

Map Book for the

Connect Atlanta Plan

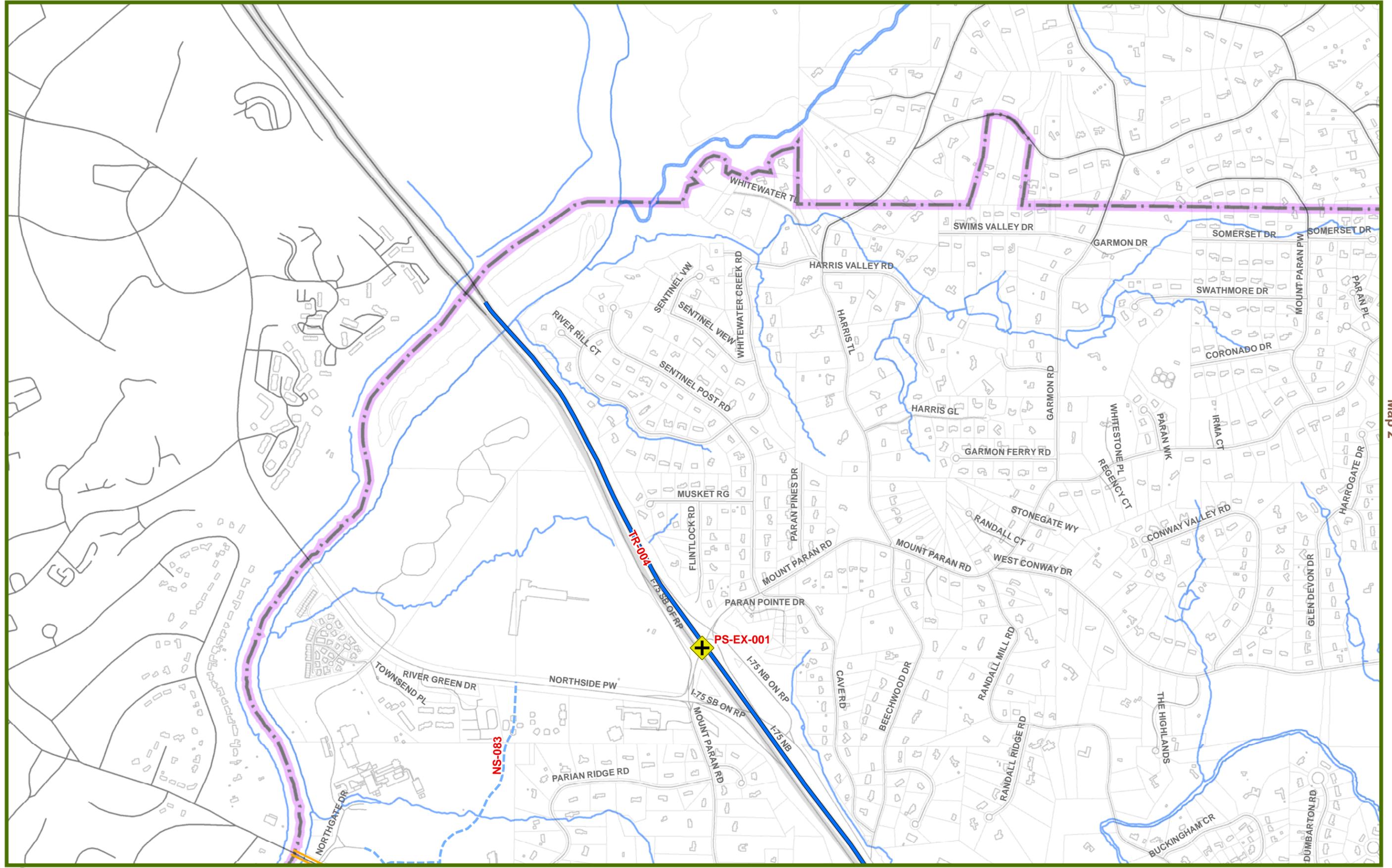
CONNECT ATLANTA MAP BOOK

The Connect Atlanta Plan Map Book illustrates the recommended projects that are based on a series of redevelopment concepts. Most of these projects were identified at the four citywide Connect Atlanta workshops held in February and March 2008, though many were identified in previous studies for Livable Centers Initiatives and neighborhood plans developed throughout the City.

LEGEND

The following is a brief description of the legend annotation used throughout the map book.

-  **Roundabout** - A traffic control device that can be a less costly and, at times, more effective solution than a traffic signal. Roundabouts, when properly used, can enhance pedestrian safety, decrease average vehicle speeds and improve traffic flow for all hours of the day.
-  **Vehicle Sight lines/Pedestrian Safety** - These projects are proposed where some physical design characteristic of an intersection causes a safety issue for drivers or pedestrians. This may range from very large turning radii that are difficult for pedestrians to navigate to overgrown vegetation which blocks the view of drivers.
-  **Add Signal** - The addition of a traffic signal at an existing or proposed intersection. In all cases, the recommendation should be subject to an engineering assessment of appropriateness.
-  **Remove Signal** - The removal of traffic signal.
-  **Intersection Realignment** - Changes to an existing intersection alignment to improve traffic safety and in some cases reduce speed. These projects may also involve improvements to pedestrian safety.
-  **Intersection Capacity** - The addition of lanes at an intersection that include through-lanes and turn lanes
-  **Intersection Improvements (General)** - Some type of intersection project not covered in the above categories.
-  **Transit Station** - Proposed new transit station location. These refer to rapid transit service (10-15 minute headways) and not to stops for standard bus service.
-  **One-Way Conversion** - The conversion of a street from one-way vehicle flow to two-way. While there is generally some vehicle capacity loss incurred from these conversions, numerous benefits can be derived. These include, more direct access to destinations, lower vehicle speeds (and, hence, higher pedestrian safety) and better opportunities for street-level retail.
-  **Complete Street** - A complete street can include the following: the addition or completion of sidewalks, street trees, and/or pedestrian amenities, bike lanes or transit service. This term is not meant to be prescriptive and to drive the need for larger cross-sections, but is to be performance-based. For example, if a street is judged to be already bikeable, it may not need bike lanes to be complete.
-  **Road Diet** - Road diet techniques involve a reduction in the number of travel lanes and/or a decrease in the travel lane width. Road diets usually result in the freeing of additional space for bicycle lanes or pedestrian amenities and can improve safety for all users.
-  **Road Widening** - Includes the widening of existing roads by the addition of travel lanes
-  **New Street (Public Project)** - A new publicly funded street that increases connectivity within an area.
-  **New Street (Development-Added)** - A new privately funded street that increases connectivity as redevelopment occurs.
-  **Core Bicycle Connection (existing in dashed lines)** - A bike facility that is essential to the basic connectivity of the City. Implementation of these should be pursued as priority projects with the same vigor as new streets or transit connections.
-  **Secondary Bicycle Connection (existing in dashed lines)** - These are important, but less essential bike connections. These should be pursued as opportunities arise.
-  **Transit** - Identifies new rapid transit corridors. These corridors should be served by transit with headways between 10 and 15 minutes, with speed advantages over vehicular traffic and with safe stations located in activity nodes.
-  **Traffic Calming** - Includes a variety of options to slow traffic including: lane narrowing, bulb-outs, chicanes, textured pavements, center island narrowing, etc.
-  **Expressway Access** - Changes the access to the expressways. Often this “modernization” of ramps is necessary to address economic and land use changes that have occurred since the access was originally designed.

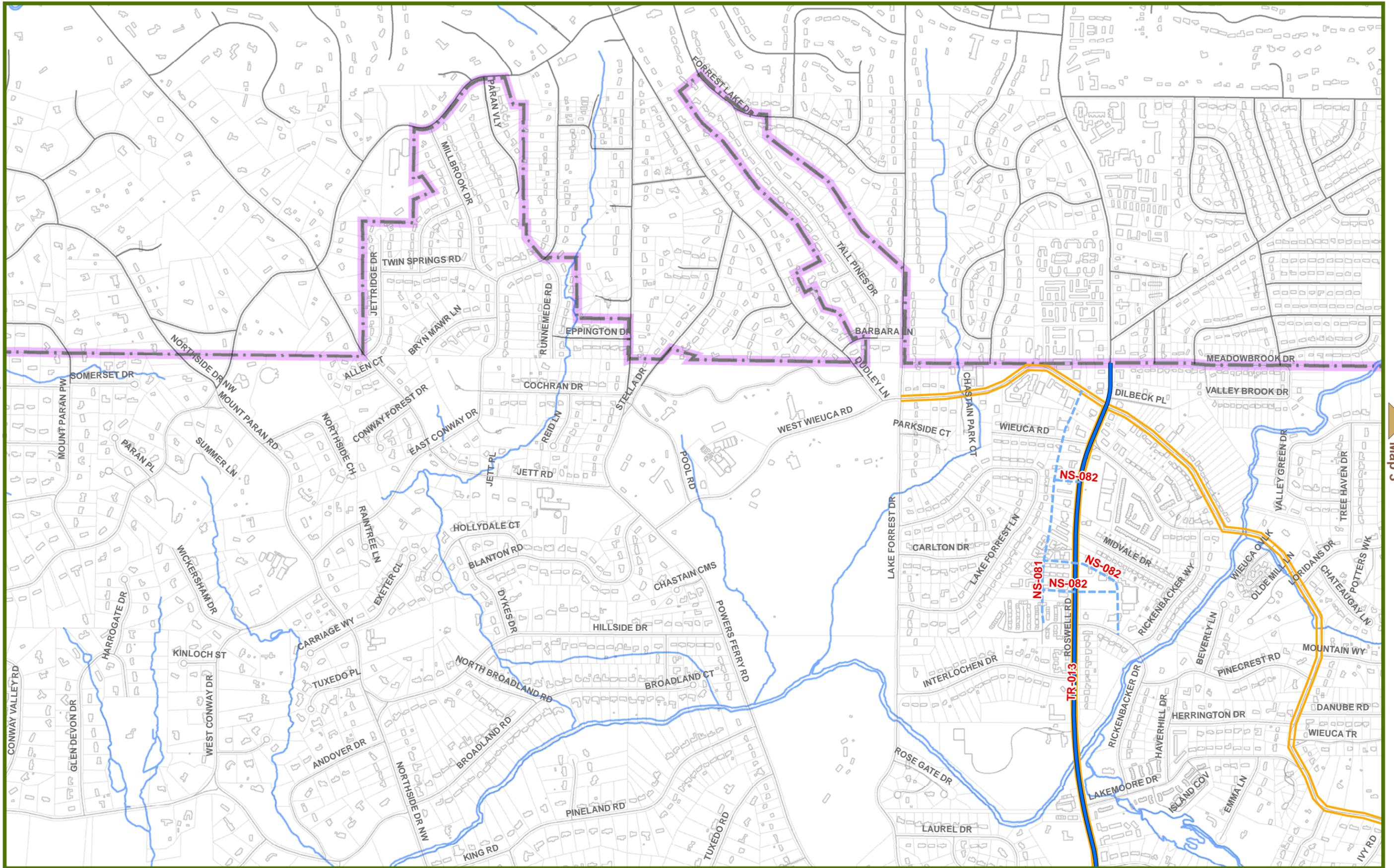


Map 2

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Expressway Access
Remove Signal	Transit Station	Road Widening	Secondary Bicycle Connection (existing in dashed lines)	0 500 1,000 Feet

Map 4

Scale: 1 Inch Equals 1000 Feet

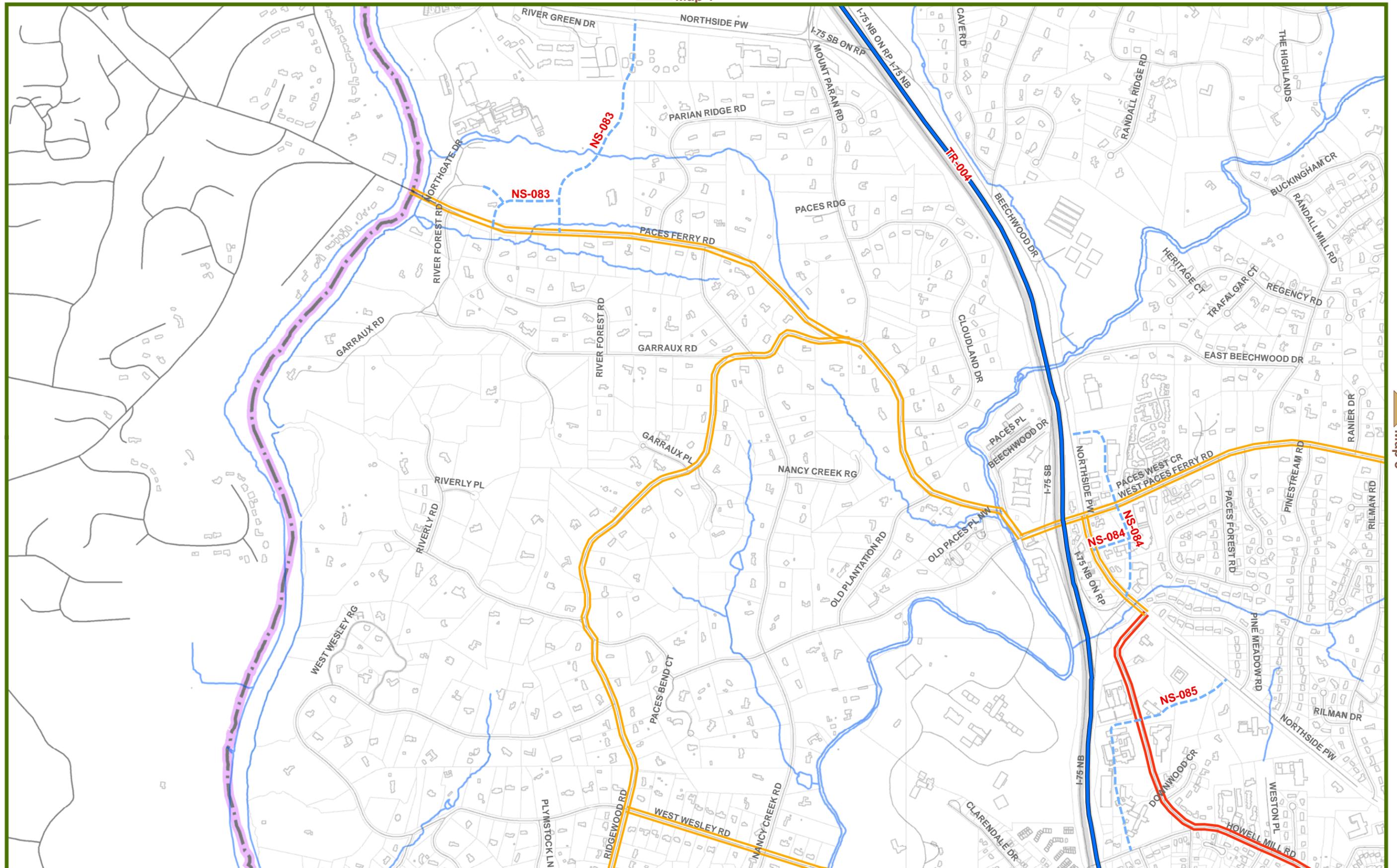


Map 1

Map 3

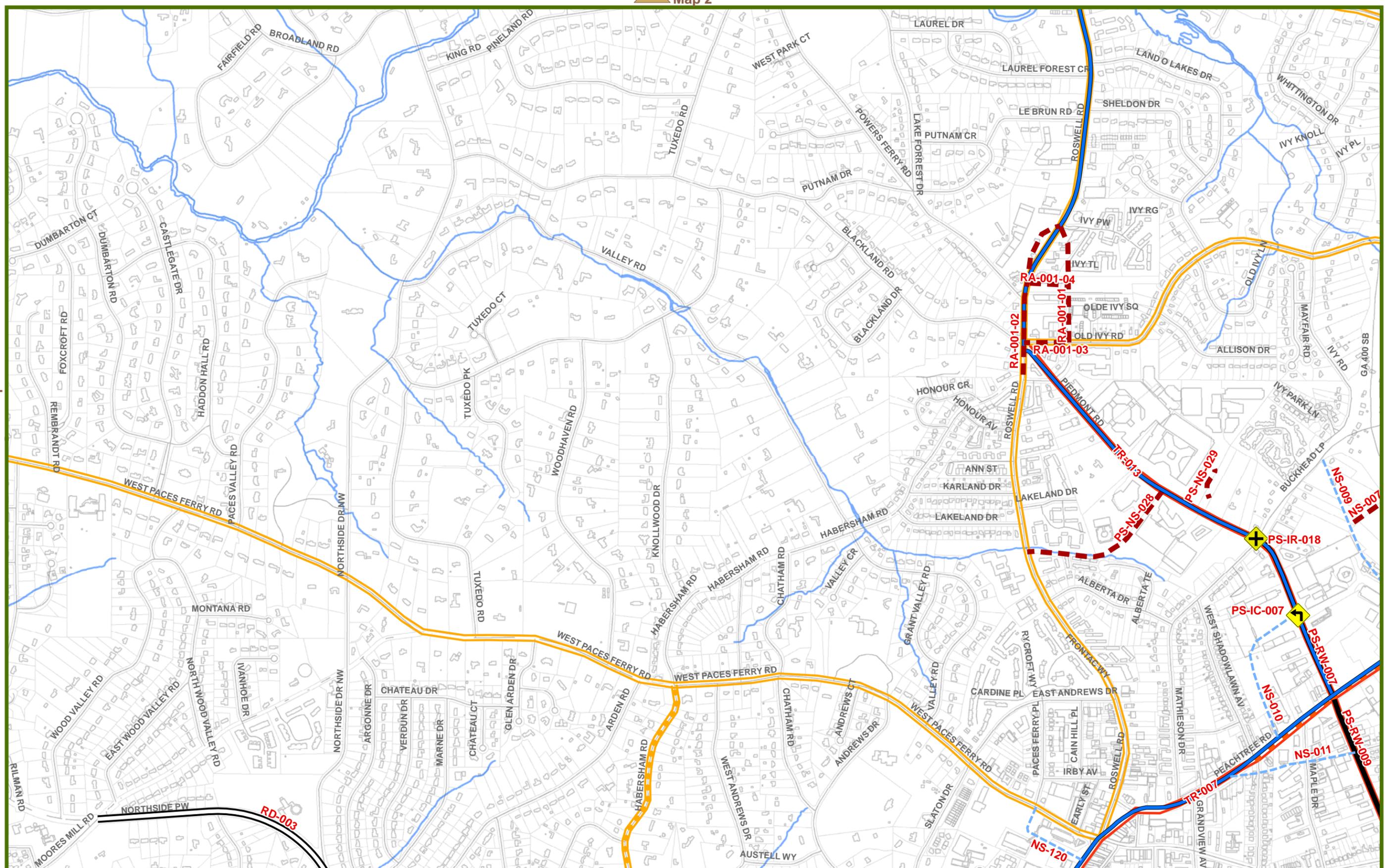
Roundabout	Intersection Realignment	One-Way Conversion	Map 5	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street		New Street (Development-Added)	Traffic Calming
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Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
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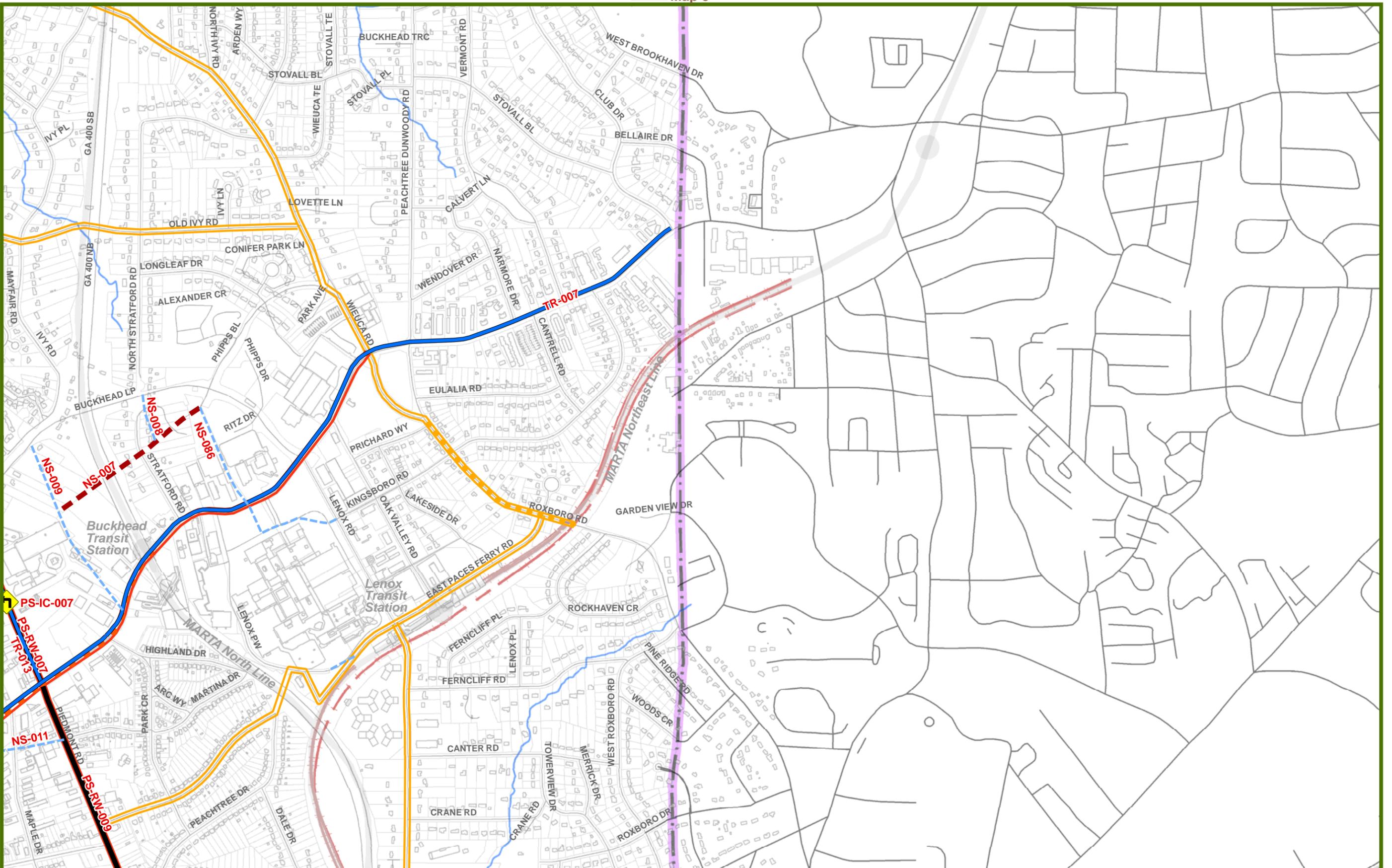
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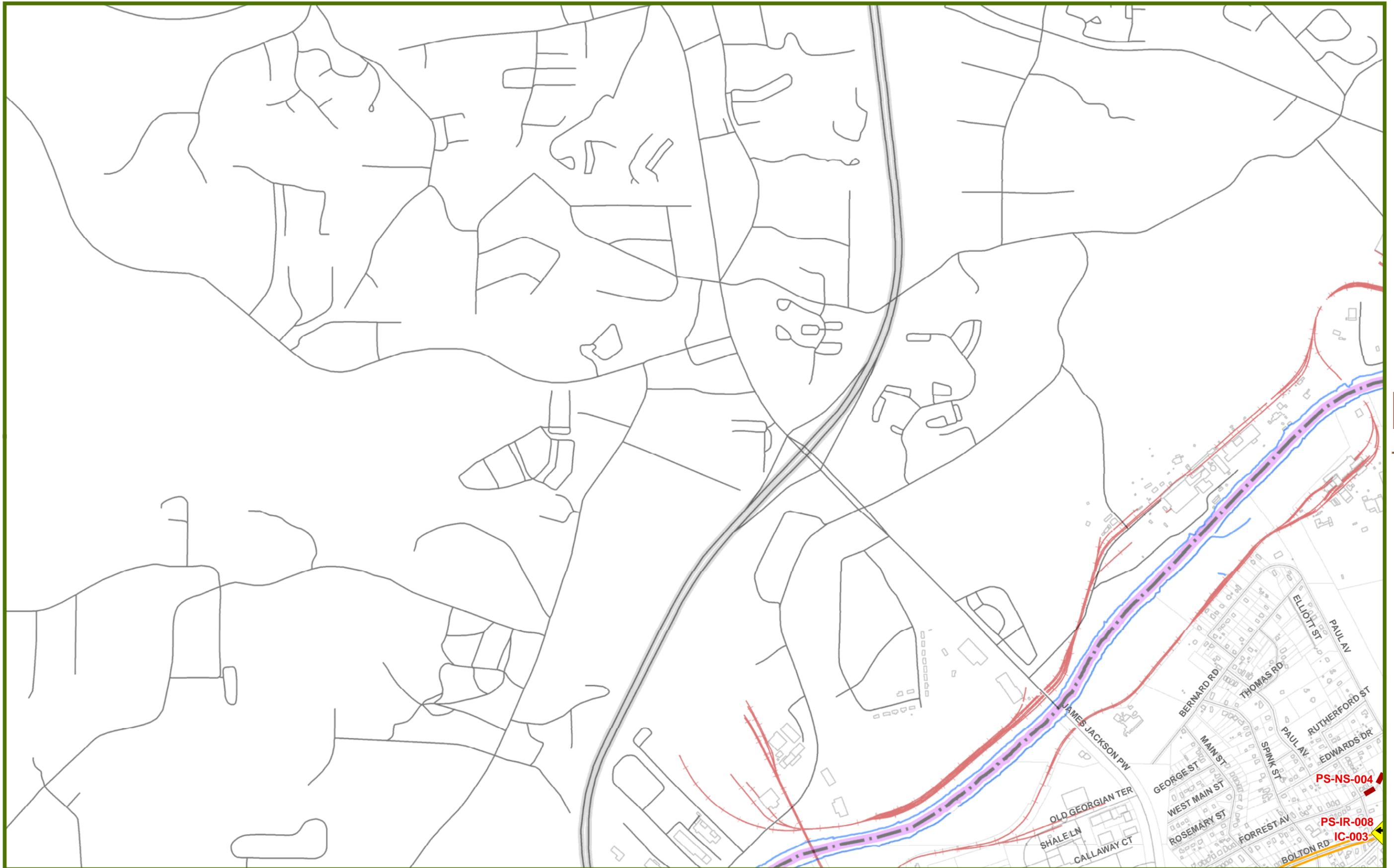
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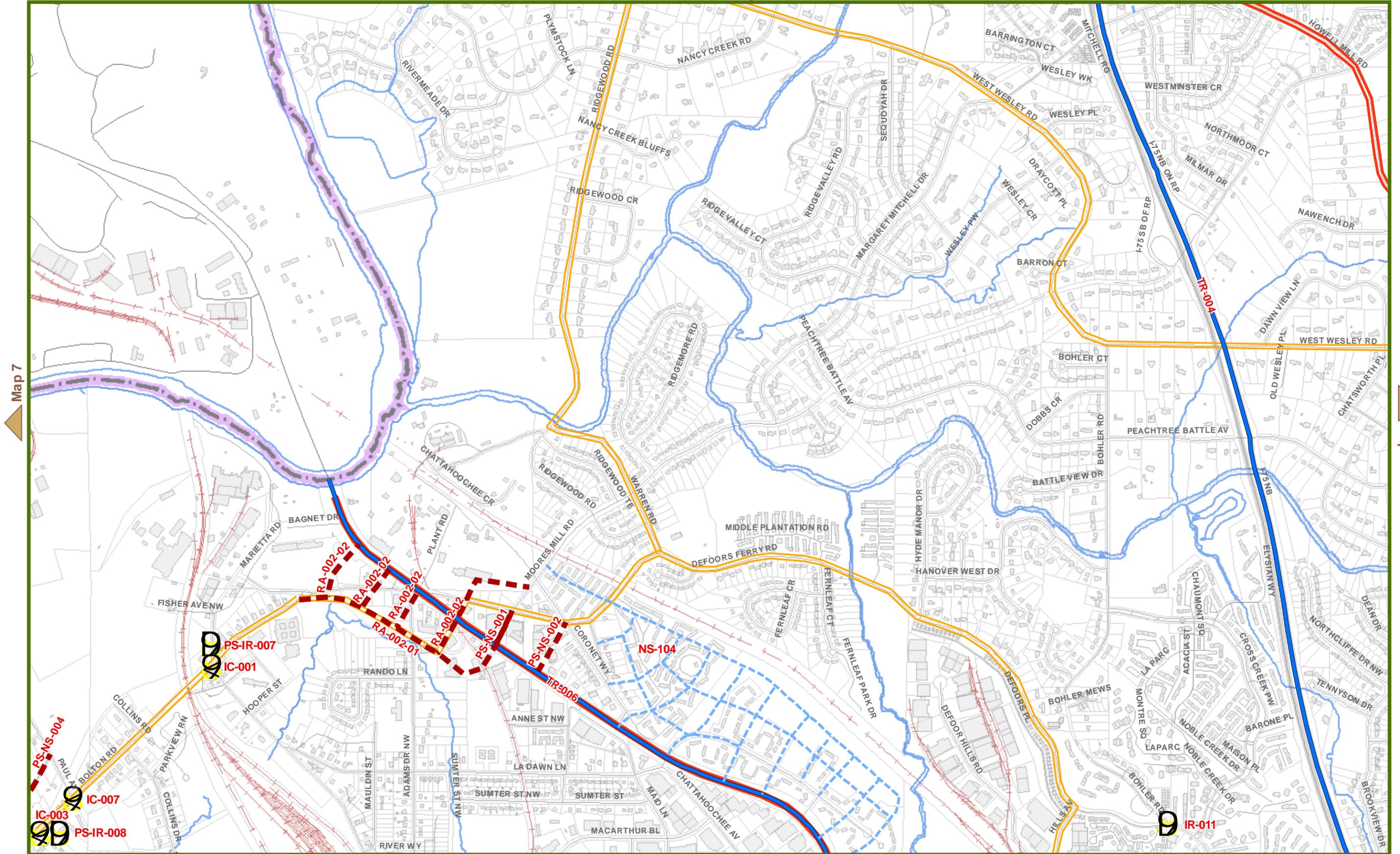


Map 8

Roundabout	Intersection Realignment	One-Way Conversion	Map 11	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street		New Street (Development-Added)	Traffic Calming
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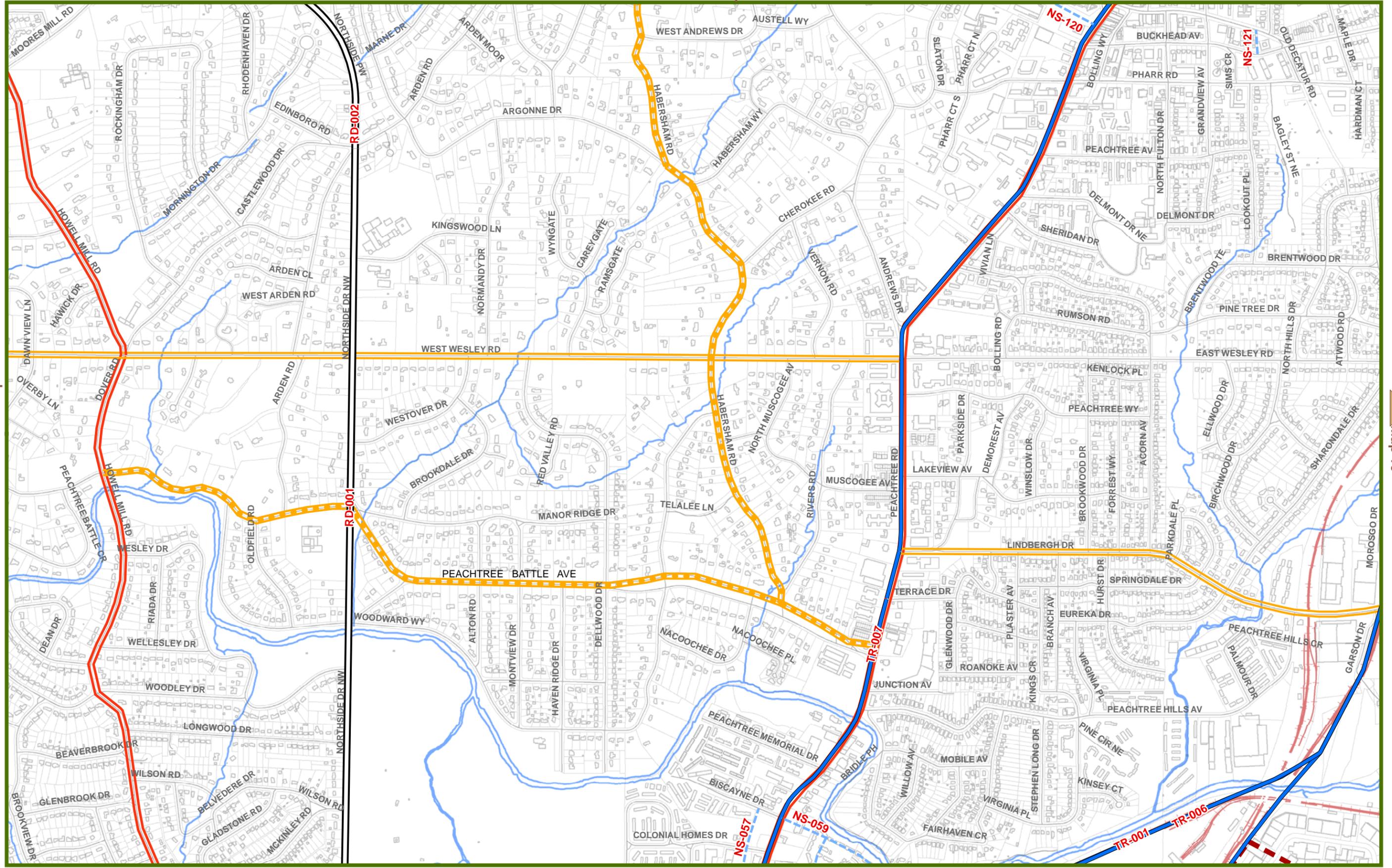
Map 7

Map 9

Map 12

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
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Map 8

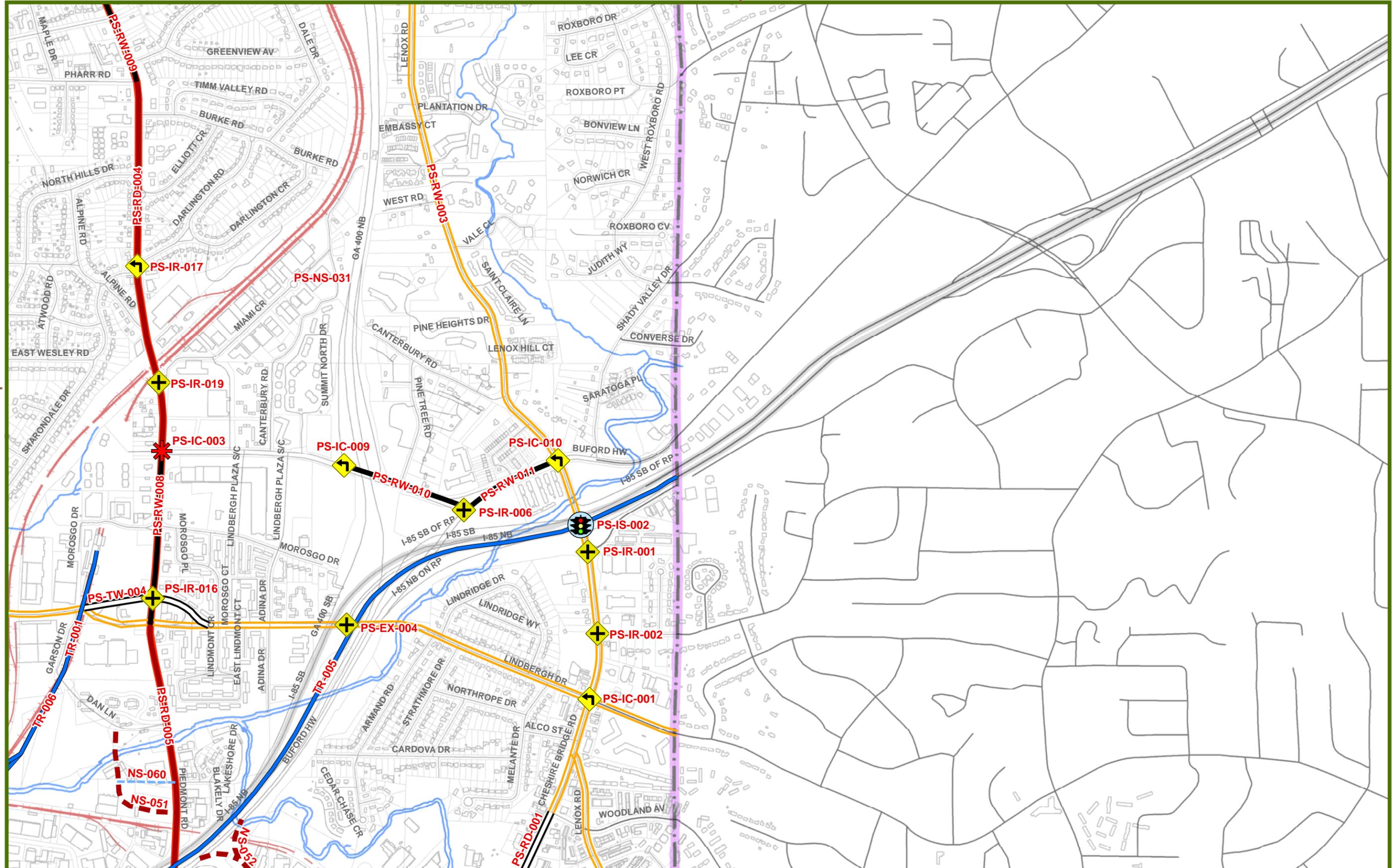
Map 10

Map 13

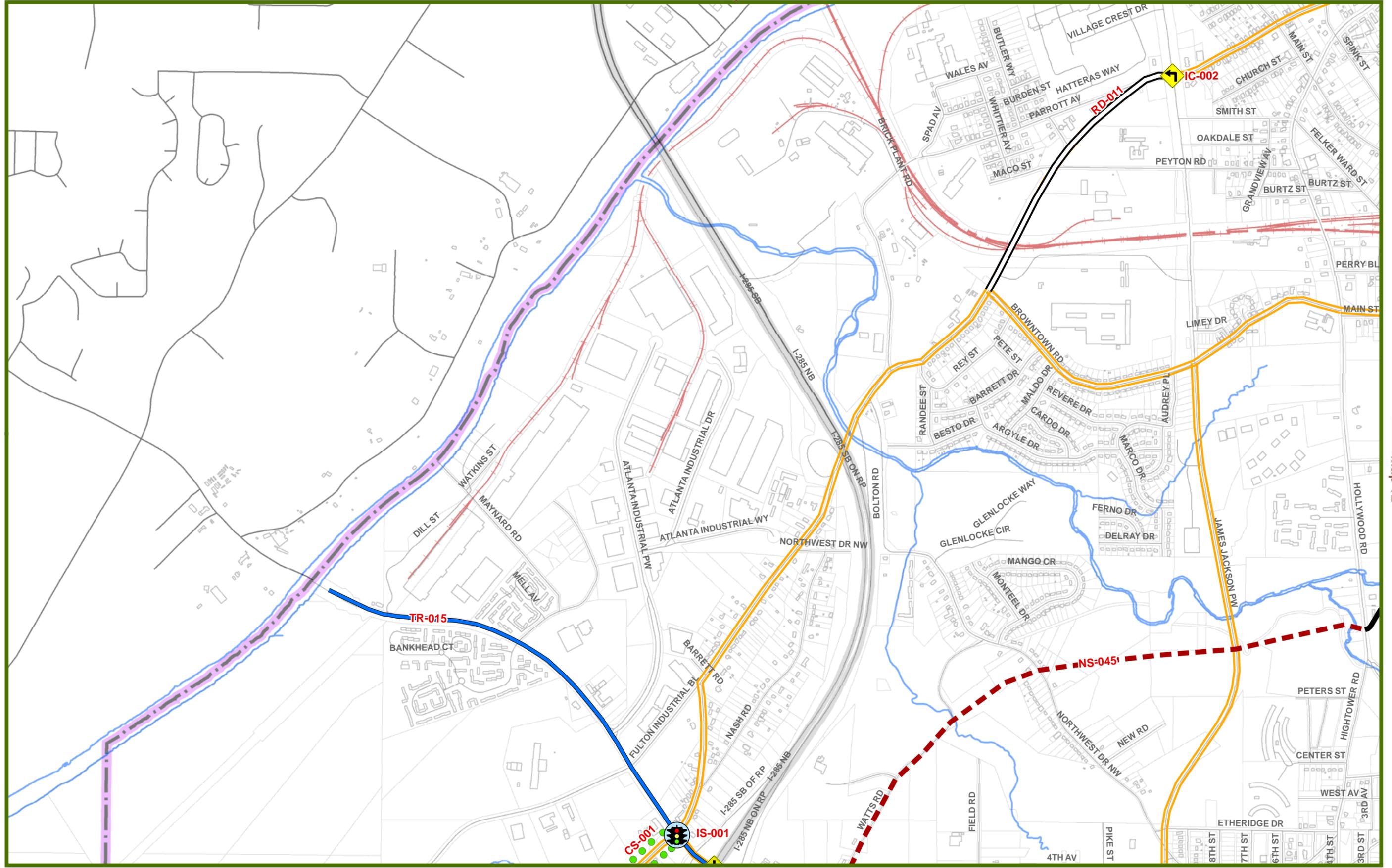
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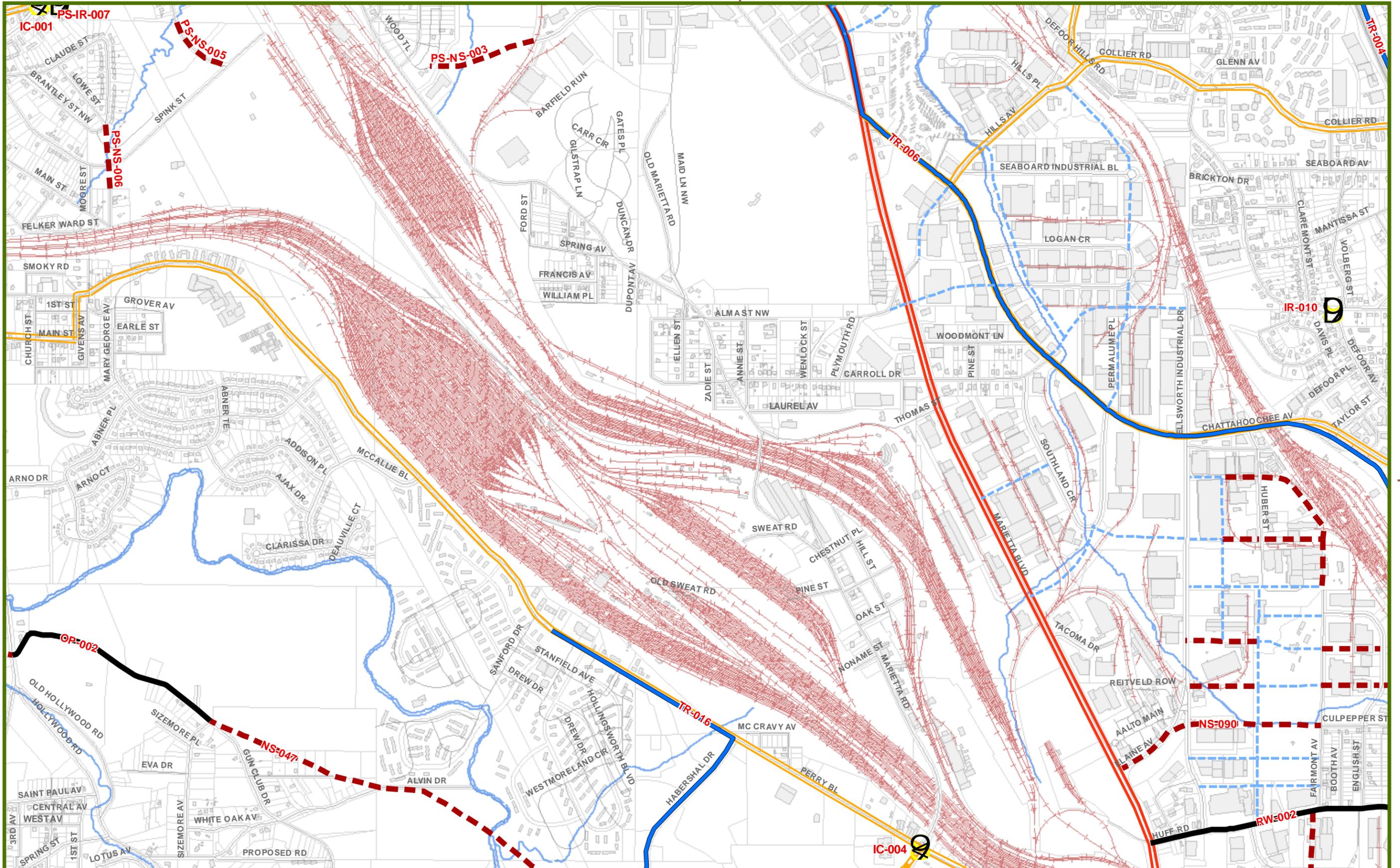
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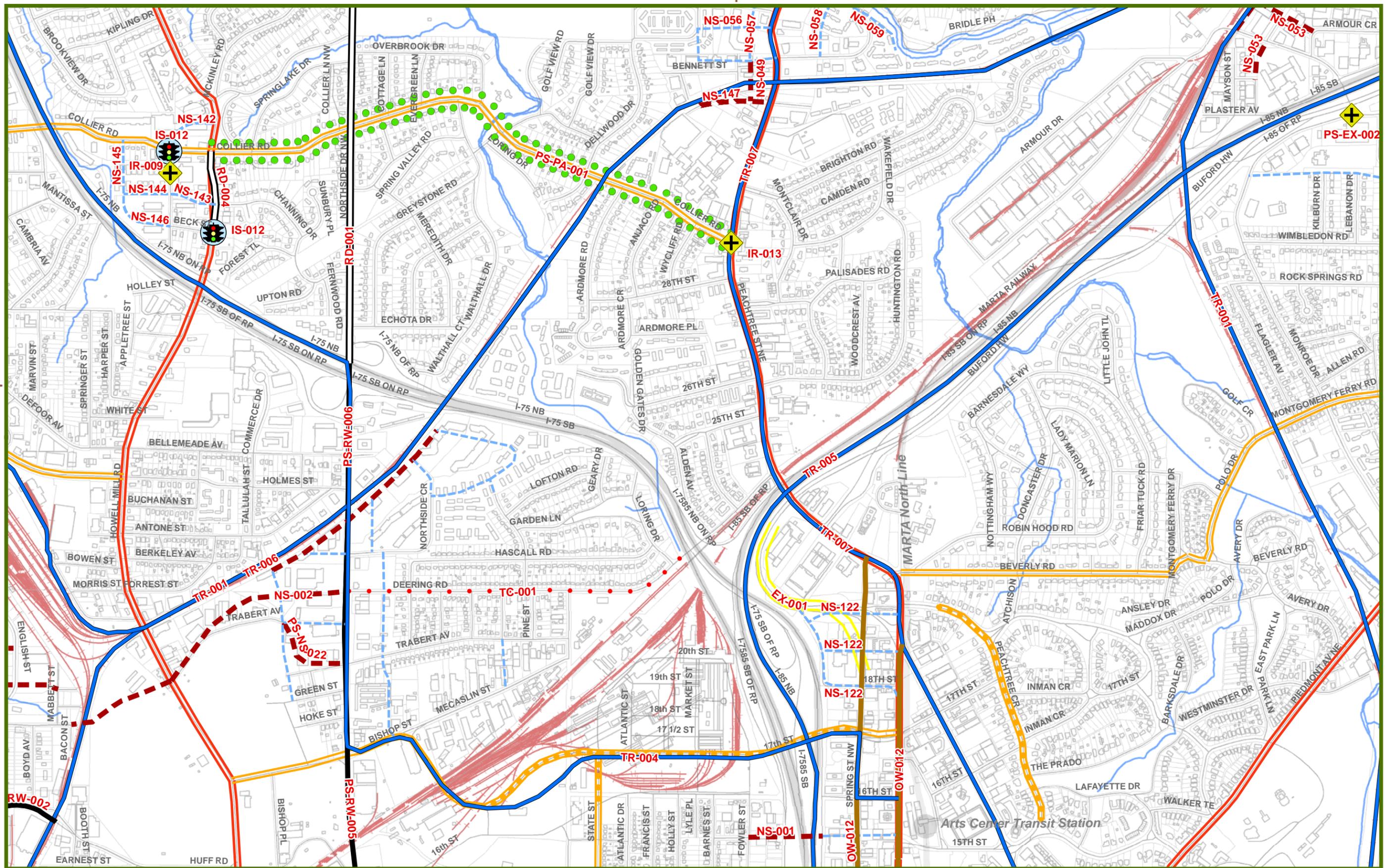
Map 11

Map 13

Map 16

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Expressway Access
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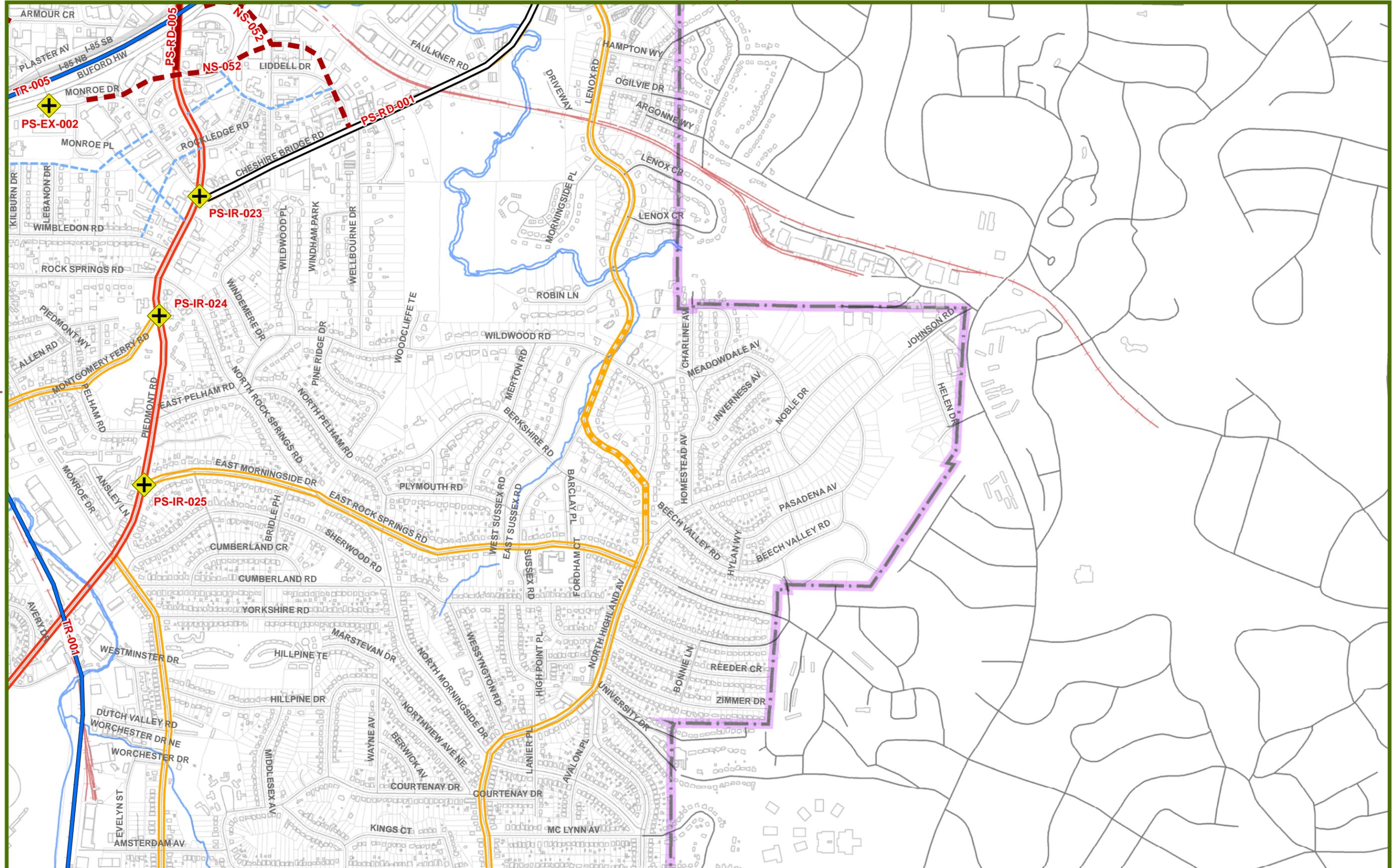
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Scale: 1 Inch Equals 1000 Feet



Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
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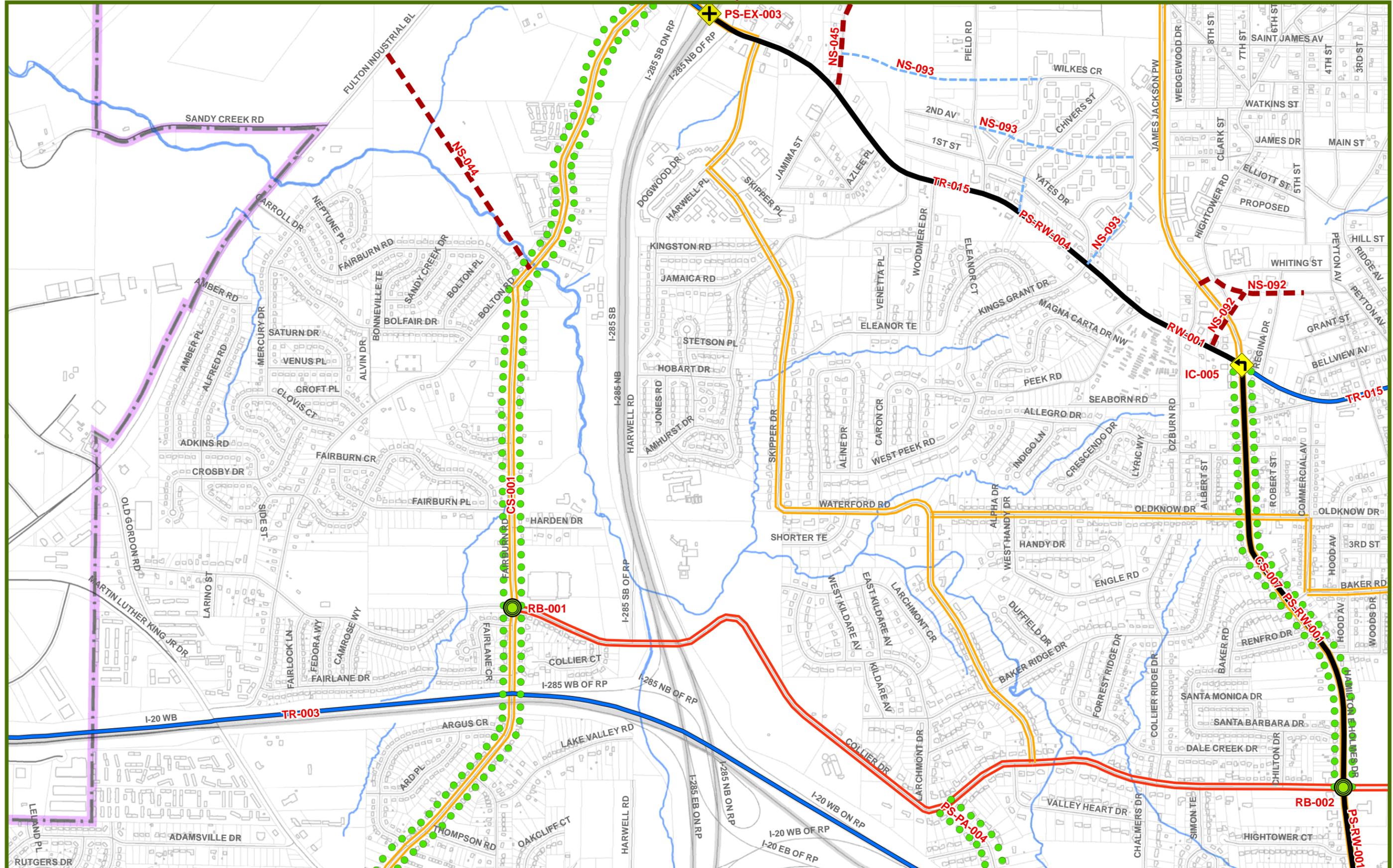
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 Scale: 1 Inch Equals 1000 Feet



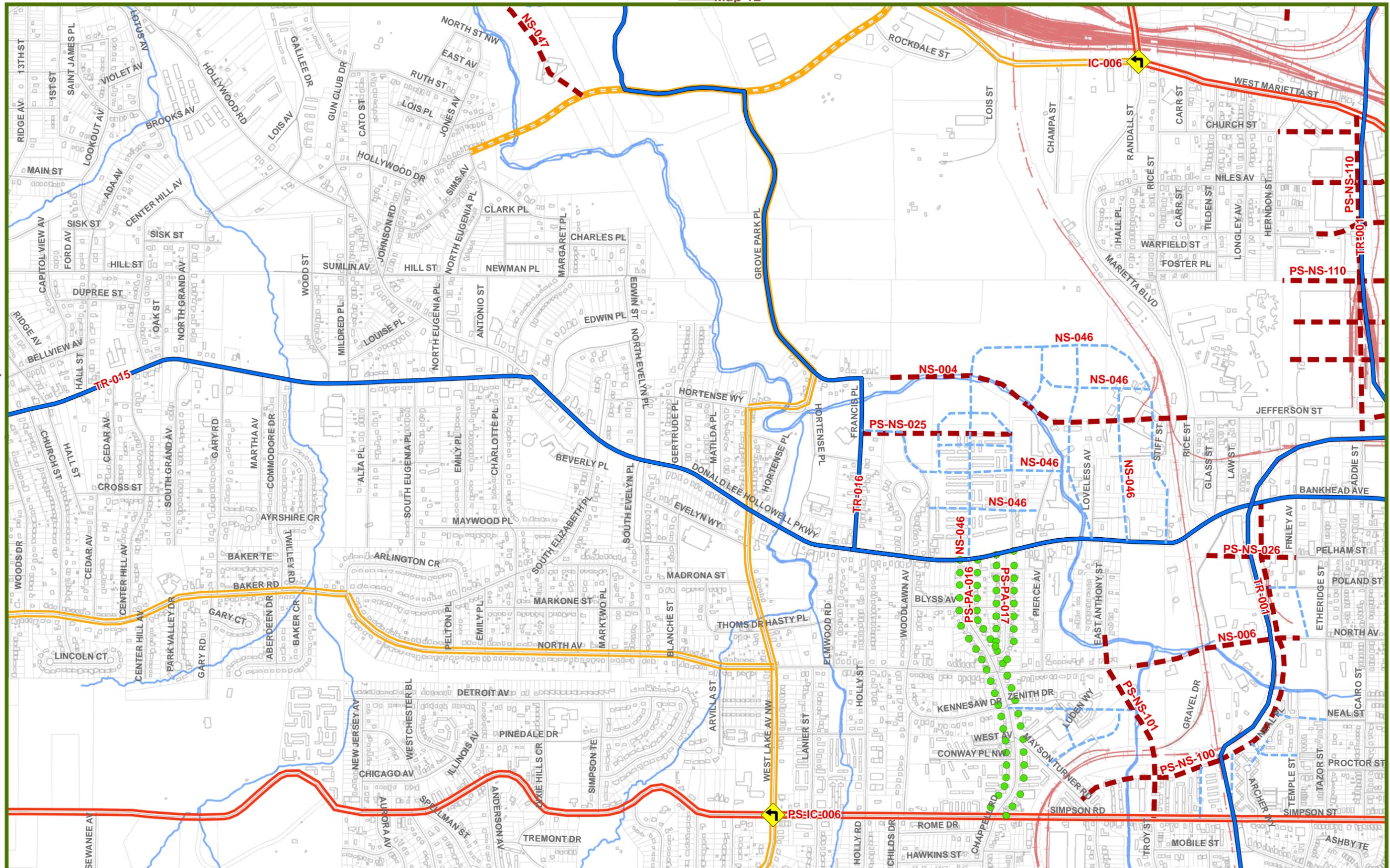
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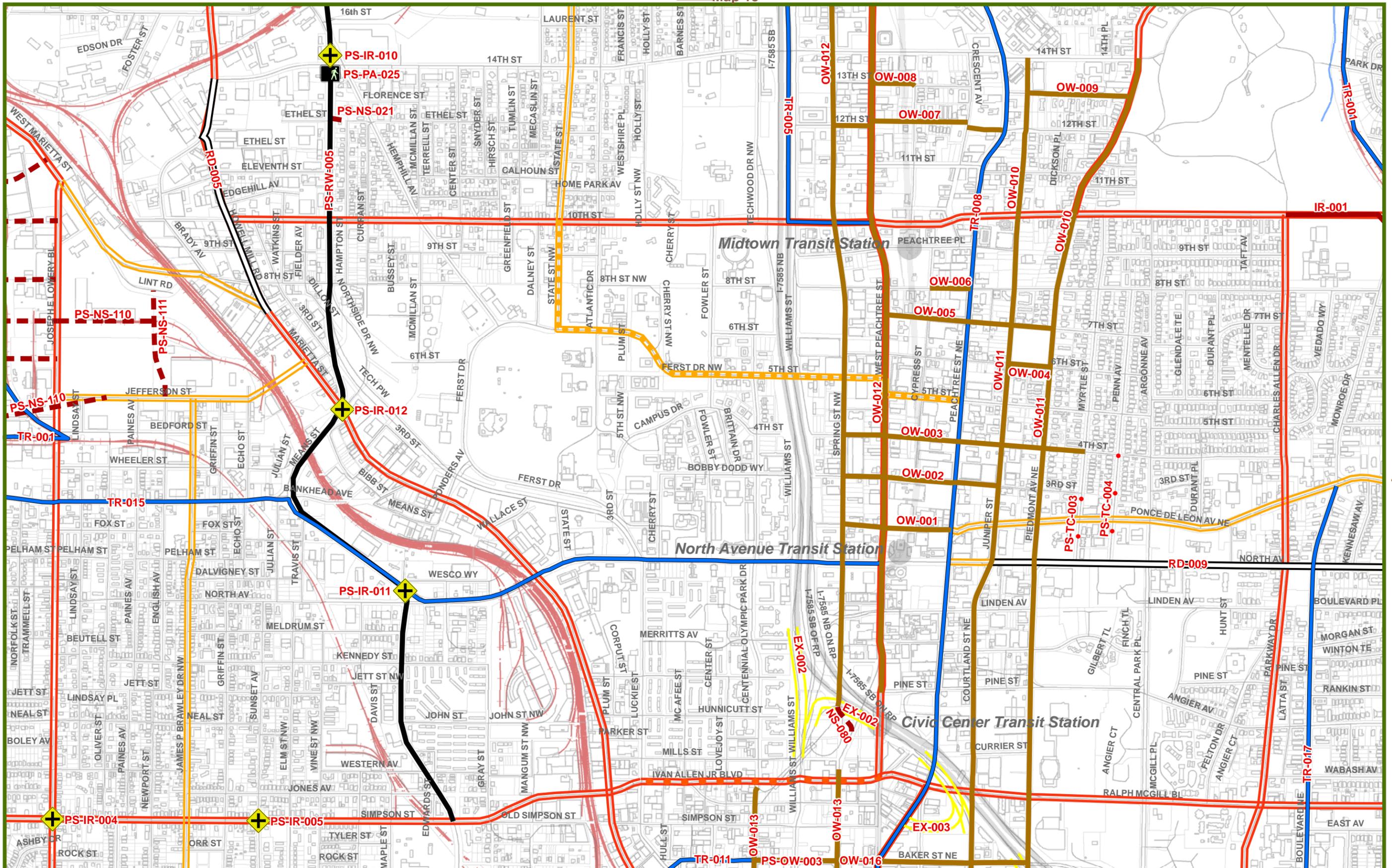
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 Scale: 1 Inch Equals 1000 Feet



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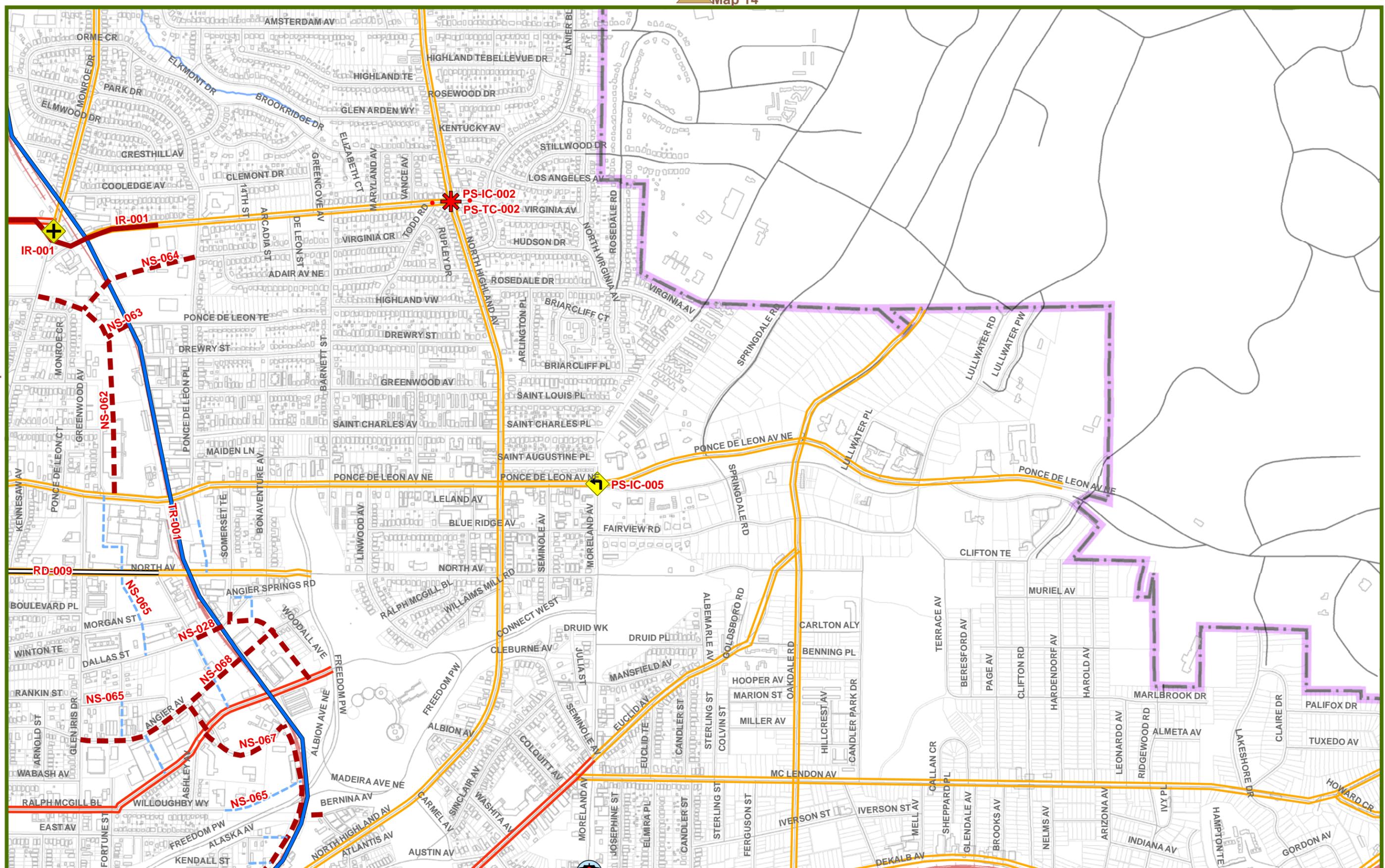
Map 16

Map 18

Map 22

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
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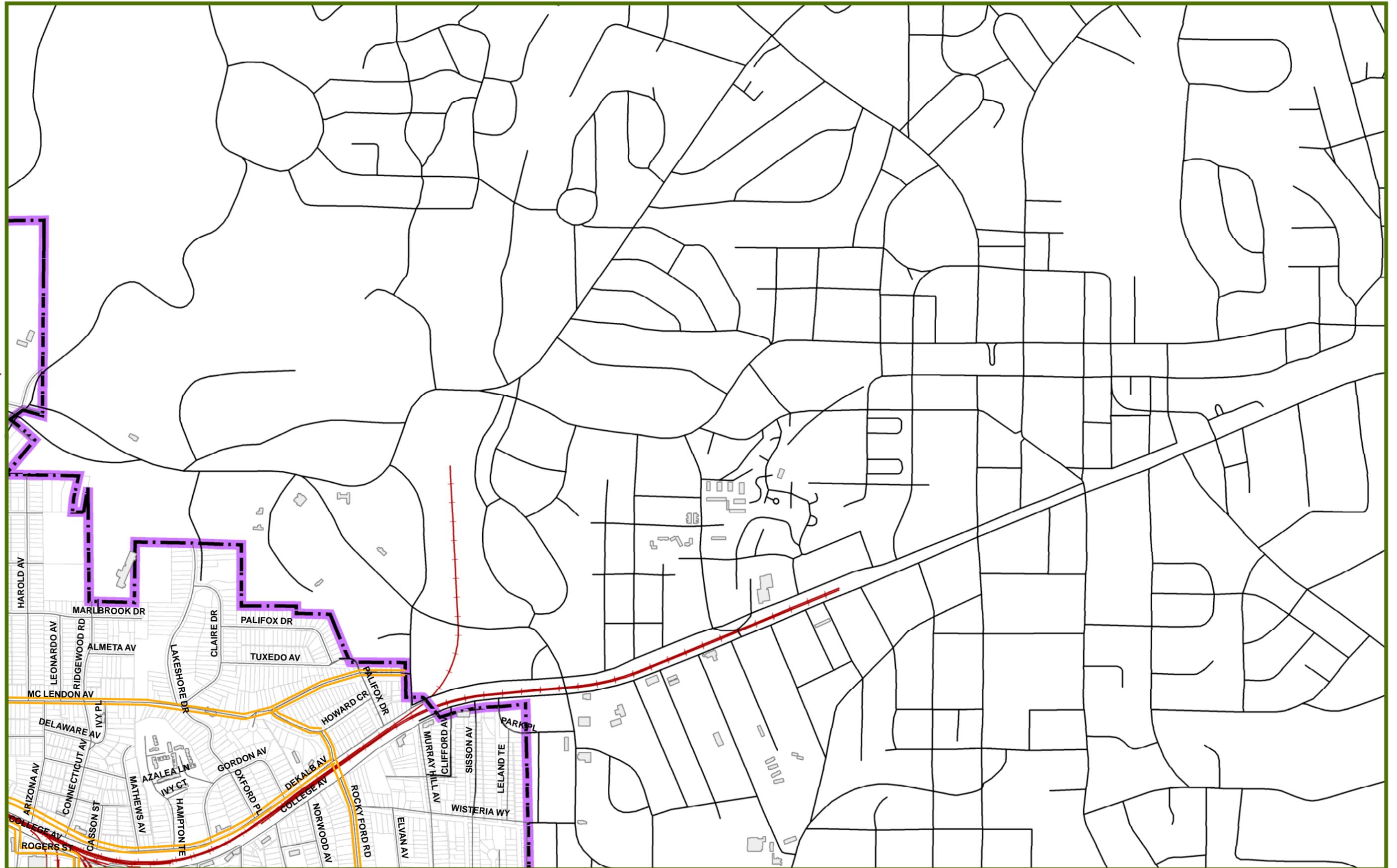
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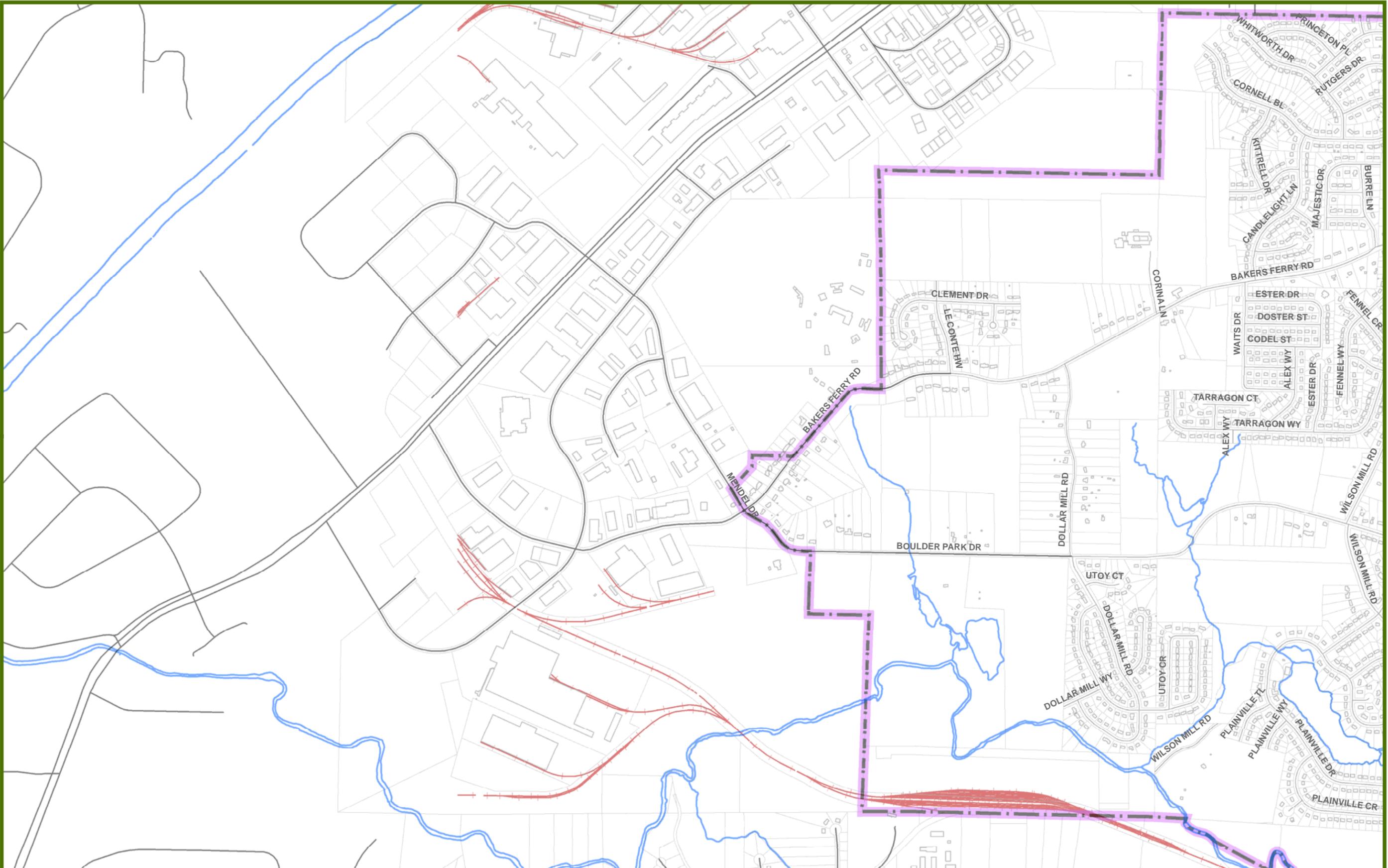
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Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Expressway Access
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0 500 1,000 Feet
 Scale: 1 Inch Equals 1000 Feet

Map 18



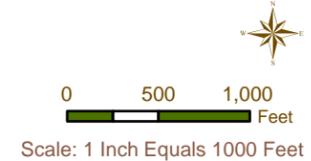
Roundabout	Intersection Realignment	One-Way Conversion	Map 24	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming	Expressway Access
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Secondary Bicycle Connection (existing in dashed lines)	0 500 1,000 Feet
Remove Signal	Transit Station	Road Widening	existing lanes		Scale: 1 Inch Equals 1000 Feet

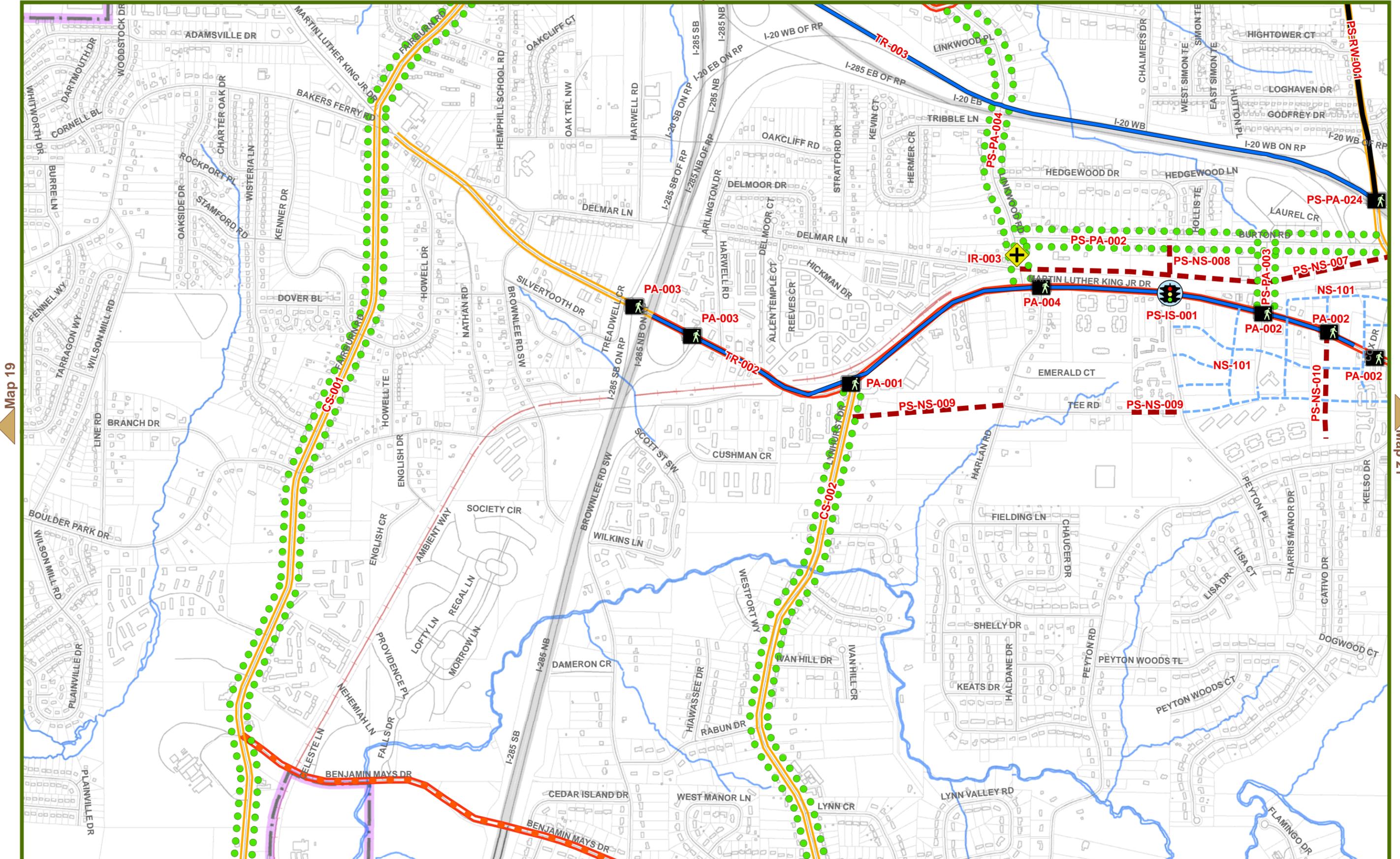


There are currently no projects scheduled for this area

Map 25

Map 20



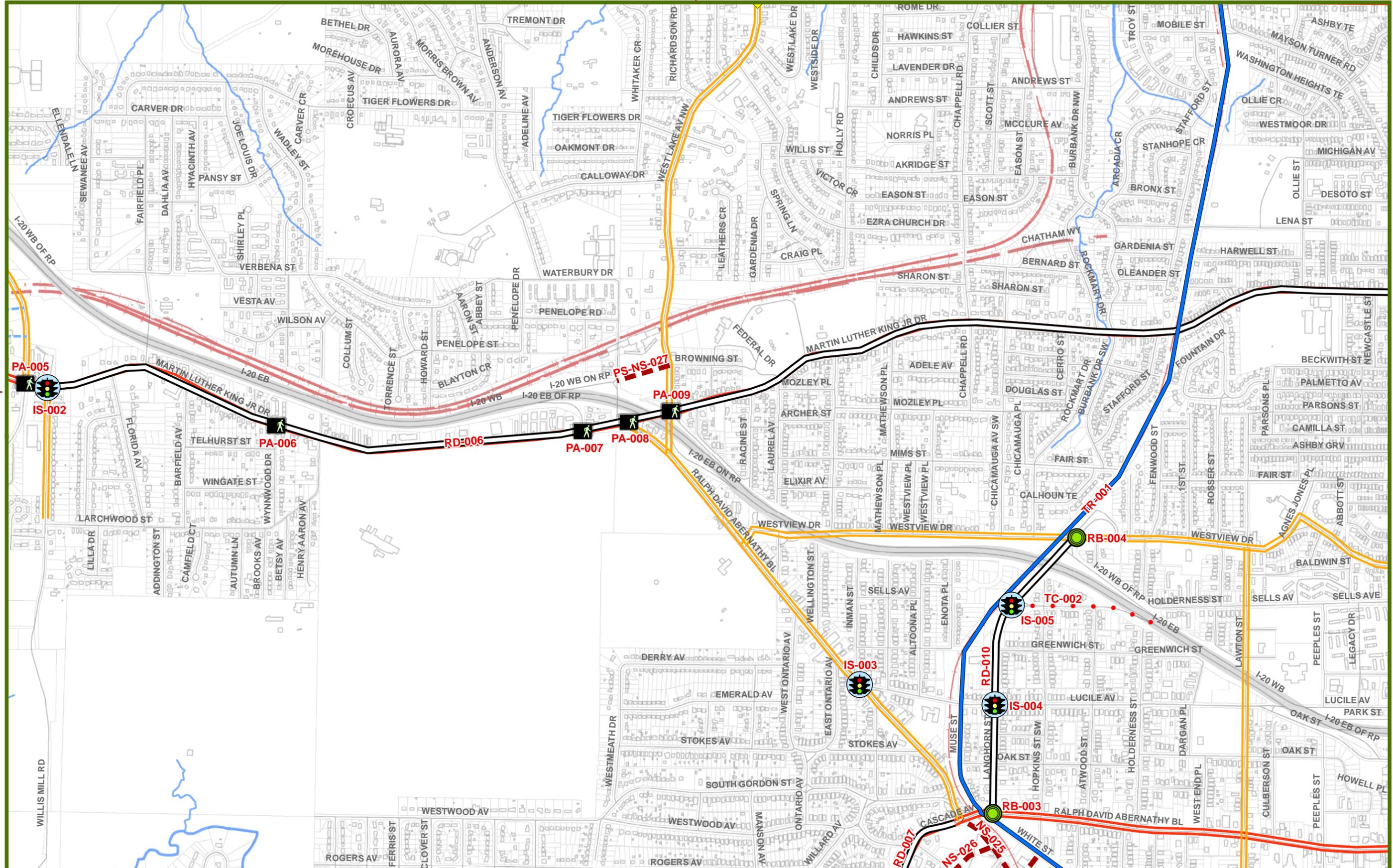


Map 19

Map 21

Map 26

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
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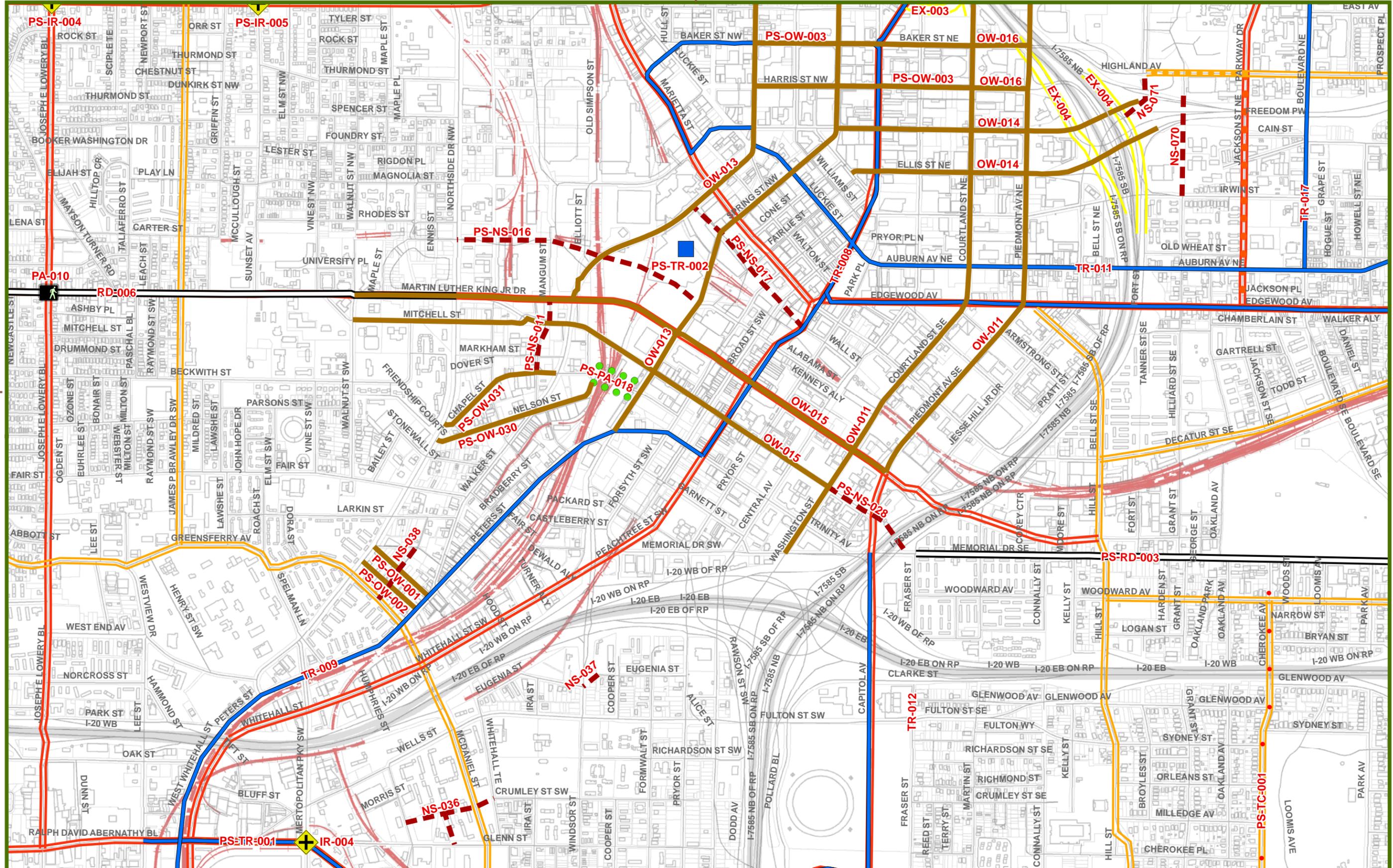
Map 20

Map 22

Map 27

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Expressway Access
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0 500 1,000 Feet
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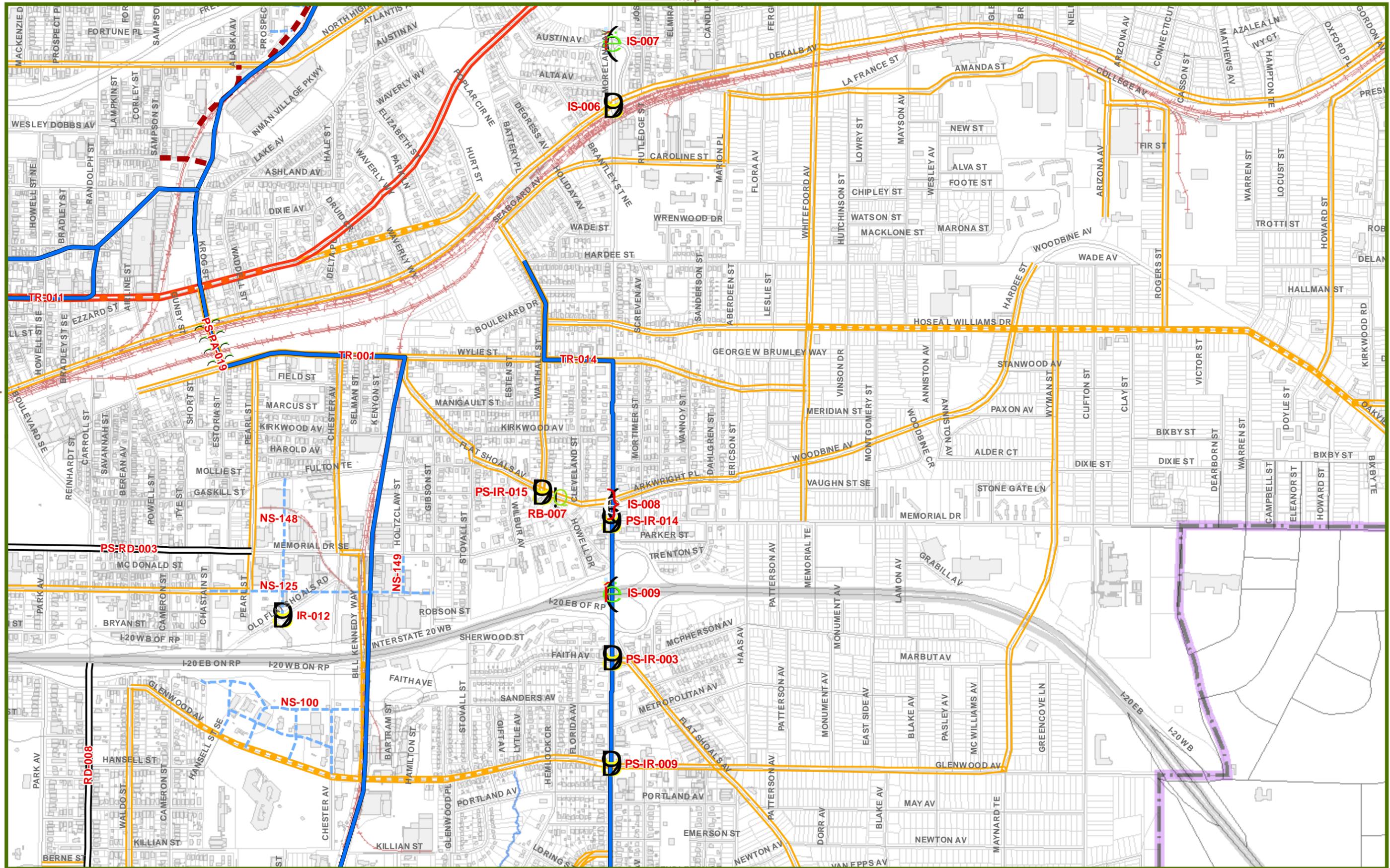
Map 21

Map 23

Map 28

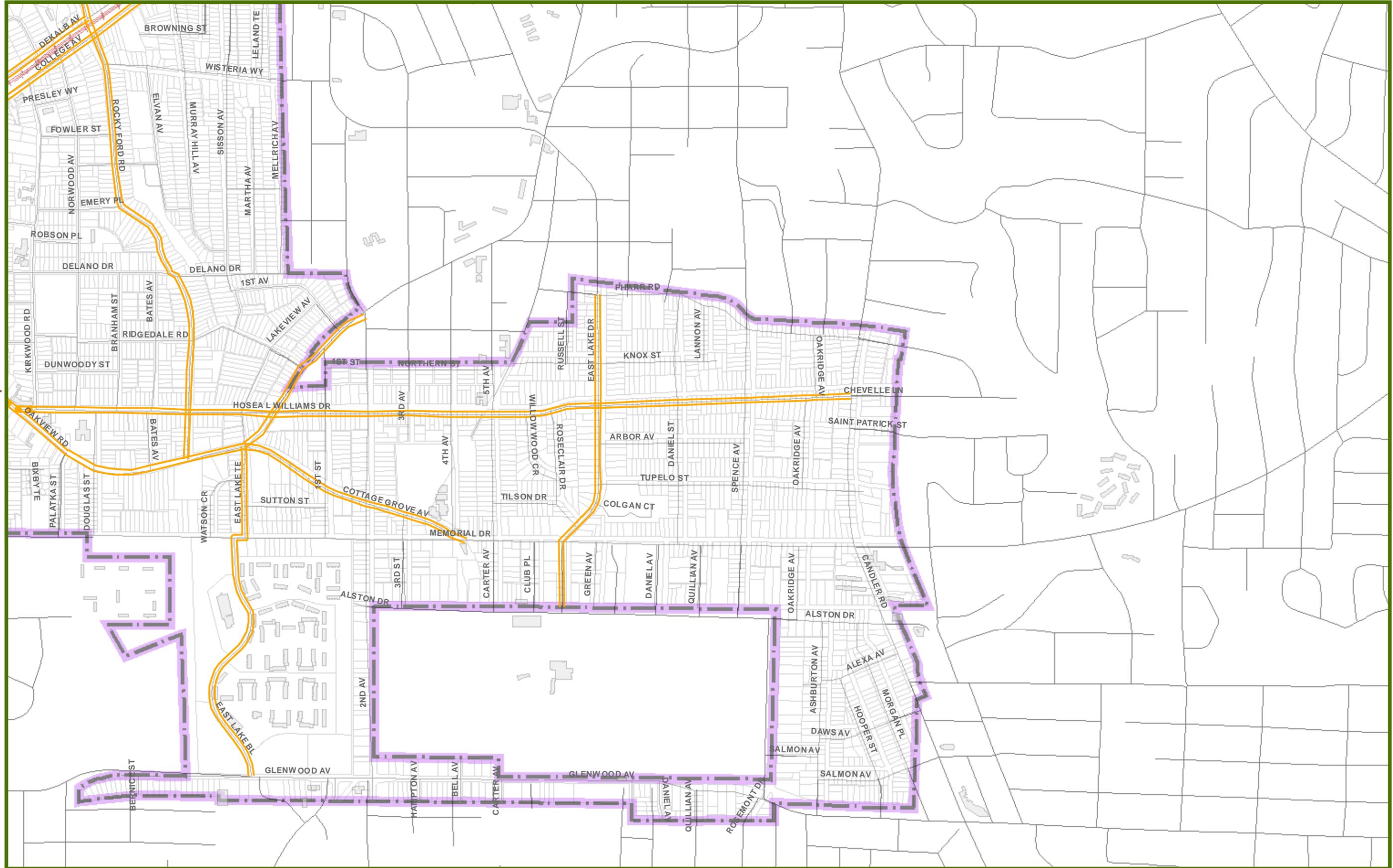
Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
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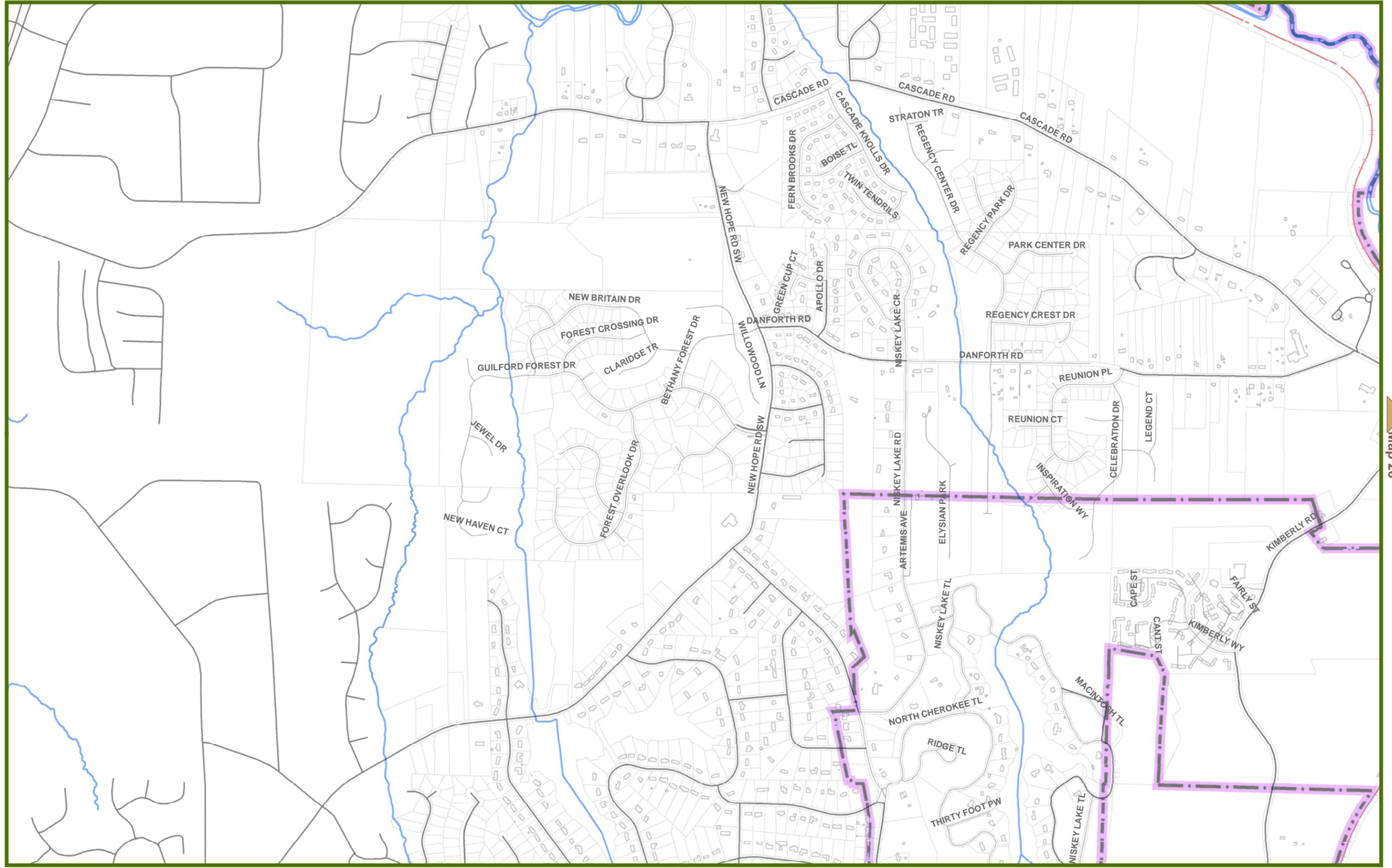
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Map 23



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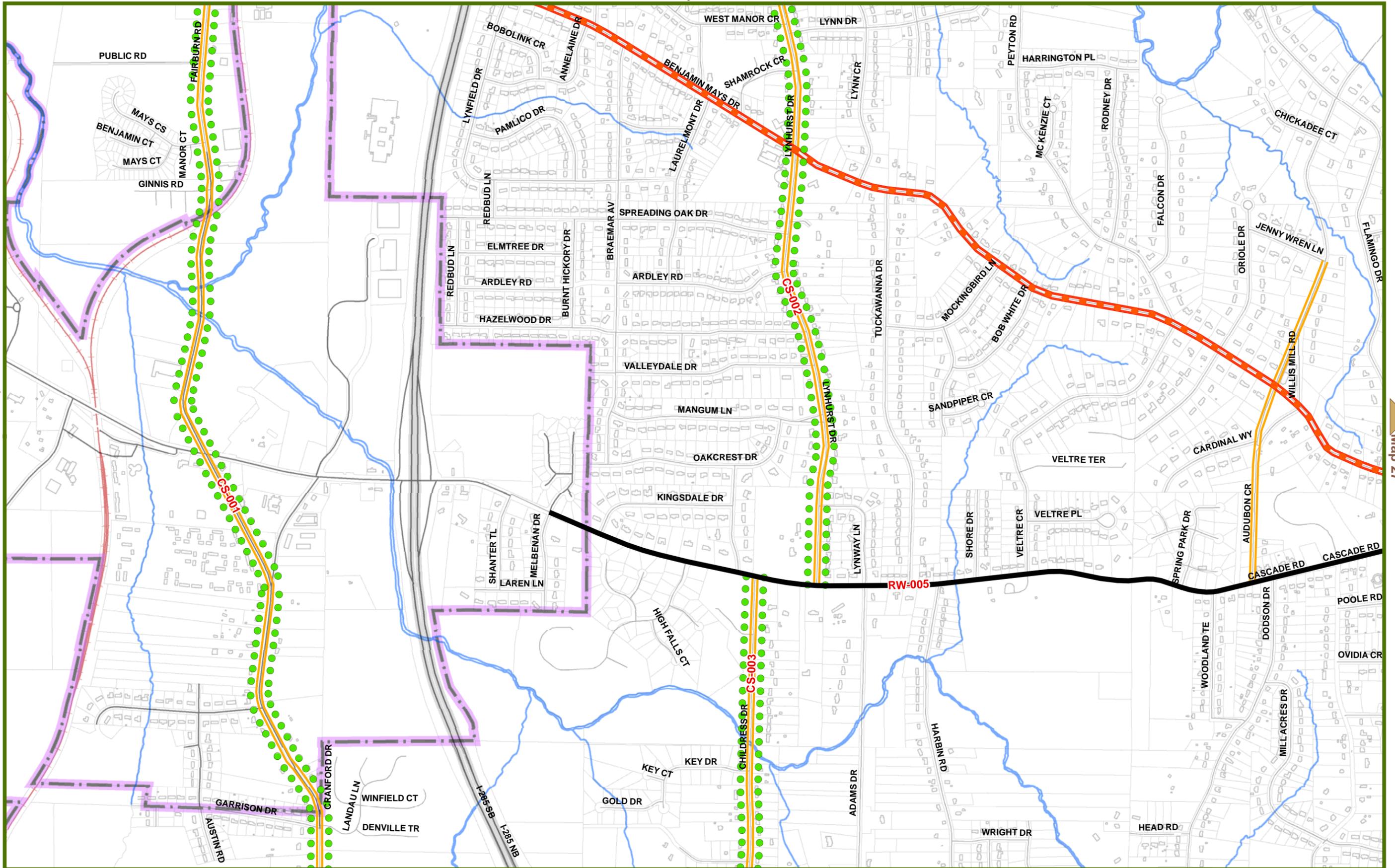
Scale: 1 Inch Equals 1000 Feet



There are currently no projects scheduled for this area



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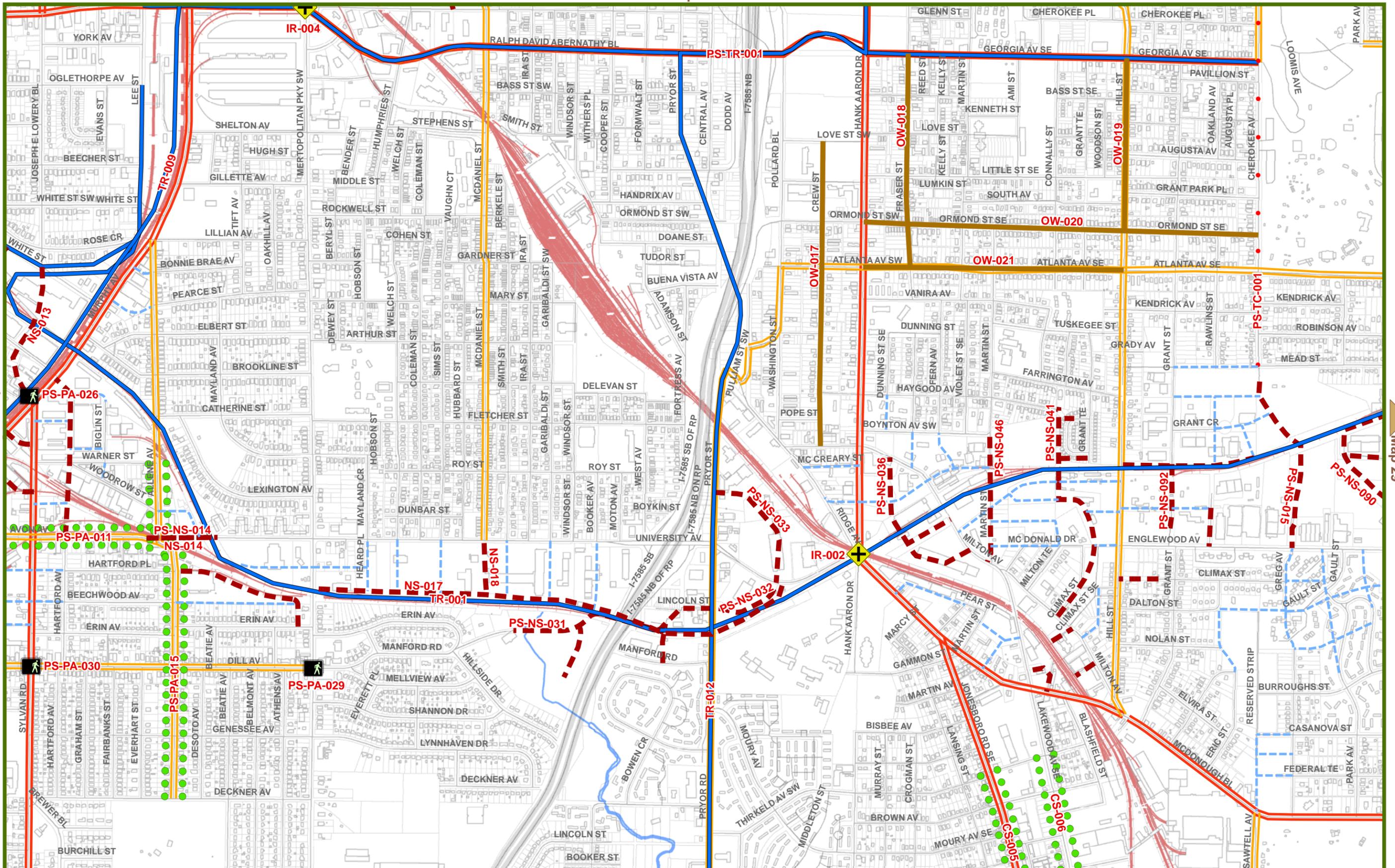
Map 25

Map 27

Map 31

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Expressway Access
Remove Signal	Transit Station	Road Widening	Secondary Bicycle Connection (existing in dashed lines)	0 500 1,000 Feet

Scale: 1 Inch Equals 1000 Feet



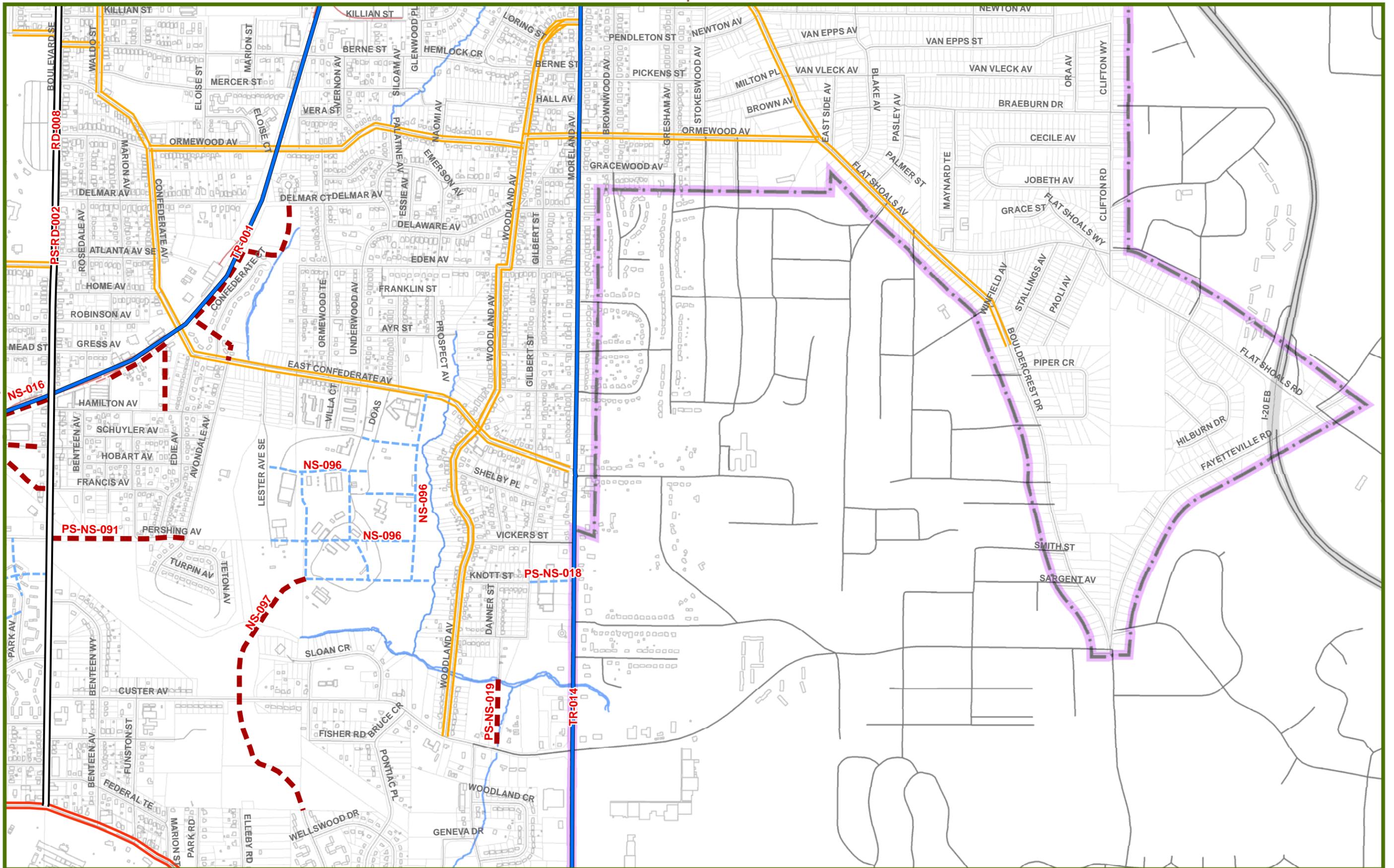
Map 27

Map 29

Map 33

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
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Scale: 1 Inch Equals 1000 Feet

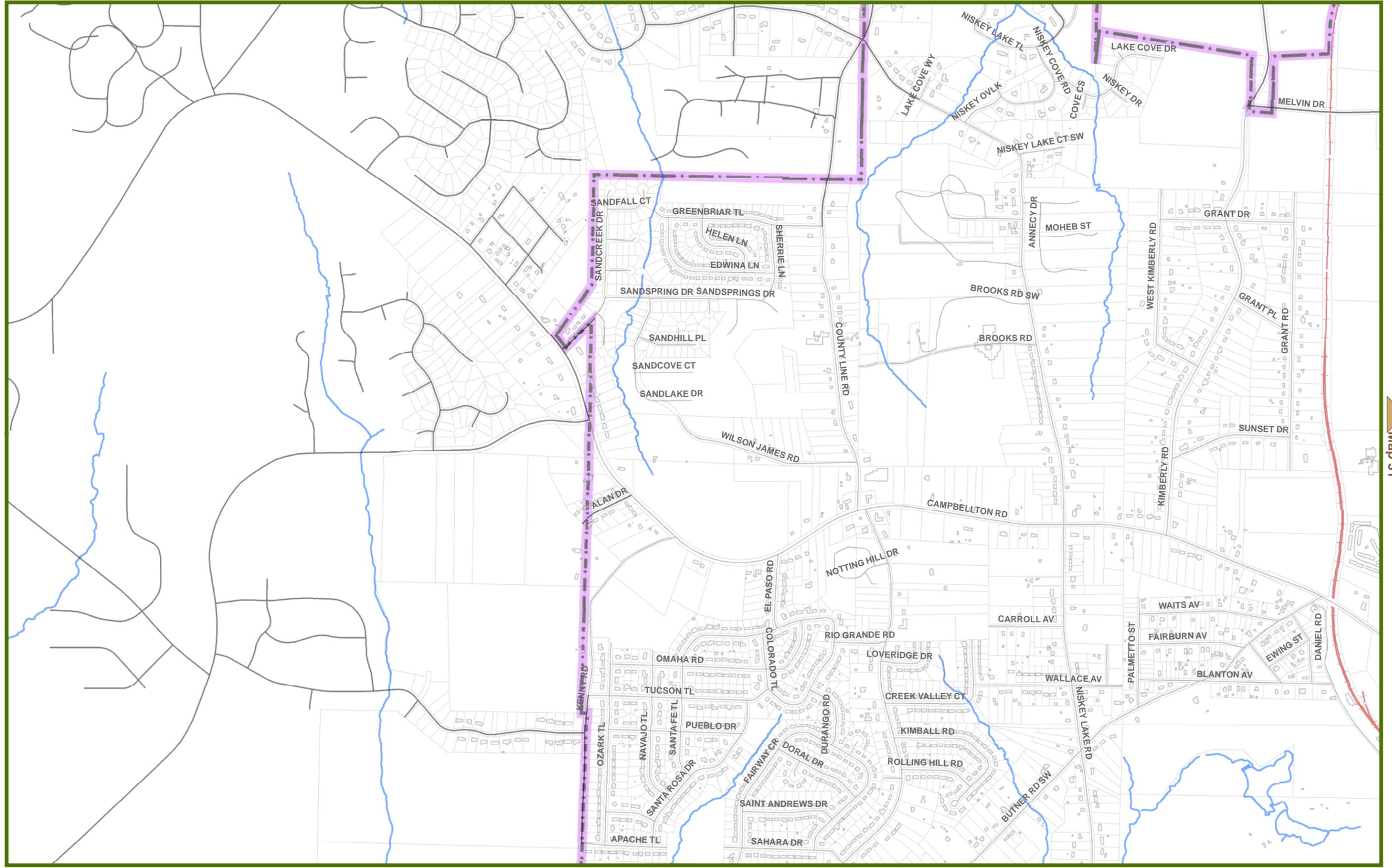


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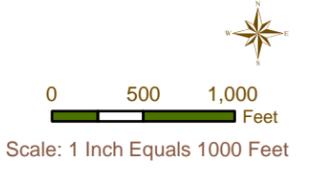
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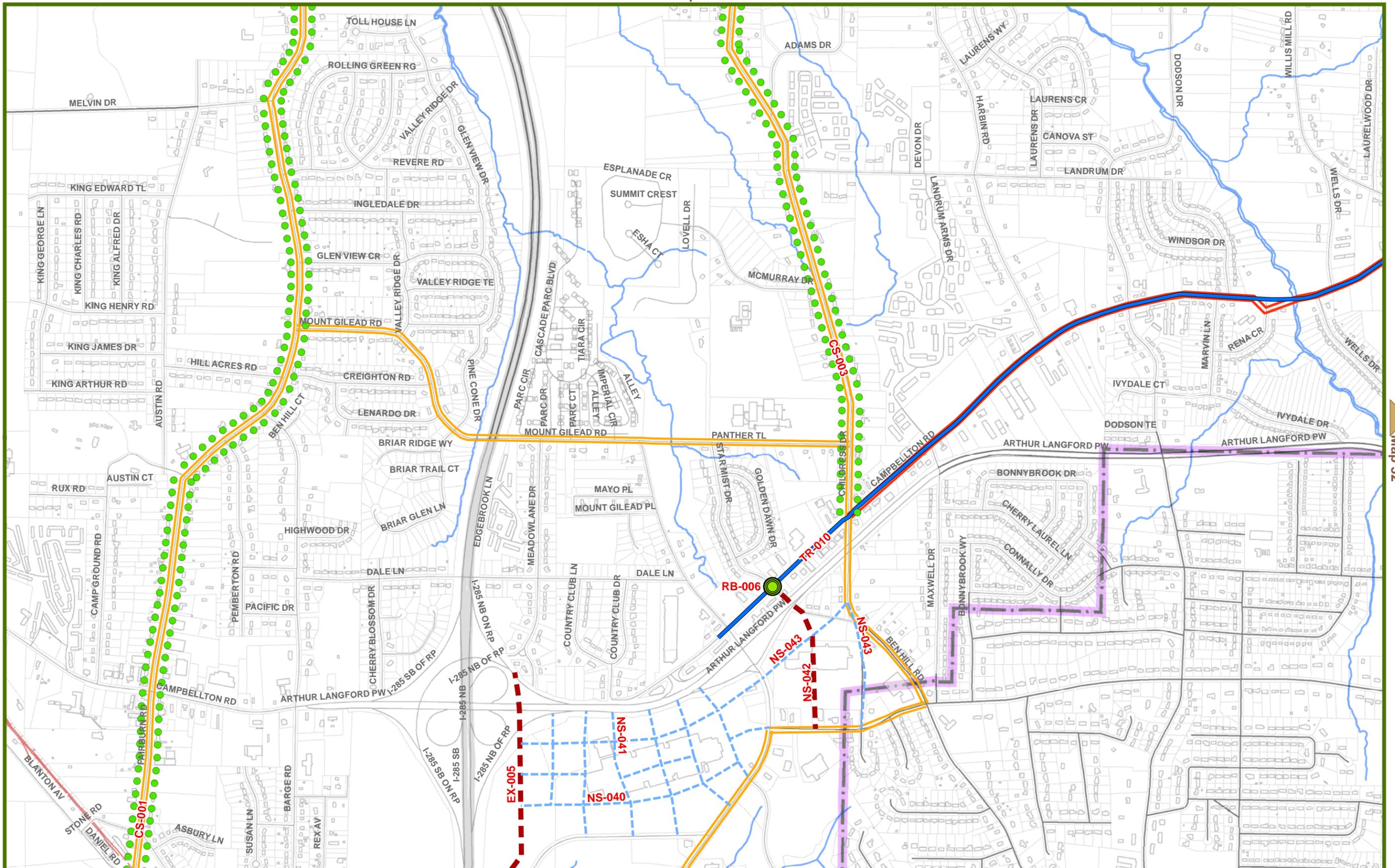
Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
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Scale: 1 Inch Equals 1000 Feet



There are currently no projects scheduled for this area





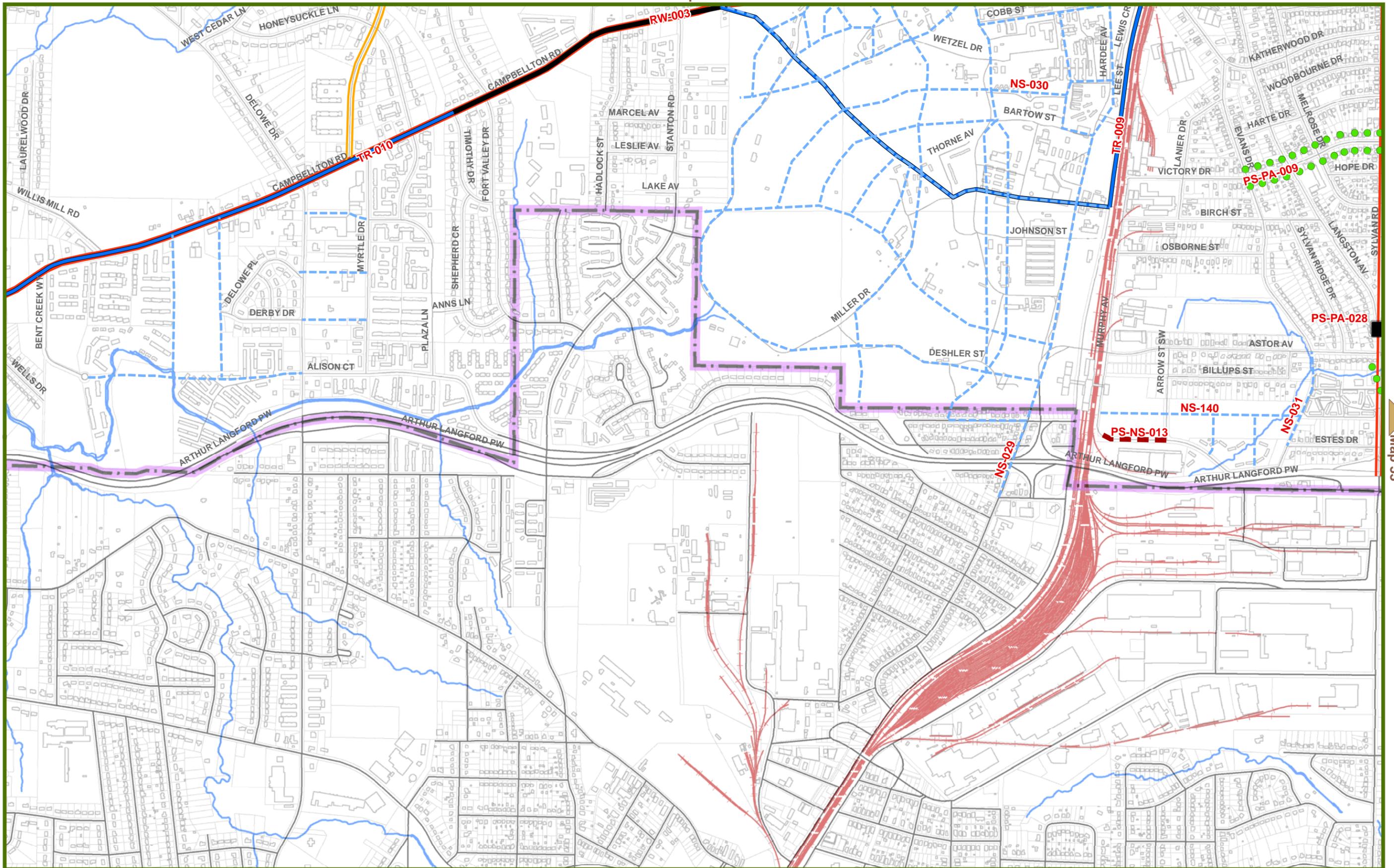
Map 30

Map 32

Map 36

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
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0 500 1,000 Feet
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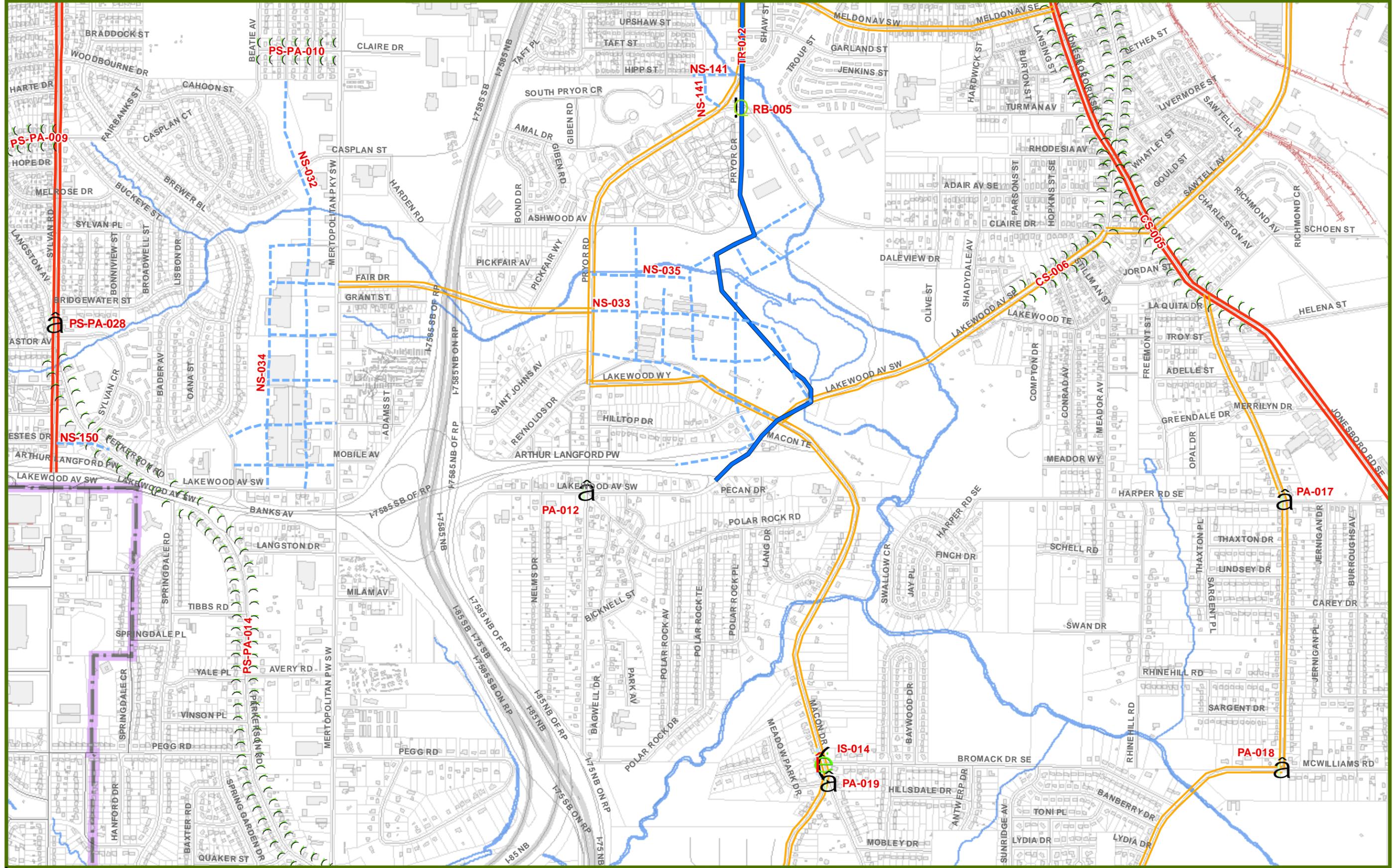
Map 31

Map 33

Map 37

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
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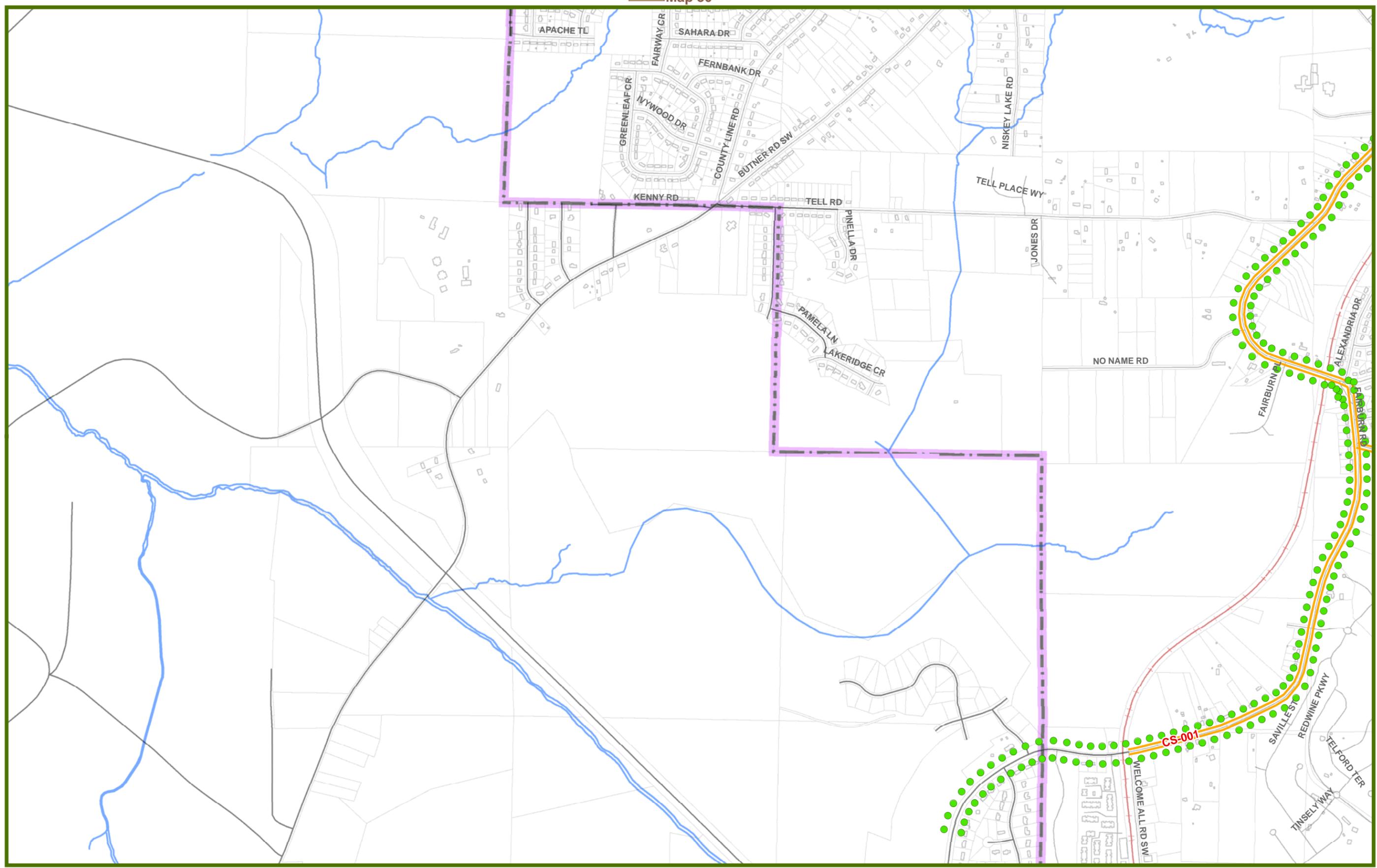
Map 32

Map 34

Map 38

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
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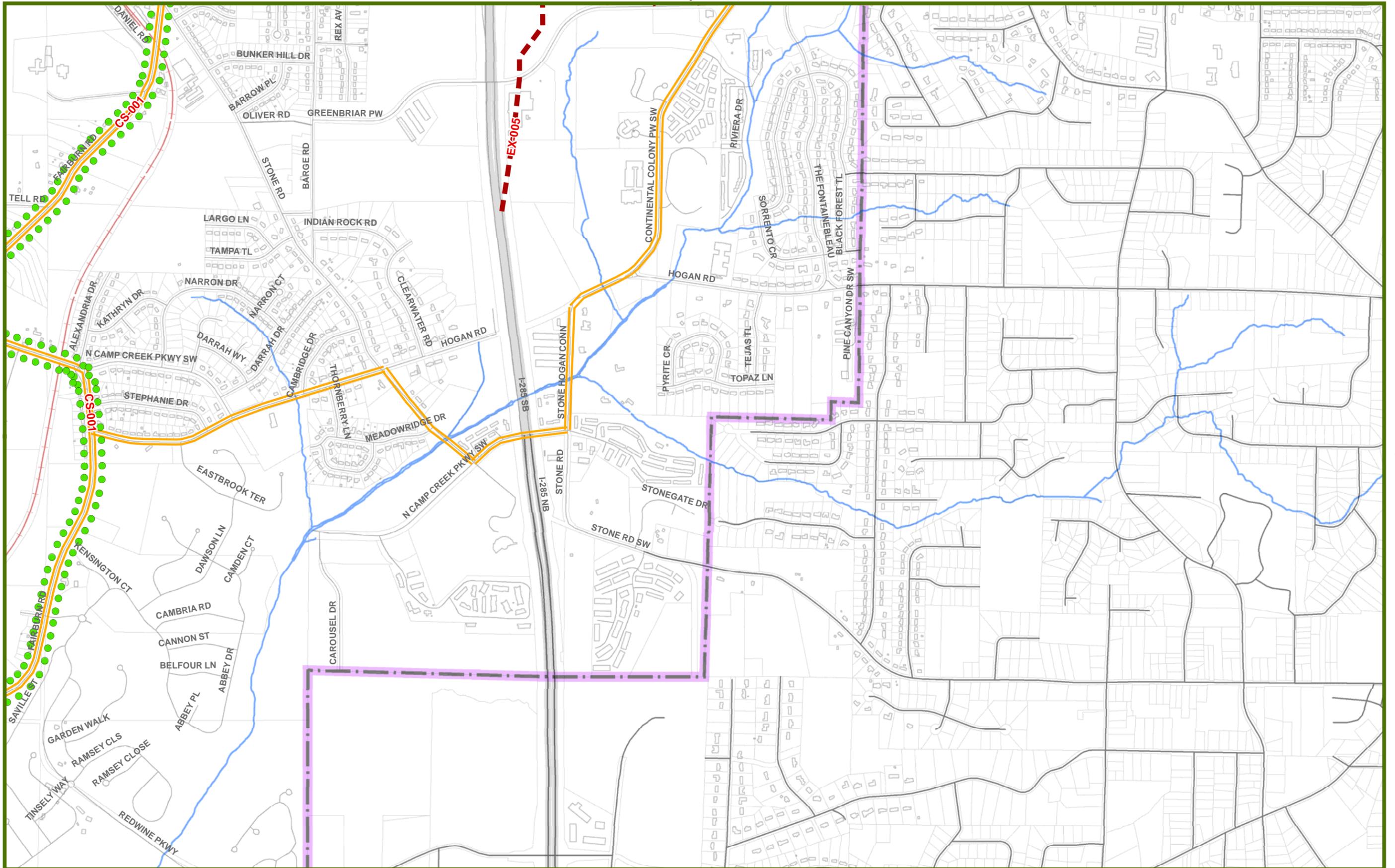
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Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Expressway Access
Remove Signal	Transit Station	Road Widening	Secondary Bicycle Connection (existing in dashed lines)	0 500 1,000 Feet

Map 40

Scale: 1 Inch Equals 1000 Feet



Map 35

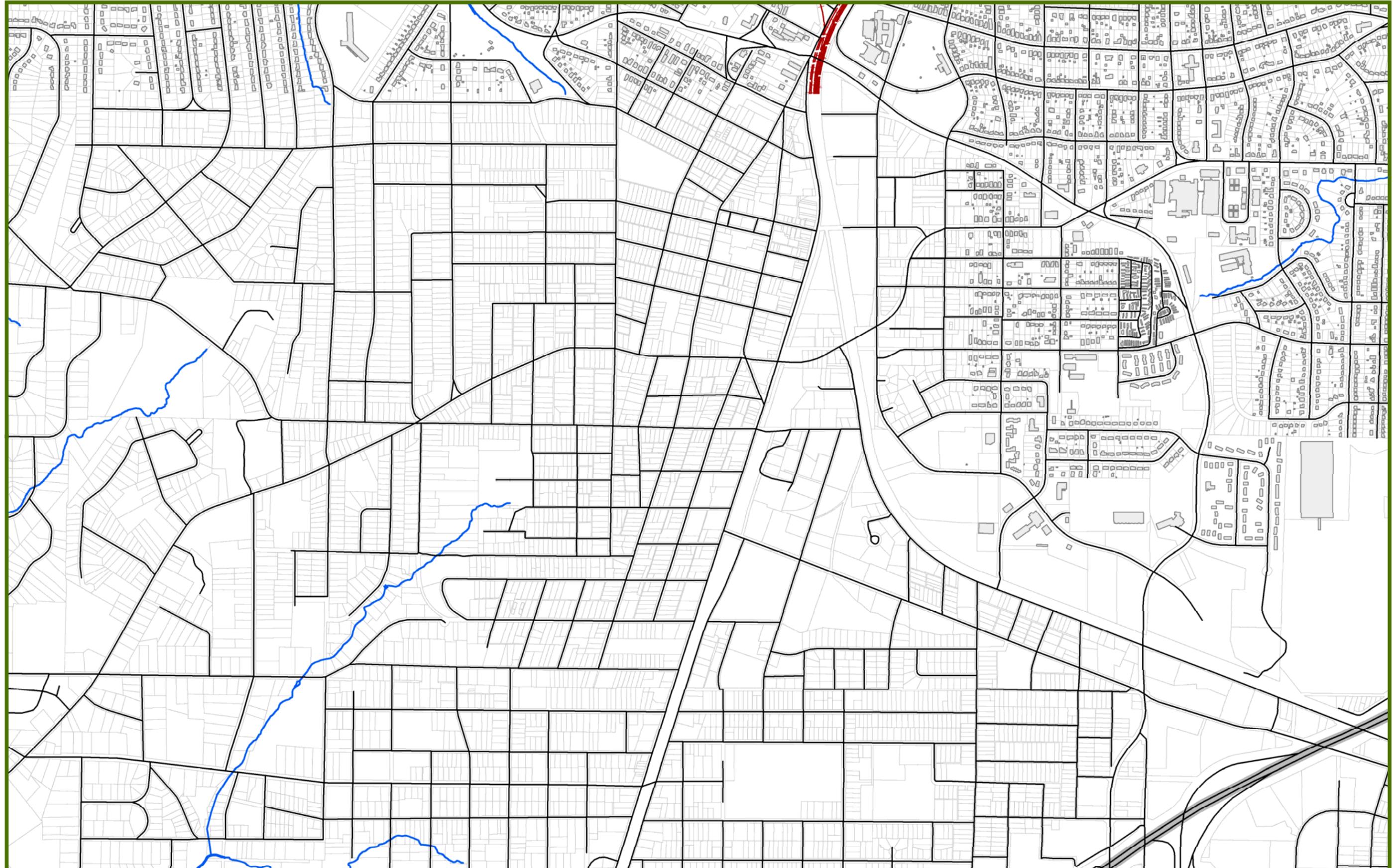
Map 37

Map 41

Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Expressway Access
Remove Signal	Transit Station	Road Widening	Secondary Bicycle Connection (existing in dashed lines)	

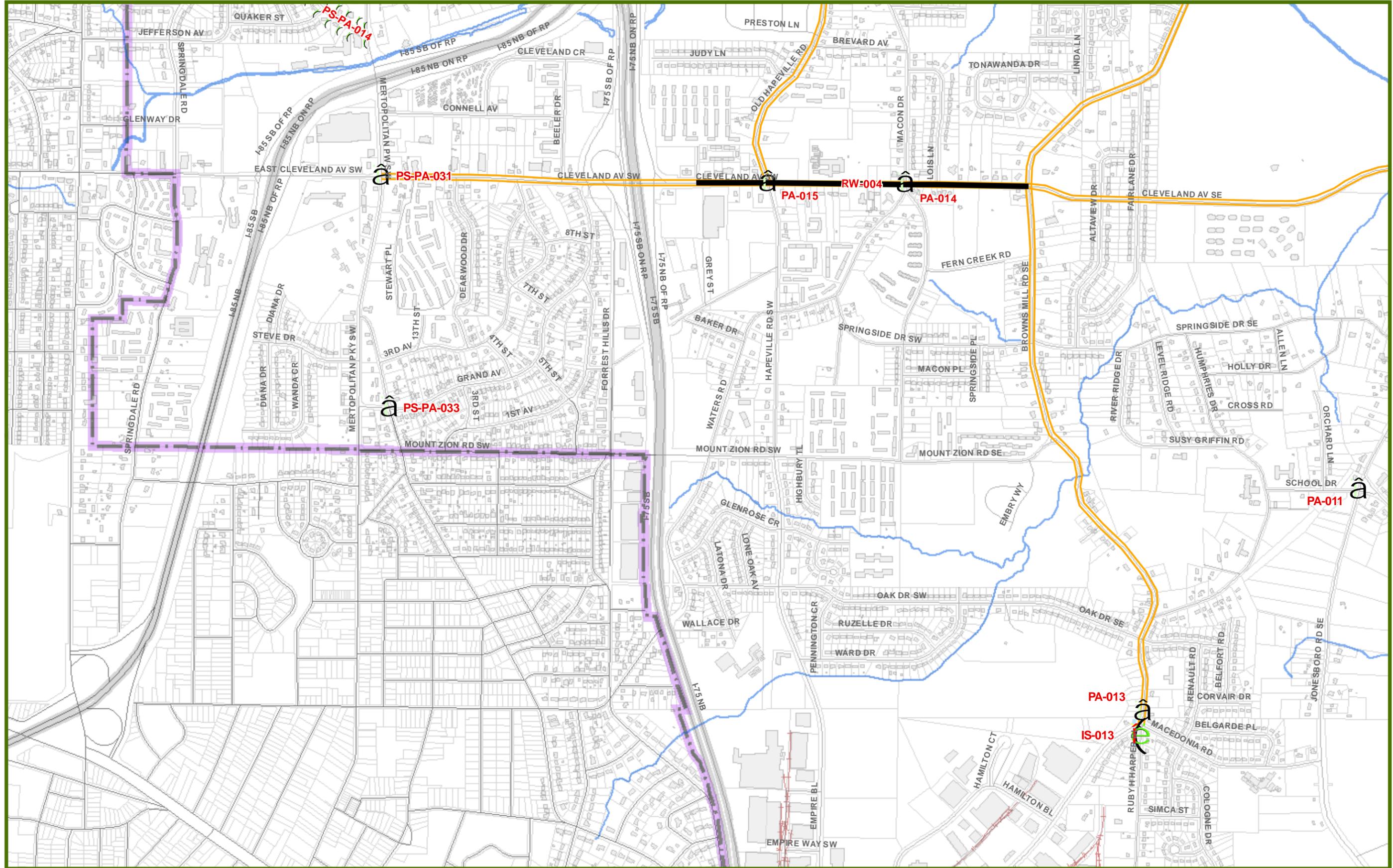
0 500 1,000 Feet

 Scale: 1 Inch Equals 1000 Feet



Map 37 does not include areas in the City of Atlanta.





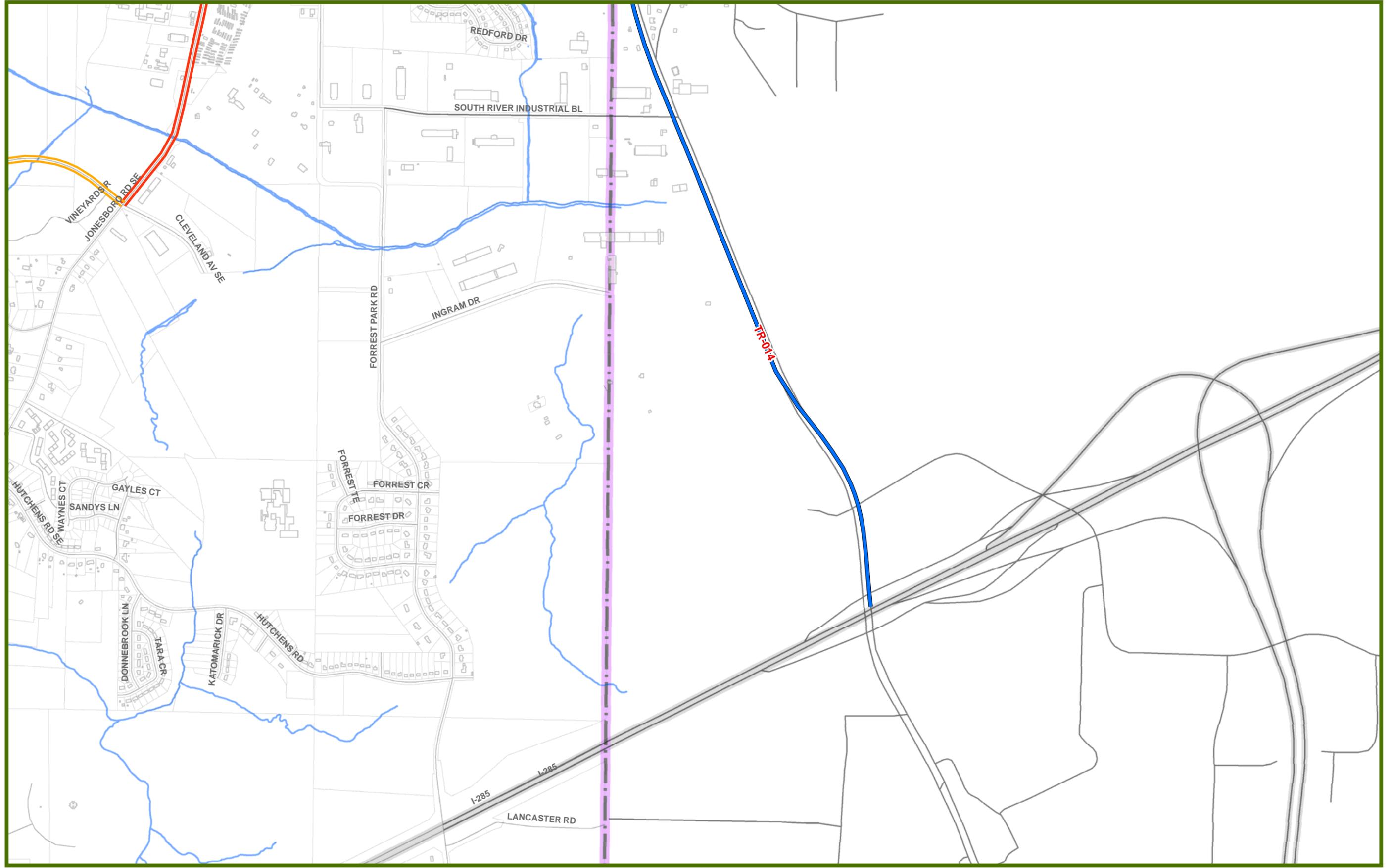
Map 37

Map 39

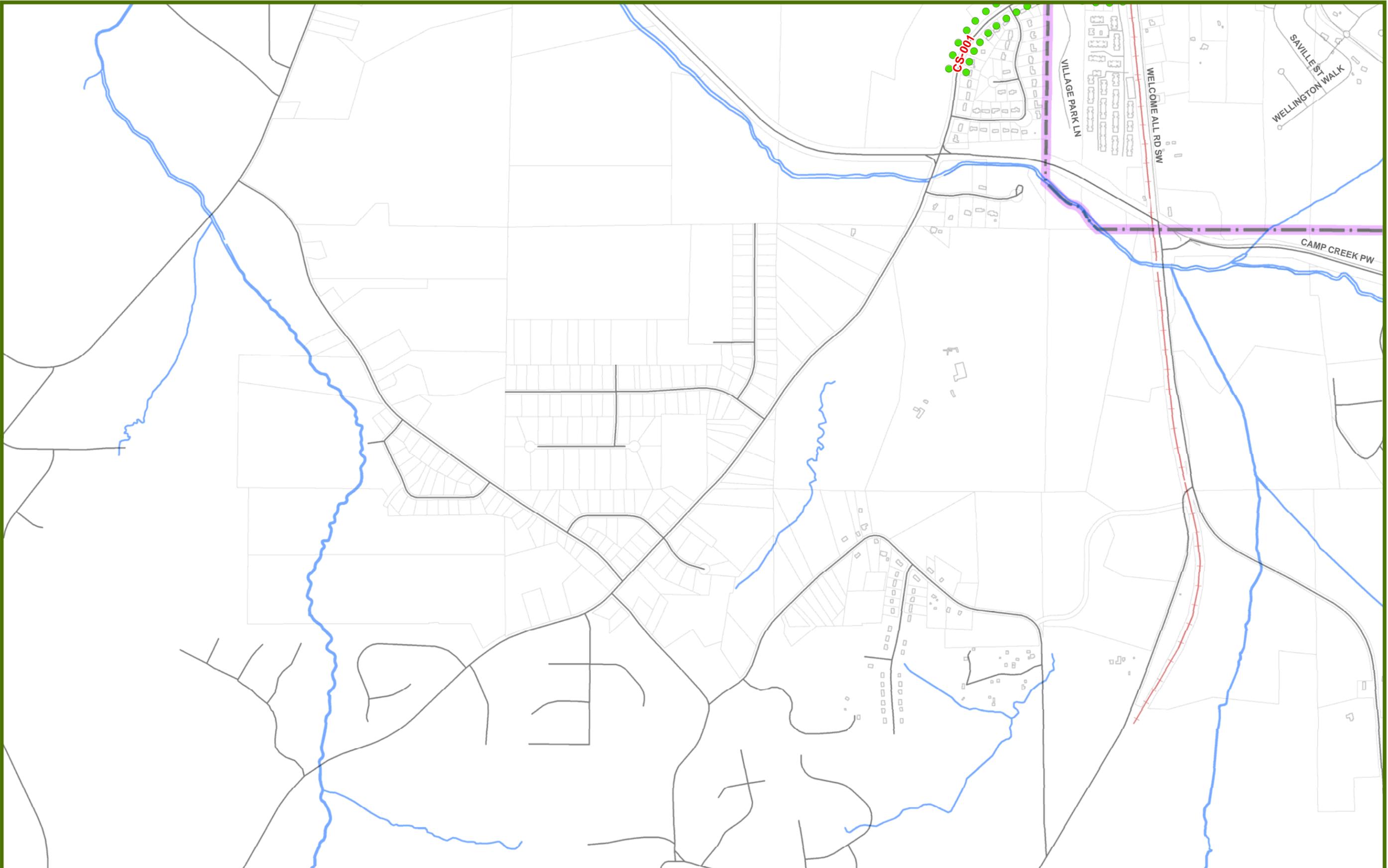
Map 43

Roundabout	Intersection Realignment	One-Way Conversion	Complete Street	Road Diet	Road Widening	Transit Station	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	Core Bicycle Connection (existing in dashed lines)	New Street (Public Project)	New Street (Development-Added)	Traffic Calming	Expressway Access
Add Signal	Intersection Improvements (General)	Core Bicycle Connection (existing in dashed lines)	New Street (Public Project)	New Street (Development-Added)	Core Bicycle Connection (existing in dashed lines)	Traffic Calming	Expressway Access
Remove Signal	Transit Station	Secondary Bicycle Connection (existing in dashed lines)	Secondary Bicycle Connection (existing in dashed lines)	Core Bicycle Connection (existing in dashed lines)	Secondary Bicycle Connection (existing in dashed lines)	Traffic Calming	Expressway Access

0 500 1,000 Feet
 Scale: 1 Inch Equals 1000 Feet

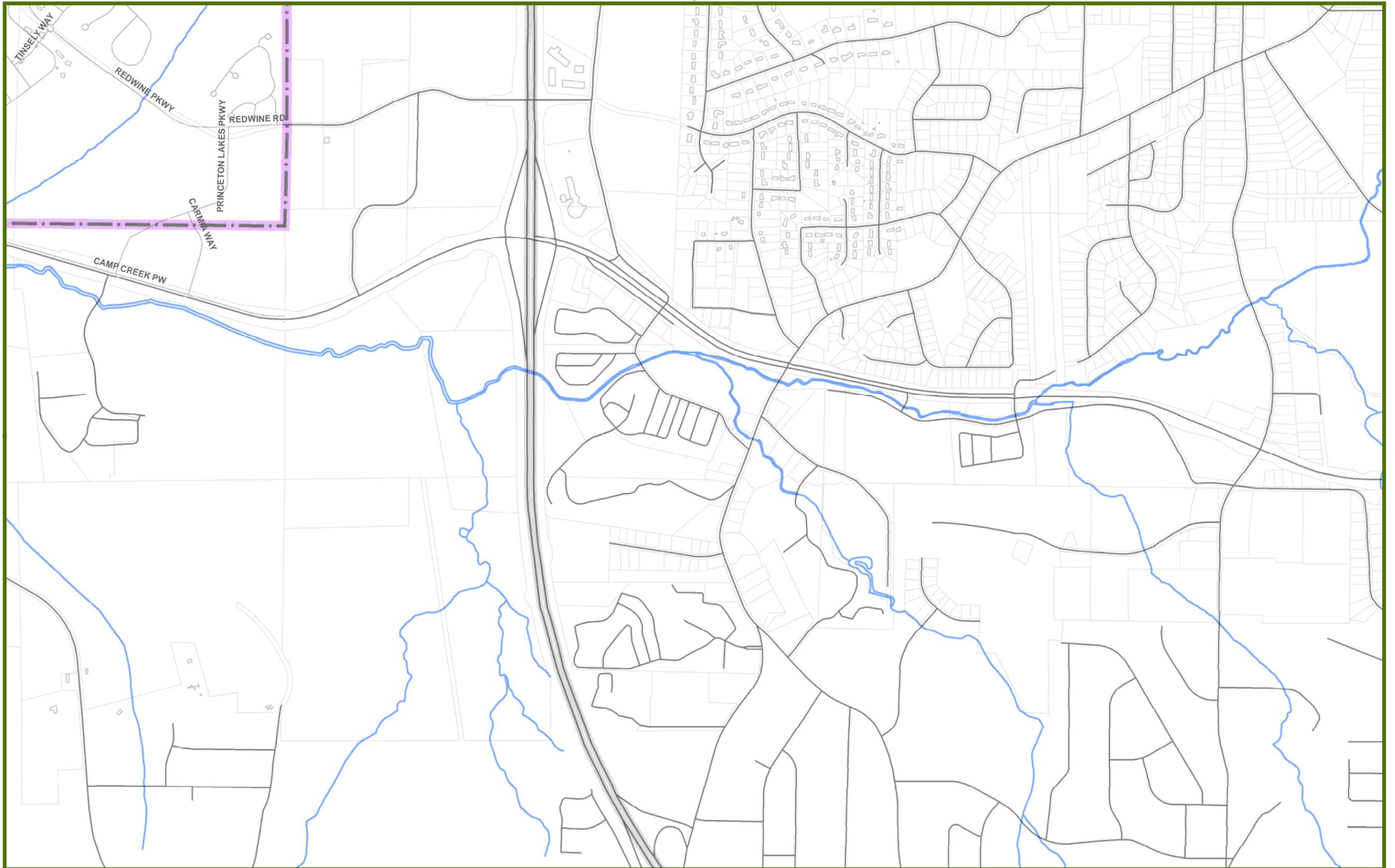


Roundabout	Intersection Realignment	One-Way Conversion	Map 44	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming	Expressway Access
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection (existing in dashed lines)	Secondary Bicycle Connection (existing in dashed lines)	0 500 1,000 Feet
Remove Signal	Transit Station	Road Widening			Scale: 1 Inch Equals 1000 Feet



Roundabout	Intersection Realignment	One-Way Conversion	New Street (Public Project)	Transit
Vehicle Sightlines/Pedestrian Safety	Intersection Capacity	Complete Street	New Street (Development-Added)	Traffic Calming
Add Signal	Intersection Improvements (General)	Road Diet	Core Bicycle Connection	Expressway Access
Remove Signal	Transit Station	Road Widening	Secondary Bicycle Connection	North Arrow

0 500 1,000 Feet
Scale: 1 Inch Equals 1000 Feet



Map 40

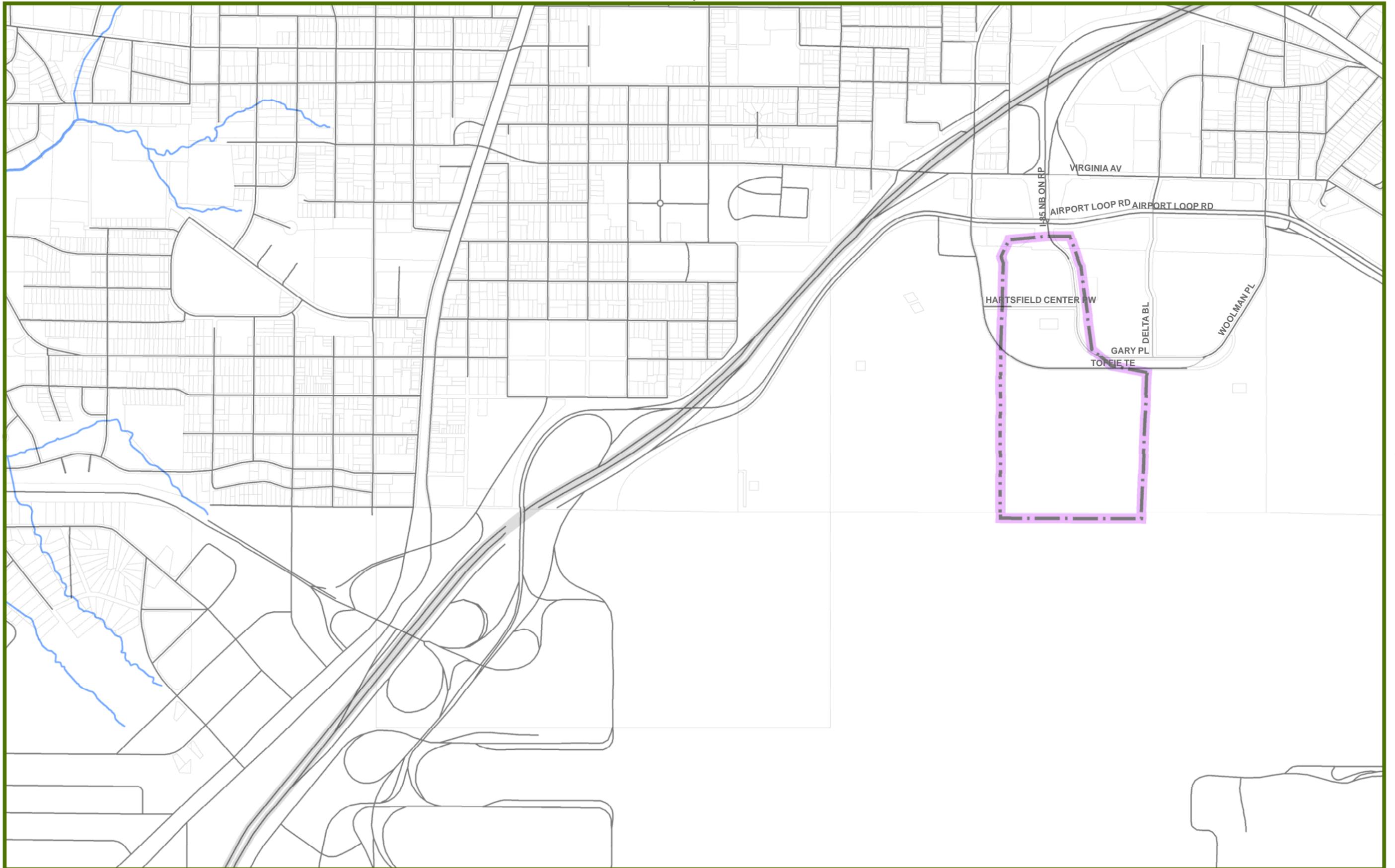
Map 42

There are currently no projects scheduled for this area



0 500 1,000
Feet

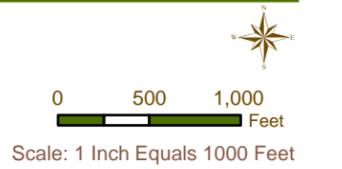
Scale: 1 Inch Equals 1000 Feet

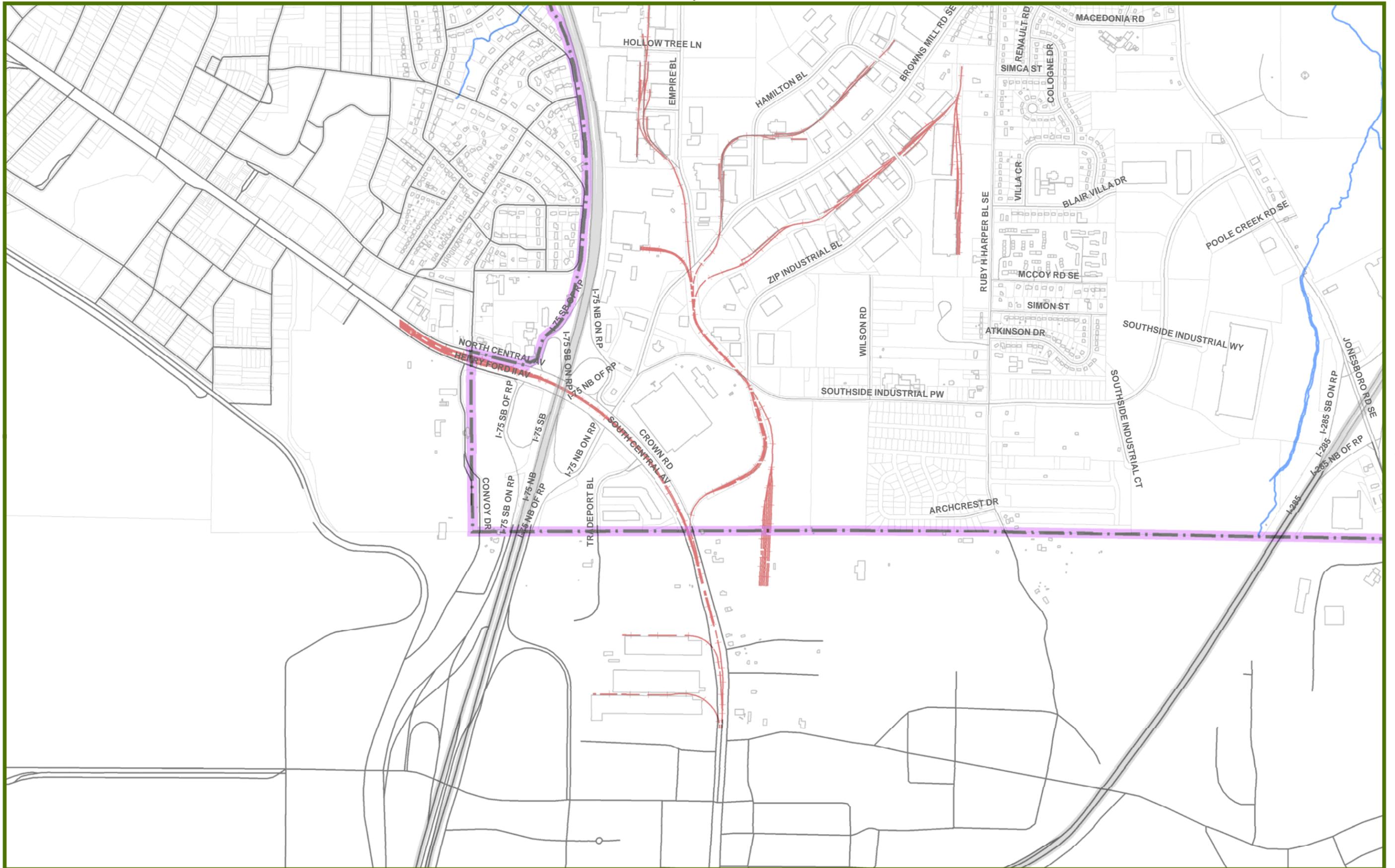


Map 41

Map 43

There are currently no projects scheduled for this area





Map 42

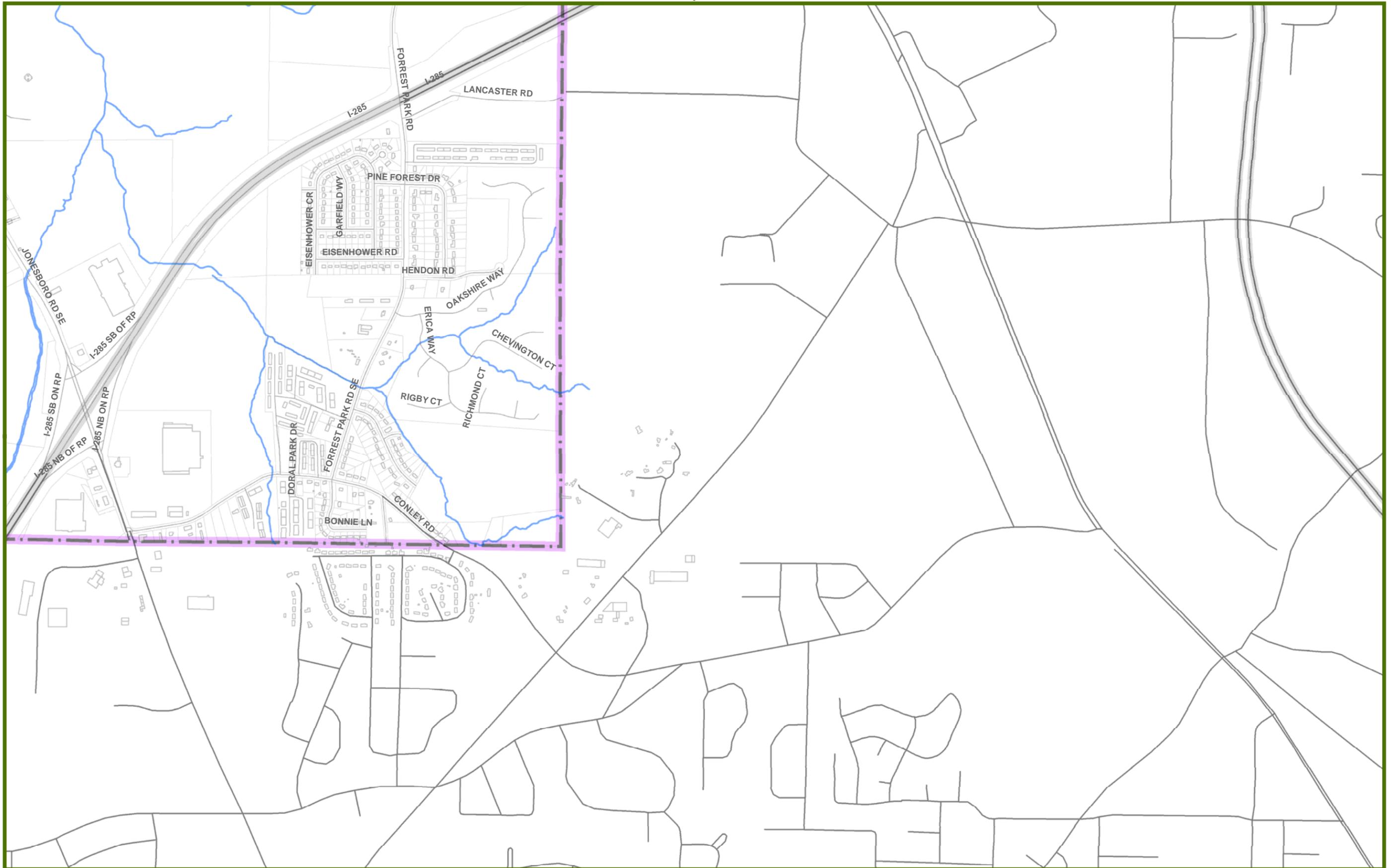
Map 44

There are currently no projects scheduled for this area



0 500 1,000
Feet

Scale: 1 Inch Equals 1000 Feet



There are currently no projects scheduled for this area

Candidate Projects Ranked by Project ID

Connect Atlanta Plan

Index of Project Types by Code: All projects preceded by 'PS' were developed in previous studies; all projects preceded by 'AT' are programmed in the Transportation Improvement Plan



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RD Road Diet/Removal of Reversible Lanes

OW One-way to two-way conversions.

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PA Pedestrian Amenity

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Provide Balanced Transportation Choices

Promote Public Health and Safety

Prepare for Growth

Maintain Fiscal Sustainability

Create Environmental Sustainability

Preserve Neighborhoods

Create Desirable Places for All Citizens

Regional/Federal Funding?

Beltline/TAD Funding?

New Local Funding?

PROJECT ID		PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	PERCENT OF GOAL FULFILLED									
AT-004	No Tier/ Not Evaluated	US 78/278 (D.L. Hollowell Parkway)	Roadway Operational Upgrades	From Proctor Creek to East of CSX Railroad Bridge near Marietta Boulevard		TIP Projects not evaluated on above criteria									
AT-070	No Tier/ Not Evaluated	Courtland Street Viaduct	Roadway	Bridge Replacement From Gilmer Street to MLK Jr. Drive over MARTA East Line and CSX Rail Line		TIP Projects not evaluated on above criteria									
AT-086A	No Tier/ Not Evaluated	Spring Street Viaduct	Bridge Upgrade	From Alabama Street to Marietta Street [SEE ALSO AT-086B]		TIP Projects not evaluated on above criteria									
AT-086B	No Tier/ Not Evaluated	Spring Street Viaduct	Bridge Upgrade	From Alabama Street to Marietta Street [SEE ALSO AT-086A]		TIP Projects not evaluated on above criteria									
AT-097	No Tier/ Not Evaluated	Mitchell Street Viaduct over Norfolk Southern Rail Line	Roadway	From Elliott Street to Spring Street		TIP Projects not evaluated on above criteria									
AT-108	No Tier/ Not Evaluated	SR 280 (James Jackson Parkway)	Roadway			TIP Projects not evaluated on above criteria									
AT-210A	No Tier/ Not Evaluated	Midtown Atlanta ADA Ramp Improvements	Roadway	12 locations		TIP Projects not evaluated on above criteria									
AT-212	No Tier/ Not Evaluated	Intersection Improvements on North Avenue, Linden Avenue, West Peachtree Street and Ponce de Leon	Roadway Operational Upgrades	Multiple Locations		TIP Projects not evaluated on above criteria									
AT-215B	No Tier/ Not Evaluated	SR 141 (Peachtree Road) Multimodal Corridor Enhancements	Roadway Operational Upgrades	From GA 400 Overpass to Roxboro Road		TIP Projects not evaluated on above criteria									
AT-215C	No Tier/ Not Evaluated	SR 141 (Peachtree Road) Multimodal Corridor Enhancements	Roadway Operational Upgrades	From Shadowlawn Avenue to Maple Drive		TIP Projects not evaluated on above criteria									
AT-218	No Tier/ Not Evaluated	US 19 (Peachtree Street)	Roadway Operational Upgrades	From West Peachtree Street to Beverly Road		TIP Projects not evaluated on above criteria									
AT-AR-212A	No Tier/ Not Evaluated	I-85 North	Roadway			TIP Projects not evaluated on above criteria									
AT-AR-238	No Tier/ Not Evaluated	Barge/Campbellton Intersection Improvements	Roadway			TIP Projects not evaluated on above criteria									
AT-AR-245	No Tier/ Not Evaluated	Bolton/Marietta Intersection	Roadway			TIP Projects not evaluated on above criteria									
EX-001	Tier 4	Buford Highway Connector/Peachtree	Expressway Access	Reconfigure grade-separated access to Buford Highway from Peachtree Street to introduce redevelopment opportunity.		67%	100%	50%	0%	100%	50%	0%	✓	✓	
EX-002	Tier 5	Williams-Spring Ramp System	Expressway Access	Reconfigure access ramps to leave a SB off ramp and to add a SB onramp at Williams St. Eliminate the fly-over connecting NB Williams to NB 75/85 mainline. Preserve fly-over exit/entrance ramps to HOV lanes.		100%	0%	50%	67%	0%	75%	67%	✓		
EX-003	Tier 8	Courtland Street Ramp	Expressway Access	Reconfigure southbound access ramp from I-75/85 to Courtland Street to connect to a new east-west street between Peachtree Center Avenue and Courtland Street. Present dual-lane off ramp is divided with one lane		67%	67%	0%	33%	100%	50%	33%			
EX-004	Tier 8	Freedom Parkway Ramps	Expressway Access	To coincide with Freedom Parkway network additions (NS-039). Reconfigure access ramps from I-75/85 mainline lanes to a diamond interchange. SB off-ramp passes under new Andrew Young International and		33%	67%	50%	-33%	100%	75%	33%			
EX-005	Tier 2	I-285 and Langford Parkway interchange reconfiguration	Expressway Access	Remove east-bound ramp to Langford Parkway from NB 1-285. New NB off ramp to Greenbriar Parkway continues as new 3 lane frontage road to Langford Parkway continuing to become NB on-ramp to I-285.		67%	100%	50%	33%	0%	75%	0%	✓		
EX-006	Tier 2	Moreland and I-20	Interchange Redesign	Reconstruct interchange to improve traffic operations and pedestrian safety		67%	33%	50%	0%	100%	75%	0%			
IC-001	Tier 6	Bolton Road/Marietta Rd	Intersection Capacity	Add northbound left-turn lane & eastbound right turn capacity on Bolton Road at Marietta Road intersection		67%	33%	0%	67%	100%	25%	33%			
IC-002	Tier 6	Bolton Road/James Jackson Parkway	Intersection Capacity	Add left-turn lane capacity on Bolton Road at James Jackson Parkway intersection		67%	33%	0%	33%	100%	25%	67%			



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Goals	Provide Balanced Transportation Choices	Promote Public Health and Safety	Prepare for Growth	Maintain Fiscal Sustainability	Create Environmental Sustainability	Preserve Neighborhoods	Create Desirable Places for All Citizens	Regional/Federal Funding?	Beltline/TAD Funding?	New Local Funding?
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PROJECT ID	Tier	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	PERCENT OF GOAL FULFILLED							Regional/Federal Funding?	Beltline/TAD Funding?	New Local Funding?
IC-003	Tier 3	Bolton Road/Hollywood Road	Intersection Capacity	Add left-turn lane capacity on Bolton Road at Hollywood Road intersection		67%	67%	0%	33%	0%	50%	100%	✓	✓	
IC-004	Tier 10	Johnson Road/Perry Boulevard	Intersection Capacity	Add left turn lanes on Perry Boulevard using existing travel lanes.		67%	100%	0%	0%	0%	50%	100%			
IC-005	Tier 9	James Jackson Parkway / Donald Lee Hollowell	Intersection Capacity	Redesign intersection to accommodate widening of Donald Lee Hollowell. Redesign right turn-lanes from James Jackson to become a yield right from a free-flow right.	Donald Lee Hollowell Parkway	67%	33%	0%	0%	100%	75%	33%			
IC-006	Tier 2	Marietta Street & Marietta Blvd.	Intersection Capacity	Redesign intersection to accommodate Left Turn Lanes	West Highlands	67%	67%	0%	0%	0%	75%	100%			
IR-001	Tier 1	Virginia Ave-10th Street Realignment	Realignment	Realign 10th Street to the south to cross Monroe Drive and connect to Virginia Drive in a single point.		33%	100%	-33%	33%	0%	75%	100%			
IR-002	Tier 1	Ridge/McDonough/Hank Aaron	Realignment	Close crossing over at-grade rail line. Hank Aaron turns to become Ridge on north side of rail; University turns to become McDonough. Access to McDonough occurs via Milton Avenue and Lakewood Avenue.		33%	67%	50%	0%	100%	50%	0%	✓		
IR-003	Tier 3	Delmar Lane / Linkwood Road / Burton Road	Realignment	Realign intersection.	Hamilton Homes Station Area	67%	67%	0%	33%	100%	0%	33%			
IR-004	Tier 2	Metropolitan Avenue/ Ralph David Abernathy / Glenn Street	Realignment	Redesign intersection to accommodate realignment of Glenn Street south to York Avenue	Metropolitan Drive	0%	0%	-50%	0%	0%	100%	67%			
IR-009	Tier 2	Emery/Collier	Realignment	Tighten radii of turning movements at intersection to create more walkability. Widen short section of Collier (between current 3 lane sections) to 3 lanes to improve traffic management.		67%	100%	50%	0%	0%	75%	0%			
IS-001	Tier 2	Bolton Road/Donald Lee Hollowell Parkway	Intersection Signalization	Change signal timing and add signals at Hollowell/285 ramp intersections	Martin Luther King Dr	67%	33%	50%	67%	0%	75%	0%	✓		
IS-002	Tier 7	Martin Luther King/Willis Mill Road	Intersection Signalization	Add signal at intersection to facilitate pedestrian crossing to reach H.E. Holmes MARTA station.	Martin Luther King Dr	0%	0%	-67%	0%	0%	50%	33%			
IS-003	Tier 4	Ralph David Abernathy/Lucile Street	Intersection Signalization	Add signal & left turn lane		67%	67%	0%	0%	0%	75%	33%			
IS-004	Tier 8	Lucile Street/Langhorne Street	Intersection Signalization	Add signal & design intersection to accommodate Langhorn Diet		67%	100%	0%	33%	0%	25%	67%			
IS-005	Tier 4	Langhorne Street/Sells Street	Intersection Signalization	Add signal.		67%	67%	0%	0%	100%	25%	33%			
IS-006	Tier 4	DeKalb Avenue/Moreland Avenue	Intersection Signalization	Consolidate two access ramp signals on DeKalb Avenue to a single point intersection and realign ramps to intersect at this point.		67%	67%	0%	33%	33%	25%	67%			
IS-007	Tier 8	DeKalb Avenue access ramps/Moreland Avenue	Intersection Signalization	Introduce signal controlling intersection of both ramps with DeKalb Avenue.		33%	67%	0%	33%	100%	25%	33%			
IS-008	Tier 4	Moreland/Memorial and Moreland/Arkwright Coordination	Intersection Signalization	Remove signal at Moreland/Arkwright and allow right-in/right-out access on both sides of Moreland.		33%	33%	-50%	0%	100%	100%	67%	✓		
IS-009	Tier 3	Moreland/I-20	Intersection Signalization	Introduce signals at ramp access points and reconstruct intersections with I-20 access ramps to improve pedestrian safety.		67%	67%	0%	33%	0%	50%	67%			
NS-001	Tier 5	15th Street	New Street	New bridge and HOV ramps over Interstate 75/85 (connecting to 4-lane divided roadway, approximately .3 miles)	From West Peachtree Street west over Interstate 75/85 to Fowler Street	100%	100%	50%	0%	0%	25%	0%	✓		
NS-002	Tier 7	Deering Street Extension Part 1	New Street	Extension of Deering Street on new alignment as 2-lane street with left turn lanes at intersections, approximately 2,300 feet	From Northside Drive west to Howell Mill	33%	67%	0%	67%	0%	75%	33%	✓		
NS-004	Tier 10	Jefferson Street Extension	New Street	Extend Jefferson Street west and north from as a 2-lane street Marietta Blvd. to Grove Park, approximately 3,400 feet.	Bankhead Station Area	33%	33%	33%	33%	0%	75%	67%	✓		
NS-006	Tier 7	North Avenue Reconnection	New Street	Extend North Avenue on either side of the railroad near Maddox Park		67%	33%	0%	0%	33%	75%	67%			
NS-007	Tier 6	Phipps Boulevard Extension	New Street	Extend Phipps Blvd. from the Buckhead Loop Over GA 400 to Tower Place Drive, as a 2-lane street	Buckhead	67%	33%	0%	33%	0%	75%	67%			



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Regional/Federal Funding?

Beltline/TAD Funding?

New Local Funding?

PROJECT ID	Tier	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	PERCENT OF GOAL FULFILLED	Regional/Federal Funding?	Beltline/TAD Funding?	New Local Funding?
NS-013	Tier 2	Sylvan Road Extension	New Street	Extend Sylvan Road north of Lee Street, crossing BeltLine and connecting to Joseph Lowery Boulevard.	Beltline Crossing	67% 33% 50% 0% 0% 50% 0%	✓		
NS-014	Tier 3	Extend University Avenue to Avon	New Street	Extend University Street to Avon Ave across the BeltLine	Beltline Crossing	33% 100% 0% 0% 0% 75% 67%	✓		
NS-015	Tier 4	Cherokee Avenue Extension	New Street	Connect Cherokee Avenue across the BeltLine to Engelwood Avenue	Beltline Crossing	33% 100% 50% 33% 0% 50% 0%	✓		
NS-016	Tier 2	Ridge Avenue to Boulevard Connection	New Street	New street along the BeltLine (on the north side) connecting Boulevard to Ridge Avenue at the intersection of Hank Aaron and Ridge Avenue (public and private initiative)	Beltline Crossing	67% 67% 0% 33% 33% 25% 33%			
NS-017	Tier 5	New street parallel to University Avenue	New Street	New 2 lane street connecting University Avenue to the east of I-75/I-85 to Metropolitan Ave running parallel and in-between the BeltLine and University Avenue. (public and private initiative)	Beltline Crossing	33% 33% 0% 33% 100% 25% 33%			
NS-018	Tier 6	McDaniel Street Extension	New Street	Extend McDaniel Street south across the BeltLine to Manford Road	Beltline Crossing	33% 100% 33% 0% 0% 25% 67%	✓		
NS-019	Tier 3	Grant Terrace / Englewood Extension	New Street	Extend Grant terrace to connect across the BeltLine to Extension of Englewood Ave. (public and private initiative)	Beltline Crossing	67% 0% 100% 0% 0% 50% 33%	✓		
NS-020	Tier 1	Grant Street Extension	New Street	Extend Grant Street to connect across the BeltLine (public and private initiative)	Beltline Crossing	67% 0% 100% 0% 0% 50% 33%			
NS-021	Tier 4	Peoples Street Extension	New Street	Extend Peoples street across the BeltLine to connect to White Street (public and private initiative)	Beltline Crossing	33% 100% -33% -33% 0% 25% 67%			
NS-022	Tier 4	Richland Road Extension	New Street	Extend Richland Road across the BeltLine to connect to White Street (public and private initiative)	Beltline Crossing	100% 0% 33% 33% 33% 50% 0%	✓		
NS-023	Tier 5	Allegheny Street Extension	New Street	Extend Allegheny Street across the BeltLine to connect to White Street (public and private initiative)	Beltline Crossing	100% 67% 0% 0% 0% 50% 33%	✓		
NS-024	Tier 4	Bernice Street Extension	New Street	Extend Bernice Street across the BeltLine to connect to intersection of Hopkins and White Street (public and private initiative)	Beltline Crossing	67% 67% 0% 33% 0% 50% 33%			
NS-025	Tier 3	Ralph David Abernathy Boulevard Extension	New Street	Extend R D Abernathy Boulevard to Bernice Street extension (public and private initiative)	Beltline Crossing	67% 33% 0% 33% 33% 50% 33%			
NS-026	Tier 3	Rochelle Drive Extension	New Street	Extend Rochelle Drive to R D Abernathy street extension (public and private initiative)	Beltline Crossing	67% 67% 0% 33% 0% 50% 33%	✓		
NS-027	Tier 4	Sells Avenue Extension	New Street	Extend Sells Ave. across the BeltLine to make the East- West Street connection (public and private initiative)	Beltline Crossing	0% 0% 0% 0% 0% 75% 33%	✓		
NS-028	Tier 4	Dallas Street Extension	New Street	Extend Dallas Street Across the BeltLine to Angier Springs Rd.	Beltline Crossing	67% 33% 0% 33% 33% 50% 33%	✓		
NS-036	Tier 7	Crumley Street Extension	New Street	Extend Crumley street to Humphries street across McDaniel Street and make new street connection between this street extension and Glenn Street between McDaniels and Humpries streets		33% 67% 0% 33% 33% 50% 33%			
NS-037	Tier 9	Eugenia Street Extension	New Street	Extend Eugenia Street in to the Eugenia Street/Windsor Street intersection		67% 100% -67% 33% 0% 50% 67%			
NS-038	Tier 9	Larkin Street Extension	New Street	Extend Larkin Street to intersect with McDaniel Street		33% -33% 33% 67% 0% 75% 67%			
NS-044	Tier 7	New Street Connection	New Street	New 2-lane street connecting Fulton Industrial Blvd. and Bolton Road near the intersection of Bolton Road and Bolton Parkway		67% 67% 0% 0% 0% 75% 33%			
NS-045	Tier 7	Watts Road Extension to Hollywood Road/Gun Club Road	New Street	Extend Watts Road to Hollywood Road (to tie into current intersection with Gun Club Road) as a 3 lane street (2-way left turn lane)	Perry Homes / Donald Lee Hollowell	67% 67% 0% 0% 0% 75% 33%			
NS-047	Tier 6	New Street Connection	New Street	From intersection of Sizemore Ave and Gun Club Road to Johnson Road	Perry Homes Area	67% 0% 0% 67% 0% 75% 33%	✓		
NS-048	Tier 9	Habershal Dr. Extension	New Street	Extend Habershal Dr. along the power line easement to connect to Grove Park Pl.		33% 100% 0% 0% 0% 75% 33%	✓		
NS-049	Tier 1	Bennett Street Bridge	New Street	2 lane bridge along proposed "transit" plaza and over existing CSX right-of-way. Includes connection and realignment of intersection at Peachtree Road and connection to Spalding Drive.	Moreland Shopping Plaza site	33% 33% 0% 0% 0% 100% 67%			



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New Local Funding?

PROJECT ID	Tier	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	PERCENT OF GOAL FULFILLED	Regional/Federal Funding?	Beltline/TAD Funding?	New Local Funding?
NS-051	Tier 8	Garson Drive Bridge	New Street	New 2-lane bridge across Peachtree Creek, providing an additional connection to Piedmont Road	From Garson Drive south across Peachtree Creek	33% 0% 0% 33% 0% 100% 67%			
NS-052	Tier 8	Buford Highway Interchange	New Street	Reconfiguration -- Eliminates Buford Highway exit/entrance ramps at Monroe Drive -- Relocates ramps to the east side of Piedmont Road -- Extends Monroe Drive to Piedmont and Cheshire Bridge Road	From Piedmont Road to Armour Drive	67% 67% 0% 33% 0% 0% 67%			
NS-053	Tier 8	Extension of Armour Place Drive	New Street	Continue Armour Place Drive to Armour Drive creating a street frontage for the Armour BeltLine Station and potential MARTA Infill Station	From Armour Drive to Armour Place Drive	0% -67% 0% 0% 0% 25% 33%			
NS-055	Tier 9	Extension of New Peachtree Parkway	New Street	Continue Peachtree Parkway and provide street connections to existing Bennett Street	From Peachtree Parkway to existing Bennett Street	67% 67% 67% 0% 0% 25% 0%	✓		
NS-062	Tier 1	New Street connection	New Street	New Street connecting Ponce De Leon Ave and Monroe Dr. along the BeltLine through the commercial property. Private initiative as a part of the redevelopment of the commercial property	From Ponce De Leon to Monroe Dr.	67% 0% 50% 0% 0% 75% 33%			
NS-063	Tier 2	Pylant Street Extension	New Street	Extend Pylant street to connect to new street on the west side of the BeltLine	BeltLine	67% 33% 33% 33% 33% 25% 0%	✓		
NS-064	Tier 9	Virginia Circle Extension	New Street	Extend Virginia Circle to connect to new street on the west side of the BeltLine	BeltLine	67% 67% 0% 33% 0% 25% 33%			
NS-067	Tier 1	Elizabeth Street Extension	New Street	Elizabeth Street extension across the BeltLine to Ralph McGill Blvd. through Ensley Street - Connection continues to Angier Ave, eventually connecting to Glen Iris Dr.	BeltLine	67% 33% 0% 33% 33% 25% 33%			
NS-068	Tier 7	Angier Avenue Extension	New Street	Extend Angier Ave. to Belgrade Ave across the BeltLine	BeltLine	67% 67% 0% 33% 0% 25% 33%			
NS-070	Tier 2	Reconnect Hillard Street	New Street	Reconnect Hillard street across Freedom Parkway (in conjunction with reconfiguration of the Freedom Parkway Interchange)	Freedom Parkway and I-75/85 Interchange	67% 67% 0% 33% 0% 25% 33%			
NS-071	Tier 1	Extension of Central Park Place	New Street	Extend Central Park Pl. to Freedom Parkway / Andrew Young Intl. Blvd. to form a developable block between freedom parkway and Highland Ave. (in conjunction with the reconfiguration of the I-75/85 interchange with	Freedom Parkway and I-75/85 Interchange	33% 33% 0% 0% 100% 25% 33%			
NS-080	Tier 7	Spring Connection at Ivan Allen Plaza	Expressway Access	To coincide with OW-012, build connection from Spring north of I-75/85 to Spring-West Peachtree connector.		33% 100% 0% 33% 0% 25% 33%			
OW-001	Tier 3	Ponce De Leon	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .25 miles (2 blocks).	From Peachtree Street west to Spring Street, approximately .25 miles.	67% 0% 67% 33% 33% 50% -33%	✓		
OW-002	Tier 7	3rd Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .32 miles (4 blocks)	From Juniper Street west to Spring Street, approximately .32 miles.	67% 33% 33% 0% 0% 50% 33%			
OW-003	Tier 3	4th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .40 miles (6 blocks)	From Piedmont Avenue west to Spring Street, approximately .40 miles.	67% 67% 0% 0% 0% 50% 33%	✓		
OW-004	Tier 8	6th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .1 miles (1 block).	From Piedmont Road west to Peachtree Street, approximately .10 miles.	67% 0% 0% 33% 100% 50% -33%			
OW-005	Tier 8	7th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .35 miles (4 blocks).	From Piedmont Road west to West Peachtree Street, approximately .35 miles.	67% 67% 0% 0% 0% 50% 33%			
OW-006	Tier 7	8th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .10 miles (1 block).	From Peachtree Street to West Peachtree, approximately .10 miles.	67% 67% 0% 0% 0% 50% 33%			
OW-007	Tier 8	12th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .35 miles (4 blocks).	From Crescent Ave to West Peachtree, approximately .35 miles.	33% -25% 33% 33% 0% 100% 33%	✓		
OW-008	Tier 8	13th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .10 miles (1 block).	From Peachtree Walk west to Spring Street, approximately .1 miles.	67% 33% 0% 0% 0% 75% 33%	✓		
OW-009	Tier 2	13th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .25 miles (1 block).	From Piedmont Avenue west to Juniper Street, approximately .25 miles.	67% 33% 0% 0% 0% 75% 33%			
OW-010	Tier 9	Piedmont & Juniper Streets Phase 1	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 4 blocks.	Both Piedmont Avenue and Juniper Streets, from 14th Street south to 10th Street, approximately 4 blocks.	67% 33% 0% 0% 0% 75% 33%			
OW-011	Tier 8	Piedmont & Juniper/Courtland Streets Phase 2	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 2.5 miles (25 blocks).	Both Piedmont Avenue and Juniper/Courtland Street, from 10th Street south to Memorial Drive, approximately 2.5 mile (25	67% 33% 0% 0% 0% 75% 33%			
OW-012	Tier 9	Spring Street & West Peachtree	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 2.25 miles (24 blocks). This Project would include the removal of the	Both Spring and West Peachtree Streets, Peachtree Street south to Alexander Place, approximately 2.5 mile (25 blocks).	33% 67% 0% 0% 0% 75% 33%	✓		

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Create Desirable Places for All Citizens

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Beltline/TAD Funding?

New Local Funding?

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OW-013	Tier 9	Centennial Olympic Park Drive & Spring Street	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.0 miles (15 blocks).	Both Centennial Olympic Park Drive and Spring Street from Alexander Place to Martin Luther King Boulevard, approximately	33%	33%	0%	33%	0%	75%	33%			
OW-014	Tier 6	Andrew Young International Blvd. and Ellis Street	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .6 miles (5 blocks). This project would include the reconstruction of the	Both Andrew Young International Blvd and Ellis Street from Freedom Parkway to Spring Street, approximately .6 mile (5	0%	67%	0%	33%	0%	75%	33%			
OW-015	Tier 7	Martin Luther King Blvd. and Mitchell Street	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.2 miles (12 blocks).	Both Martin Luther King Blvd. and Mitchell Street from Walnut Street east to Capital Avenue, approximately 1.2 mile (12 blocks).	0%	67%	0%	33%	0%	75%	33%			
OW-016	Tier 8	Baker Street and Harris Street	One-Way Conversion	Re-examination study of the one-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .55 miles (6 blocks).	From Piedmont Avenue west to Centennial Olympic Park Drive, approximately .55 mile (6 blocks).	33%	-33%	100%	33%	0%	75%	0%	✓		
OW-017	Tier 6	Crew Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .6 miles (6 blocks).	From Bill Lucas Drive south to Milton Avenue, approximately .6 mile (5 blocks).	100%	0%	33%	33%	0%	75%	-33%	✓		
OW-018	Tier 3	Fraser Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .45 miles (5 blocks).	From Georgia Avenue south to Atlanta Avenue, approximately .45 mile (5 blocks).	67%	67%	0%	0%	0%	75%	0%			
OW-019	Tier 10	Hill Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .35 miles (5 blocks).	From Georgia Avenue south to Ormond Street, approximately .35 mile (5 blocks).	67%	33%	0%	33%	0%	75%	0%	✓		
OW-020	Tier 8	Ormond Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .8 miles (9 blocks).	From Capital Avenue south to Cherokee Avenue, approximately .80 mile (9 blocks).	33%	0%	0%	33%	0%	75%	67%			
OW-021	Tier 1	Atlanta Avenue	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .55 miles (6 blocks).	From Capital Avenue south to Hill Street, approximately .5 mile (6 blocks).	33%	67%	50%	0%	0%	50%	0%			
PS-EX-002	Tier 9	Monroe Dr./I-85	Expressway Access	New Interchange		67%	0%	-67%	33%	0%	100%	67%	✓		
PS-EX-003	Tier 10	Widen Hollowell/I-285 Interchange	Expressway Access	Widen Interchange. Add one lane in each direction between Bolton and Watts Road including placing one additional left turn lane in each direction on bridge over I-285. Move Bolton intersection farther north.		67%	33%	67%	0%	0%	0%	33%	✓		
PS-EX-004	Tier 9	I-85/Lindbergh Drive HOV Ramps	Expressway Access	Add HOV-only ramps at existing interchange to connect to I-85 HOV lanes: a northbound off-ramp and a southbound on-ramp.		67%	-33%	0%	33%	0%	100%	33%			
PS-EX-005	Tier 4	I-85/GA 400 Southbound Merge	Expressway Access	Reduce SB I-85 upstream by one lane. Merge one GA 400 SB lane and continue other lane. SB I-85 downstream retains current configuration.		67%	-33%	50%	33%	0%	75%	0%			
PS-IC-001	Tier 9	Cheshire Bridge/LaVista Road	Intersection Capacity	Add Turn Lanes Intersection and Receiving/RT Lanes		0%	67%	50%	0%	0%	75%	0%	✓		
PS-IC-002	Tier 6	Virginia Ave/N. Highland Ave	Intersection Capacity	Narrow Lanes/Eliminate Right Lane		0%	67%	50%	0%	0%	75%	0%			
PS-IC-003	Tier 6	Piedmont Ave/Sidney Marcus Blvd	Intersection Capacity	Intersection Widening		67%	0%	33%	33%	33%	25%	0%	✓		
PS-IC-005	Tier 8	Moreland/Briarcliff	Intersection Capacity	Add SB LT Lane Intersection		67%	100%	0%	-33%	0%	25%	33%			
PS-IC-006	Tier 4	Simpson Rd./West Lake Ave.	Intersection Capacity	Add Left Turn Lanes Intersection		67%	33%	0%	33%	0%	25%	33%			
PS-IC-007	Tier 1	Piedmont Rd./Tower Place Drive	Intersection Capacity	Add westbound left-turn lane from Tower Place onto southbound Piedmont		67%	0%	0%	33%	33%	25%	33%	✓		
PS-IC-008	Tier 10	Buford Hwy/Sidney Marcus	Intersection Capacity	Add third eastbound left-turn lane from Sidney Marcus onto Buford Hwy		67%	67%	0%	0%	0%	25%	33%			
PS-IC-009	Tier 10	GA 400/Sidney Marcus	Intersection Capacity	Add third left-turn lane from GA 400 SB ramp onto Sidney Marcus		33%	33%	0%	33%	33%	25%	33%			

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PS-IR-001	Tier 5	Cheshire Bridge/Chantilly Road	Intersection Realignment	Re-align Intersection		67%	33%	-33%	33%	0%	25%	67%			
PS-IR-002	Tier 1	Cheshire Bridge/Sheridan Road	Intersection Realignment	Extension of Sheridan to Lindbergh Cheshire to Lindbergh		67%	67%	-33%	33%	0%	25%	33%			
PS-IR-003	Tier 5	Moreland Ave/McPherson Ave	Intersection Realignment	Re-align McPherson to Curve into village Moreland to Flat Shoals		67%	0%	67%	33%	0%	50%	-33%	✓		
PS-IR-004	Tier 1	Simpson St and JE Lowery Blvd	Intersection Realignment	Intersection reconfiguration		67%	33%	0%	0%	0%	50%	33%			
PS-IR-005	Tier 1	Simpson St and Sunset Ave	Intersection Realignment	Intersection reconfiguration		67%	0%	0%	33%	0%	50%	33%			
PS-IR-006	Tier 2	Buford Hwy/Sidney Marcus Blvd	Intersection Realignment	Reconstruct Intersection - Grade Separation Should Be Considered (Related to PS-IC-008, PS-IR-008, PS-RW-010, PS-IC-009 and PS-RW011)		67%	33%	0%	0%	0%	50%	33%			
PS-IR-007	Tier 1	Marietta/Bolton	Intersection Realignment	Rebuild Intersection		33%	0%	0%	33%	100%	50%	-33%			
PS-IR-008	Tier 7	Bolton/Hollywood	Intersection Realignment	Rebuild Intersection		67%	33%	50%	0%	0%	25%	0%	✓		
PS-IR-009	Tier 5	Moreland Ave/Glenwood Ave	Intersection Realignment	Intersection Realignment Intersection		67%	33%	0%	-33%	0%	75%	33%			
PS-IR-010	Tier 7	Northside/Hemphill/14th Intersections	Intersection Realignment	Consolidate Intersection		33%	0%	0%	0%	0%	75%	67%			
PS-IR-011	Tier 6	Northside/North Ave./Lambert	Intersection Realignment	Consolidate Intersection		67%	0%	-67%	0%	0%	75%	100%			
PS-IR-012	Tier 6	Northside Dr./Marietta St.	Intersection Realignment	Reconfigure Intersection		67%	67%	50%	0%	0%	25%	-33%	✓		
PS-IR-014	Tier 5	Moreland Ave/Memorial Dr	Intersection Realignment	Intersection Project		33%	33%	50%	33%	0%	25%	0%	✓		
PS-IR-015	Tier 3	Arkwright Place/Flat Shoals Ave	Intersection Realignment	Intersection Project		33%	33%	50%	33%	0%	25%	0%	✓		
PS-IR-016	Tier 1	Piedmont Ave/Lindbergh Dr	Intersection Realignment	Intersection Project		33%	33%	50%	33%	0%	25%	0%	✓		
PS-IR-017	Tier 5	Piedmont Road/East Wesley	Intersection Realignment	Reconfigure Darlington Road (eastern leg of this intersection) for right in-right out access to Piedmont (only relevant to travel demand model if Darlington is currently a model link; if so recode to preclude SB left turn		67%	0%	0%	0%	0%	75%	33%			
PS-IR-019	Tier 4	Miami Circle Relocation	Intersection Realignment	Relocate Miami Circle 150 ft south to add SB left-turn from Piedmont		0%	67%	0%	0%	0%	75%	33%			
PS-IS-001	Tier 5	MLK/Peyton Place	Intersection Signalization	Traffic Signal		67%	0%	-33%	33%	0%	75%	33%	✓		
PS-NS-001	Tier 1	Moore's Mill Extension	New Street	Street Extension Bolton Rd. to Marietta Blvd.		67%	100%	-50%	0%	0%	25%	33%			
PS-NS-002	Tier 3	DeFours Ferry Extension	New Street	Street Extension Bolton Rd. to Marietta Blvd.		33%	0%	50%	67%	0%	50%	-33%	✓		
PS-NS-003	Tier 10	Macarthur Boulevard Extension	New Street	Street Extension Adams Drive to Maulden Street		67%	0%	50%	0%	0%	50%	0%			

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PS-NS-004	Tier 10	Forrest Ave. Extension	New Street	Street Extension To Paul Ave.		0%	0%	50%	67%	0%	50%	0%	✓		
PS-NS-005	Tier 10	Collins Drive Extension	New Street	Street Extension To Spink St.		33%	0%	0%	0%	0%	100%	33%	✓		
PS-NS-006	Tier 10	Cook Street Extension	New Street	Street Extension To Spink St.		0%	100%	-67%	33%	0%	25%	67%			
PS-NS-007	Tier 7	New Street North of RR Tracks	New Street	New Street Connection Linkwood to HE Holmes		67%	0%	67%	33%	0%	25%	-33%	✓		
PS-NS-008	Tier 6	Peyton Place Extension	New Street	Street Extension Across MLK and RR to Burton Rd.		67%	0%	67%	0%	0%	25%	0%	✓		
PS-NS-009	Tier 4	Tee Road Extension	New Street	Street Extension To Peyton Pl. then to Lynhurst		67%	-33%	50%	0%	0%	75%	0%	✓		
PS-NS-010	Tier 6	New Street South from MLK	New Street	New Street Connection Align with west MARTA entrance		67%	0%	0%	0%	0%	25%	67%			
PS-NS-011	Tier 3	Mangum Street Connection	New Street	Extend Street Chapel to MLK		33%	33%	0%	33%	0%	25%	33%			
PS-NS-012	Tier 1	White Street Extension	New Street	Extension with Roundabout Peoples Street		33%	33%	0%	33%	0%	25%	33%			
PS-NS-013	Tier 10	Estes Extension	New Street	Street Extension Extend to Murphy Ave.		33%	33%	0%	33%	0%	25%	33%			
PS-NS-014	Tier 1	Avon Extension	New Street	Street Extension Connect to University		67%	-33%	67%	33%	0%	50%	-33%	✓		
PS-NS-015	Tier 2	Cherokee Ave. Extension	New Street	Street Extension (Beltline Project) Extend to Englewood		67%	33%	0%	-33%	0%	50%	33%			
PS-NS-016	Tier 5	Alabama Street Extension	New Street	Street Extension Across Gulch		67%	33%	0%	-33%	0%	50%	33%	✓		
PS-NS-017	Tier 2	Wall Street Extension	New Street	Street Extension Across Gulch		33%	0%	0%	0%	0%	50%	67%			
PS-NS-018	Tier 9	Knott Street Extension	New Street	Street Extension To Sunshine Plaza		0%	0%	0%	33%	0%	50%	67%			
PS-NS-019	Tier 10	Danner Street Extension	New Street	Street Extension Extend to Custer		67%	0%	0%	0%	0%	50%	33%			
PS-NS-020	Tier 4	New Streets/Oakland City MARTA	New Street	New Street Grid New Streets		67%	0%	0%	0%	0%	50%	33%			
PS-NS-021	Tier 10	Ethel Street Extension	New Street	Street Extension Extend to Hampton Street		67%	0%	0%	0%	0%	50%	33%			
PS-NS-022	Tier 10	Trabert Street Extension	New Street	Extension around waterworks		33%	33%	0%	0%	0%	50%	33%			
PS-NS-023	Tier 2	Loveless Avenue/Jefferson Street Extension	New Street	Street Extension to Bankhead MARTA Station		33%	33%	0%	0%	0%	50%	33%	✓		
PS-NS-025	Tier 4	Elbridge Street Extension	New Street	Street Extension to Francis Place		33%	0%	0%	33%	0%	50%	33%			
PS-NS-026	Tier 6	Finley Street Extension	New Street	Street Extension From Pelham to North		-33%	0%	33%	33%	33%	75%	0%	✓		



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PS-NS-027	Tier 3	Browning Street Extension	New Street	Street Extension Connect to Anderson Ave.		33%	0%	0%	0%	0%	75%	33%			
PS-NS-028	Tier 3	Roswell to Piedmont Connection	New Street	Add new two-lane street connecting Roswell and Piedmont Roads, intersecting with Piedmont generally halfway between the intersections of Habersham Road and Buckhead Loop.		0%	33%	0%	0%	0%	75%	33%			
PS-NS-029	Tier 3	Buckhead Loop to Piedmont Center Connection	New Street	New shuttle-only street to connect MARSH building with Piedmont Center		0%	33%	-33%	0%	0%	75%	67%			
PS-NS-030	Tier 4	Piedmont Road to Maple Drive Connections	New Street	Two new streets, equally spaced between Peachtree and East Paces Ferry, with median breaks and traffic signals at Piedmont. (Development-related project)		0%	33%	-67%	33%	0%	75%	67%			
PS-NS-031	Tier 8	Miami Circle Extension over GA 400	New Street	Connection of Miami Circle over GA 400 to Lenox Road via Burke Road or Canterbury Road		0%	100%	-33%	33%	0%	0%	33%			
PS-NS-032	Tier 2	Mitchell St Extension	New Street	Extend to Memorial Drive ** (was originally deleted..)		0%	67%	-50%	33%	0%	50%	33%			
PS-RB-001	Tier 7	Cascade/Sandtown/Pollard	Roundabout	Roundabout		67%	0%	33%	33%	0%	25%	-33%	✓		
PS-RD-001	Tier 9	Cheshire Bridge Redesign	Road Diet	Build Bulb-out and stripe as 3-lane Piedmont to Woodland		0%	33%	33%	33%	0%	25%	0%	✓		
PS-RD-002	Tier 1	Boulevard Three-Lane Conversion	Road Diet	Lane Reduction to On-Street Parking Bulbouts and Left Turn Lanes		33%	33%	0%	0%	0%	25%	33%			
PS-RD-003	Tier 9	Memorial Drive Rebuild	Road Diet	Five Lane Section Capitol to Grant and Boulevard to Pearl		33%	0%	0%	33%	0%	25%	33%			
PS-RD-004	Tier 5	Piedmont Road Diet 1	Road Diet	Reconfigure lanes on Piedmont Road from Pharr Road to Sidney Marcus Boulevard. This project converts the existing six-lane section to two northbound lanes and three southbound lanes with exclusive left turn lanes at		33%	33%	0%	0%	0%	25%	33%	✓		
PS-RD-005	Tier 6	Piedmont Road Diet 2	Road Diet	Reconfigure lanes on Piedmont Road from Lindbergh Drive to Lambert Drive. This project converts the existing six-lane section to two northbound lanes and three southbound lanes with exclusive left turn lanes at signalized		33%	0%	0%	0%	0%	25%	67%			
PS-RW-004	Tier 3	Widen Hollowell	Roadway Widening	Widening (2-4 lanes with turn lanes where needed) Harwell Road to James Jackson		0%	67%	-33%	33%	0%	25%	33%			
PS-RW-005	Tier 4	Northside Drive Widening	Roadway Widening	Widening (to 6 lanes with turn lanes where needed) Simpson St. to I-75		67%	33%	50%	0%	0%	0%	-33%	✓		
PS-RW-006	Tier 9	Northside Drive Widening	Roadway Widening	Widening (to 6 lanes with turn lanes where needed) I-75 to Trabert		67%	0%	0%	33%	0%	50%	-33%	✓		
PS-RW-007	Tier 7	Piedmont Road Capacity Improvement 1	Roadway Widening	Widen Piedmont Road from existing five-lane section (two northbound, two southbound and left turns at intersections) to a seven-lane section (three northbound, three southbound and left turn lanes at intersection,		33%	-33%	0%	33%	0%	50%	33%			
PS-RW-008	Tier 8	Piedmont Road Capacity Improvement 2	Roadway Widening	Add left turn lanes at intersections between Sidney Marcus Boulevard and Lindbergh Drive. Widen to provide 5' bike lanes on both sides. Current through lane configuration (3 northbound, 3 southbound) does not change.		33%	0%	0%	0%	0%	50%	33%			
PS-RW-009	Tier 5	Piedmont Road Capacity Improvement 3	Roadway Widening	Add left turn lanes at intersections between Peachtree Road and Pharr Road. Widen to provide 5' bike lanes on both sides. Current through lane configuration (3 northbound, 3 southbound) does not change.		0%	33%	0%	0%	0%	50%	33%			
PS-RW-010	Tier 8	Widen Sidney Marcus	Roadway Widening	Widen Sidney Marcus to 3 lanes eastbound from GA 400 ramps to Buford Highway		33%	33%	50%	0%	0%	25%	-33%	✓		
PS-RW-011	Tier 10	Widen Buford Highway	Roadway Widening	Widen to 3 lanes northbound from Sidney Marcus to Cheshire Bridge Road		33%	0%	0%	33%	0%	75%	-33%	✓		
PS-TW-001	Tier 5	Trenholm Street	One-Way Conversion	Convert to 2 Way Peters to Northside		33%	33%	-67%	-33%	0%	75%	67%			
PS-TW-002	Tier 3	Hills Avenue	One-Way Conversion	Convert to 2 Way Peters to Northside		0%	67%	-67%	0%	0%	75%	33%			



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Goals

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Create Desirable Places for All Citizens

Regional/Federal Funding?

Beltline/TAD Funding?

New Local Funding?

PROJECT ID	Tier	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	PERCENT OF GOAL FULFILLED	Regional/Federal Funding?	Beltline/TAD Funding?	New Local Funding?						
PS-TW-003	Tier 4	Baker/Harris 2 Way Conversion	Operational	2 Way Conversion		0%	0%	50%	33%	0%	50%	-33%	✓		
RA-001-01	Tier 2	Piedmont Road Extension	Realignment	.35 mile Street realignment an extension of Piedmont Road north as a 5-lane roadway with on-street parking.	From Habersham Road north to Roswell Road, approximately .35 miles.	33%	33%	0%	0%	0%	0%	33%			
RA-001-02	Tier 2	Roswell Road Re-build	Realignment	Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road to New Piedmont 1,800 feet.	Buckhead	33%	33%	0%	0%	0%	0%	33%			
RA-001-03	Tier 7	Old Ivy / Blackland Road Reconnection and widening	Realignment	Reconnection of Old Ivey to Blackland and winding roadway from 2-lanes to 3-lanes between Roswell Road and the New Piedmont Road, approximately 500 feet.	Buckhead	0%	33%	0%	33%	0%	0%	33%			
RA-001-04	Tier 3	Powers Ferry Extension	Realignment	Extend Powers Ferry from Roswell Road to the New Piedmont Road a 3-lane street, approximately 500 feet.	Buckhead	33%	0%	-67%	0%	0%	100%	33%			
RA-002-01	Tier 5	Bolton Road Realignment and extension	Realignment	Realign and extend Bolton road southeast and north from 300 feet east of Barnet Drive to Moore Mill Road as a 2-lane street with on-street parking, approximately 2,400 feet.	Northwest Corridor	67%	0%	33%	0%	0%	25%	-33%	✓		
RB-001	Tier 10	Fairburn Road and Collier Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Collier Drive	0%	33%	0%	0%	0%	25%	33%			
RB-002	Tier 5	Simpson Road/H.E. Holmes Drive	Roundabout	Roundabout at Simpson Road and H.E. Holmes Drive	West Atlanta	0%	0%	0%	33%	0%	25%	33%			
RB-003	Tier 6	Ralph David Abernathy and Westview Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Westview Cemetery	0%	67%	-67%	33%	0%	25%	33%			
RB-004	Tier 10	Langhorne/Westview	Roundabout	Roundabout at Langhorne and Westview, should coincide with replacement of existing Westview bridge	Donald Lee Hollowell Parkway	0%	67%	-67%	33%	0%	25%	33%			
RB-005	Tier 10	Pryor Road and Claire Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Lakewood Amphitheatre	0%	67%	-67%	33%	0%	25%	33%			
RB-006	Tier 10	Benhill Road and Campbellton Road	Roundabout	Roundabout at Campbellton Road and Ben Hill Road (in conjunction with NS-042)	Greenbriar Mall	33%	33%	33%	0%	0%	50%	-67%	✓		
RD-001	Tier 1	Northside Drive Removal of Reversible Lanes	Road Diet	Remove reversible traffic operations and repave/restripe roadway between I-75 and Arden Road Parkway, approximately 2.2 miles.	Northside Drive	33%	33%	33%	0%	0%	50%	-67%	✓		
RD-002	Tier 2	Northside Drive Road Diet	Road Diet	Reduce Northside Drive through restriping from 4 lanes (undivided) to 2-lanes with continuous Center Turn Lane from Arden Road to Moores Mill Road, approximately 2,600 feet.	Northside Drive	33%	-33%	67%	0%	0%	50%	-33%	✓		
RD-003	Tier 9	Northside Parkway Road Diet	Road Diet	Reduce Northside Drive through median widening from 4 lanes to 2 lanes, from Northside Drive to Moores Mill Road. Existing narrow median would be replaced with a wider median accommodating left turn storage lanes.	Northside Parkway	67%	-33%	50%	33%	0%	0%	-33%			
RD-004	Tier 1	Howell Mill Restriping (Part 1)	Road Diet	Restripe Howell Mill Road from Collier Drive to Beck Street to one travel lane in each direction with continuous center turn lane, approximately 630 feet.	Howell Mill Road	33%	0%	0%	33%	0%	50%	-33%	✓		
RD-005	Tier 6	Howell Mill Restriping	Road Diet	Restripe Howell Mill Road from 14th Street south to Marietta Street to one travel lane in each direction with continuous center turn lane, approximately 2,600 feet. (include landscape median between Marietta Street and	Howell Mill Road	0%	0%	0%	-33%	0%	75%	33%			
RD-006	Tier 6	Martin Luther King Road Diet	Road Diet	Restripe MLK Road from HE Holmes Dr to Northside Dr from four-lane undivided roadway to three-lane (two travel lanes with center two-way left turn lane) and 5-foot bicycle lanes.		0%	0%	0%	-33%	0%	75%	33%			
RD-007	Tier 7	Cascade Road Diet	Road Diet	Add two-way left turn lane. This requires restriping that would eliminate existing bicycle lane.		0%	-33%	0%	0%	0%	75%	33%			
RD-008	Tier 10	Boulevard Road Diet	Road Diet	4 lanes to 3 lanes from Interstate 20 to Confederate		33%	67%	-50%	-33%	0%	25%	33%			
RD-009	Tier 8	North Avenue Road Diet	Road Diet	Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left turn storage lanes at intersections.		67%	0%	0%	0%	0%	25%	-33%			
RD-010	Tier 8	Langhorn Street Road Diet	Road Diet	Reduce Langhorn Street from a 6-lane roadway to a 3-lane roadway with a median to accommodate left turn storage lanes at intersections.		0%	0%	0%	0%	0%	25%	33%			

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PROJECT ID	Tier	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	Provide Balanced Transportation Choices	Promote Public Health and Safety	Prepare for Growth	Maintain Fiscal Sustainability	Create Environmental Sustainability	Preserve Neighborhoods	Create Desirable Places for All Citizens	Regional/Federal Funding?	Beltline/TAD Funding?	New Local Funding?
RD-011	Tier 10	Bolton Road Diet	Road Diet	Reduce Bolton Road through median widening from 4 lanes 2-lanes from James Jackson Parkway to Browntown Road, approximately 3,400 feet.	Northwest Corridor	0%	33%	-50%	-33%	0%	75%	33%			
RTP-BR-001	Tier 6	US 41 (Northside Drive)	Bridge Upgrade	US 41 (Northside Drive)		33%	33%	33%	-33%	0%	50%	-67%	✓		
RTP-BR-002	Tier 2	US 19/SR 9 (Peachtree Road)	Bridge Upgrade	US 19/SR 9 (Peachtree Road)		0%	-33%	0%	0%	0%	50%	33%			
RTP-RW-009	Tier 6	US 41 (Northside Parkway)	Roadway Widening	US 41 (Northside Parkway)		0%	-33%	33%	33%	0%	50%	-33%	✓		
RTP-RW-010	Tier 7	SR 154/166 (Campbellton Road)	Roadway Widening	SR 154/166 (Campbellton Road)		33%	-33%	0%	33%	0%	50%	-33%	✓		
RTP-RW-012	Tier 9	Stone Hogan Drive Extension	Roadway Widening	Stone Hogan Drive Extension		0%	-33%	0%	-33%	0%	75%	33%			
RTP-RW-013	Tier 5	Southside Industrial Parkway	Roadway Widening	Southside Industrial Parkway		0%	-33%	0%	-33%	0%	75%	33%			
RTP-RW-014	Tier 3	University Avenue	Roadway Widening	UNIVERSITY AVENUE		0%	-33%	0%	-33%	0%	75%	33%			
RW-001	Tier 7	Donald Lee Hollowell	Roadway Widening	Widen Donald Lee Hollowell from 2-lanes to 5-lanes to accommodate transit from Hamilton Homes to I-285, approximately 1.25 miles. (general purpose lane) (RTP Project)	From Hamilton Homes west to I-285, approximately 1.25 miles.	0%	-33%	0%	-33%	0%	75%	33%			
RW-002	Tier 9	Huff Road	Roadway Widening	Widen Huff Road to accommodate a left turn lanes as needed, approximately 1 mile	From Marietta Blvd. to Howell Mill, approximately 1 mile.	67%	33%	0%	0%	0%	-25%	-33%			
RW-003	Tier 5	Campbellton Road	Roadway Widening	Widen Campbellton Road from 2-lanes to 5-lanes (to accommodate mixed flow Streetcar, approximately 1.1 miles.	From Venetian Drive southwest to Timothy Drive, approximately 1.1 miles.	33%	33%	-50%	-33%	0%	25%	33%			
RW-004	Tier 9	Cleveland Avenue	Roadway Widening	Widen Cleveland Avenue to 5 lanes, approximately .70 mile.	From Steele Avenue to Browns Mill Road, approximately .7 mile.	33%	33%	-50%	-33%	0%	25%	33%			
RW-005	Tier 10	Cascade Road 2- to 3-Lane Conversion	Roadway Widening	Restripe Cascade Road from 2 to 3 lanes between Benjamin E. Mays and Atlanta city limits. This involves removing existing on-street bicycle lanes.		0%	0%	-67%	0%	0%	25%	67%			
RW-006	Tier 10	Gun Club Road	Roadway Widening	Add center left-turn median lane between Sizemore Road and Hollywood Road		0%	0%	-67%	0%	0%	25%	67%			
	Tier 5	Nelson Street	One-Way Conversion			33%	0%	0%	0%	0%	25%	-33%	✓		
	Tier 5	Chapel Street	One-Way Conversion			33%	-33%	-50%	0%	0%	25%	33%			

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- Provide Balanced Transportation Choices
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- Regional/Federal Funding?**
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- New Local Funding?**

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	PERCENT OF GOAL FULFILLED
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Dropped Candidate Projects

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	EXPLANATION FOR DROPPING
NS-012	New Peachtree Creek Parkway	New Street	Construct new two lane roadway from Peachtree Park Drive, south of Peachtree Creek, east to Garson Drive (Bridging Peachtree Creek near MARTA Rail Line). Constructed to share with Beltline Streetcar, approximately	Peachtree Hills, BeltLine
PS-EX-001	Mt. Paran/I-75	Expressway Access	New Interchange	Project no longer feasible in community. Need to determine use of land acquired for project
PS-IC-004	Peachtree St/Lenox Pkwy.	Intersection Capacity	Intersection Project	
PS-IC-010	Buford Hwy/Cheshire Bridge	Intersection Capacity	Add second northbound left-turn lane from Buford Hwy onto Lenox. Add third westbound left-turn lane from Cheshire Bridge onto Buford Highway.	Neighborhood against project
PS-IR-018	Piedmont Rd/Buckhead Loop	Intersection Realignment	Convert center lane of existing 5-lane westbound Buckhead Loop to a third left-turn lane. Restrict left/through movement out of Carson Drive. Reconstruct westbound right-turn lane from Buckhead Loop onto NB Piedmont	Project conflicts with NS-009 and NS-007
PS-IS-002	Cheshire Bridge/Lenox Road	Intersection Signalization	Add Signal/Turn Lane	
PS-RW-001	HE Holmes widening	Roadway Widening	Widening (2-4 lanes with turn lanes where needed) I-20 to US 78/278 (RTP Project)	Would have negative affect on signle family housing in area
PS-RW-002	Widen Roxboro Road	Roadway Widening	Widening (4-6 lanes with turn lanes where needed) Peachtree to East Paces to Rock Haven	
PS-RW-003	Widen Lenox Road	Roadway Widening	Widening (2-4 lanes with turn lanes where needed) Ferncliff to Canterbury	
PS-TW-004	Lindbergh Drive Consolidation/One-Way Conversion	One-Way Conversion	Combine the existing Lindbergh couplet at Piedmont into one road using the existing southern half. It combines into a five-lane, two-way section (two eastbound and two westbound travel lanes with exclusive left turn lanes	Project not practical
RTP-RW-011	Barge Road/Greenbriar Parkway Connector	Roadway Widening	Barge Road/Greenbriar Parkway Connector	Project already completed