





## trail overview | summary

### GA 400 Trail Vision:

The GA 400 Trail is the backbone of the *Buckhead Collection*, the Greenspace Action Plan for Council District 7 in Buckhead. The trail is the primary spine of the *Buckhead Collection's* Trails and Greenways Sub-System connecting parks, trails, schools, and neighborhoods to the urban core of Buckhead and ultimately to the Atlanta BeltLine. The trail is approximately 5 miles long – extending from a historic cemetery site and proposed trailhead off Loidans Drive NE south to the Atlanta BeltLine's Peachtree Creek spur trail – and is envisioned as a paved, 10'-14' wide multi-use path for bicyclists, skaters, walkers and runners.

### Purpose of the Feasibility Study:

Once the GA 400 right-of-way was identified as a potential trail corridor, the planning team walked the corridor to determine the feasibility of actually constructing the trail. The team used the following criteria to analyze trail feasibility:

- Can the trail be physically constructed within the GA 400 right-of-way, including compliance with requirements for zoning, storm drainage, setbacks, building codes and/or other regulatory requirements?
- Can a continuous trail be constructed along the entire corridor?
- Where it is not possible to construct the trail within the existing right-of-way, can adjacent streets and/or other public properties be used to connect the segments?
- Can trail users safely cross under/over the corridor where necessary?
- Will the proposed trail provide an enjoyable, aesthetically pleasing, and safe experience for trail users?
- Are adjacent public or private properties available to provide access, parking and/or trailheads where needed, particularly at either end of the corridor?
- Can safe vehicular, transit and bicycle/pedestrian access be provided to the trailhead sites and trail corridor?
- Can the trail be constructed within a reasonable (typical) budget?

### Findings and Conclusions:

The planning team found that construction of the trail is feasible along the GA 400 right-of-way in conjunction with adjacent street corridors and proposed trailhead sites. Major challenges include construction of the trail on steep slopes, and providing crossings over and/or under railroads, highways, streets, and creeks. Resolution of these challenges may have an impact on the final cost of construction.

The next steps in the planning and design process include:

- Finalizing an agreement with the State Road & Tollway Authority (SRTA), GA DOT, MARTA , Norfolk Southern to use the GA 400 corridor
- Developing preliminary design, engineering, permitting and construction documents
- Developing preliminary construction cost estimates
- Securing phase one funding and approvals
- Developing final design, engineering, permitting and construction documents
- Constructing phase one improvements

The following executive summary illustrates the proposed improvements to the corridor including trail segments, typical trail sections, and planning level, order of magnitude, opinions of probable cost.



### Special Thanks To:



City of Atlanta  
Councilman Howard Shook



Buckhead Community Improvement District



Buckhead Coalition



Buckhead Area Transportation Management Association



Cost Summary

Trail Segment 1		Costs	
Trail		\$4,900,000	
Major Trailheads (3)		\$2,250,000	
Minor Trailheads (2)		\$500,000	
Parks		\$1,250,000	
Total Costs		\$8,900,000	

Trail Segment 2		Costs	
		East	West
Trail		\$4,250,000	\$850,000
Major Trailheads	(1)	\$750,000	(1) \$750,000
Minor Trailheads		-	(3) \$750,000
Parks		-	-
Total Costs		\$5,000,000	\$2,350,000

Trail Segment 3		Costs	
Trail		\$700,000	
Major Trailheads (1)		\$750,000	
Minor Trailheads		-	
Parks		\$1,000,000	
Total Costs		\$2,450,000	

Trail Segment 4		Costs	
Trail		\$1,100,000	
Major Trailheads (1)		\$750,000	
Minor Trailheads (1)		\$250,000	
Parks		\$2,000,000	
Total Costs		\$4,100,000	

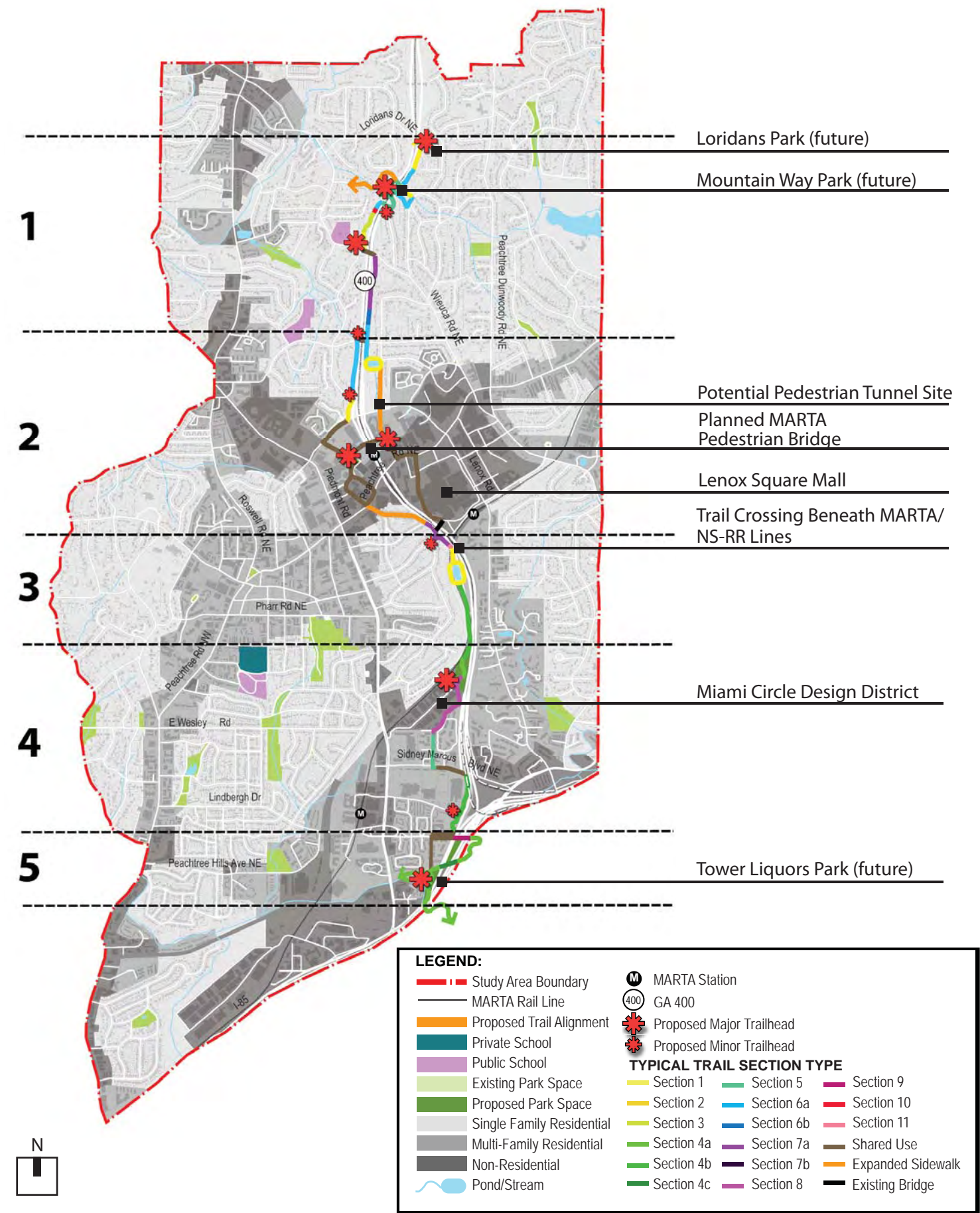
Trail Segment 5		Costs	
Trail		\$950,000	
Major Trailheads (1)		\$750,000	
Minor Trailheads (1)		\$250,000	
Parks		\$2,750,000	
Total Costs		\$4,700,000	

Total Trail Costs (Includes Segment 2 - West Alternative)	\$8,500,000
Total Trailhead Costs (Includes Segment 2 - West Alternative)	\$7,000,000
Total Park Costs	\$7,000,000

Grand Total	\$22,500,000
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Note: Cost are Planning Level, Order of Magnitude, Opinions of Probable Cost and as such may vary depending on surveyed and geotechnical site data. Costs do not include A/E design, inspection, permitting, or any potential land acquisition.

trail overview | segment map





typical sections

Section 1

**Components:**  
*Cross Section:* 10’ trail cross section is typical for much of the corridor. Where possible, the width should be widened to 12’.  
*Surfacing:* Concrete surface to be crowned where possible to enable stormwater runoff and reduce leaf litter.  
*Shoulder:* 2’ min. sodded clear/recovery zone is provided, however the width should be expanded where space and grade permit.

Section 2

**Components:**  
*Cross Section:* This typical 10’ section is modified to include a valley gutter to intercept stormwater runoff.  
*Surfacing:* Concrete, crowned surface with runoff into the adjacent valley gutter and slope. Down slope conditions may require the surface to slope back toward valley gutter.  
*Shoulder:* 2’ min. sodded clear/recovery zone is provided, however the width should be expanded where space and grade permit.

Section 3

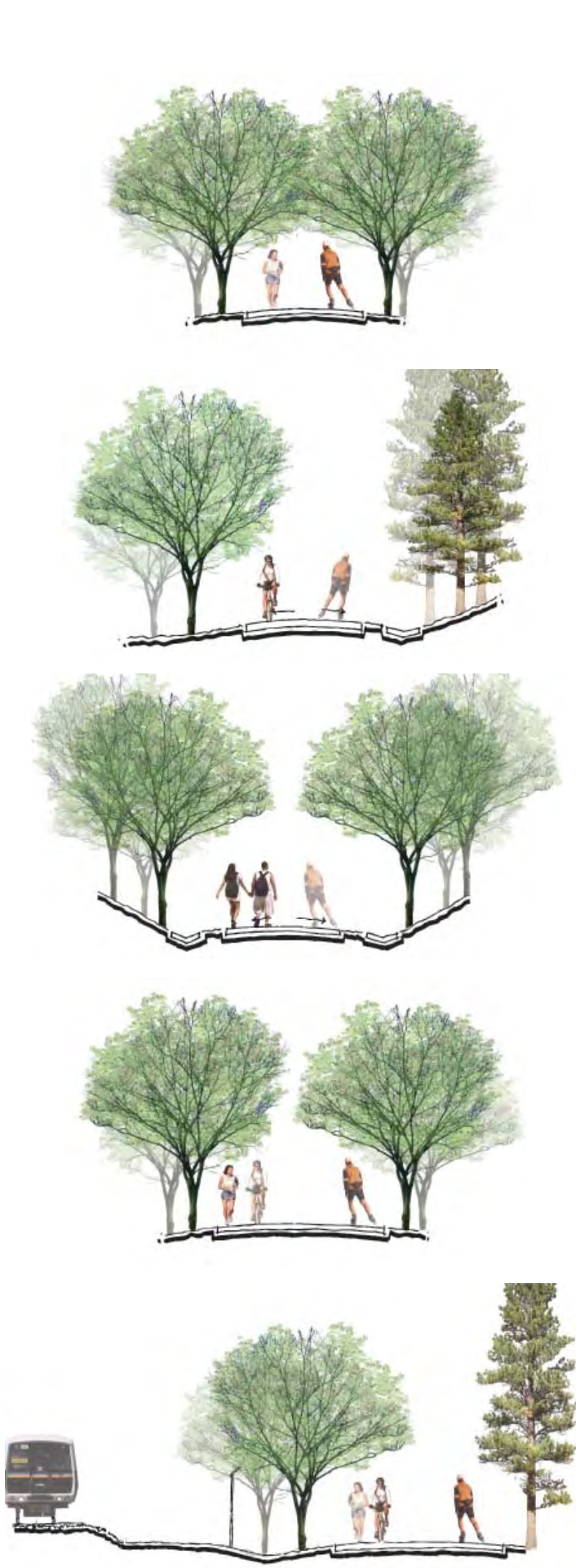
**Components:**  
*Cross Section:* This 10’ typical section occurs in a limited number of “valley” conditions where the trail is located below SR 400 and adjacent properties. Where space allows, the trail may be widened to 12’.  
*Surfacing:* Concrete, crowned surface with runoff into the adjacent valley gutters.  
*Shoulder:* 2’ min. sodded clear/recovery zone is provided, however the width should be expanded where space and grade permit.

Section 4a

**Components:**  
*Cross Section:* This 14’ section allows the shared use of bicyclist and pedestrians. Implementation is limited to open park spaces and where the trail conditions are likely to be more congested.  
*Surfacing:* Concrete surface. A crowned section is preferable, however a cross slope is applicable provided that water is not permitted to cross the trail from adjacent surfaces.  
*Shoulder:* 2’ min. shoulder should be blended into the surrounding grades so as to afford positive drainage away from the surface and base.

Section 4b

**Components:**  
*Cross Section:* 14’ section occurs where the trail is directly adjacent/parallel to the MARTA rail line and typically occurs atop the existing service drive (which has the integrity to function as a base for the final asphalt trail surface).  
*Surfacing:* Concrete surface. A crowned section is preferable, however to minimize cost it could reflect the existing grades of the service drive.  
*Shoulder:* 2’ min. shoulder should be blended into the surrounding grades so as to afford positive drainage away from the surface and base.



segment | five

Trail Length: 0.5 mile

Existing Condition

While short in length, the fifth segment of the trail has the ability to provide some of the most significant recreational opportunities within the entire corridor. Segment Five begins at the intersection of the GA 400 ROW and Lindbergh Dr., NE. The trail would use the existing expanded sidewalk along the north side of Lindbergh Dr., NE until the Adina Dr., NE intersection at which point the trail would turn south and continue as an on-street condition along Adina Dr., NE until it reaches Peachtree Creek. The trail would connect to the proposed park space located at the southernmost point of Adina Dr., NE (Image 4). Currently, the site is abandoned and overgrown with vegetation. A significant branch of the Peachtree Creek separates the proposed park location from Adina Dr., NE, and would necessitate a bridge crossing for park access. The proposed park space could serve as a major recreation destination due to its potential future connection to the Atlanta Beltline Trail System. The trail would continue along the north bank of Peachtree Creek, connect to the existing Dog Park, and ultimately to Piedmont Rd.

Challenges

Successfully developing the trail along Lindbergh Dr., NE and Adina Dr., NE will be one of the more challenging aspects of this segment due to the large amount of new development that has taken place along these roadways. Depending on the amount of remaining, available ROW, the viability of a public/private partnership may need to be evaluated. A second challenging point will be the development of the trail crossing beneath the I-85 overpass at Peachtree Creek (Image 3). While the majority of the overpass currently provides more than adequate overhead space and natural light, maintaining an adequate level of perceived user comfort and safety will be challenging in this environment. This could be solved by heavily programming the park space as discussed below.

Opportunities

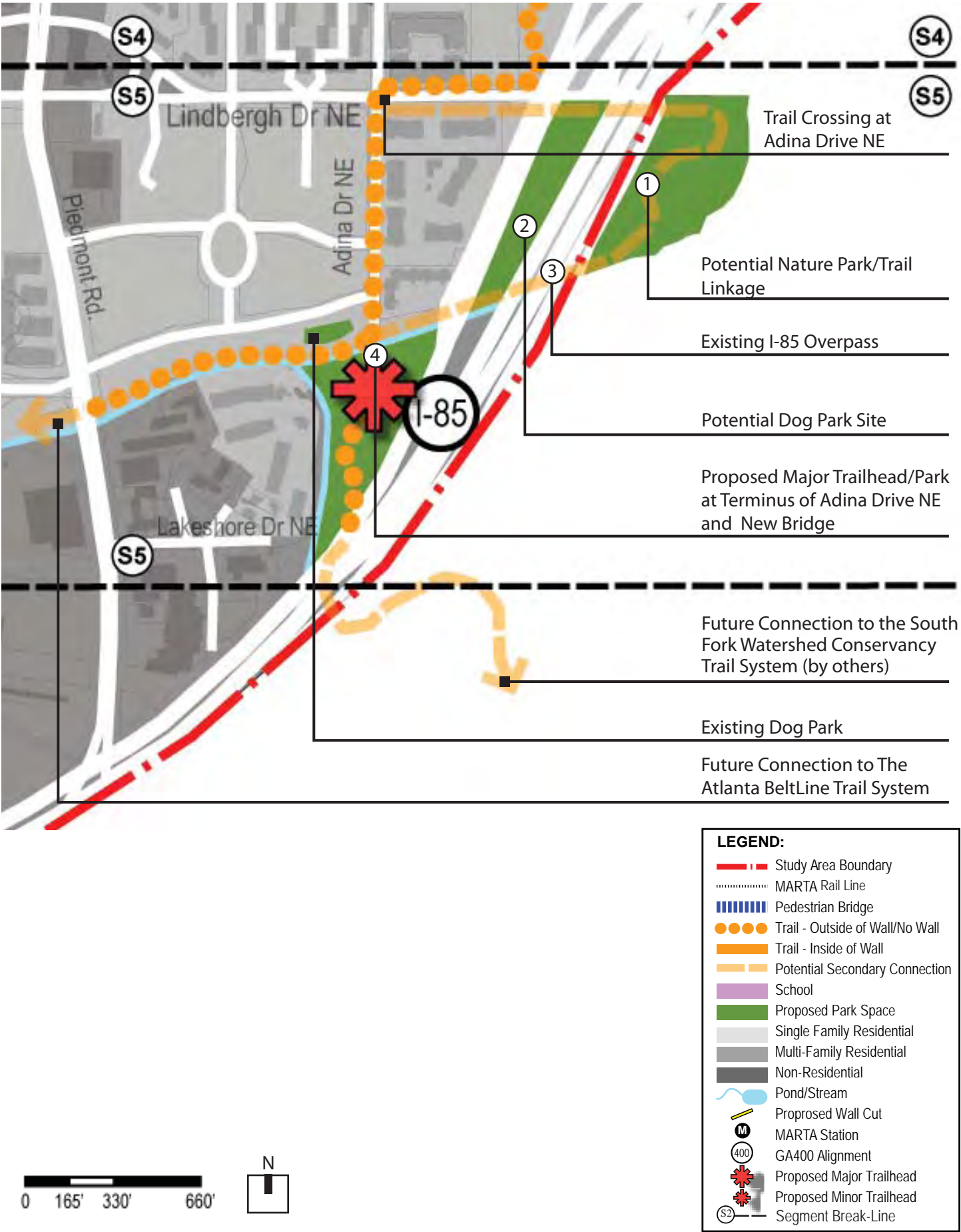
The proposed major trailhead/park (also referred to as Tower Liquors Park), has the potential to provide multiple community benefits. The site is located at the confluence of the North and South Fork of the Peachtree Creek and can potentially help with water resource management; the site is also the location of a historic Indian Village and can include historical/cultural interpretive elements; and the site connects to one of the Atlanta BeltLine’s spur trails as well as the South Fork Conservancy Watershed Trail System, a part of which has already been implemented through the grassland area just east of the I-85 (Image 1). Furthermore, there is an opportunity to expand the park to include the 3+ acres of underutilized land under the I-85 overpass. Benefiting from the existing cover that I-85 provides, this space would be ideal for a skate park, sports courts, hockey rink, and even a dog park.



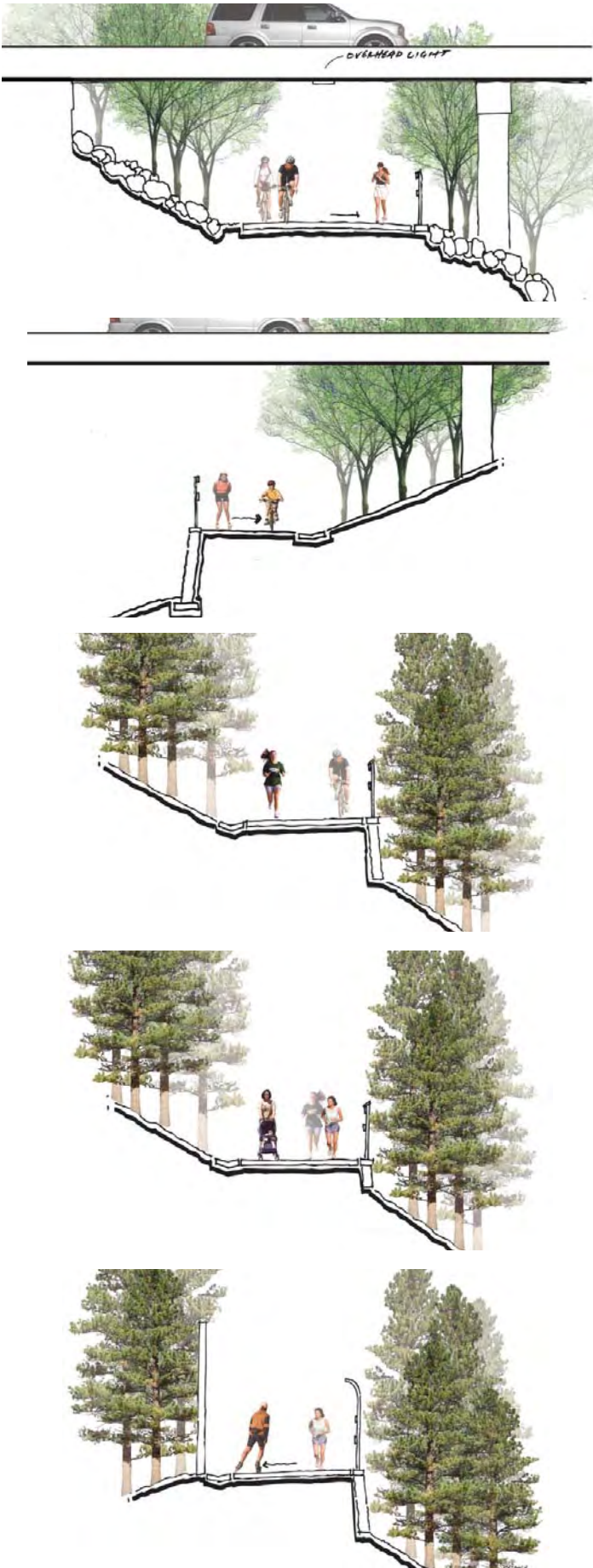
Trail Cost + Trailhead/Park Costs			
Trail	\$950,000	Tower Liquors Park	\$2,000,000
Major Trailheads (1)	\$750,000	Interstate Dog Park	\$150,000
Minor Trailheads (1)	\$250,000	Creekside Nature Park	\$600,000
Total	\$1,950,000	Total	\$2,750,000



segment | five



typical sections



Section 4c .

**Components:**  
**Cross Section:** 14' section beneath the overpasses will be located near the top of bank. These areas are generally level but will require relocation of boulders and raising of the trail grade above the current elevation to minimize flooding.  
**Surfacing:** Concrete surface with slope toward the creek for positive stormwater runoff.  
**Shoulder:** Railings with rub rails will be present where stone is adjacent on the creek bank side. A 2' min. shoulder should be present on the upslope side of the trail and should be sloped away from the trail in the form of a shallow swale.

Section 5

**Components:**  
**Cross Section:** 8' switchback section occurs beneath the Mountain Way Rd. overpass. A retaining wall w/ railing will line one side and a valley gutter will occur on the upslope side to intercept stormwater runoff.  
**Surfacing:** Due to slope/space constraints, the surface will typically be concrete with a landing every 30' (at 1:12 max slope) to accommodate ADA access.  
**Shoulder:** This section would most likely be signed for bicyclist to dismount, therefore shoulders will not be necessary.

Section 6a

**Components:**  
**Cross Section:** 10' section, typically found on interstate side-slopes, behind sound barriers, and down-slope from the roadway. The severity of the slope may necessitate retaining walls (w/ a security fence and rub rail), and will typically be 7' in overall height.  
**Surfacing:** The concrete surface will be pitched toward the valley gutter.  
**Shoulder:** In limited spaces where this section occurs, the valley gutter, possibly oversized in width, will comprise the recovery shoulder.

Section 6b

**Components:**  
**Cross Section:** 10' section, typically found on interstate side-slopes, behind sound barriers, and down-slope from the roadway. The severity of the slope may necessitate segmented retaining wall (w/ a security fence and rub rail), and will typically be 4' in overall height.  
**Surfacing:** The concrete surface will be pitched toward the valley gutter.  
**Shoulder:** In limited spaces where this section occurs, the valley gutter, possibly oversized in width, will comprise the recovery shoulder.

Section 7a

**Components:**  
**Cross Section:** 10' section, typically occur at the top of banks along GA 400. When on the roadside side of the sound barriers, a security fence with rub rail would be installed atop the 7' retaining walls.  
**Surfacing:** The concrete surface would slope to the barrier wall where a valley gutter would be installed at the base of the wall for proper drainage/reduced weed growth.  
**Shoulder:** The valley gutter, possibly oversized for bicyclist recovery, would be constructed to integrate the sound barrier wall post and to join up w/ the panels.



typical sections

Section 7b

Components:

**Cross Section:** 10' section, typically occurs at the top of banks along SR 400. When on the roadside side of the sound barriers, a security fence with rub rail would be installed atop the 4' segmented block retaining walls.

**Surfacing:** The concrete surface would slope to the barrier wall where a valley gutter would be installed at the base of the wall for proper drainage/reduced weed growth.

**Shoulder:** The valley gutter, possibly oversized for bicyclist recovery, would be constructed to integrate the sound barrier wall post and to join up w/ the panels.

Section 8

Components:

**Cross Section:** 8' trail, 12' drive. The existing, low-traffic service road connecting the Miami Circle to residential parking/service areas would be paved and allow both trail users and vehicles to share the pavement.

**Surfacing:** In this low-speed environment, oncoming vehicles would utilize the valley gutter and pathway to pass and then return to the travel lane.

**Shoulder:** The shoulder width would be minimized to limit impact to adjacent trees, however swales on upslope sides would capture stormwater runoff.

Section 9

Components:

**Cross Section:** 8'-10' path along Lindbergh Dr. would require the modification to the existing overpass abutment concrete slope by removing 4' – 8' of the concrete panels and soil, and adding a retaining wall.

**Surfacing:** The concrete surface would slope toward the roadway curb for positive drainage

**Shoulder:** On the curb side of the path, a narrow planting strip/rain garden would be added to soften the hardscape character of this environment.

Section 10

Components:

**Cross Section:** In valley areas with significant topographical changes on either end or at creek crossing locations, an 8'-12' bridge would be introduced to limit impact to the surrounding trees and lesson the grades encountered by trail users. Bridges may be pre-engineered steel bridges, cast-in-place, or precast concrete bridges.

**Surfacing:** Surface may vary depending on the type of bridge used and may include aluminum decking textured in two planes for maximum slip resistance, concrete, or recycled lumber.

**Shoulder:** n/a

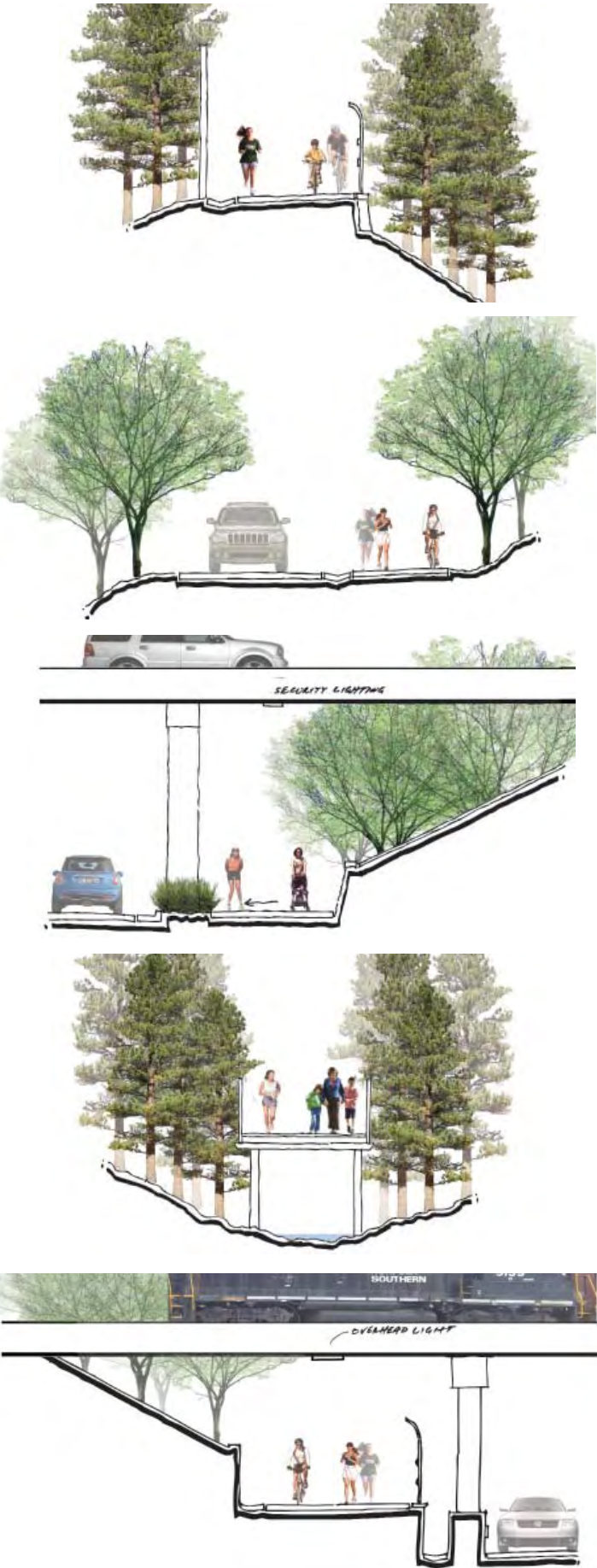
Section 11

Components:

**Cross Section:** Beneath the Norfolk Southern/MARTA tracks adjacent to GA400, the existing bridge abutment concrete slopes/walls will be modified to accommodate the 10'-12' trail. Two 4' – 6' retaining walls will be added to the abutments as the trail passes through this area.

**Surfacing:** The concrete surface may include several landings along the way to accommodate grade changes. The pathway will pitch to the upslope side for stormwater runoff into a parallel valley gutter.

**Shoulder:** n/a



segment | four

Trail Length: 1.25 mile

Existing Condition

At 1.25 miles in length, Segment Four is the second longest within the corridor. The trail begins within the existing MARTA service yard to the northeast of the terminus of Miami Circle, NE. Currently, this service yard is utilized primarily for rail access and storage. The majority of the existing vegetation is woodland in nature with a fairly dense understory. The access road utilized by the trail alignment in Segment Three passes through this site and terminates at its intersection with Miami Circle, NE where a major trailhead is proposed. At this point, the trail would leave the MARTA/GDOT ROW and follow the Canterbury Rd/E Wesley Rd. alignment as a shared ROW. The existing condition of Canterbury Rd./E Wesley Rd. is that of an unpaved, narrow service road that sees limited vehicular traffic and terminates at a dead end just prior to intersecting with Sydney Marcus Rd NE. The road also connects to the service drive of the Atlanta Housing Authority building.

At Sydney Marcus Rd., NE the trail will continue either within or alongside the ROW until meeting back up with the GA 400 ROW which will carry it south towards the minor trailhead proposed at Morosogo Dr., NE. This portion of the proposed alignment is heavily vegetated, however has a good usable width south of Morosogo Dr.

Challenges

The most significant challenge within this segment is the grade transition that must occur at the terminus of E. Wesley Rd., which is approximately 20' above the existing grade of Sydney Marcus Blvd., NE. There are two options to address this grade change: develop a system of switchback ramps and landings similar to those proposed in the Mountain Way Park area, or modify E. Wesley Rd. to gradually slope down to meet the Sydney Marcus Blvd., NE grade. Establishing a system of switchback ramps and landings would require a partnership with the immediately adjacent Atlanta Housing Authority as portions of the ramps would be developed in their property while gradually sloping E. Wesley Rd. to meet the Sydney Marcus Blvd., NE grade would require the modification of existing retaining walls.

Opportunities

The large, existing MARTA service yard at the terminus of Miami Circle presents an excellent opportunity to create not only a trailhead, but a signature park space along the trail alignment that celebrates, incorporates, and connects a major arts district, the Miami Circle Design District, to the GA 400 Trail and the *Buckhead Collection*. The existing space is large enough to accommodate on-site trail parking as well as more significant park and arts oriented amenities such as a series of multi-purpose open spaces for recreation and public art displays, picnic shelters and pavilions, small sports courts, etc.

Trail Cost + Trailhead/Park Costs			
Trail	\$1,100,000	Miami Circle Park	\$2,000,000
Major Trailhead (1)	\$750,000		
Minor Trailhead (1)	\$250,000		
Total	\$2,100,000	Total	\$2,000,000





segment | four

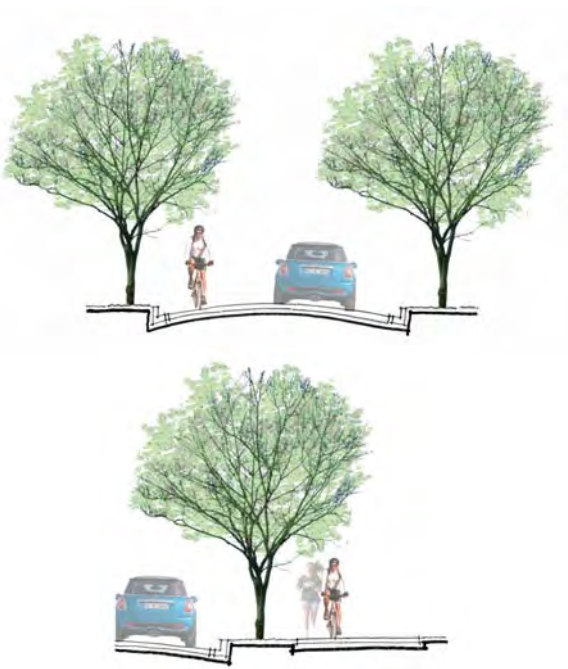


Shared-Use Street

**Components:**  
**Cross Section:** In low traffic streets where ROW is limited and may not allow for a sidewalk or expanded sidewalk condition (i.e. N. Stratford Rd. NE, Highland Dr.,) the trail will assume an on-street condition sharing the road with vehicular traffic. Sharrow markings, colored bicycle lanes, and/or signage will alert motorist to be mindful of bicyclist and pedestrians.  
**Surfacing:** Dependent on existing roadway surface.  
**Shoulder:** n/a

Expanded Sidewalk

**Components:**  
**Cross Section:** Ideally an 8' - 12' wide sidewalk with a 4'-6' tree lawn that provides separation between vehicular traffic and trail users. In instances where ROW is not available for an expanded sidewalk, a Shared-Use Street condition may be combined with the existing sidewalk to form the trail route.  
**Surfacing:** Concrete with positive drainage towards the tree lawn or street.  
**Shoulder:** n/a



trailheads

Major Trailhead

**Description:**  
Major Trailheads will be serve as the primary portals into the GA 400 Trail. Users will find an increased variety of trail-related amenities that assist with personal comfort, bicycle maintenance, trail navigation, or user safety. Major trailheads may vary depending on their location and context. In certain circumstances, they may operate as a neighborhood park or be integrated into an existing school site. In addition to providing a safe and easy way to access the trail, major trailheads may provide users with additional recreational opportunities such as sports courts, playgrounds, and picnic shelters. In more urban areas, they may be integrated into existing buildings using the vending areas, parking spaces, and even the parking spaces of surrounding buildings.

**Potential Components:**  
5-10 Paved Parking Spaces, Playground, Restroom/Concession Building, Vending Machine(s), Bike Parking/Racks, Water Fountain(s), Air Station, Site Lighting, Map/Informational Kiosk, Maintenance Storage Site/Bldg., Vendor Building/Location, Picnic Shelter, Picnic/Seating Areas, Emergency Contact Station

**Typical Size:**  
1 - 5 acres per site

**Quantity Proposed:**  
Six (6)

**Cost Assumption:**  
\$ 750,000

Minor Trailhead

**Description:**  
The main purpose of a minor trailhead is to provide a public access point to the trail corridor between major trailhead locations. These sites are typically smaller in size and offer fewer amenities. Users should expect to find limited parking, directional signage, and basic bicycle maintenance facilities. All trailheads should provide an emergency contact station and water access if feasible.

**Potential Components:**  
2-3 Potential On-Street Parking (where applicable), Bike Parking/Rack(s), Water Access (cooler, spigot, or fountain), Map/ Informational Kiosk, Picnic Table, Emergency Contact Station.

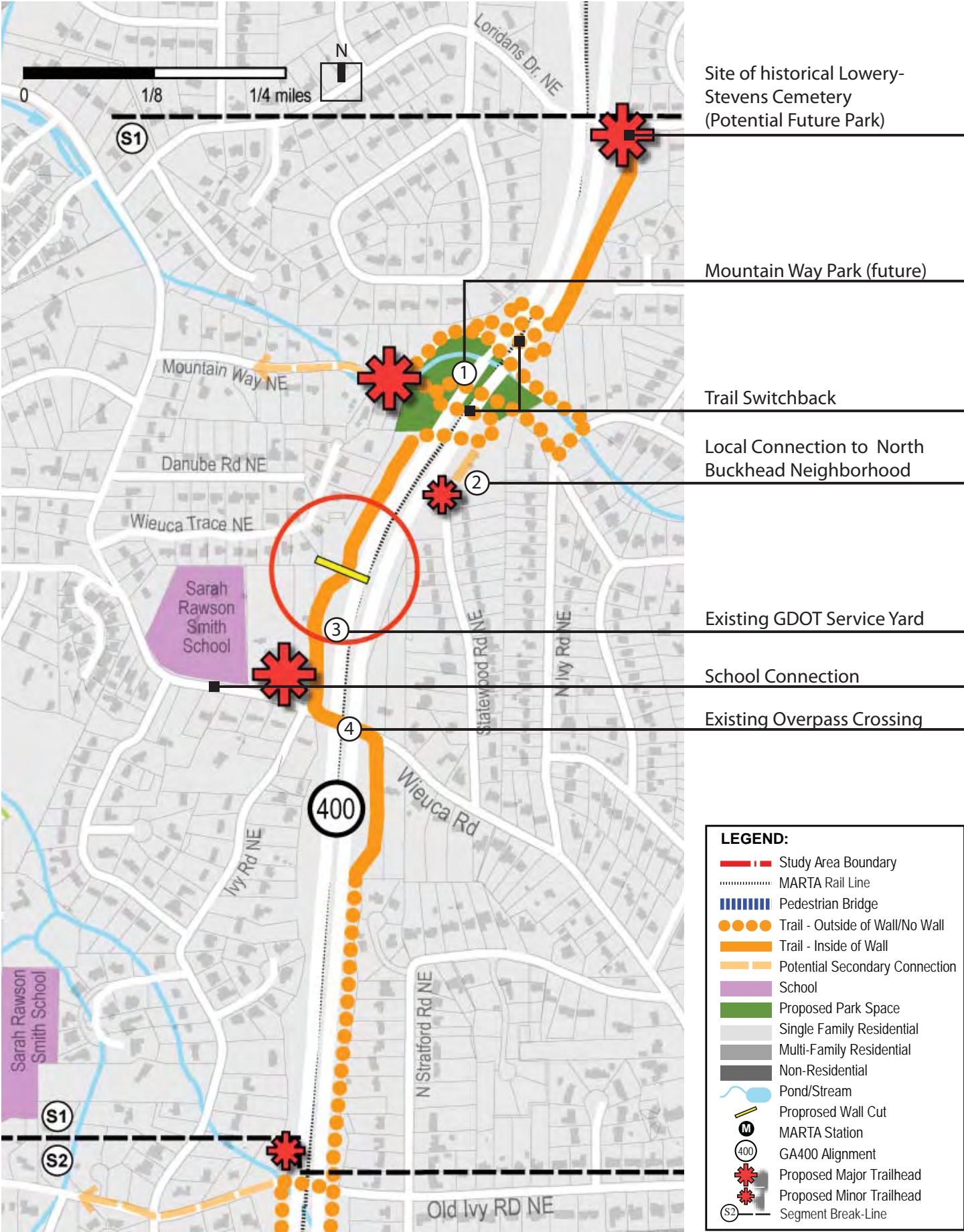
**Typical Size:**  
0.15 - 1.5 acres per site

**Quantity Proposed:**  
Five (5)

**Cost Assumption:**  
\$ 250,000

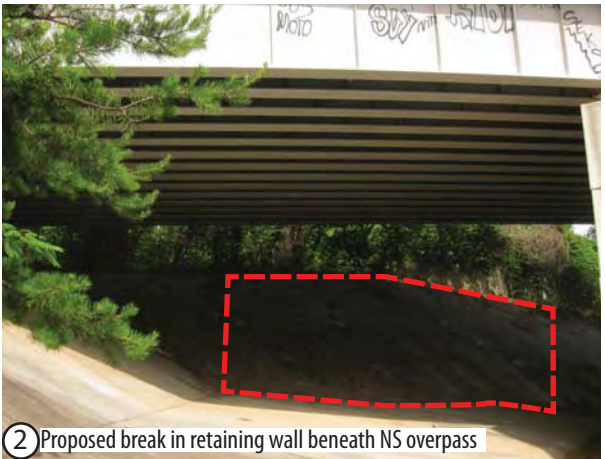


segment | one



segment | three

Trail Length: 0.75 mile



Existing Conditions

Segment Three represents one of the shortest segments at only 0.75 miles in length. This portion of the trail occurs on the western edge of GA 400 within the GDOT/MARTA ROWs. This segment is not as heavily vegetated as Segment One, allowing for longer views of both the trail and downtown. Both Norfolk Southern Railroad and MARTA have lines that run to the west of the trail alignment. Additionally, there are several train overpasses that occur within this segment; the northernmost of which will be especially challenging to navigate beneath. There is a depressed woodland area with a small retention pond at its center immediately south of the Norfolk Southern overpass. A paved service/access road runs south from the retention pond to a MARTA service building at the southernmost tip of this segment. While in poor condition, this access road could serve as a potential base for the proposed trail surface.

Challenges

The most challenging portion of this segment occurs at the northernmost railroad bridge crossing located just before the Norfolk Southern rail and the MARTA Gold Line rail cross over GA 400. It is at this point that the trail would have to navigate down a steep grade to re-enter the GA400 ROW in order to safely pass below the Norfolk Southern rail overpass structure. The existing retaining walls beneath the overpass would have to be modified in order to allow the trail to pass through as it continues North towards the minor trailhead located at the existing pedestrian bridge (Image 2). In order for the trail to access the Gordon Bynum pedestrian bridge/trailhead, a break in the sound barrier wall will have to be created (Image 1).

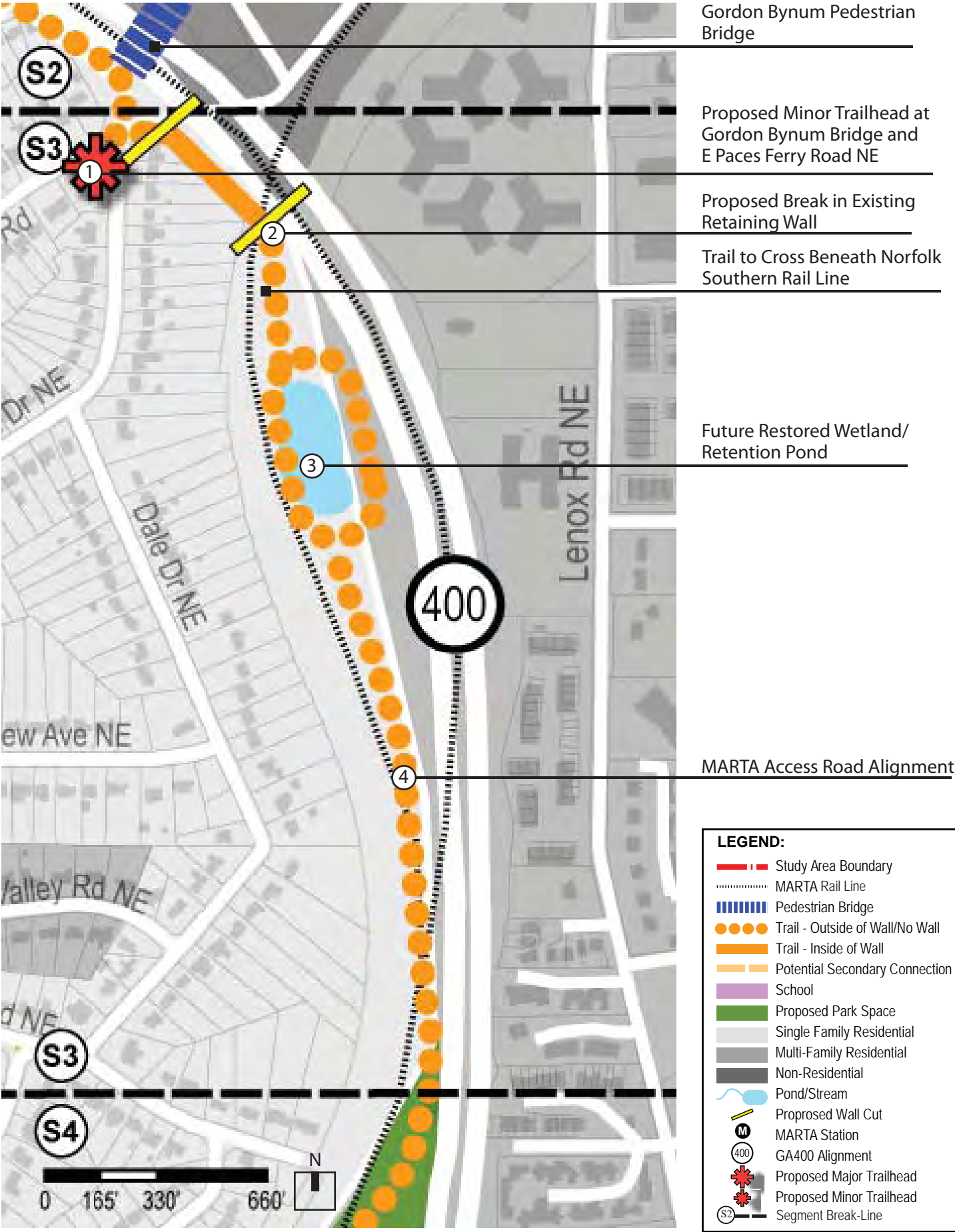
Opportunities

The MARTA/Norfolk Southern access road may present an opportunity to utilize existing infrastructure to develop the proposed trail with a reduced construction cost. Similar to Mountain Way Park, this portion of the trail allows for excellent views of both natural systems and cultural infrastructure systems. These locations may become places of interpretation for visitors and residents where each system is made more visible by the juxtaposition of the other. The existing retention pond in the northern portion of the site could be restored to a healthy wetland area that could help treat the additional stormwater runoff water produced by the trail and highway development.

Trail Cost + Trailhead/Park Costs			
Trail	\$700,000	Retention Pond Park	\$1,000,000
Minor Trailhead (1)	\$250,000		
Total	\$950,000	Total	\$1,000,000



segment | three



segment | one

Trail Length: 1.3 mile



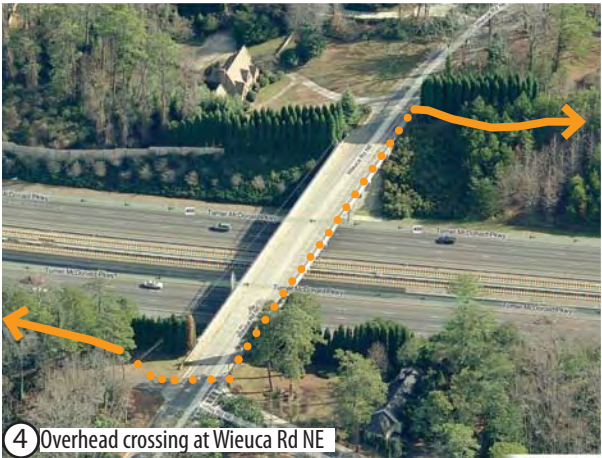
1 Future location of Mountain Way Park



2 Neighborhood access point via existing MARTA service easement



3 Existing GDOT service yard



4 Overhead crossing at Wieuca Rd NE

Existing Conditions

This 1.3 mile segment running through North Buckhead exhibits the greatest change in elevation that is seen within the corridor. The majority of the grade occurs at future Mountain Way Park site. Heading south, a large portion of the trail within Segment One occurs on the outside of the sound barrier walls surrounding GA 400. The side-slopes along the GA 400 ROW are steep and heavily vegetated. Just north of Wicua Rd. and east of the existing school site there is a GDOT service yard that could serve as a potential open space along the trail. The future trail would utilize the Wicua Rd. overpass to cross to the eastern side of the GA 400 where it would continue south towards Old Ivy Rd., NE.

Challenges

Successfully navigating the grade change at Mountain Way Park in a safe, accessible, and cost effective manner represents the most significant challenge within this segment of the trail. The trail must ascend approximately sixty (60) vertical feet south from Mountain Way Rd. to reach the existing elevation of the GA 400 ROW. To achieve this, a significant system of switchbacks accompanied by retaining walls would be needed beneath the GA 400 overpass. In this area, the trail would need landings every thirty linear feet at a grade no greater than 1:12 to be ADA compliant.

Opportunities

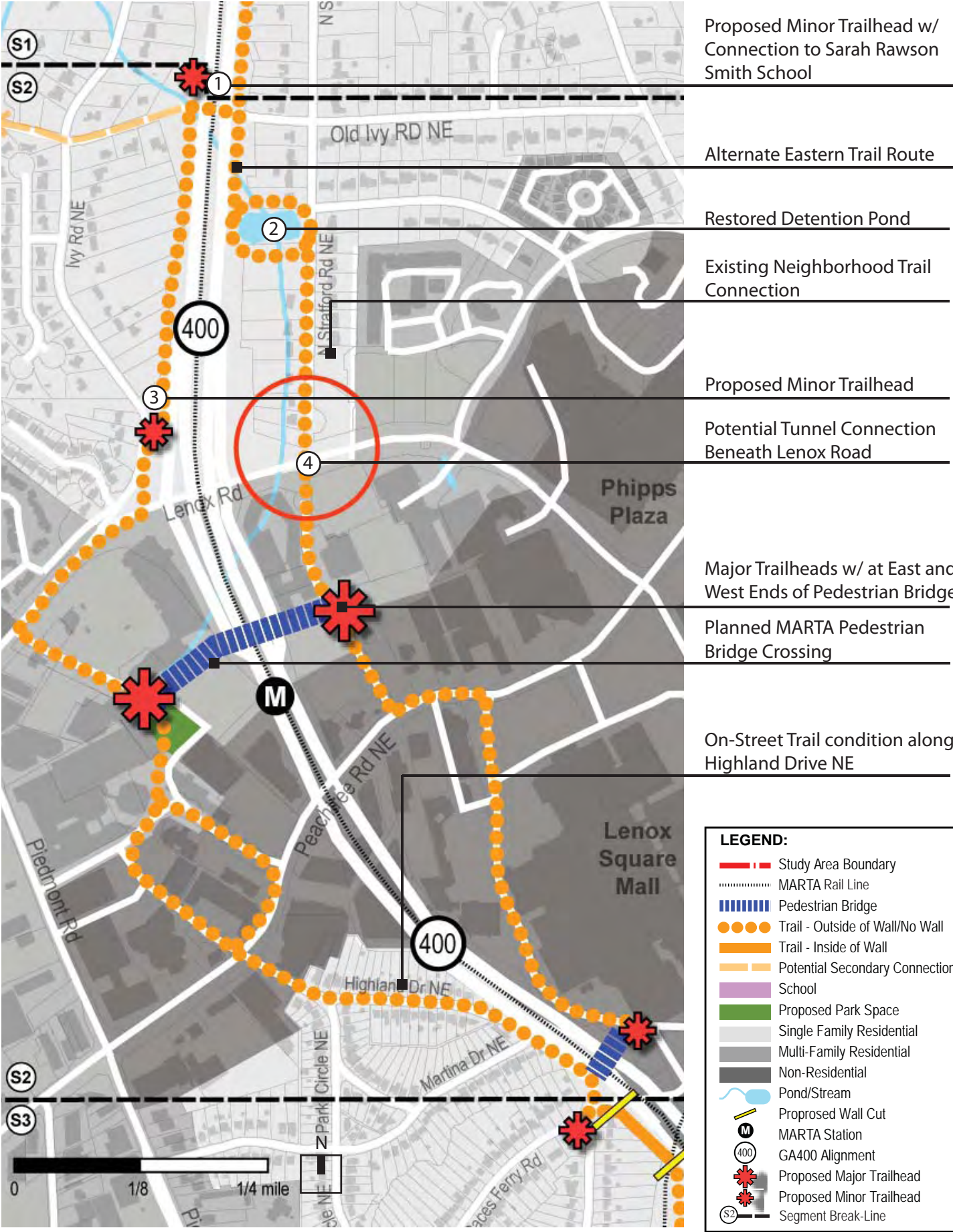
Within Segment One, there are opportunities for three (3) significant, major trailhead/park sites: the undeveloped Fulton County property located off of Loridans Dr., Mountain Way Park, and the Sarah Rawson Smith School site. The undeveloped Fulton County property is the site of the historic Lowery-Stevens Family Cemetery dating back to the 1930's. Development of this gateway trailhead should commemorate and celebrate this historical site through physical design, interpretive signage, public art, and/or digital media. The GA 400 overpass provides a grand ceiling over Mountain View Park and trailhead, which would allow users to experience a unique juxtaposition of man-made infrastructure and the native landscape. Additionally, this space would provide a neighborhood connection via an existing access road ROW to the eastern half of the North Buckhead Neighborhood.

There might be an opportunity to develop a trailhead adjacent to the GDOT service yard and the school site which would require additional land acquisition. This however would provide a significant amount of park acreage along the trail and increase the potential for a shared-use agreement with the existing school site.

Trail Cost + Trailhead/Park Costs			
Trail	\$4,900,000	Loridans Park	\$600,000
Major Trailhead (3)	\$2,250,000	Mountain Way Park	\$650,000
Minor Trailhead (2)	\$500,000		
<b>Total</b>	<b>\$7,650,000</b>	<b>Total</b>	<b>\$1,250,000</b>



segment | two



segment | two

West Alignment Trail Length: 1.1 mile  
East Alignment Trail Length: 1.3 mile

Existing Conditions

Segment Two provides two (2) alternatives for the alignment of the trail; a western alternative and an eastern alternative. Both segments are unique in that they travel through the most densely developed area in all of Buckhead. The western alternative appears to be the preferred route as it presents less challenges than the eastern alignment. The western alignment of this segment leaves the GA 400 ROW at a second, minor trailhead/park located along Ivy Rd., NE and Lenox Rd. From here the corridor follows Tower Place Dr. adjacent to which a new, pedestrian bridge is being constructed over GA 400 near the existing MARTA station. After leaving the urban core along Highland Dr. the trail connects to the existing Gordon Bynum Bridge south of the Lenox Square Mall.

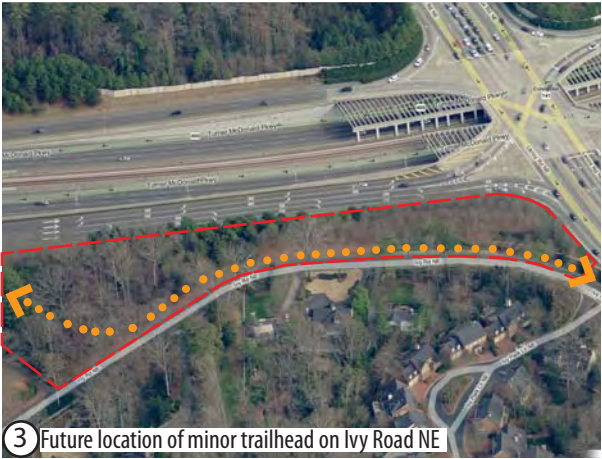
The eastern alternative would leave the GA 400 ROW just south of Old Ivy Rd., NE and follows an existing service drive to a small retention pond. From this point, the trail segment continues on N Stratford Rd., NE as an on-street trail. While constructing a tunnel under Lenox Rd. would provide an ideal connection to Stratford Rd., NE, this connection is highly controversial and would have to be discussed with the neighborhood for approval. To the south of Lenox Rd., the trail would wrap around the western portion of the Lenox Square Mall either as an on-street trail or an expended sidewalk condition. A minor trailhead is proposed just east of the Gordon Bynum Bridge. An addition to providing users with various amenities, this minor trailhead could be integrated with the Lenox Square Mall Food Court.

Challenges

Within the southern half of this segment there is little to no usable land within the GA 400 ROW, thus requiring the trail to be developed in conjunction with existing roadways and private development. This presents both a significant challenge and opportunity. In some areas, such as around the Lenox Square Mall, the trail may have to occur within a shared-use ROW where users would be in closer proximity to low-speed vehicular traffic.

Opportunities

The GA 400 Trail's connection to the urban core of Buckhead increases multi-modal access from the neighborhoods to Buckhead's commercial center. This increased connectivity may reduce vehicular traffic by facilitating a mode shift to more sustainable transportation modes. These benefits could encourage partnerships for the implementation and maintenance of the trail.



Trail Cost + Trailhead/Park Costs			
Trail - East	\$4,250,000	Trail - West	\$850,000
Major Trailhead (1)	\$750,000	Major Trailhead (1)	\$750,000
		Minor Trailhead (3)	\$750,000
<b>Total</b>	<b>\$5,000,000</b>	<b>Total</b>	<b>\$2,350,000</b>