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|-------------------------|---|
| Short Title | LEE STREET TRAIL FROM WEST END MARTA STATION TO LAKEWOOD/FORT MCPHERSON MARTA STATION |
| GDOT Project No. | 0014997 |
| Federal ID No. | N/A |
| Status | Completed |
| Service Type | Last Mile Connectivity / Sidepaths and Trails |
| Sponsor | City of Atlanta |
| Jurisdiction | City of Atlanta |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) |



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|---------------------------|----------------------------------|-------------|-------------------------------------|------------------------|--|
| Existing Thru Lane | <input type="text" value="N/A"/> | LCI | <input checked="" type="checkbox"/> | Network Year | <input type="text" value="TBD"/> |
| Planned Thru Lane | <input type="text" value="N/A"/> | Flex | <input checked="" type="checkbox"/> | Corridor Length | <input type="text" value="2.6"/> miles |

Detailed Description and Justification

The proposed 2.60 mile long segment of the Lee Street trail will run along the east side of Lee Street, connecting West End and the Atlanta Beltline Corridor to the Oakland City and Lakewood-Fort McPherson MARTA Rapid Rail Stations. The trail will run along the east side of Lee Street and reconfigure Lee from five to four travel lanes with turn lanes at signalized intersections. The trail cross section will vary based on available right-of-way. The trail width will range from 8 to 12 feet wide. Where space permits, the trail would be raised and made of concrete with a landscaped buffer protecting trail users from the vehicle lanes. The landscaped buffer will include street trees, ground cover plantings and green stormwater infrastructure designed as a bio-retention swale. In segments with constrained right-of-way the trail will have a three-foot wide cast-in-place concrete buffer with high-visibility, rigid bollards and the trail surface will be made of asphalt. The project includes intersection improvements at each street crossing and a new pedestrian activated HAWK signal to connect trail users to the Atlanta Beltline Corridor between Donnelly and White Streets. The project includes wayfinding throughout.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|------------------------------------|---|--------|-------------|--------------------|---|----------------|----------------|--------------------|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC) | AUTH | 2017 | \$330,000 | \$264,000 | \$0,000 | \$0,000 | \$66,000 |
| ROW | Local Jurisdiction/Municipality Funds | AUTH | 2018 | \$50,000 | \$0,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) | AUTH | 2018 | \$7,816,300 | \$6,253,040 | \$0,000 | \$0,000 | \$1,563,260 |
| | | | | \$8,196,300 | \$6,517,040 | \$0,000 | \$0,000 | \$1,679,260 |

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases