safety Edge	DP&S	☐		☒	☐

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
Is a Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

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Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	☐	☒	
2. Forest Service/Corps Land	☐	☒	
3. CWA Section 404 Permit	☐	☒	
4. Tennessee Valley Authority Permit	☐	☒	
5. Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☐	☒	
7. NPDES	☐	☒	
8. FEMA	☐	☒	
9. Cemetery Permit	☐	☒	Cemetery on opposite side
10. Other Permits	☐	☒	Arborist and Lighting, COA
11. Other Commitments	☐	☒	
12. Other Coordination	☐	☒	Utility Coordination

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

NEPA/GEPA: To Be Determined – No adverse impacts anticipated.

Ecology: To Be Determined – No adverse impacts anticipated.

History: To Be Determined – No adverse impacts anticipated.

Archeology: To Be Determined – No adverse impacts anticipated.

Air & Noise: To Be Determined – No adverse impacts anticipated.

Public Involvement: PIOH

Major stakeholders: City of Atlanta/ GDOT

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: *N/A*

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	BC/DHA Joint Venture
Design	BC/DHA Joint Venture
Right-of-Way Acquisition	To be added if needed
Utility Relocation	Local Utility Companies

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Letting to Contract	COA
Construction Supervision	COA
Providing Material Pits	COA/GDOT
Providing Detours	COA/ BC/DHA Joint Venture
Environmental Studies, Documents, and Permits	BC/DHA Joint Venture
Environmental Mitigation	COA/ BC/DHA Joint Venture
Construction Inspection & Materials Testing	BC/DHA Joint Venture, CM Services

Lighting required: ☐ No ☒ Yes

Other projects in the area:
- CM000-0000-00(00(608): SR 154 from C2631/Clifton Street to CS238/E Lake Boulevard
- CSCMQ-0008-00(614): SR154 from SR42/Moreland Avenue to CR1/Wilkinson Drive
- CSCMQ-0008-00(615): SR154 from CS2838/E Lake Boulevard to SR155/Candler Road
- P.I. 0007912 - GDOT Signal Upgrade Projects along Memorial Drive

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

		Federal	State	Local	Total Cost
CST		$950,000.00	$0.00	$237,500.00	$1,187,500.00
PE		($350,000.00)	$0.00	($92,300.00)	($442,300.00)
ROW		$139,840.00	$0.00	$34,960.00	$174,800.00
TOTALS					$920,000.00

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

Comments: N/A

Attachments:
1. Typical sections
2. Atlanta BeltLine Master Plan – SubArea 4
3. GDOT issued Signal Upgrade Letter
4. Cost Estimate – (to be included at later date)
5. SRTS Application – (to be included at later date)

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ATTACHMENT 1

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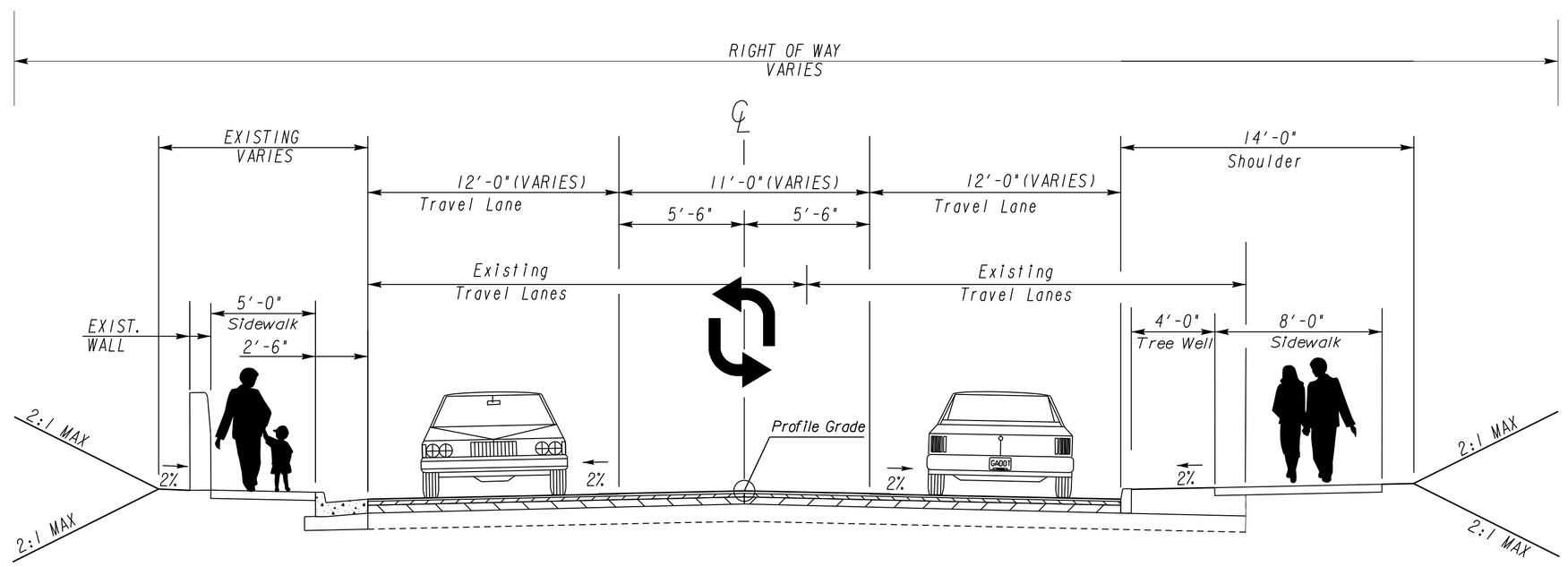
TYPICAL SECTION
SR 154/MEMORIAL DRIVE FROM CONNALLY ROAD TO CHASTAIN ROAD, FULTON COUNTY
GDOT PROJ. NO. CSHPP-0007-00(952), PI NO. 0007952



TANGENT SECTION

URBAN 3-LANE (CENTER TURN-LANE)
35 MPH SPEED DESIGN

NOT TO SCALE

TYP. 1

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ATTACHMENT 2

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Atlanta BeltLine Master Plan

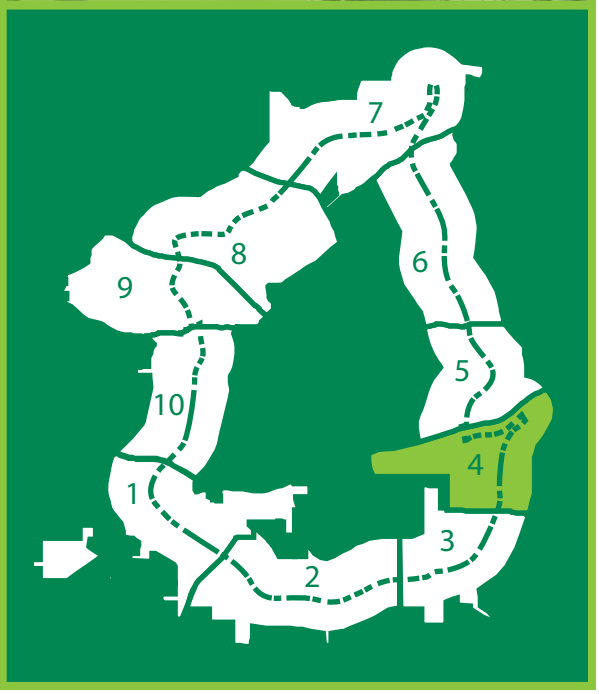
SUBAREA 4

MEMORIAL DRIVE

TRANSPORTATION ANALYSIS REPORT

Prepared for
Atlanta BeltLine, Inc.
by ECOS and AECOM

August 2011



Atlanta BeltLine

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1.0 Introduction

This report documents a detailed traffic and transportation analysis performed for BeltLine Subarea 4. It supports the overall recommendations of the Subarea 4 Master Plan and provides descriptions of several transportation project recommendations.

1.1 BeltLine Subarea 4 Overview

The Atlanta BeltLine follows a 22-mile corridor of largely abandoned and underutilized railroad rights-of-way encircling the business districts and neighborhoods of central Atlanta. For community planning purposes, the BeltLine study area includes all properties within a half-mile distance from the conceptual BeltLine alignment; this area has been further subdivided into 10 master planning subareas.

Subarea 4 is in the southeastern portion of the BeltLine ring and encompasses the Atlanta neighborhoods of Cabbagetown, Reynoldstown and the northern portions of Grant Park. It is generally bounded on the north by the CSX Railroad (with a significant portion of this boundary comprising the railroad's Hulsey Yard intermodal transfer facility), on the east generally by Moreland Avenue (although a small portion of the subarea extends east of Moreland), on the west by Interstates 75 and 85, and on the south by Interstate 20 (west of Boulevard) and Berne Street (east of Boulevard).

Perhaps the most remarkable challenge in Subarea 4 relative to alignment of the overall BeltLine corridor is the navigation around Hulsey Yard. The transit alignment of the BeltLine Redevelopment Plan followed the unused rail alignments that branch out from the yard at its eastern and western ends, connecting to MARTA at the Inman Park/Reynoldstown station and using the yard's edge as a de facto alignment. The three principal alignment alternatives proposed as part of the DEIS have depicted more feasible ways of crossing the yard, including extensive use of Memorial Drive between Bill Kennedy Way and Grant Street, Wylie Street, and a new tunnel under the yard west of Krog Street, or a new tunnel near the Inman Park/ Reynoldstown MARTA station.

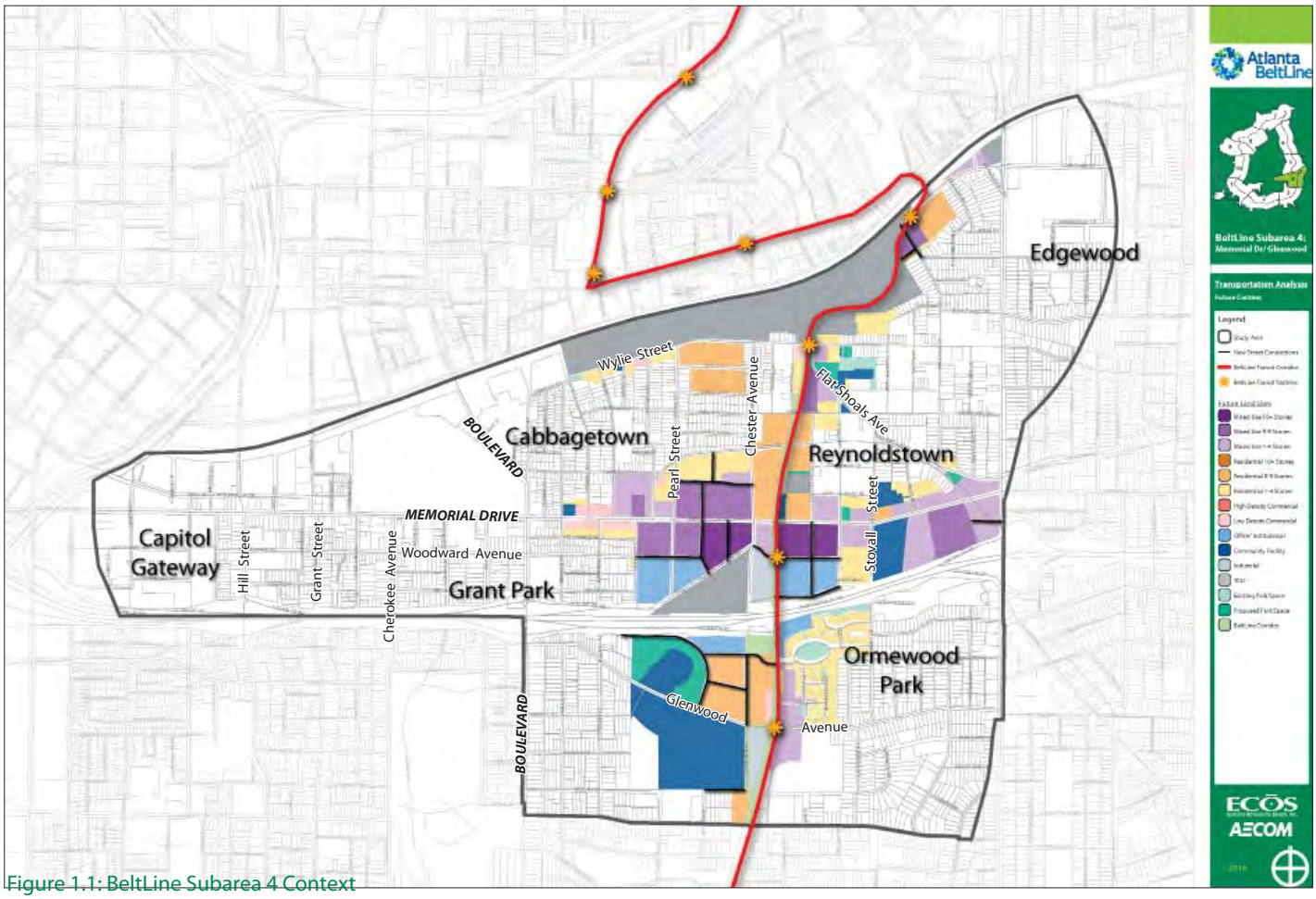

Figure 1.1: BeltLine Subarea 4 Context

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1.2 Opportunities of this Study

Discussions with community residents and stakeholders in the subarea suggested several opportunities for capital projects or policy change that could enhance the subarea's connection to the BeltLine corridor. Many of these ideas had been developed in previous plans and studies, including the Connect Atlanta transportation plan and the various Livable Centers Initiative (LCI) studies undertaken in the area. The following sections detail the major opportunities and describe how they were incorporated into the transportation analysis.

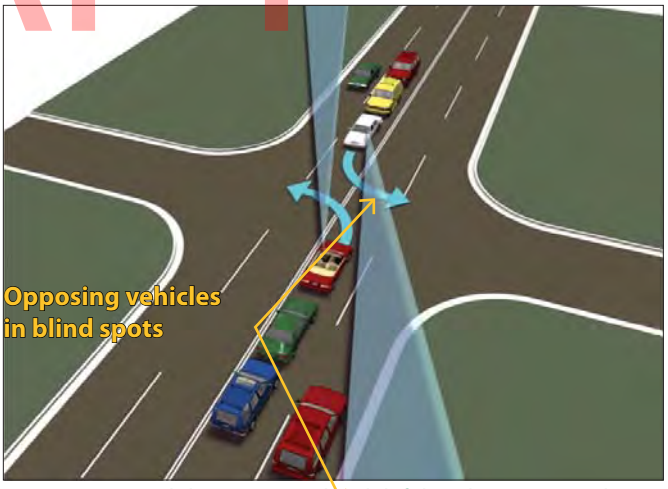

Figure 1.2.1 - Visibility associated with left hand turns on a 4-lane road.

Memorial Road Diet

Among the major recommendations for transportation improvement in Subarea 4 is a reconfiguration of Memorial Drive's street design. Given the relatively low traffic volumes along Memorial Drive (between 11,000 and 12,000 cars per day) and the community's desire to have better access to greenspace and the Beltline, the idea of a "road diet" was explored. Road diets are most commonly employed to reduce a four lane street to a three lane street and use the extra space for some purpose other than driving.

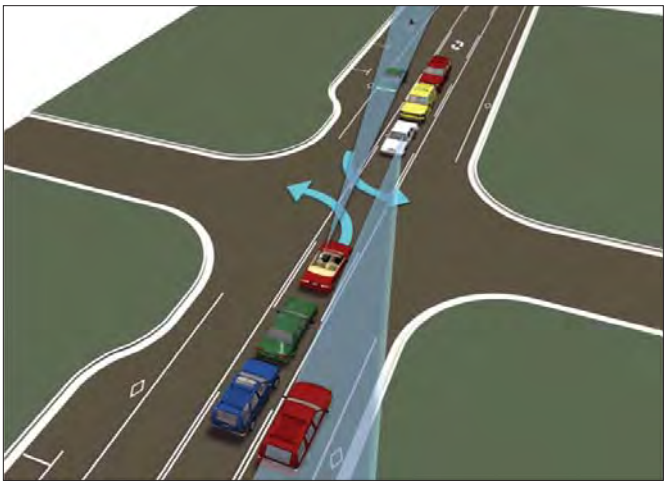

Figure 1.2.2 - Visibility associated with left hand turns on a 3-lane road.

This change would reduce the current four- and five-lane sections to a three-lane section of two travel lanes and a continuous two-way left turn lane. The intent of this is to allow space within Memorial's constrained right-of-way to be used for a broader balance of travel modes and street functions, especially expansion of sidewalk and streetscape envelope. The conclusions and recommendations discuss different strategies for achieving this road diet (with different implications for street design), but for purposes of traffic analysis it was considered functionally to be a three-lane street as described above.

Three lane sections have a number of advantages over four lanes. For one, they are safer. The ability to decrease blind spots for left turning drivers, as illustrated in Figures 1.2.1 and 1.2.2, provides a much safer condition for drivers in that it allows a turning vehicle to see all oncoming traffic, not just that in the closest lane. A diet also tends to slow traffic speeds, creating a safer

Table 1.2 - Areas of Successful Road Diet Implementation

Location	Street	ADT Before	ADT After
Duluth, MN	21st Avenue East	17,000	17,000
Toronto, ON	St. George Street	15,000	15,000
Kirkland, WA	Lake Washington Boulevard	23,000	25,900
Seattle, WA	North 45th Street	19,400	20,300
Covington, WA	State Road 516	29,900	32,800
Bellvue, WA	Montana Street	18,500	18,500
East Lansing, MI	Grand River Boulevard	23,000	23,000
Santa Monica, CA	Main Street	20,000	18,000
Helen MT	U.S. 12	18,000	18,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Orlando, FL	Edgewater Drive	20,500	21,000
Seattle, WA	Madison Street	17,000	18,000
University Place, WA	67th Avenue	17,000	15,000
East Lansing, MI	West Grand River Avenue	18,000	18,000
East Lansing, MI	Abbott Road	15,000	21,000
Charlotte, NC	East Boulevard	21,400	18,400

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pedestrian environment, and allows for improvements such as wider sidewalks or the addition of a landscaped buffer from traffic.

What makes these projects feasible is that three lane sections carry almost as many cars as four lane sections. The reason is that during the peak hours, the middle two lanes of a four lane section tend to be frequently blocked by left turning vehicles. Data from streets that have made this conversion bear this out, as shown in Table 1.2. It is also worth noting that many of the successful conversions shown in the table had higher traffic volumes than Memorial Drive.

Memorial Drive Reversible Middle Lane

East of Pearl Street, Memorial Drive takes a three-lane section today where the middle lane traffic flow is reversed as needed to provide two lanes of capacity to peak directional flow. The reversal allows this lane to carry westbound traffic in the morning weekday peak and eastbound traffic in the afternoons. In off-peak and weekend times, the reversible lane is typically set to allow eastbound movement.

Although Memorial Drive is controlled by the Georgia Department of Transportation (GDOT) and there is no current GDOT project plan to change Memorial, GDOT has demonstrated an interest in removing similar roadway cross sections on other streets within its system. One example is Northside Drive north of Interstate 75, where the middle reversible lane has been converted to a two-way left turn lane. For purposes of this subarea plan, the reversible lane has been removed in all future scenarios and Memorial is treated as a three-lane section with two travel lanes and a two-way left turn lane.

Local Street Bicycle Routes

With the BeltLine's overall emphasis on a multi-use trail system and its promotion of increased multi-modal travel choices, the Subarea 4 planning efforts sought opportunities for enhancing the formalized network of bicycle facilities throughout the subarea neighborhoods. This relied primarily on the bicycle master plan of the Connect Atlanta comprehensive transportation plan for guidance of route alignment and implementation techniques. However, other opportunities were explored and advanced in the Subarea 4 plan, the most significant of them being the designation of a bicycle boulevard on Woodward Avenue. This is intended to provide a well-signed, clearly marked bicycle corridor that provides direct and relatively free-moving east-west connection through the Subarea 4 neighborhoods and a cycling alternative to Memorial Drive that is nonetheless close to its businesses and attractions.

Green Streets

The BeltLine has also focused community discussion on parks, green space, and sustainability. Its commitment to increasing Atlanta's public park inventory has been most notably expressed through its acquisition of new land for parks, yet each of its planning subareas has opportunities to enrich basic infrastructure through more sustainable, impact-conscious design methods.

Green streets are an emerging practice in street design and landscape architecture that seek to use the street more broadly to mitigate its own impacts. The most common form of this practice is a system of streetscaping that increases permeable surface area in order to reduce stormwater runoff and to use natural percolation and soil treatment to reduce the amount that must be processed through a treatment system.

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2.0 Existing Roadway Facilities

Subarea 4 is defined largely by two major transportation facilities across which the surface street network has limited access: the Georgia Railroad and MARTA rail corridor to the north and Interstate 20 to the south. Each of these is crossed only by bridges and tunnels at a small number of points: Interstate 20 is largely channelized below the surrounding grade and is crossed by bridges at Moreland Avenue, Bill Kennedy Way, Boulevard, Cherokee Avenue and Hill Street. The rail corridor is largely built at or above its surrounding grades and has tunnel crossings at Moreland Avenue, Krog Street, Boulevard and Grant Street. Partly for this reason, east-west travel through Subarea 4 is highly important, and Memorial Drive is the primary roadway accommodating this movement both within and to and from the subarea.

Apart from these major streets, the subarea is marked by a network of smaller local streets that are internally well-connected with regular spacing of intersections along Moreland Avenue and Boulevard.

2.1 Roadway Functional Classification

Urban Interstate
Approximately 0.6 roadway miles of urban interstate are contained within subarea 4, which represents the portion of Interstate 20 from Boulevard to Moreland Avenue and corresponding access ramps.

Urban Minor Arterial Street
Memorial Drive, Boulevard, Moreland Avenue, and portions of Hill Street and MLK Jr Drive are classified as urban minor arterials and represent 6.2 roadway miles within the study area.

Urban Collector
Urban collector streets make up 2.1 roadway miles within this subarea, including Bill Kennedy Way, Glenwood Avenue, and portions of Cherokee Avenue and Hosea L. Williams Drive.

Urban Local Access
This classification contains the majority of streets within the study area, roughly 26.5 roadway miles, and represents most neighborhood access and residential streets.

Although the functional classification system within the subarea includes a substantial amount of arterial roadways, it is important to emphasize the urban land use environment that these roads serve and to note that they are not purely consistent in character and function with the conventional classification system. Memorial Drive, Bill Kennedy Way, and Boulevard are the only roadways passing through the subarea that truly function as arterial roadways, or roads designed more for a mobility function than for a local access function. However, each of these roads carries a significant level of local traffic and accommodates relatively frequent cross-street and driveway access. Along some portions of these streets where development has focused on buildings against the right-of-way edge and where driveway access is not as frequent, on-street parking is provided. For this reason, a highway-oriented functional classification system has limitations and a more nuanced understanding of the street's multiple roles is important to keep in mind. Neither Memorial Drive, Boulevard, nor Bill Kennedy is entirely a movement-oriented street.

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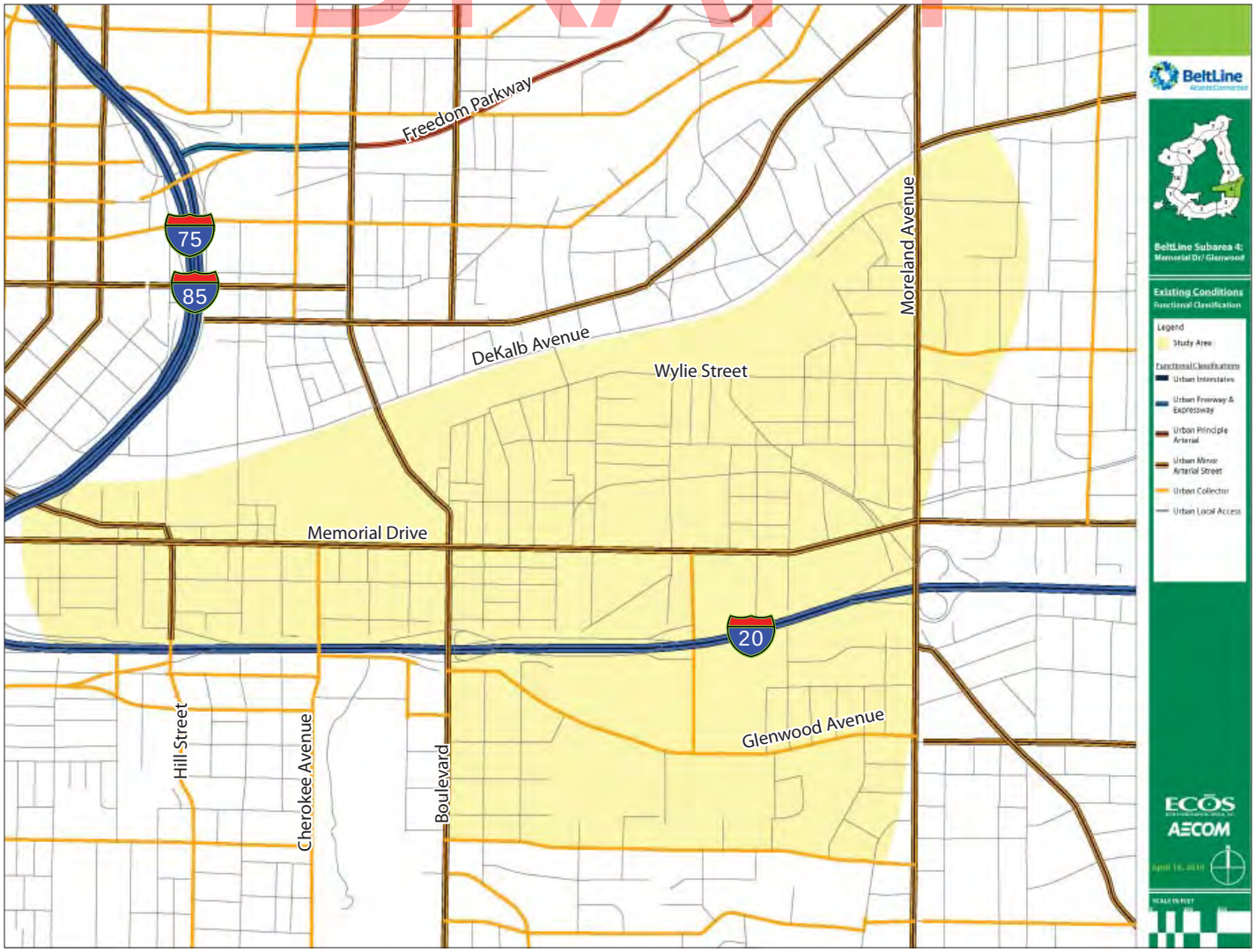

Figure 2.1: Functional Classification
Source: GDOT, Atlanta Regional Commission, City of Atlanta

Table 2.1: Functional Classification	
Classification	**Description**
Urban Interstate Principal Arterial	Uninterrupted, high-speed flow
Urban Freeways & Expressways	Uninterrupted, high-speed flow
Urban Principal Arterial	Serves the major activity centers of a metropolitan area; the highest traffic volume corridors and longest trips. The principal arterial will carry important intra-urban as well as inter-city bus routes.
Urban Minor Arterial	Provides service to trips of moderate length; distributes travel to smaller areas.
Urban Collector Street	Provide access and traffic circulation within residential neighborhoods, commercial, and industrial areas. The collector also collects traffic from local streets and channels it into the arterial street system.
Urban Local Road	Primarily provides access to residences, businesses, or other abutting properties. Traffic is local in nature and extent rather than regional, intrastate, or interstate.

Source: Georgia Department of Transportation, AASHTO

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2.2 Existing Traffic Volumes

In order to establish a baseline for the traffic scenario analysis, traffic data collection was conducted throughout the study area.

For daily traffic volumes, the Georgia Department of Transportation's Statewide Traffic and Accident Reporting System (STARS) was used as a primary data source. Figure 2.2, Existing Traffic Volumes on the following page is a map of the count locations that graphically represents volumes according to the STARS records.

To augment the STARS data, weekday intersection turning movement counts were taken during the morning (7 to 9 AM) and evening (4 to 6 PM) peak periods in February 2010. The four consecutive 15-minute interval volumes resulting in the highest traffic volume at each intersection were designated as the peak hour traffic volumes and used as the basis of intersection capacity analyses in sections 4, 5 and 6 of this report. Diagrams of these peak hour traffic counts for existing conditions are illustrated in the diagrams in Section 4.

Key Findings

In Subarea 4, traffic volumes are highest on Memorial Drive, which provides service for downtown and commuters who live in Atlanta's intown neighborhoods and eastern suburbs. Moreland Avenue carries significantly more traffic than Memorial Drive, but it is not as central to Subarea 4 and its traffic operations as Memorial. According to the most recent GDOT counts available, Memorial carries 11,700 vehicles per day (VPD) between Hill Street and Boulevard and 11,010 from Boulevard to Moreland Avenue. Other streets in Subarea 4 for which traffic counts are available, including Bill Kennedy Way, Glenwood Avenue and Berne Avenue, carry generally lower traffic volumes on a daily basis.

Data Sources and Methodology for Analysis of Future Conditions

To examine the effects of traffic in future scenarios related to the Subarea 4 plan, the study team relied on future traffic projections to understand likely growth rates to apply to current traffic volumes. For the purposes of this study, the Atlanta Regional Commission's Travel Demand Model estimations were used to determine the relative growth in traffic for two separate periods: between 2005 and 2020 and between 2020 and 2030. The 2005-to-2020 growth rates were used as the background assumption for growth from the existing traffic volumes. Note that although existing volumes were counted in 2010, a 2010 database from the ARC model was not available to the study team and consequently 2005 was used for the base year. Table 2.2 below lists the volume assignments for each of these model years, and the

Table 2.2: Volume Assignments and Projections from ARC Travel Demand Model

	Volume Assignments from ARC Travel Demand Model			Percentage Change in Volume	
Street	**2005**	**2020**	**2030**	**% Change 2005 to 2020**	**% Change 2020 to 2030**
Moreland Ave (North of I-20)	61,469	54,227	59,545	-11.8%	9.8%
Moreland Ave (South of I-20)	41,720	41,556	46,478	-0.4%	11.8%
Memorial Dr (East of Boulevard)	31,811	23,462	26,210	-26.2%	11.7%
Memorial Dr (West of Boulevard)	23,280	22,103	26,824	-5.1%	21.4%
Boulevard	18,605	19,514	22,098	4.9%	13.2%
Glenwood Ave (East of Bill Kennedy)	12,990	15,520	15,226	19.5%	-1.9%
Glenwood Ave (West of Bill Kennedy)	8,452	10,809	8,945	27.9%	-17.2%
Bill Kennedy (North of I-20)	7,930	8,556	8,836	7.9%	3.3%
Bill Kennedy (South of I-20)	5,123	5,974	6,667	16.6%	11.6%
			Average Percent Change	3.7%	7.1%

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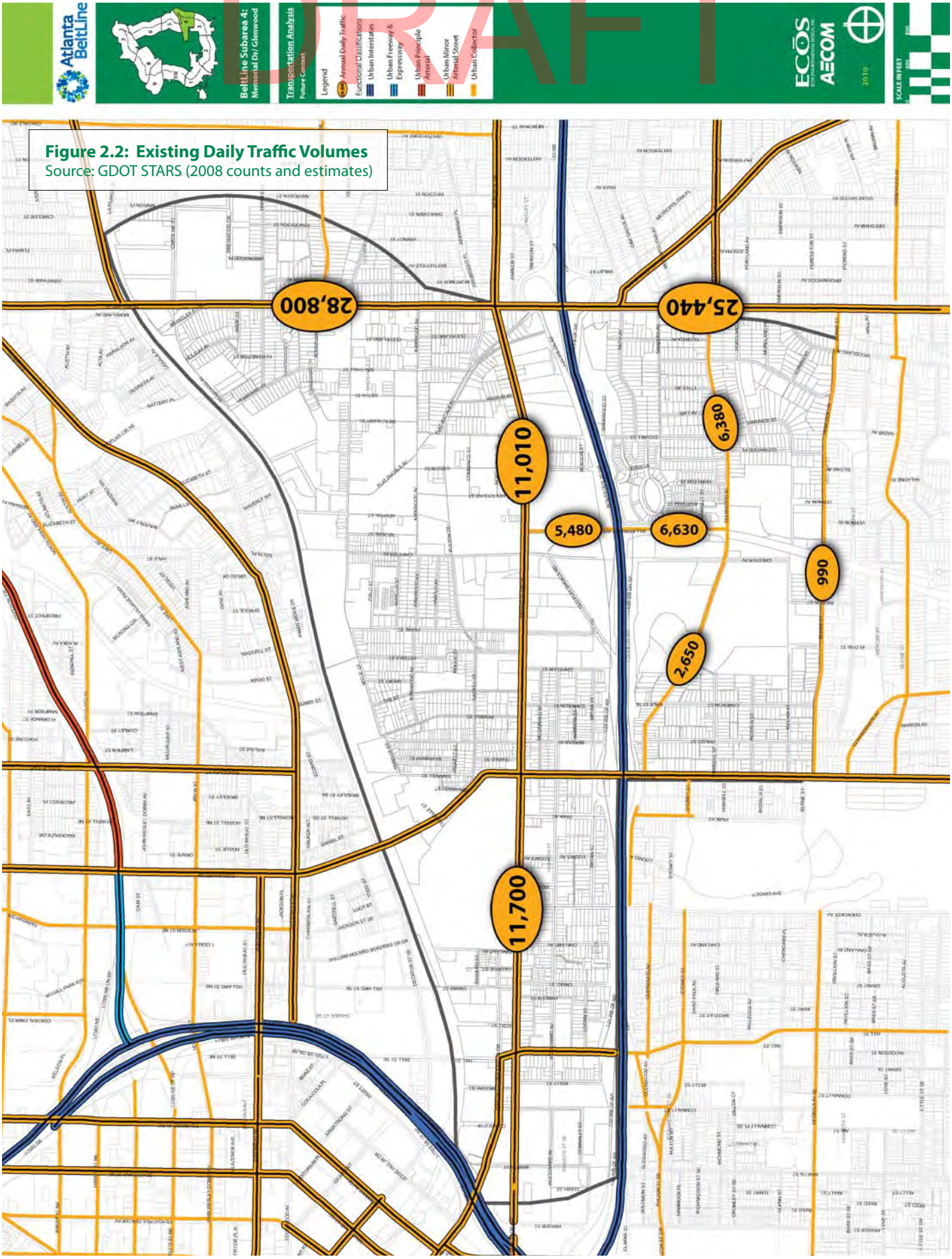

Figure 2.2: Existing Daily Traffic Volumes
Source: GDOT STARS (2008 counts and estimates)

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calculated percentage change in volume.

The average percentage change in volume for the time period between 2005 and 2020 is 3.7%, or approximately 0.24% annual growth. A conservative estimate of twice this amount, or 0.5% annual growth, is used to calculate the background growth in traffic from the turning movement count year (2010) to 2020.

The average percentage change for the time period between 2020 and 2030 is slightly higher, with a value of 7.1% over ten years, or roughly 0.69% annually. Again, a higher, more conservative annual growth rate of 1% was applied to traffic volumes in 2020 to determine traffic in 2030, for a total growth of approximately 10.5% over the ten years.

It is worth noting that the volume assignments listed in Table 2.2 do not always correspond with actual traffic volumes. This is due to the way in which regional travel demand models operate: they distribute traffic onto a roadway network based on roadway capacity and adjacent population and employment concentration, but these do not always reflect real-world travel patterns. As a result, actual volumes (such as those shown in Figure 2.2) are not always consistent with volume assignments as reflected in the travel demand model. The travel demand model assignments are typically the only available projections of traffic in the future, and it is for this reason that they are used in this study to estimate traffic growth rates.

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3.0 Study Methodology

The traffic analysis for Subarea 4 used a methodology based on intersection and corridor facility performance standards as defined by the Transportation Research Board's Highway Capacity Manual 2000, a technical manual providing national guidance on traffic operations and facility capacity. It also used the Synchro corridor traffic simulation software to gauge performance of intersections relative to one another in a simulated real-time traffic environment.

3.1 General Parameters and Input Assumptions for Traffic Analyses

In terms of input data for the analysis, morning and afternoon peak period intersection turning movement counts were taken in February 2010 and served as the basis for existing traffic conditions. The Subarea 4 traffic study accounted for future traffic based on a series of land use and development scenarios while making consistent use of a series of basic assumptions. The global parameters and assumptions used for the analysis and their explanations are as follows:

1. **Background growth, or regional traffic growth that is likely to occur regardless of new planned growth or development in Subarea 4.** This used average daily traffic assignments from the Atlanta Regional Commission travel demand forecasting model. It compared overall change in average daily traffic (ADT) throughout the subarea between 2005 (the model's base year at the time of the Subarea 4 study) and 2030 (the model future horizon year). All model roadway links inside the Subarea were considered, with the sum total of 2005 ADT for all links being compared to the sum total of 2030 ADT for those same links. The difference between the two was divided by 2005 ADT to calculate an aggregate rate of growth, and this was decomposed into an annual rate to allow calculation of background growth for an interim year between 2005 and 2030.
2. **Likely levels of development in future years.** BeltLine developed a real estate market study for its entire planning area that forecast likely levels of market absorption in the years 2020 and 2030. These market levels were expressed in terms of development in each subarea and were used as a basis for how much development would be added in the traffic analysis. For 2020 traffic, the market study was used as a basic development program for calculation of trip generation. For 2030 traffic, these figures were increased with an annual growth rate derived from the ARC travel demand model.
3. **Trip generation.** All calculations of new traffic expected from added future development were made according to guidance in the Institute of Traffic Engineers (ITE) Trip Generation Handbook, Eighth Edition. This includes regular peak-hour-based traffic generation rates per different land use categories as well as calculation of internal capture and pass-by trip reductions.
4. **Traffic analysis zones and trip distribution.** The study used a series of traffic analysis zones (TAZ) from the ARC travel demand model as the base geographic unit for aggregating traffic growth and distributing it onto the roadway network. These are shown in Figure 3.1.1 below. This was most applicable for the distribution of newly-generated traffic in the BeltLine Subarea 4 plan, which was based on existing travel patterns as observed in the regional travel demand model and through existing intersection traffic counts. The subdivision of the subarea into TAZs with the distribution of traffic onto the street network is illustrated in Figure 3.1.2.
5. **Transit reductions.** In all future development scenarios, including the baseline scenarios, the amount of vehicle traffic added by development

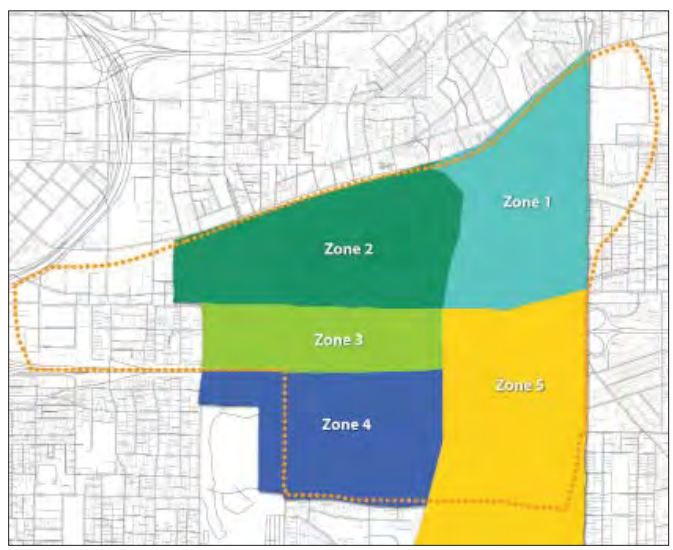

Figure 3.1.1: TAZ boundaries in Subarea 4
Source: Atlanta Regional Commission Travel Demand Model

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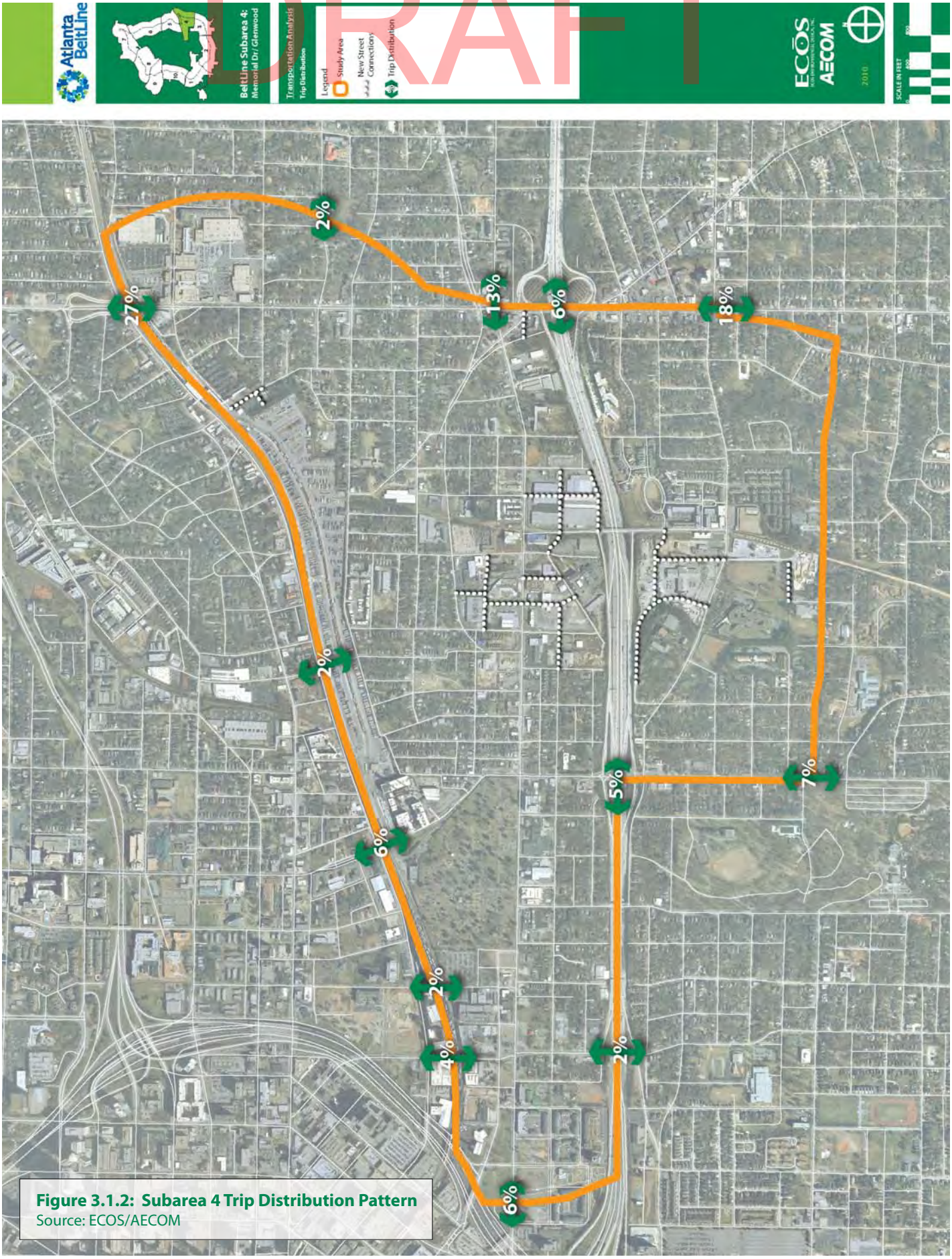

Figure 3.1.2: Subarea 4 Trip Distribution Pattern
Source: ECOS/AECOM

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that was likely to be captured by transit use or other non-vehicular modes was calculated according to a standard series of guidelines used in all BeltLine subarea plans. The metrics used to measure propensity for transit use include walking distance to transit; the balance of residential, retail and employment land uses; and neighborhood socioeconomic indicators that provide an understanding of likely transit dependency. For purposes of this analysis, the original conceptual BeltLine alignment was used as the basis for the transit corridor. Transit reduction potential was not determined for the existing conditions analysis, which relied simply on 2010 traffic counts.

6. **Signal Timing.** The 2010 Existing Traffic scenarios used current traffic counts and signal timing plans, but all future scenarios used Synchro to optimize signal cycle lengths and splits for the Memorial and Bill Kennedy corridors in order to facilitate signal coordination and reduce corridor-wide delay. Intersections were assigned into zones in the Synchro models, allowing the entire Memorial Drive corridor to be optimized at once. This set signal cycle lengths and splits to reduce delay on Memorial Drive as a whole.

3.2 Analysis Scenarios

Future traffic analysis scenarios are based on two major conditions related to the Subarea 4 plan: a baseline condition where BeltLine transit infrastructure is not constructed and the land use plan does not guide future development, and a build condition where BeltLine transit may be constructed and new development is based on the subarea plan. In the baseline conditions, the City of Atlanta's Comprehensive Development Plan (CDP) future land use map has been assumed as the framework for guiding growth and development. The City's recent focus on the Memorial Drive corridor as an Economic Development Priority district coupled with strong development activity beginning to appear along Memorial just prior to the 2008-2009 downturn in the real estate and development industry and recent rezonings to the SPI-22 and MRC districts all suggest that Memorial is a strong corridor for redevelopment projects. With that, baseline scenarios have assumed that the full market study estimates can be achieved within the land development that would be entitled by the CDP future land use map. Land development program amounts forecast in the subarea in a BeltLine real estate market study for the year 2020 were used as the basis for development program. The different land use-transportation scenarios can be summarized as follows:

1. **Existing Conditions.** Existing traffic counts and existing roadway design characteristics (such as number of lanes, lane assignments, intersection turn lane configuration and traffic signal timing) were used to determine level of service and discuss any notable traffic-related issues or challenges.
2. **2020 Baseline (Development without BeltLine Subarea 4).** Using existing traffic counts as a basis, traffic resulting from background growth (as expressed in the ARC travel demand model) was added to new development allowed under CDP and projected in the BeltLine market study, which was expressed in terms of vehicle trips added and calculated using the ITE Trip Generation Handbook.
3. **2030 Baseline (Development without BeltLine Subarea 4).** This uses the 2020 traffic levels (from Scenario 2) and assumes a growth rate derived from the ARC travel demand model to forecast likely 2030 traffic volumes.
4. **2020 Build, Worst Case (Development with BeltLine Subarea 4).** This scenario assumes the same amount of development from the BeltLine market study to occur by 2020 but assigns this development based on the Subarea 4 future land use plan, which differs from the CDP. However, it assumes that BeltLine transit is not constructed by 2020 and therefore that development in the subarea sees a reduction of trips through alternative mode share on a level similar to the baseline scenario.
5. **2020 Build Best Case (Development with BeltLine Subarea 4).** This is the same development program as the 2020 Build Worst Case but assumes a higher transit mode share to account for BeltLine transit construction by 2020.
6. **2030 Build (Development with BeltLine Subarea 4).** This uses the 2020 traffic levels from the Build Best Case (from Scenario 5) and assumes a growth rate derived from the ARC travel demand model to forecast likely 2030 traffic volumes (the same growth rate used in Scenario 3).

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4.0 Existing Conditions Traffic Analysis

The existing conditions analysis is based on intersection turning movement traffic counts taken in February 2010 and includes both morning and afternoon peak hours. Counts were taken at the following intersections:

1. Grant Street at Memorial Drive
2. Grant Street at Decatur Street
3. Boulevard at Memorial Drive
4. Pearl Street at Memorial Drive
5. Bill Kennedy Way at Memorial Drive
6. Bill Kennedy Way at Glenwood Avenue
7. Bill Kennedy Way at Interstate 20 westbound entry ramp
8. Bill Kennedy Way at Interstate 20 eastbound exit ramp
9. Krog Street at Wylie Street
10. Arkwright Street at Flat Shoals Avenue

Existing roadway geometries and lane configurations for each of these intersections are shown in Figure 4.1.1. The existing traffic counts are shown in Figures 4.1.2 (for AM peak hour) and 4.1.3 (for PM peak hour). Using the HCM-based intersection level of service methodology along with Synchro's corridor-based analysis, the corridor levels of service were calculated for all intersections as well as the Memorial Drive and Bill Kennedy Way corridors.

4.1 Existing Traffic with Current Geometry

In terms of input data for the analysis, morning and afternoon peak period intersection turning movement counts were taken in February 2010 and served as the basis for current traffic analyses in this section. Current levels of service were also calculated using existing signal timing plans.

The corridor's current traffic operations are, by and large, not problematic from the perspective of traffic volumes and operations. However, several complications discussed in community stakeholder conversations should be noted in considering existing traffic. One of these is that the intersection of Bill Kennedy Way and Memorial Drive carries a relatively heavy volume of trucks and heavy vehicles. This complicates northbound right turns, which do not always have an ample turning radius when westbound vehicles are queued in the center lane against the stop bar. Synchro analyses can emulate conditions based on truck movements, but they do not always recognize the temporary interruptions to flow that occur when trucks or other large vehicles need to wait on cross-street traffic to adjust and move out of their path.

Table 4.1: Existing Level of Service (2010)

Intersection	*AM Peak LOS*	*AM Peak V/C Ratio*	*AM Peak Overall Delay*	*PM Peak LOS*	*PM Peak V/C Ratio*	*PM Peak Overall Delay*	*Problematic Movements*
Grant/Decatur	B	0.79	17 sec	B	0.55	12 sec	
Grant/Memorial	B	0.45	12 sec	B	0.36	10 sec	
Memorial/Boulevard	C	0.90	31 sec	C	0.62	21 sec	
Memorial/Pearl	B	0.37	11 sec	B	0.43	12 sec	
Memorial/Bill Kennedy	B	0.51	11 sec	B	0.72	15 sec	
Bill Kennedy/I-20 Westbound	A	N/A	2 sec	A	N/A	2 sec	
Bill Kennedy/I-20 Eastbound	A	0.48	10 sec	A	0.27	10 sec	
Bill Kennedy/Glenwood	B	0.41	11 sec	B	0.48	11 sec	
Krog/Wylie	B	N/A	11 sec	C	N/A	22 sec	

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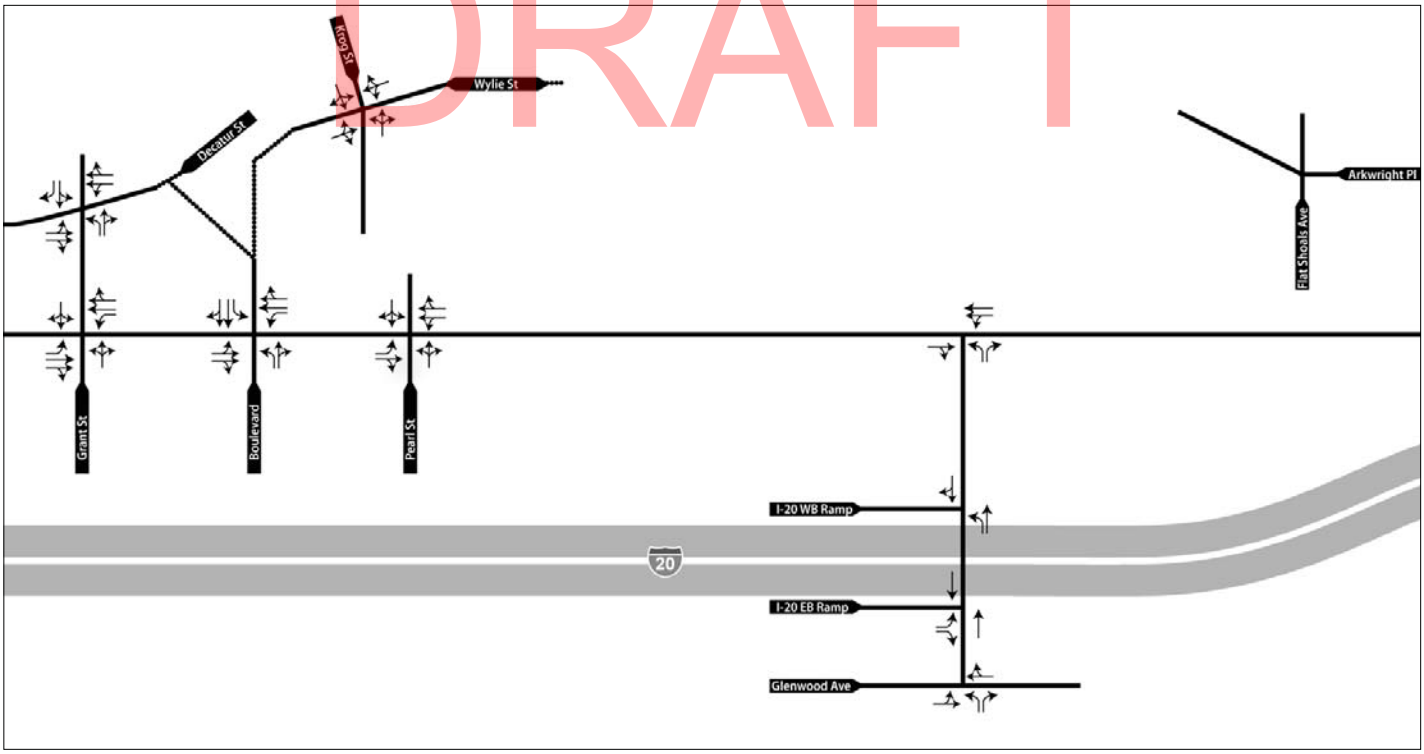

Figure 4.1.1
BeltLine Subarea 4
AM Peak Hour Existing Laneage
(Memorial Drive Reversible Lane is Westbound)

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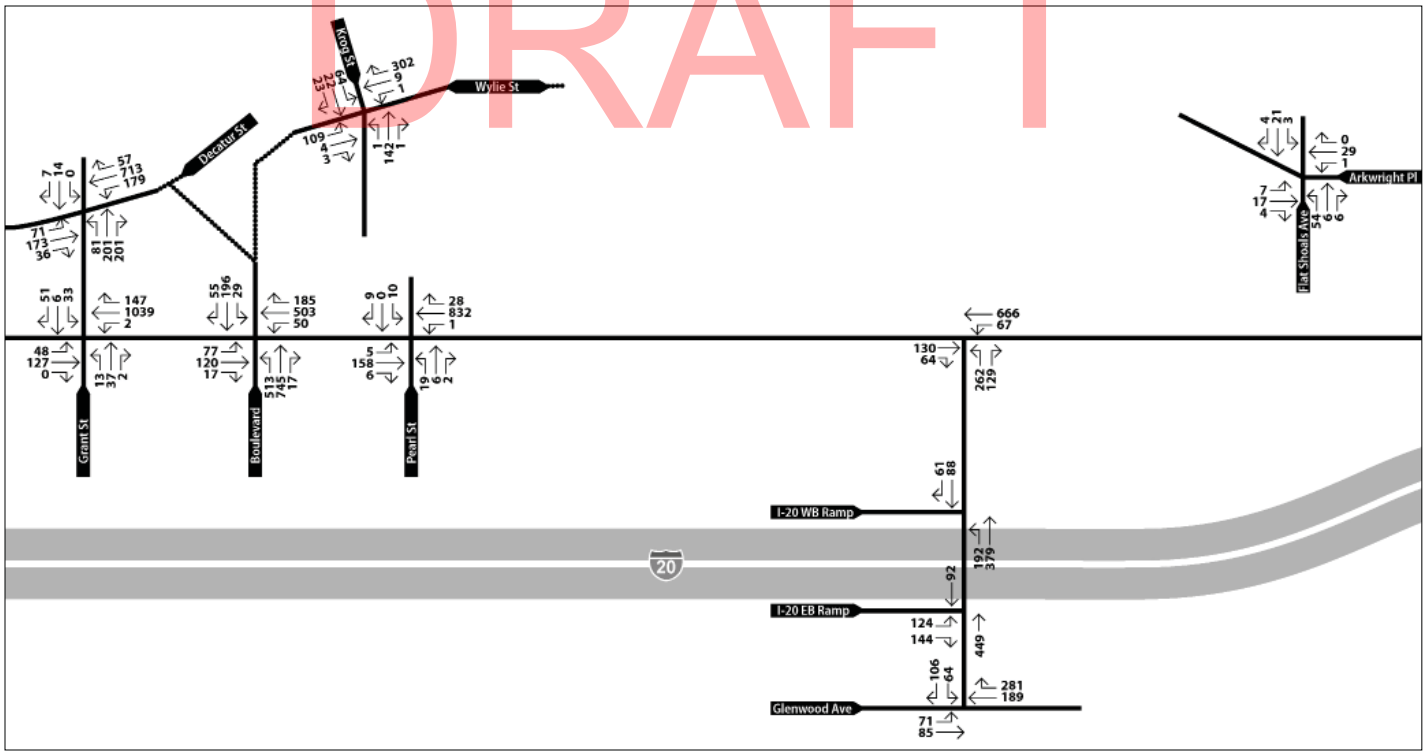

Figure 4.1.2
BeltLine Subarea 4
Existing Conditions Traffic Volumes
2010 AM Peak Hour

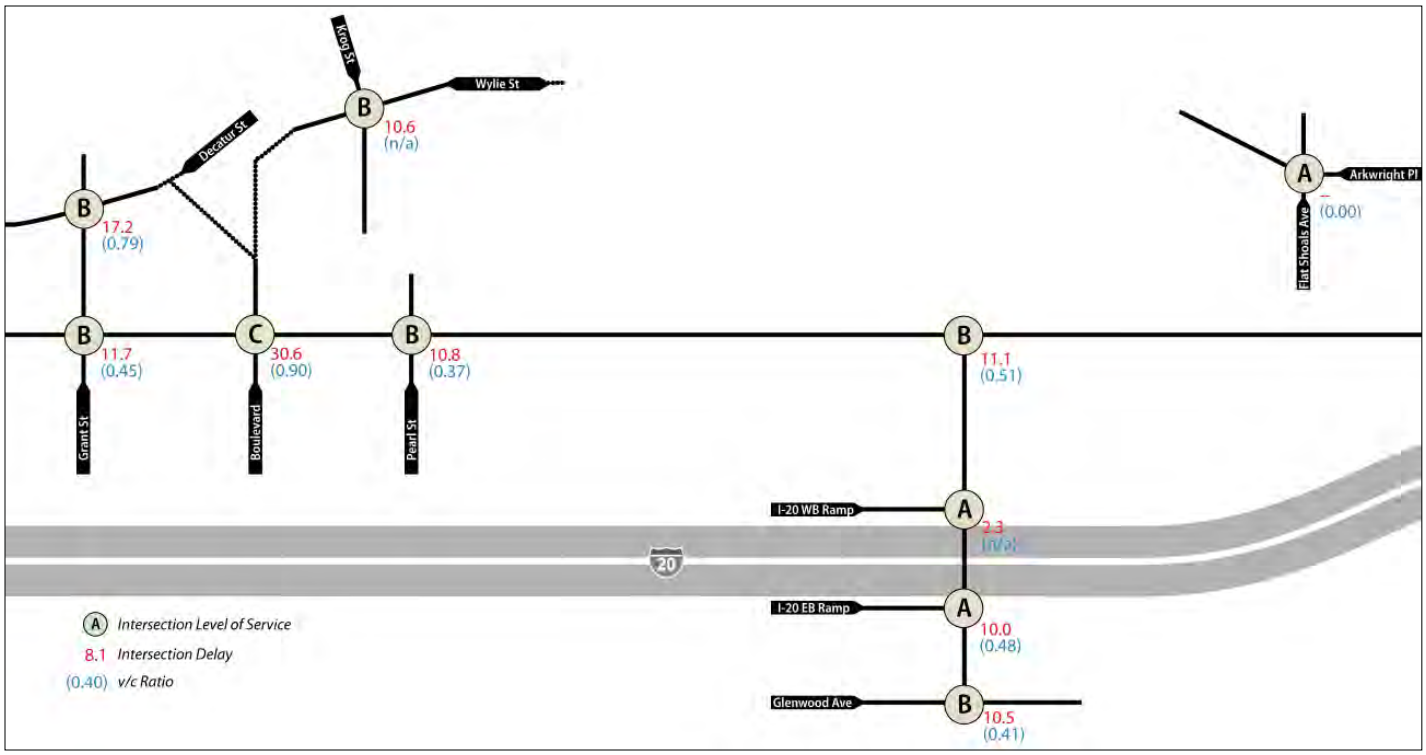

Figure 4.1.3
BeltLine Subarea 4
Existing Conditions Level of Service
2010 AM Peak Hour

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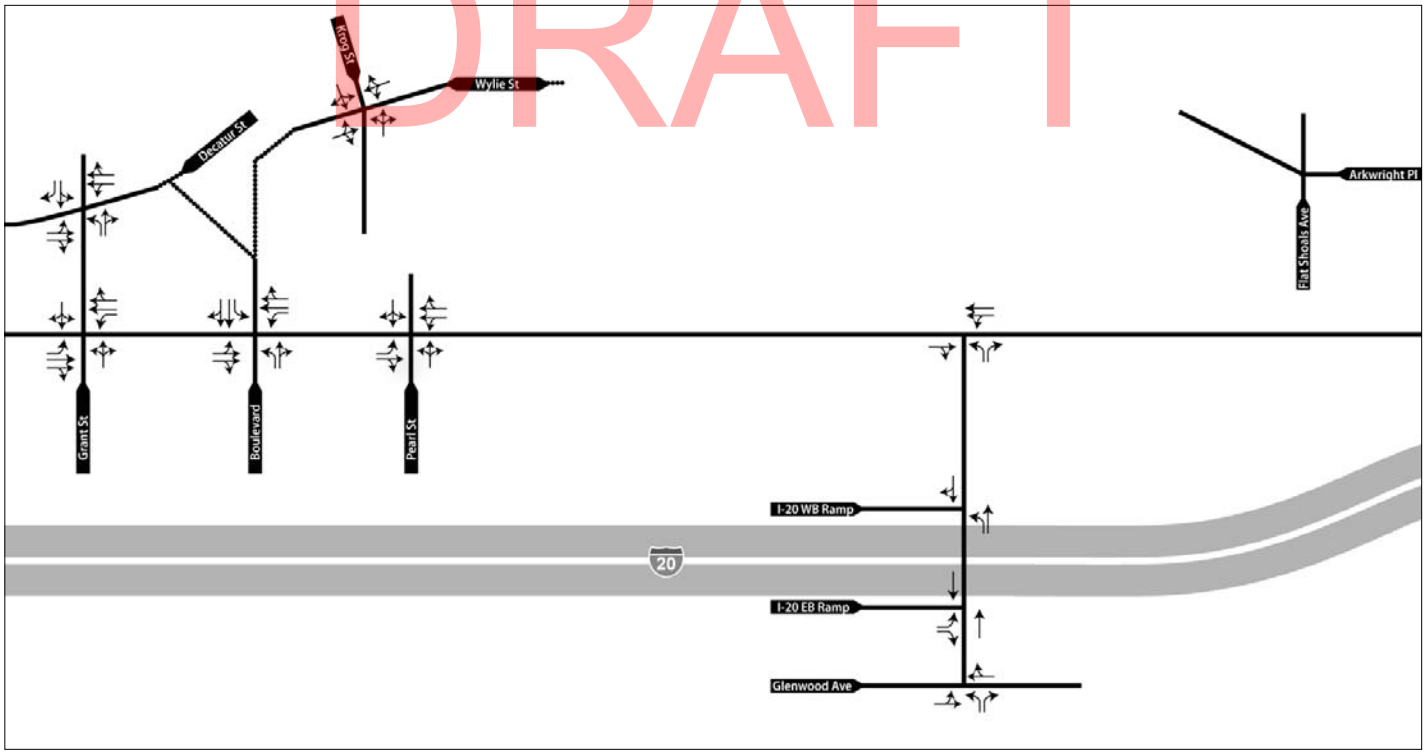

Figure 4.1.4
BeltLine Subarea 4
PM Peak Hour Existing Laneage
(Memorial Drive Reversible Lane is Eastbound)

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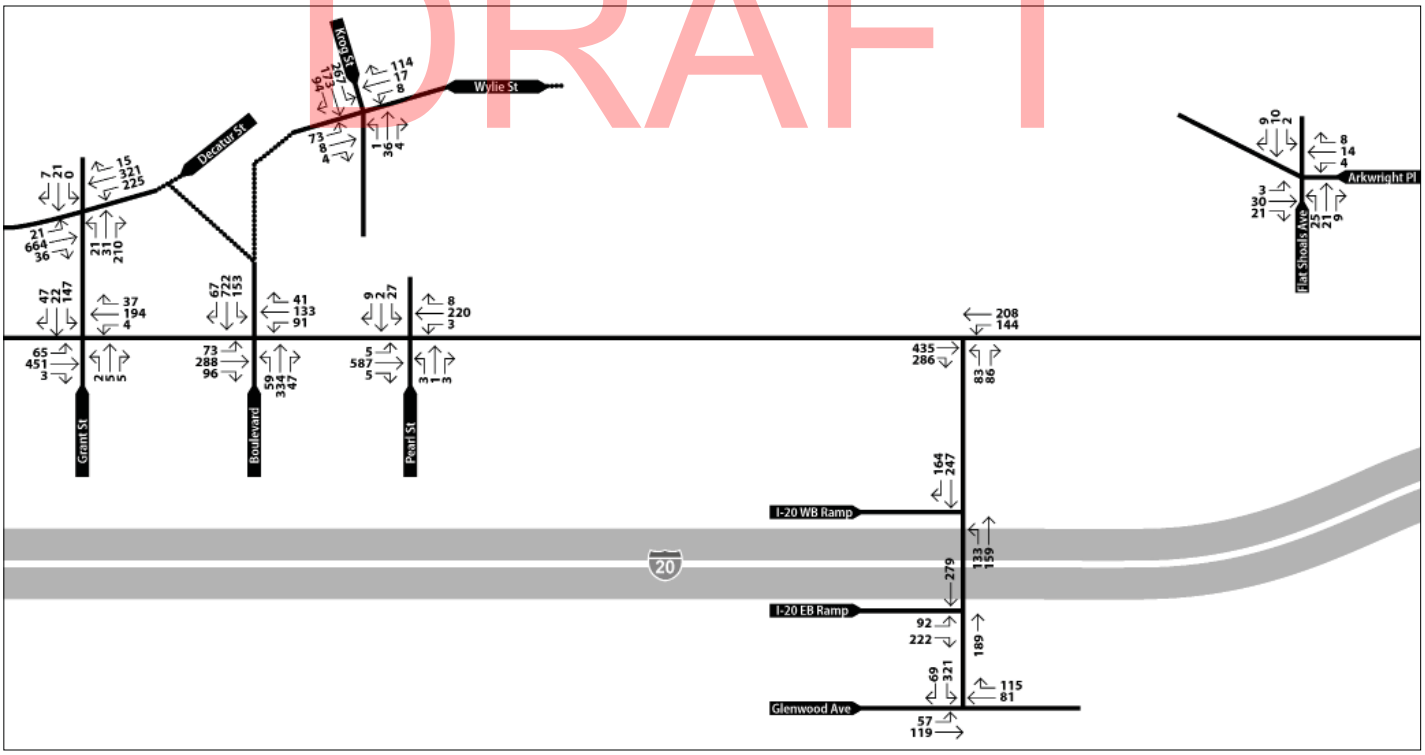

Figure 4.1.5
BeltLine Subarea 4
Existing Conditions Traffic Volumes
2010 PM Peak Hour

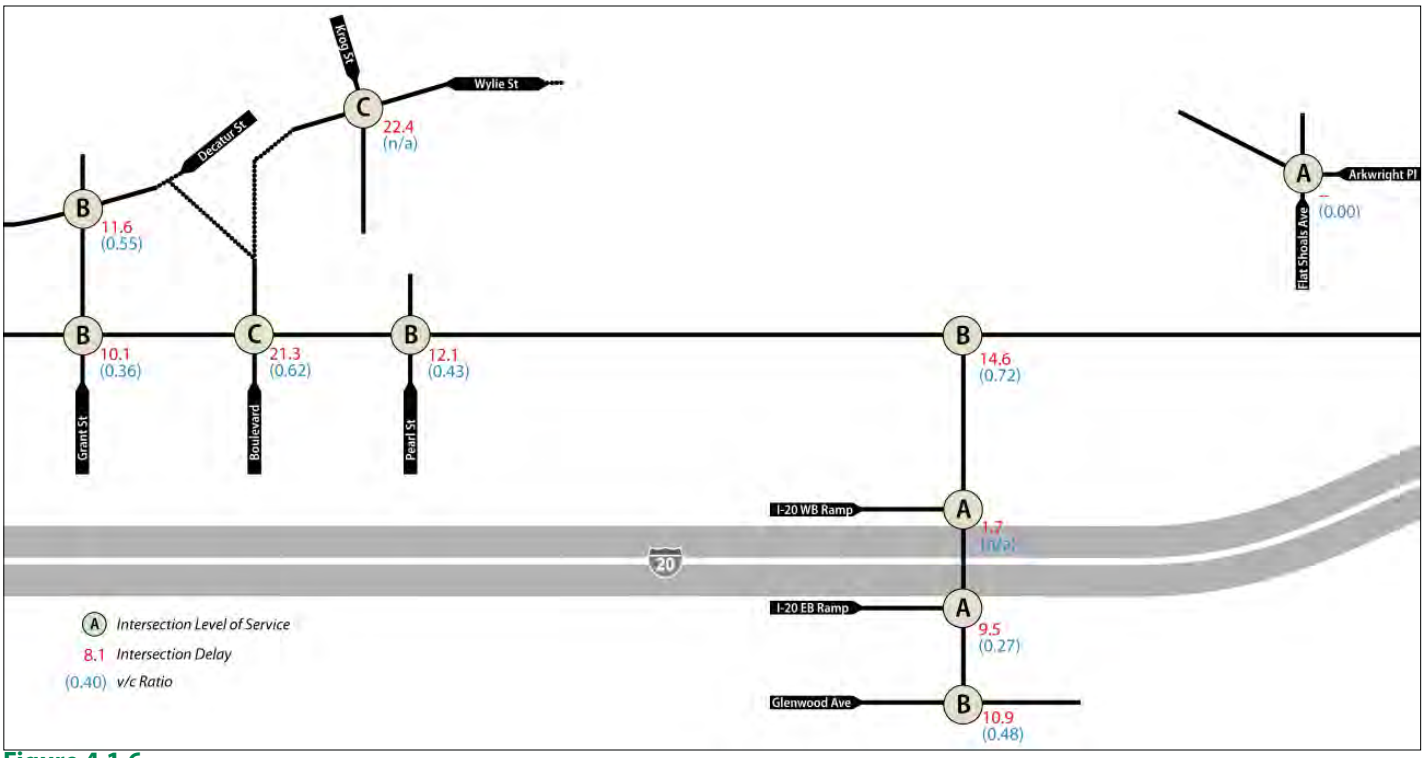

Figure 4.1.6
BeltLine Subarea 4
Existing Conditions Level of Service
2010 PM Peak Hour

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4.2 Traffic Operations with the Memorial Road Diet and Reversible Lane Removed

Currently, few areas in the subarea experience congestion and its major thoroughfares carry traffic volumes below their capacity. Memorial Drive in particular carries between 11,000 and 12,000 vehicles per day according to recent GDOT traffic counts, even though its multi-lane road design has a far greater capacity. This apparent mismatch, coupled with community desire for Memorial Drive to be a more attractive and livable street as the Memorial corridor redevelops and evolves, suggested an opportunity to change Memorial Drive's cross-section to one where capacity is more closely aligned with actual travel demand. In order to understand impacts of the changes to Memorial on traffic operations, the Subarea 4 study evaluated both of these major reconfigurations on overall traffic operations, especially intersection and corridor levels of service.

Removal of the reversible lane on Memorial Drive between Pearl and Flat Shoals has little overall effect on corridor operations, largely because the middle lane in peak flow effectively functions as a left turn lane (and thus impedes through-movement flow) when left-turning vehicles are present.

As can be reasonably expected, the road diet of Memorial reduces capacity at the intersections west of and including Pearl Street in the subarea. However, the primary issue with traffic operations along the Memorial corridor is not the movement of traffic on Memorial, but rather the need for crossing traffic at major intersections, especially Boulevard, to take signal time in order to be sufficiently cleared through the intersection. This assignment of signal time compounds delay on Memorial.

One particular issue of note is the heavy westbound right turning movements at the Memorial/Boulevard intersection. When Memorial is reduced from the existing four-lane section to three lanes, this is the only intersection that experiences a significant decline in level of service. Although the issue of westbound movements in the morning peak hour being delayed by signal control while northbound traffic moves is already known, a major contributor to this westbound delay is the addition of right turns. Providing a dedicated right turn lane can help to reduce overall delay, keeping the intersection at a reasonably-operating LOS D (from LOS F without this turn lane), and greatly reducing movement-specific delay on these movements.

Table 4.2: Existing Level of Service (2010) with Memorial Road Diet & Reversible Lane Removed

Intersection	AM Peak LOS	AM Peak V/C Ratio	AM Peak Overall Delay	PM Peak LOS	PM Peak V/C Ratio	PM Peak Overall Delay	Problematic Movements
Grant/Decatur	B	0.79	17 sec	B	0.55	12 sec	
Grant/Memorial	B	0.80	16 sec	B	0.52	12 sec	
Memorial/Boulevard	D	1.03	51 sec	C	0.82	25 sec	WBT and NBT both experience delay at LOS E, but also carry highest volumes
Memorial/Pearl	A	0.57	9 sec	A	0.45	8 sec	
Memorial/Bill Kennedy	B	0.67	13 sec	B	0.57	11 sec	
Bill Kennedy/I-20 Westbound	A	N/A	2 sec	A	N/A	2 sec	
Bill Kennedy/I-20 Eastbound	A	0.48	10 sec	A	0.27	10 sec	
Bill Kennedy/Glenwood	B	0.41	11 sec	B	0.48	11 sec	
Krog/Wylie	B	N/A	11 sec	C	N/A	22 sec	

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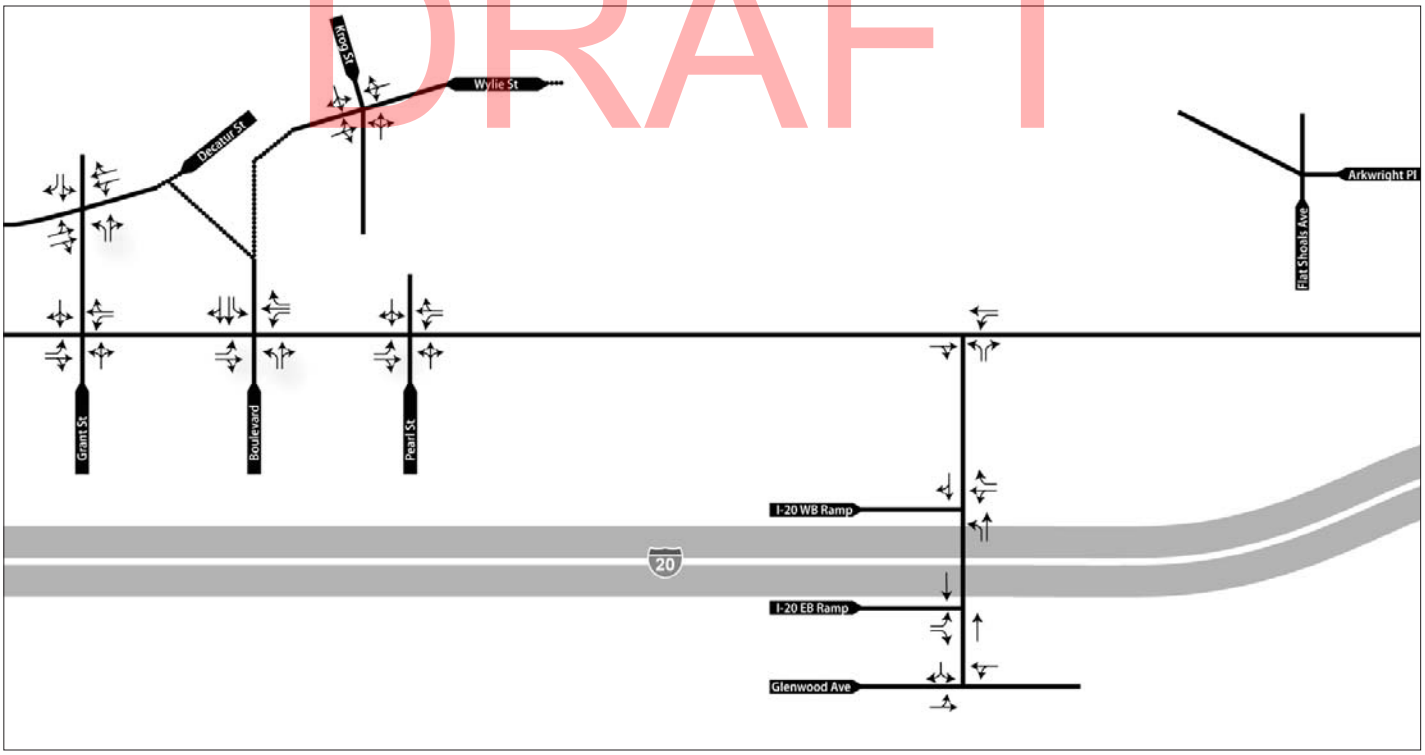

Figure 4.2.1: BeltLine Subarea 4
Proposed Laneage
Memorial Road Diet & Reversible Lane Removed
(Same laneage applies for both AM and PM peak hours)

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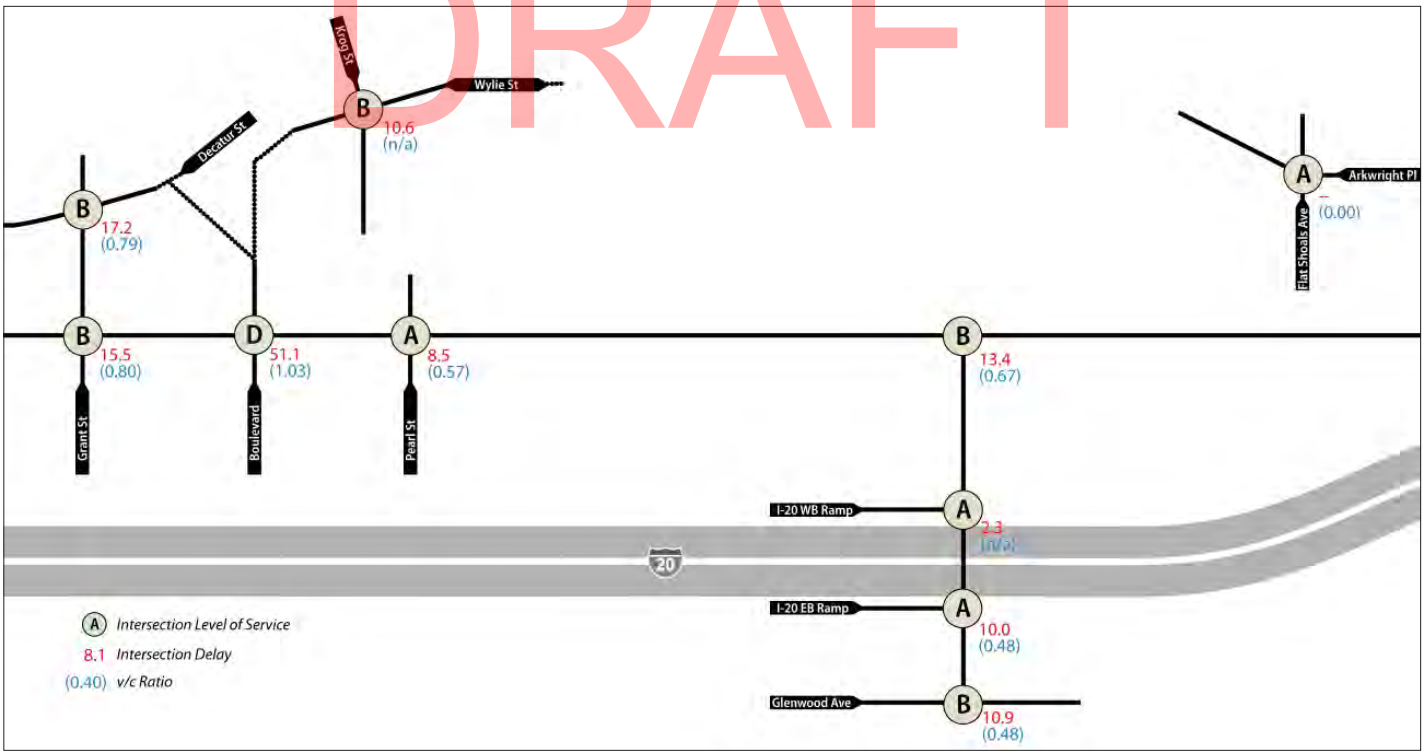

Figure 4.2.2: BeltLine Subarea 4
Existing Level of Service
Memorial Road Diet & Reversible Lane Removed
2010 AM Peak Hour

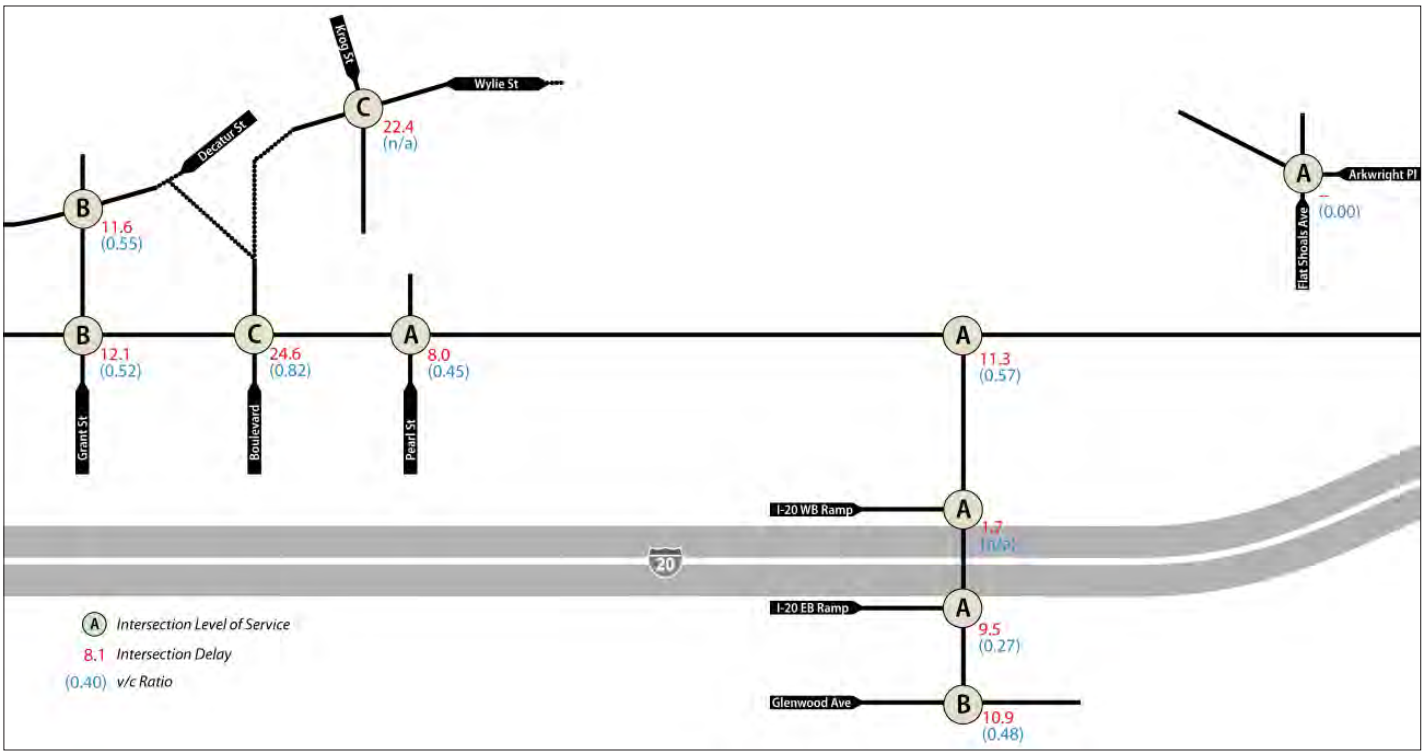

Figure 4.2.3: BeltLine Subarea 4
Existing Level of Service
Memorial Road Diet & Reversible Lane Removed
2010 PM Peak Hour

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ATTACHMENT 3

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Vance C. Smith, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

June 17, 2010

Mr. Michael McPherson
Cabbagetown Initiative CDC
177 Estoria Street, Box C
Atlanta, Georgia 30316

Re: GDOT project CSSTP-0007-00 (912), Fulton County, P.I. No. 0007912: Nineteen Signal Upgrades in the City of Atlanta

Dear Mr. McPherson:

The Georgia Department of Transportation (GDOT) is currently preparing plans and completing the environmental documentation for GDOT project CSSTP-0007-00 (912), which proposes to upgrade existing traffic signal installations at 19 intersections in the city of Atlanta. As part of the environmental process, GDOT is seeking input from neighborhood organizations within the project area. The purpose of this letter is to provide your neighborhood organization with a description of the proposed project and an opportunity to comment on it.

The intersections included in this project include (please refer to the attached location maps):

1. Memorial Drive at Stovall Street
2. Memorial Drive at Glenwood Memorial Connector
3. Memorial Drive at Chester Avenue
4. Memorial Drive at Pearl Street
5. Memorial Drive at Boulevard
6. Memorial Drive at Park Avenue
7. Memorial Drive at Cherokee Avenue
8. Memorial Drive at Grant Street
9. Memorial Drive at Hill Street
10. Martin Luther King, Jr. Drive at Martin Street
11. Boulevard at I-20 ramp (eastbound)
12. Boulevard at I-20 ramp (westbound)
13. Boulevard at Berne Street
14. Boulevard at Confederate Avenue
15. Boulevard at Atlanta Avenue
16. Martin Luther King, Jr. Drive at Hill Street
17. Decatur Street at Bell Street
18. Decatur Street at Grant Street/Hilliard Street
19. Hill Street at Woodward Avenue

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Proposed upgrades would consist of the replacement of the existing signal poles as well as the installation of conduits, cabinets, and pedestrian accommodations such as crosswalks and ADA-compliant ramps at each intersection. The existing pole types vary at each intersection between wood, concrete, and steel. All of the existing poles would be replaced with steel stringer mast arm poles (refer to attached schematic drawing for an example of this signal pole type). Variable amounts of additional right-of-way beyond the existing right-of-way limits at each intersection would be required for the signal upgrades.

Please find attached location maps and a schematic drawing of the proposed project for your review. A comment card is also attached to this letter. Written comments should be sent to Ms. Cindy Treadway, Office of Environmental Services, Georgia Department of Transportation, 600 West Peachtree Street NW, 16th Floor, Atlanta, Georgia 30308. Comments can also be made via the web at ***www.dot.ga.gov***. Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page. Then highlight **Fulton County** in the "By County" dropdown menu and **Traffic Signals Upgrade at 19 Atlanta Locations** in the "By Project" dropdown menu. Please provide comments by July 5th, 2010, so that they may be considered during project development. All comments received will be made part of the official project record.

We appreciate the opportunity to contact you and make you aware of the proposed project, and we encourage you to share any comments you might have about the project with the GDOT. Should you have any questions or need additional information, please contact the project manager, Mr. Derrick Cameron (404.635.8153 or dcameron@dot.ga.gov) of the GDOT Office of Traffic Safety and Design or Ms. Treadway (404.631.1979 or ctreadway@dot.ga.gov).

Sincerely,

Glenn Bowman, P.E./cw

Glenn Bowman, P.E.
State Environmental Administrator

GB/mg
Enclosures

cc: Derrick Cameron, GDOT Office of Traffic Safety and Design
Mark Grindstaff, HNTB Corporation

DRAFT

Georgia Department of Transportation

Comment Card

Project CSSTP-0007-00(912), Fulton County, P.I. No. 0007912

Nineteen Signal Upgrades in the city of Atlanta

Please print responses.

Name _____

Address _____

_____

_____

Do you support the project? ☐ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments _____

_____

_____

_____

_____

How did you hear about the project? ☐ *Radio* ☐ *Newspaper* ☐ *Signs* ☐ *Word of Mouth*

☐ *Other* _____

_____

_____

_____

_____

Please share your suggestions on improving the way Georgia DOT conducts public outreach.

_____

_____

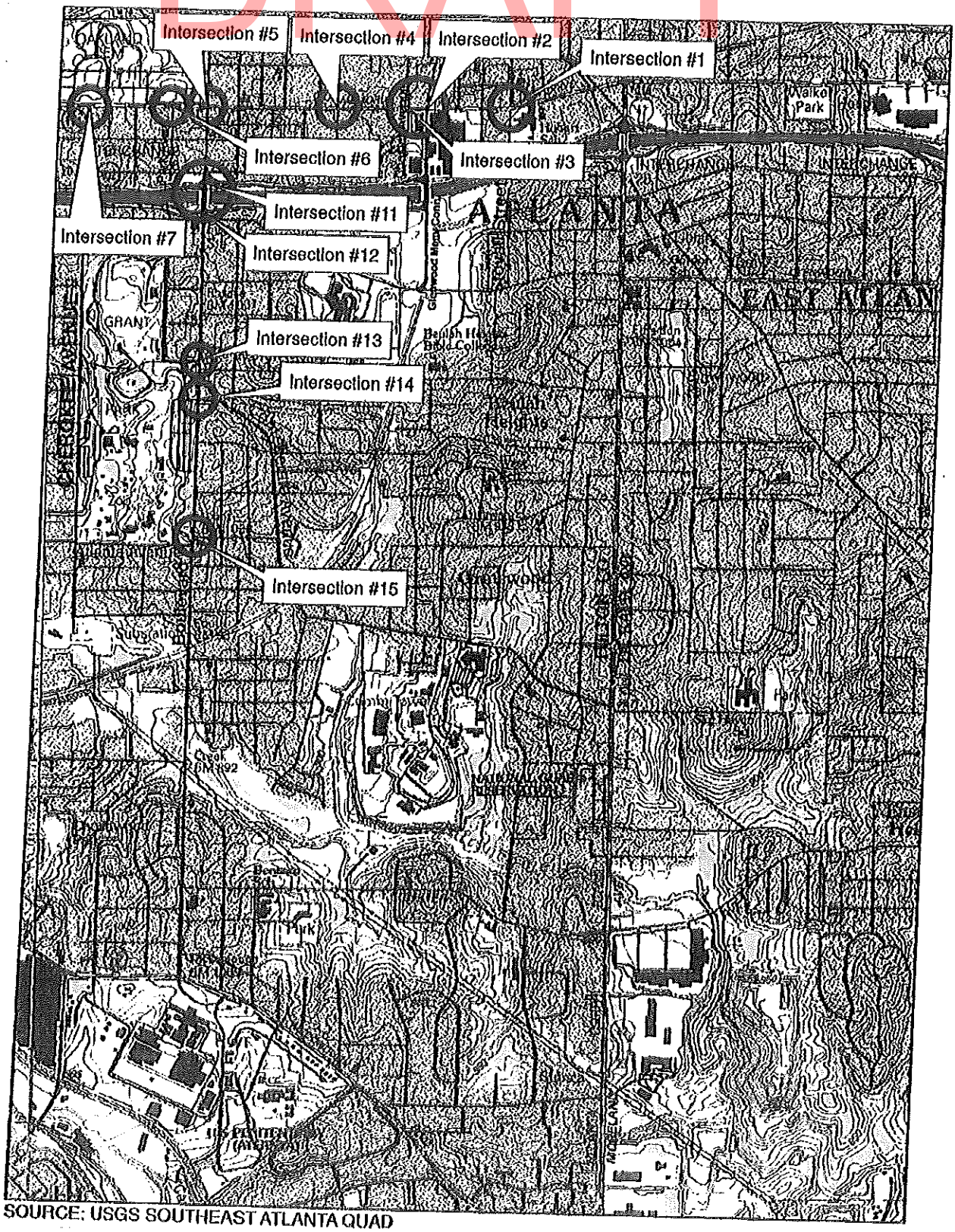
_____

_____

Mail To:

Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

DRAFT



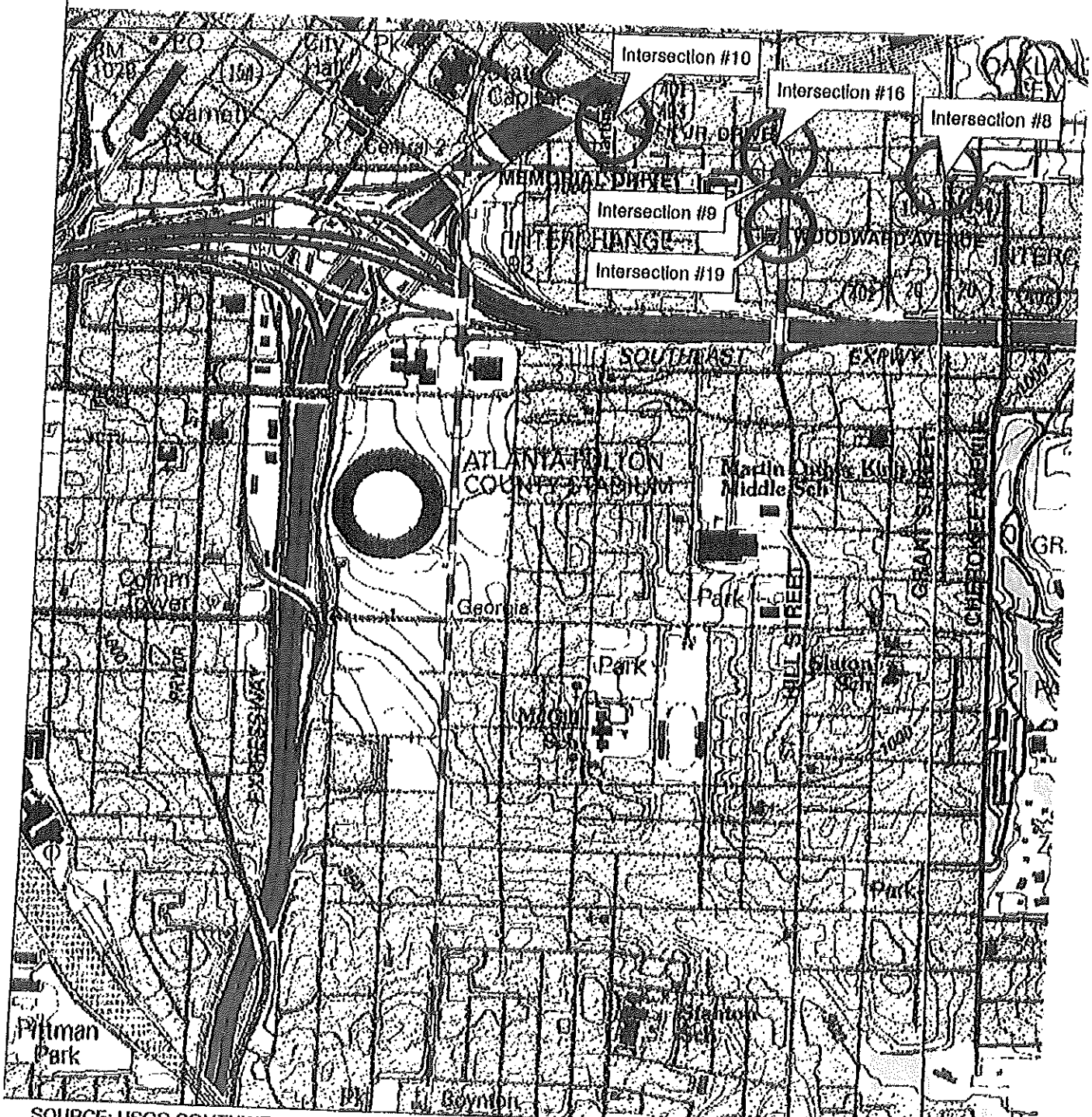
SOURCE: USGS SOUTHEAST ATLANTA QUAD

0 187.5 375 750 1,125 1,500 Feet

GDOT Project CSSTP-0007-00 (912)
P.I. #0007912, Fulton County

Figure 1--Project Location Map

DRAFT



SOURCE: USGS SOUTHWEST ATLANTA QUAD

0 125 250 500 750 1,000 Feet

FULTON COUNTY

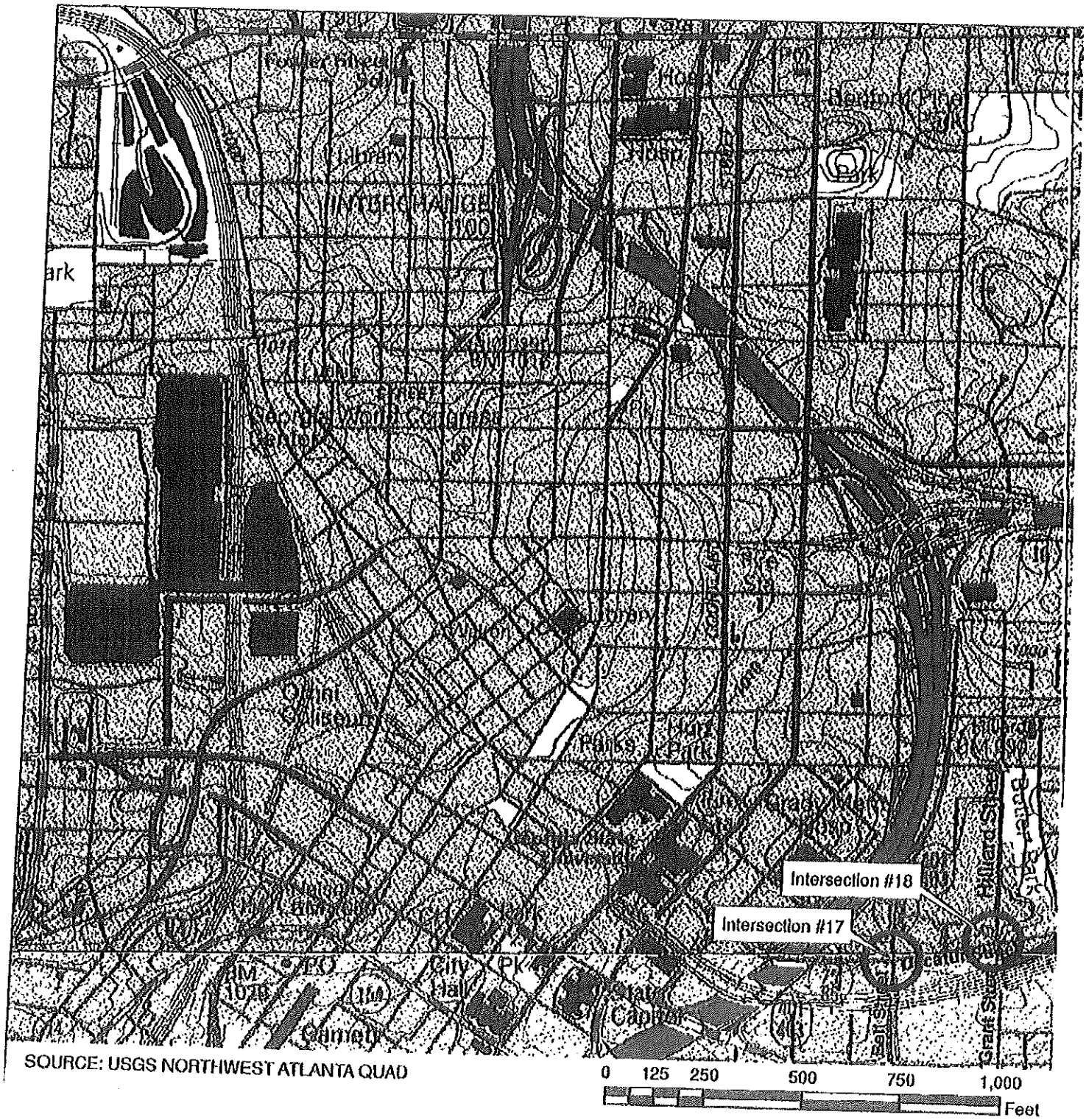
PROJECT LOCATION

GDOT Project CSSTP-0007-00 (912)
P.I. #0007912, Fulton County

Figure 2--Project Location Map

N
W E
S

DRAFT



FULTON COUNTY

GDOT Project CSSTP-0007-00 (912)
P.I. #0007912, Fulton County

PROJECT LOCATION

Figure 3--Project Location Map

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W E
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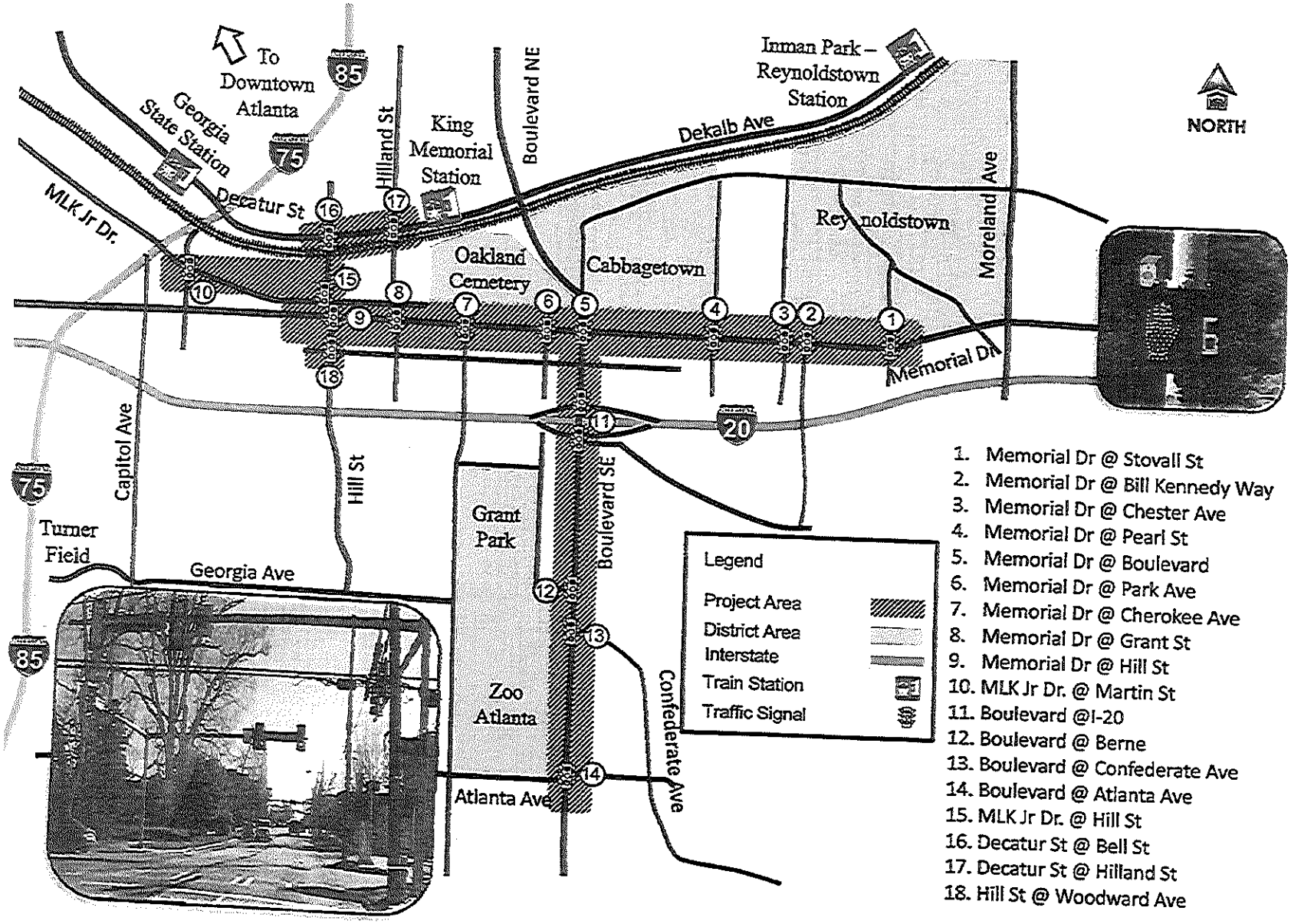
To Downtown Atlanta
Georgia State Station
MLK Jr Dr.
Decatur St
Hilland St
King Memorial Station
Boulevard NE
Inman Park – Reynoldstown Station
Dekalb Ave
Oakland Cemetery
Cabbagetown
Reynoldstown
Moreland Ave
Memorial Dr
NORTH
Capitol Ave
Hill St
Turner Field
Georgia Ave
Grant Park
Boulevard SE
Zoo Atlanta
Atlanta Ave
Confederate Ave
Legend
Project Area
District Area
Interstate
Train Station
Traffic Signal
1. Memorial Dr @ Stovall St
2. Memorial Dr @ Bill Kennedy Way
3. Memorial Dr @ Chester Ave
4. Memorial Dr @ Pearl St
5. Memorial Dr @ Boulevard
6. Memorial Dr @ Park Ave
7. Memorial Dr @ Cherokee Ave
8. Memorial Dr @ Grant St
9. Memorial Dr @ Hill St
10. MLK Jr Dr. @ Martin St
11. Boulevard @I-20
12. Boulevard @ Berne
13. Boulevard @ Confederate Ave
14. Boulevard @ Atlanta Ave
15. MLK Jr Dr. @ Hill St
16. Decatur St @ Bell St
17. Decatur St @ Hilland St
18. Hill St @ Woodward Ave

DRAFT