



Tara Boulevard Corridor Study

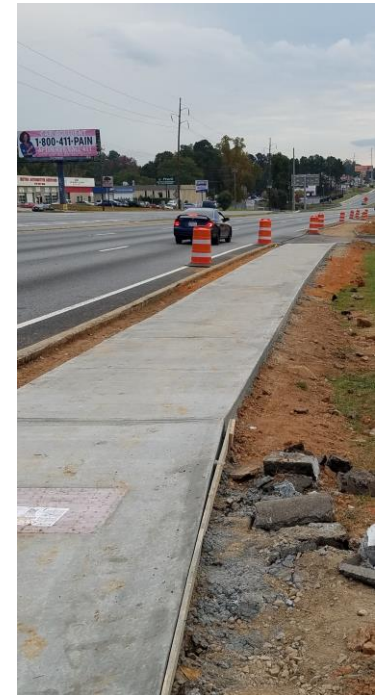
Stakeholder Meeting #3

PI 0013206

October 25, 2018

Megan Weiss – GDOT PM

Garth Lynch, PE, AICP – HNTB PM



Introductions

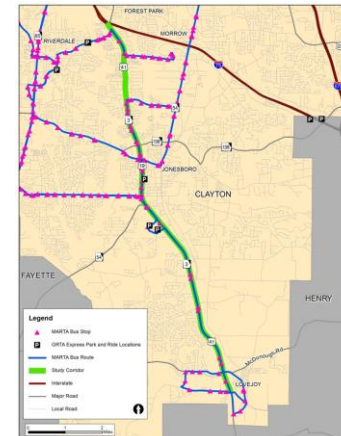
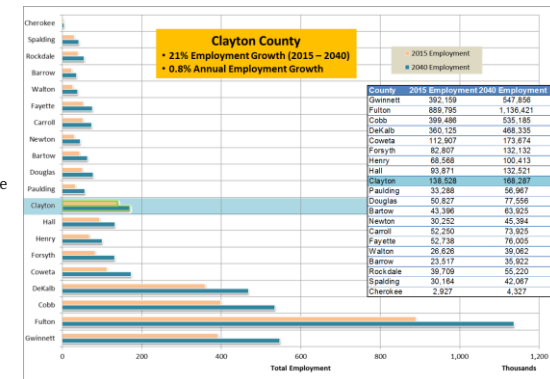
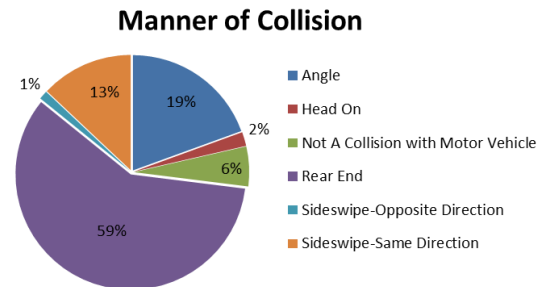
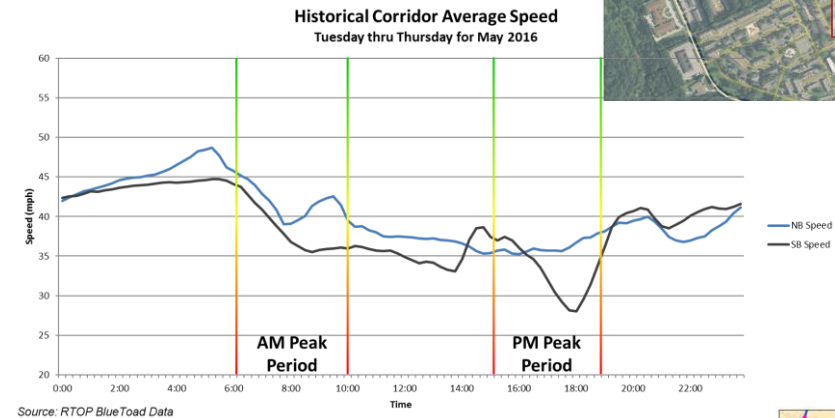


Agenda

- Recap of Past Meetings
- Study Overview
- Development of Improvements
- Alternative 1 - Elevated Priced Arterial
- Alternative 2 - Operational Improvements
- Multi-Modal Improvements
- Next Steps

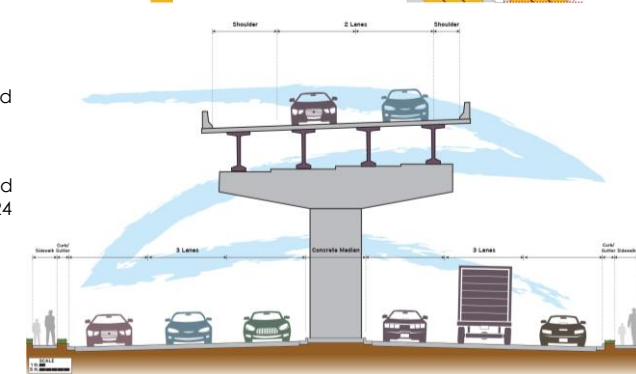
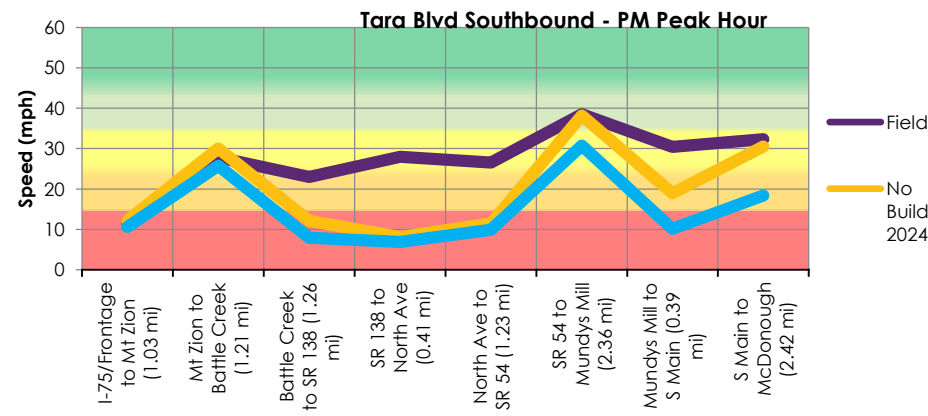
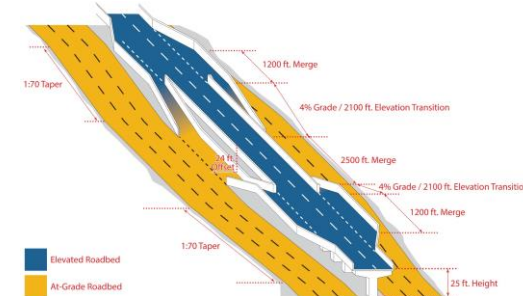
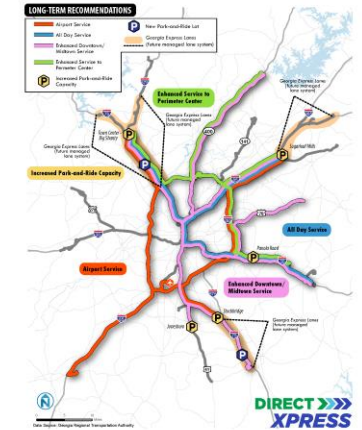
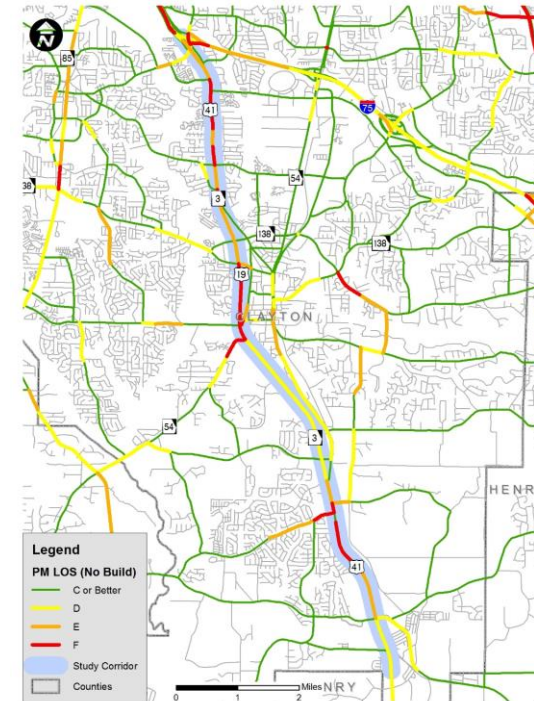
Recap of Stakeholder Meeting #1

- Meeting held on 9/7/16
- Provided Study Overview
- Presented Existing Conditions
 - Existing Traffic Volumes
 - Roadway / Study Area Characteristics
 - Bridge Inventory
 - Utilities
 - Crash Hotspots
 - Land Use
 - Programmed Projects
- Q&A



Recap of Stakeholder Meeting #2

- Meeting held on 7/12/17
- Provided Study Overview
- Presented Future Conditions
 - Future Traffic Volumes
 - Programmed Projects
 - Future Conditions
 - Screening of Improvement Types
- Q&A

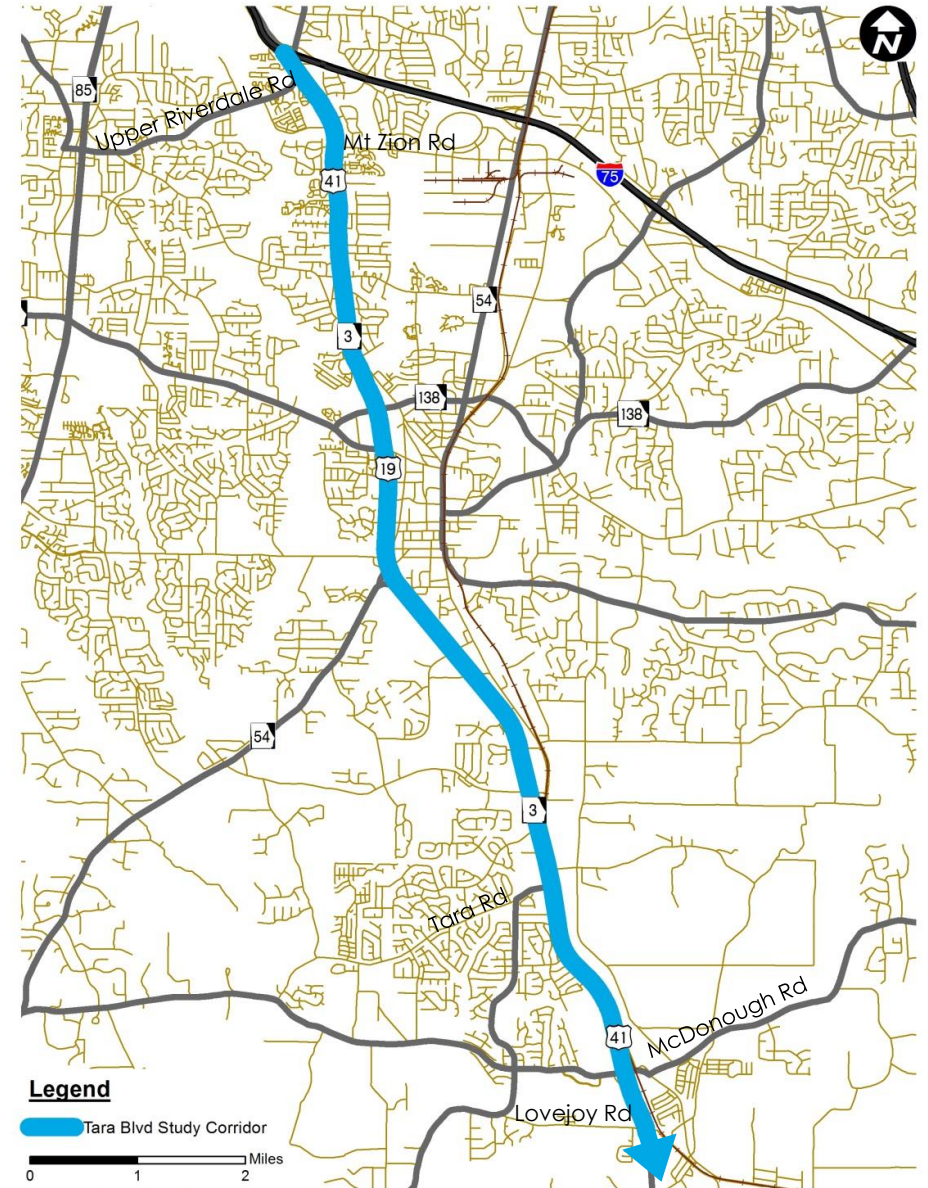


Study Overview



Study Area

- Tara Blvd / US 19-41 / SR 3
 - Operational and Multi-modal Improvements
 - Capacity Needs



Study Purpose

- Revisit past studies

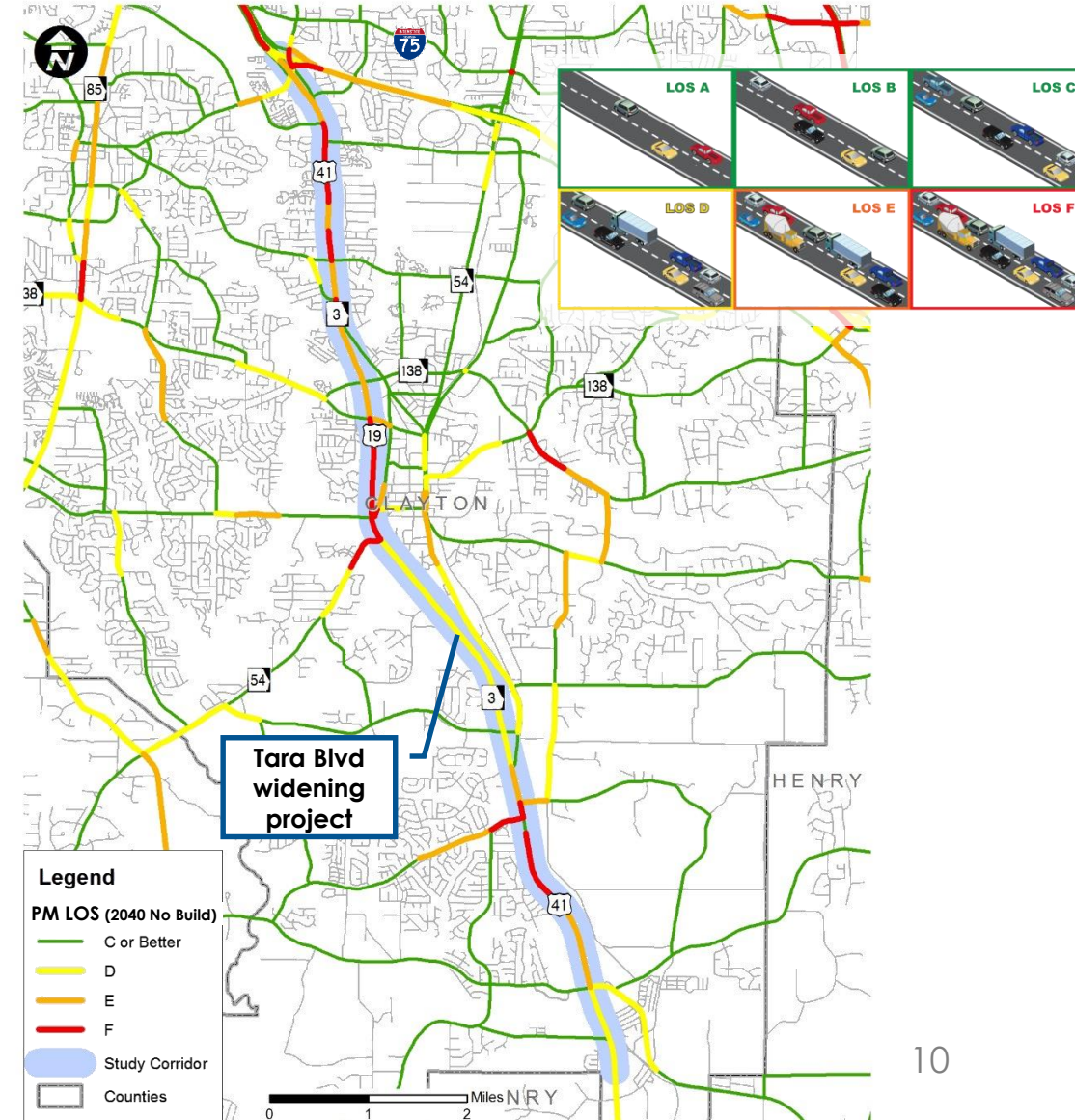
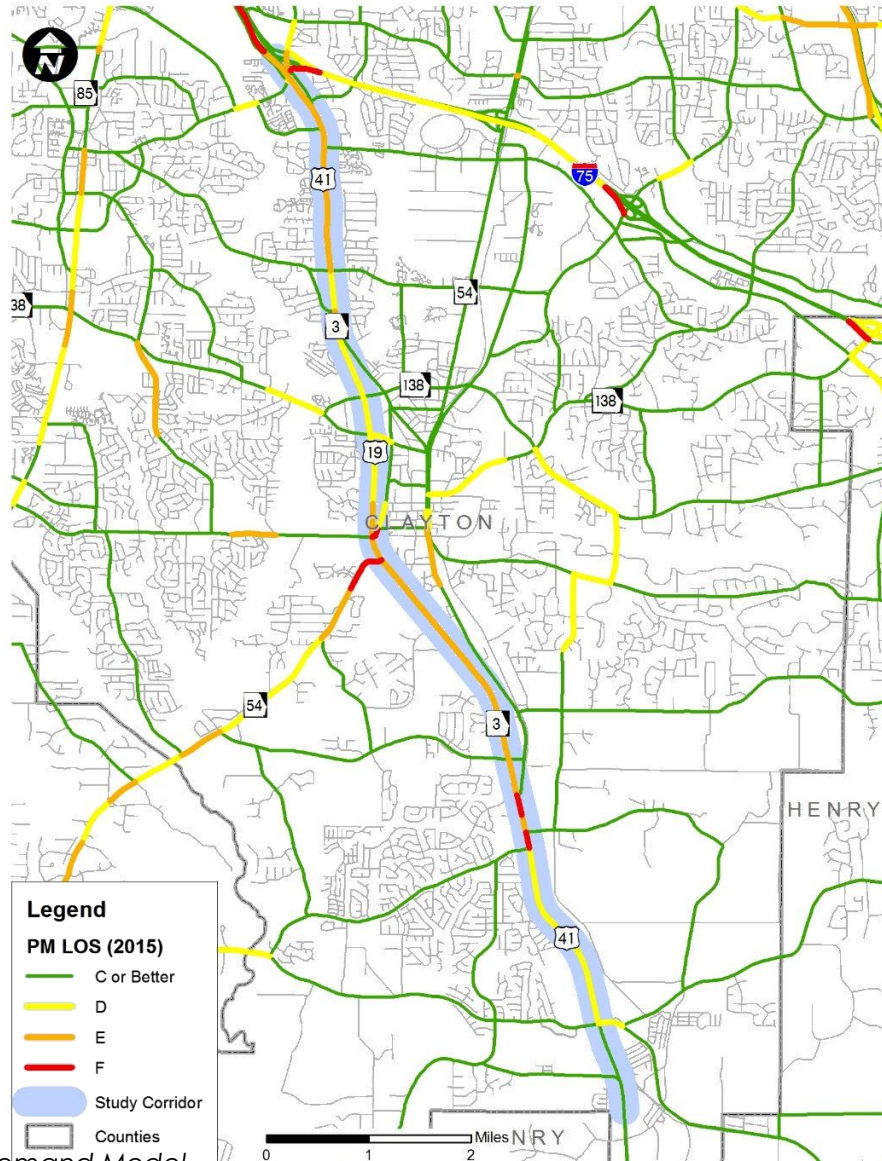


- What options exist for addressing current and future traffic demand on Tara Blvd?
- What costs, benefits, challenges, and opportunities are associated with each option?
- What would the various options look like?
- What impacts would the various options have on the operations of Tara Blvd, the conditions of other roads in the area, and the character of the surrounding areas?

Currently Programmed Projects

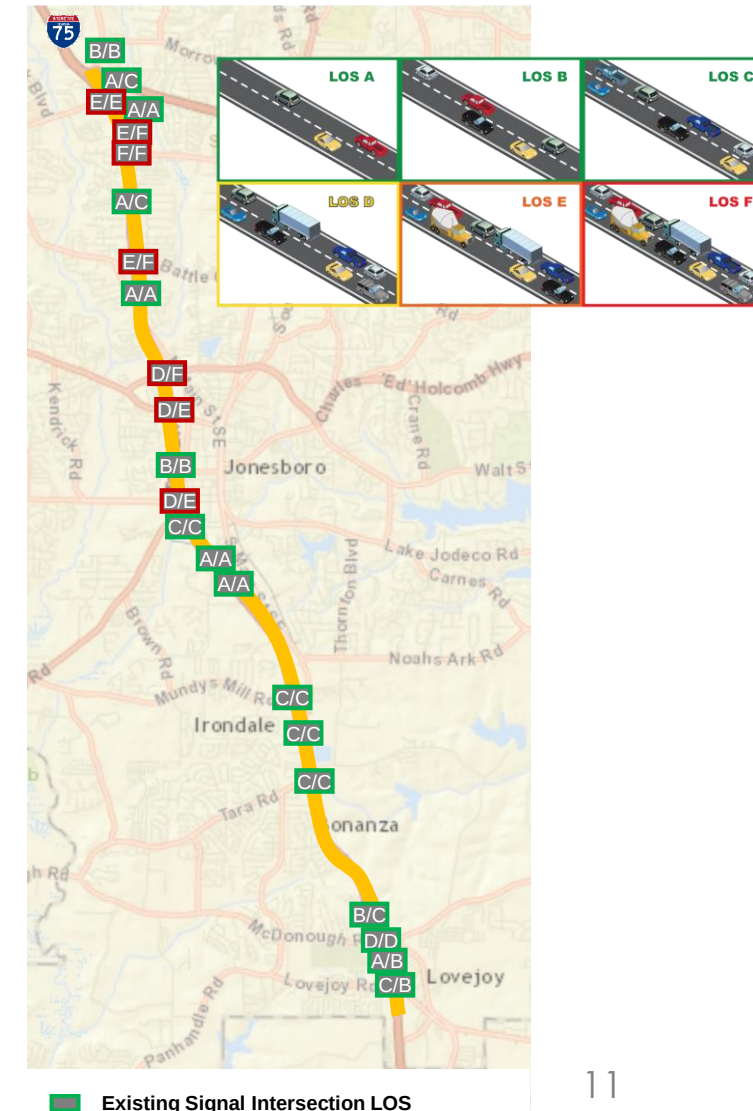
- **GDOT PI # 751775-** – Battle Creek Rd widening from Valley Hill Rd to Southlake Pkwy
- **GDOT PI # 0012833** – Tara Blvd @ SR 138 Intersection Improvements
- **GDOT PI # 721440-** – SR 54 from McDonough Rd to Tara Blvd
- **GDOT PI # 722030-** – Tara Blvd widening from SR 54 to Tara Rd
- Tara Blvd @ Freeman Rd / Iris Walk directional median (Delivered through GDOT QUICK program)
- **GDOT PI # 342970-** – Jonesboro Rd widening from Tara Blvd to I-75 (LR-CST)

Existing (2015) & Future (2040) PM Peak Period LOS



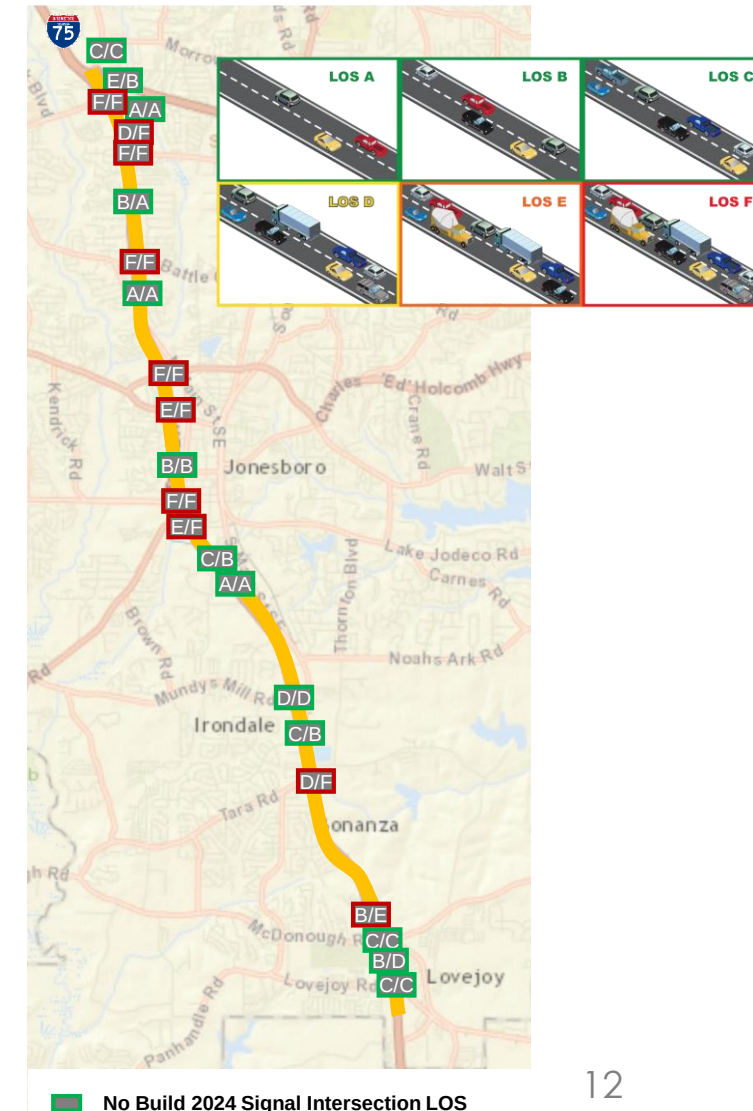
Existing (2016) Signalized Intersection LOS

Signalized Intersections	AM		PM	
	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS
Old Dixie Rd & I-75 Frontage Rd	13.5	B	10.2	B
Old Dixie Rd & Upper Riverdale Rd/I-75 SB On-Ramp	8.8	A	30.8	C
Old Dixie Rd & Holiday Blvd	5.1	A	6.8	A
Tara Blvd & Upper Riverdale Rd	77.8	E	68.7	E
Tara Blvd & Old Dixie Rd	56.0	E	168.0	F
Tara Blvd & Parkwood Way/Mt Zion Blvd	128.2	F	208.4	F
Tara Blvd & Summerwind Dr/Sherwood Dr	4.9	A	32.1	C
Tara Blvd & Battle Creek Rd	59.0	E	106.9	F
Tara Blvd & N Carter Dr	2.2	A	4.4	A
Tara Blvd & SR 138	45.3	D	110.6	F
Tara Blvd & North Ave	47.2	D	72.9	E
Tara Blvd & Robert E Lee Pkwy/Smith St	10.4	B	16.8	B
Tara Blvd & Flint River Rd/Fayetteville Rd	45.6	D	63.5	E
Tara Blvd & SR 54	29.1	C	22.6	C
Tara Blvd & Justice Center	3.3	A	4.4	A
Tara Blvd & Poston Rd	10.0	A	4.6	A
Tara Blvd & Mundy's Mill Rd	32.0	C	34.4	C
Tara Blvd & Irongate Blvd/S Main St	23.1	C	21.3	C
Tara Blvd & Tara Rd	28.8	C	32.3	C
Tara Blvd & Home Depot Dr	12.3	B	28.0	C
Tara Blvd & McDonough Rd	39.5	D	42.3	D
Tara Blvd & Walmart/Lovejoy Center	9.0	A	17.4	B
Tara Blvd & Lovejoy Rd	27.1	C	19.9	B



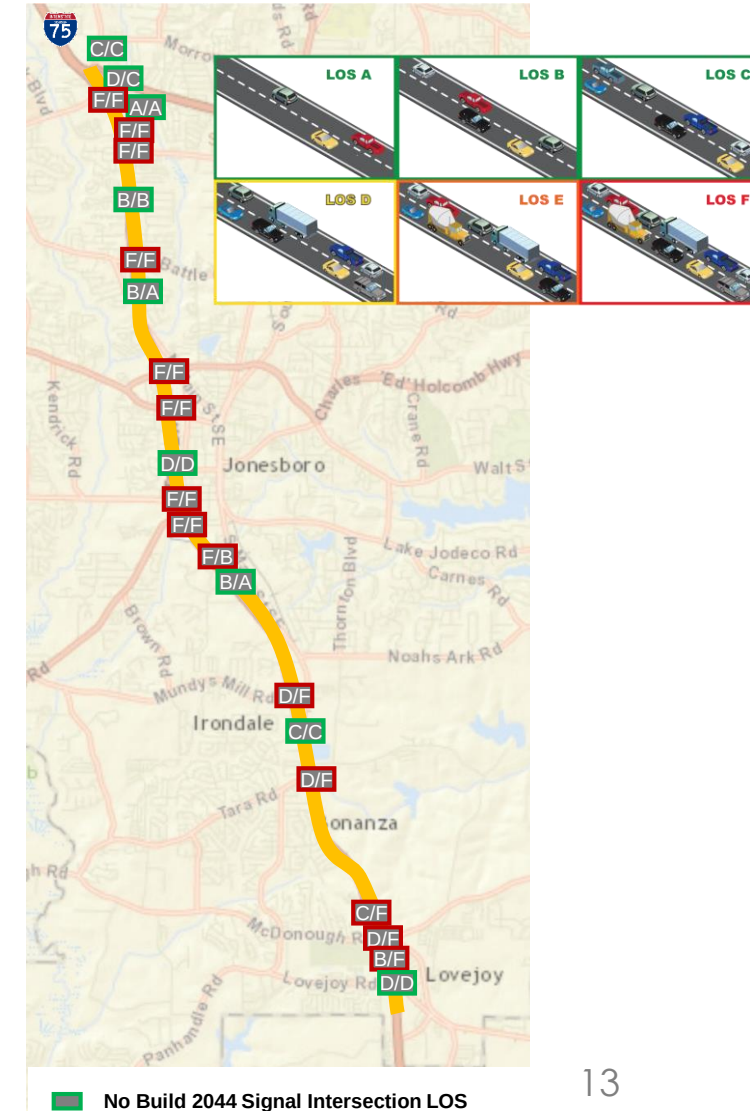
No Build (2024) Signalized Intersection LOS

Signalized Intersections	AM		PM	
	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS
Old Dixie Rd & I-75 Frontage Rd	22.4	C	22.0	C
Old Dixie Rd & Upper Riverdale Rd/I-75 SB On-Ramp	60.4	E	18.2	B
Old Dixie Rd & Holiday Blvd	5.1	A	7.1	A
Tara Blvd & Upper Riverdale Rd	81.1	F	97.0	F
Tara Blvd & Old Dixie Rd	51.6	D	140.0	F
Tara Blvd & Parkwood Way/Mt Zion Blvd	361.2	F	457.9	F
Tara Blvd & Summerwind Dr/Sherwood Dr	15.8	B	8.4	A
Tara Blvd & Battle Creek Rd	262.0	F	191.9	F
Tara Blvd & N Carter Dr	6.3	A	3.1	A
Tara Blvd & SR 138	101.4	F	121.3	F
Tara Blvd & North Ave	72.1	E	100.1	F
Tara Blvd & Robert E Lee Pkwy/Smith St	15.4	B	19.5	B
Tara Blvd & Flint River Rd/Fayetteville Rd	156.9	F	165.2	F
Tara Blvd & SR 54	62.9	E	111.0	F
Tara Blvd & Justice Center	20.5	C	10.9	B
Tara Blvd & Poston Rd	7.3	A	3.9	A
Tara Blvd & Mundy's Mill Rd	39.2	D	36.7	D
Tara Blvd & Irongate Blvd/S Main St	20.5	C	16.8	B
Tara Blvd & Tara Rd	39.0	D	119.4	F
Tara Blvd & Home Depot Dr	13.0	B	59.1	E
Tara Blvd & McDonough Rd	32.1	C	27.3	C
Tara Blvd & Walmart/Lovejoy Center	12.8	B	59.5	D
Tara Blvd & Lovejoy Rd	33.7	C	21.0	C



No Build (2044) Signalized Intersection LOS

Signalized Intersections	AM		PM	
	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS
Old Dixie Rd & I-75 Frontage Rd	27.3	C	24.0	C
Old Dixie Rd & Upper Riverdale Rd/I-75 SB On-Ramp	52.1	D	24.9	C
Old Dixie Rd & Holiday Blvd	7.1	A	7.2	A
Tara Blvd & Upper Riverdale Rd	97.2	F	128.9	F
Tara Blvd & Old Dixie Rd	94.7	F	247.7	F
Tara Blvd & Parkwood Way/Mt Zion Blvd	588.8	F	808.1	F
Tara Blvd & Summerwind Dr/Sherwood Dr	19.0	B	12.2	B
Tara Blvd & Battle Creek Rd	296.3	F	240.3	F
Tara Blvd & N Carter Dr	11.0	B	6.6	A
Tara Blvd & SR 138	154.5	F	170.7	F
Tara Blvd & North Ave	101.5	F	145.4	F
Tara Blvd & Robert E Lee Pkwy/Smith St	45.3	D	47.8	D
Tara Blvd & Flint River Rd/Fayetteville Rd	193.1	F	236.4	F
Tara Blvd & SR 54	103.3	F	164.4	F
Tara Blvd & Justice Center	120.0	F	14.9	B
Tara Blvd & Poston Rd	12.6	B	4.1	A
Tara Blvd & Mundy's Mill Rd	42.4	D	82.3	F
Tara Blvd & Irongate Blvd/S Main St	23.5	C	21.1	C
Tara Blvd & Tara Rd	48.8	D	189.7	F
Tara Blvd & Home Depot Dr	25.1	C	130.1	F
Tara Blvd & McDonough Rd	49.8	D	92.1	F
Tara Blvd & Walmart/Lovejoy Center	17.1	B	113.8	F
Tara Blvd & Lovejoy Rd	45.9	D	36.2	D



Development of Improvements



Improvement Development Process Strategy Screen



ADDED CORRIDOR CAPACITY

Traditional Capacity Improvements
Innovative Capacity Improvements



IMPROVED DESIGN GEOMETRICS

Innovative Interchanges
Innovative Intersections
Connecting Facility Improvements
Non-Recurring Congestion Design
Improvements



INTELLIGENT TRANSPORTATION SYSTEMS

Incident Management
Active Traffic Management



MULTIMODAL

Transit
Bicycle & Pedestrian



FREIGHT

Freight Infrastructure Improvements
Freight Operational Improvements



DEMAND MANAGEMENT AND POLICY CONSIDERATIONS

Demand Management Strategies
Land Use & Transportation



CONSTRUCTION & MAINTENANCE

Construction / Work Zones
Maintenance

New Capacity

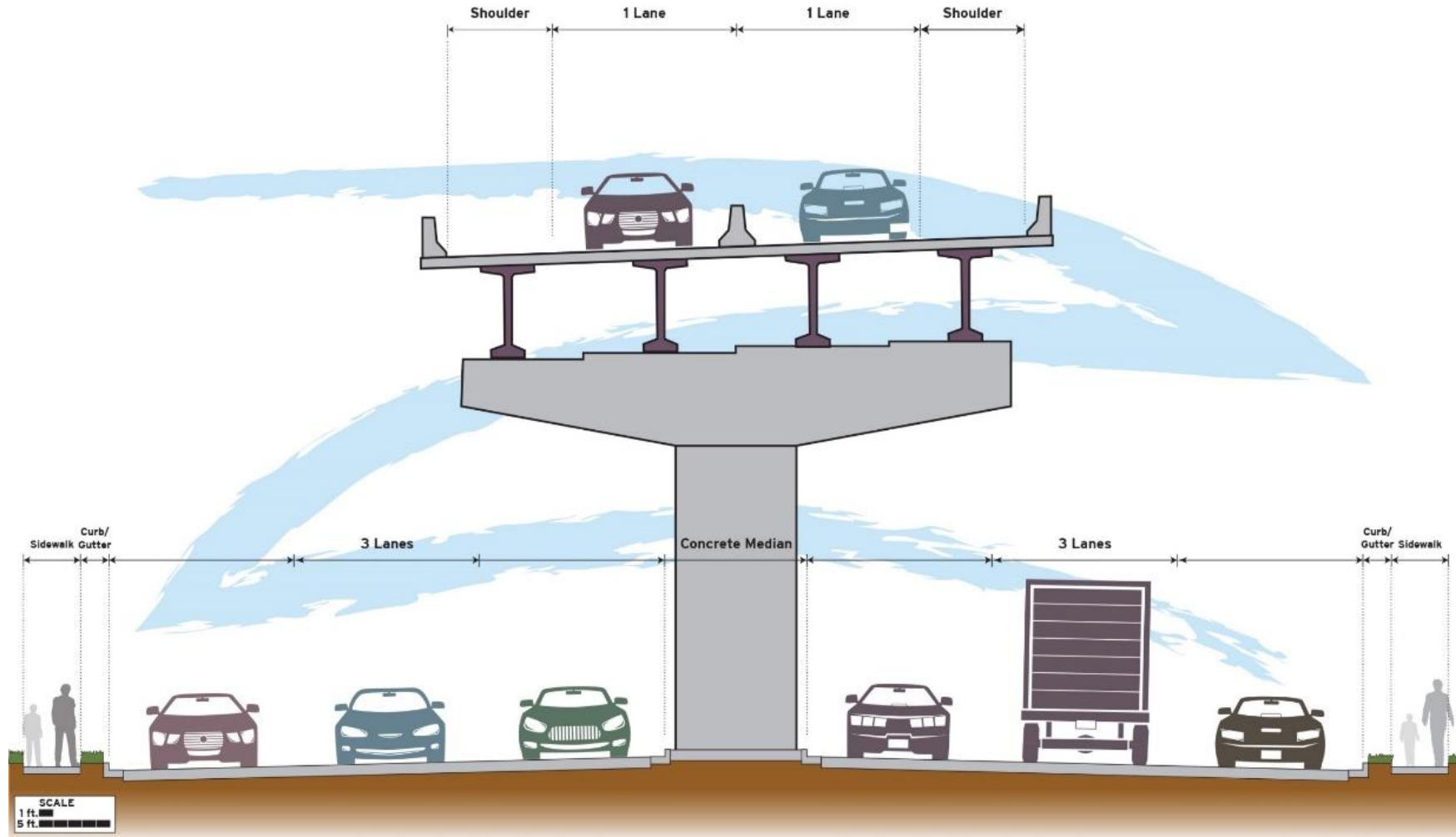
- Additional arterial capacity beyond 6-lanes is not effective
 - By 2020 Tara Blvd will have 6-lanes from I-75 to Tara Rd
- Investigate limited access capacity via a super-arterial concept (grade separation)
 - Elevated
 - Depressed
- Manage of new capacity via access, eligibility and pricing
 - Ensure trip reliability
 - Provide a dedicated express bus alignment

Alternative 1 Elevated Priced Arterial



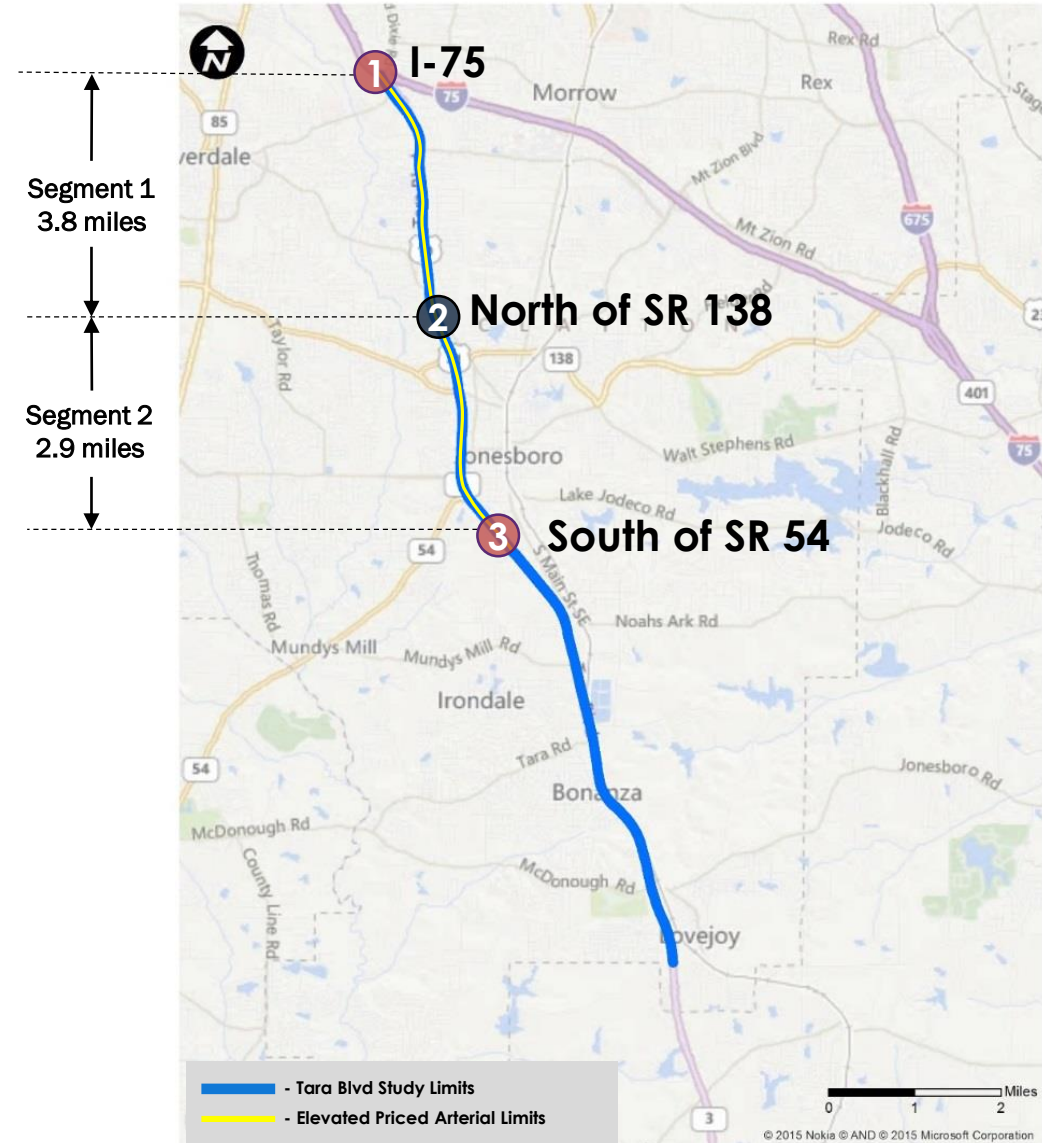
Elevated Priced Arterial

1-LANE BI-DIRECTIONAL

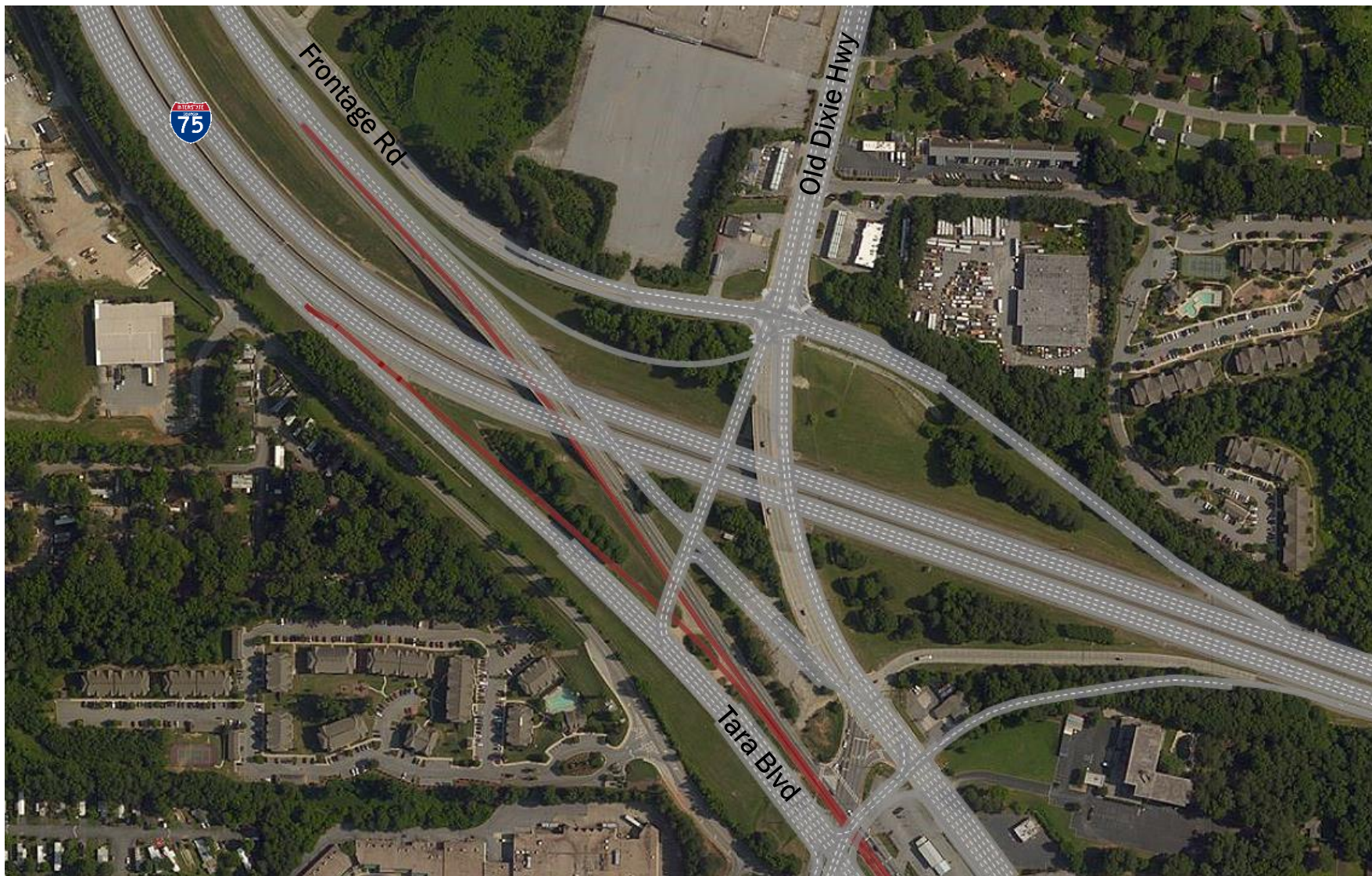


Proposed Access Locations

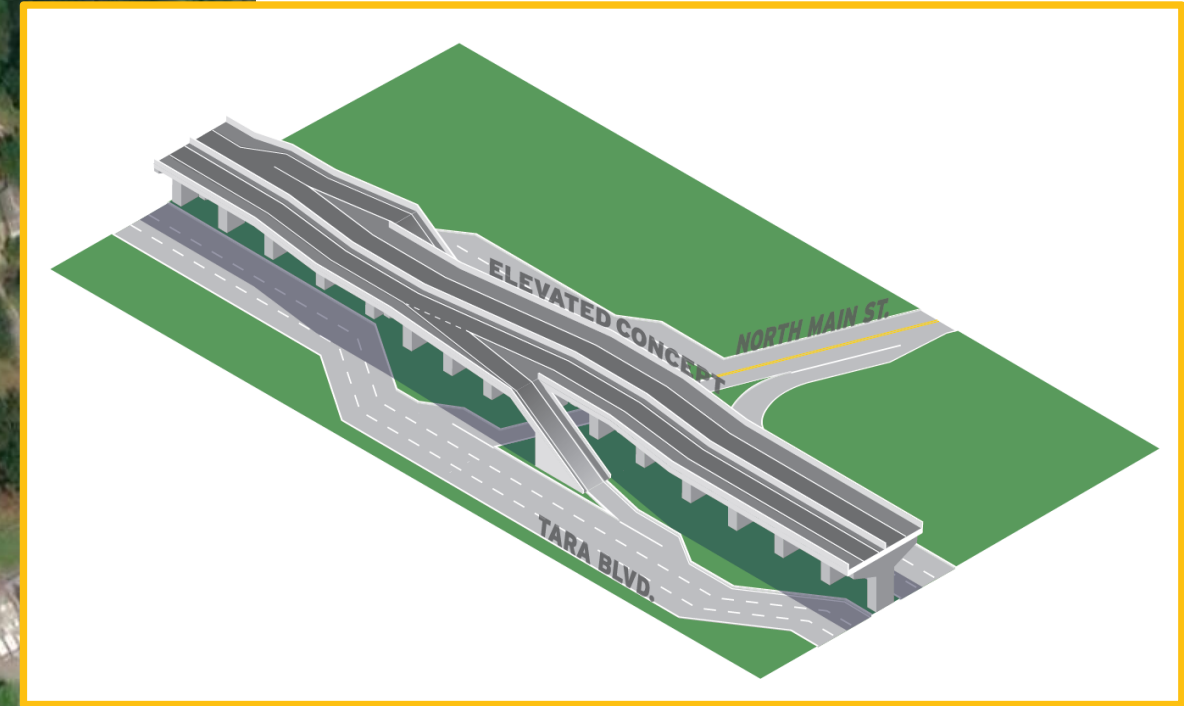
- North Terminus – I-75
- Intermediate Access – North of SR 138
- South Terminus – South of SR 54



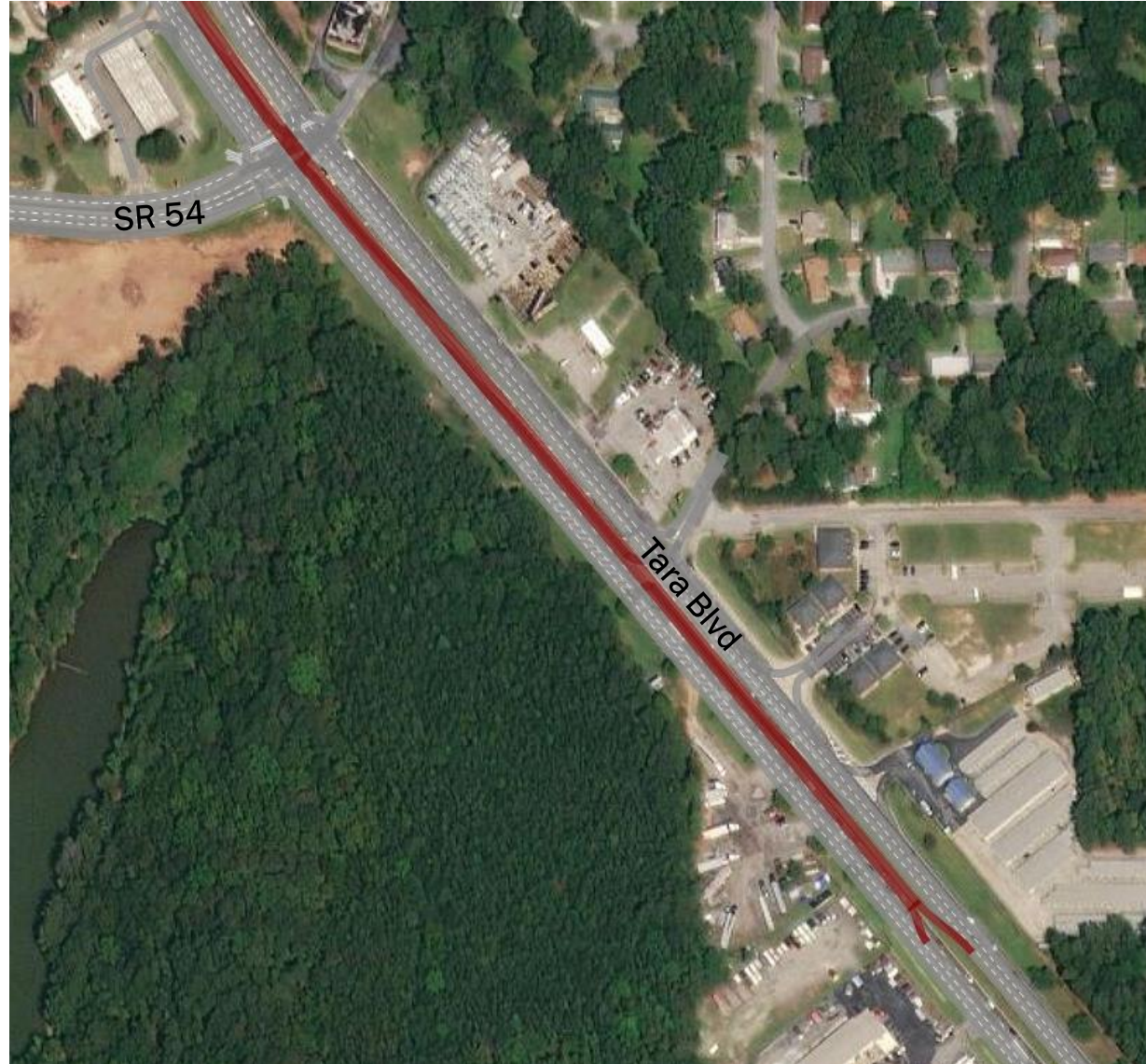
Elevated Arterial Ramps – I-75



Elevated Arterial Ramps – N Main St



Elevated Arterial Ramps – S of SR 54



Travel Time Comparison

Elevated Arterial vs General Purpose

AM Northbound South of SR 54 to I-75		Speed (mph)	Time (min)
2024	General Purpose	30	11
	Elevated Arterial	43	8
2044	General Purpose	27	13
	Elevated Arterial	43	8

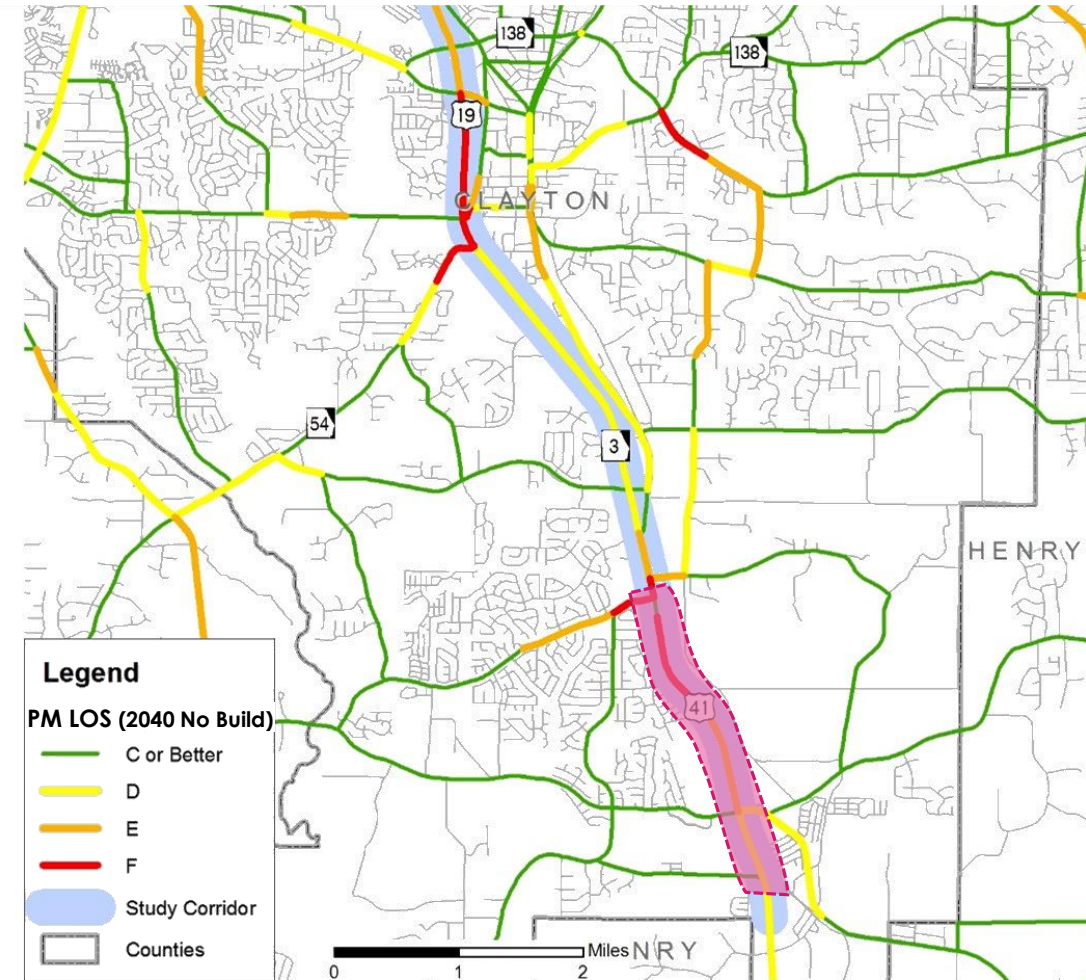
PM Southbound I-75 to south of SR 54		Speed (mph)	Time (min)
2024	General Purpose	16	21
	Elevated Arterial	44	8
2044	General Purpose	15	23
	Elevated Arterial	44	8

Elevated Arterial Benefits vs Costs

Year/Time	Total Annual Benefit	Annualized Cost	B/C Ratio
2024	\$78,279,637	\$62,299,331	1.26
2044	\$94,540,762	\$62,299,331	1.52

Capacity Improvements

- Widen Tara Blvd from Tara Rd to Lovejoy Rd
 - 4-lanes to 6-Lanes

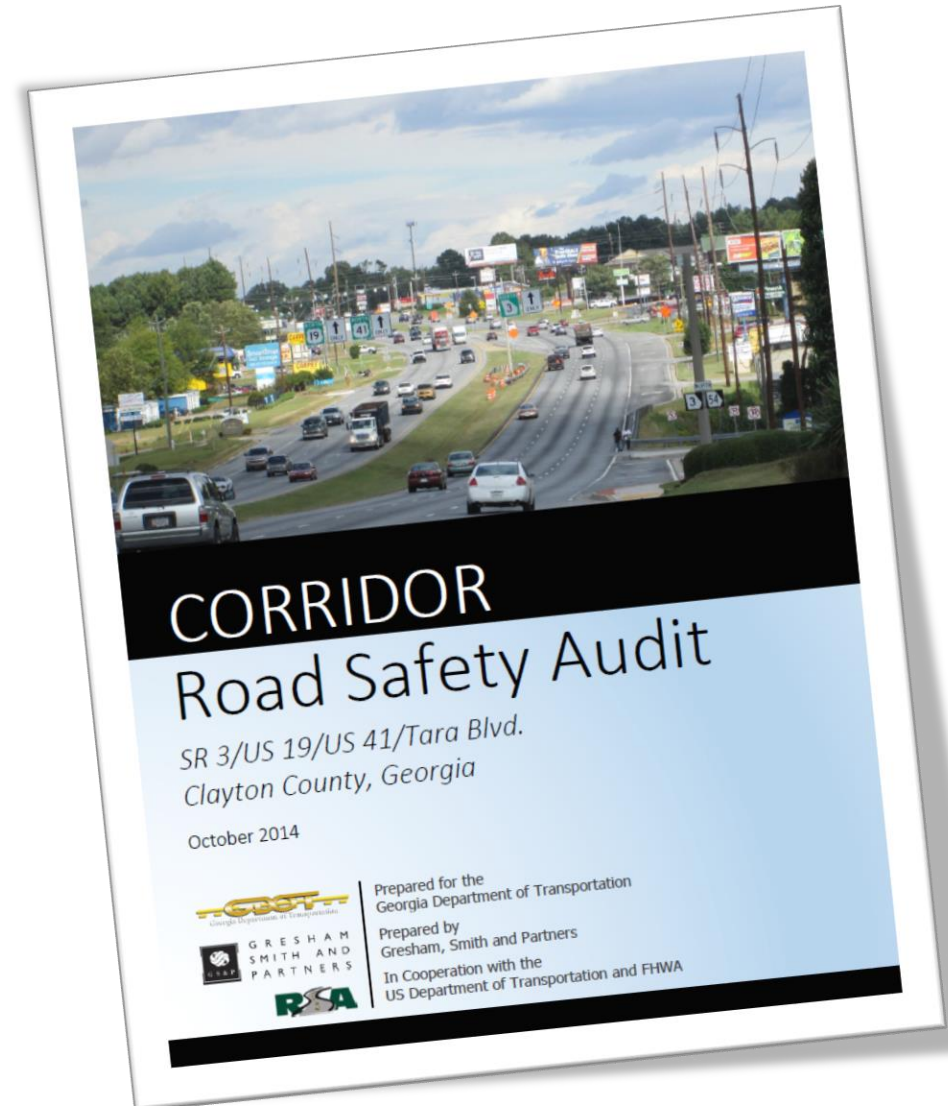


Alternative 2 Operational Improvements



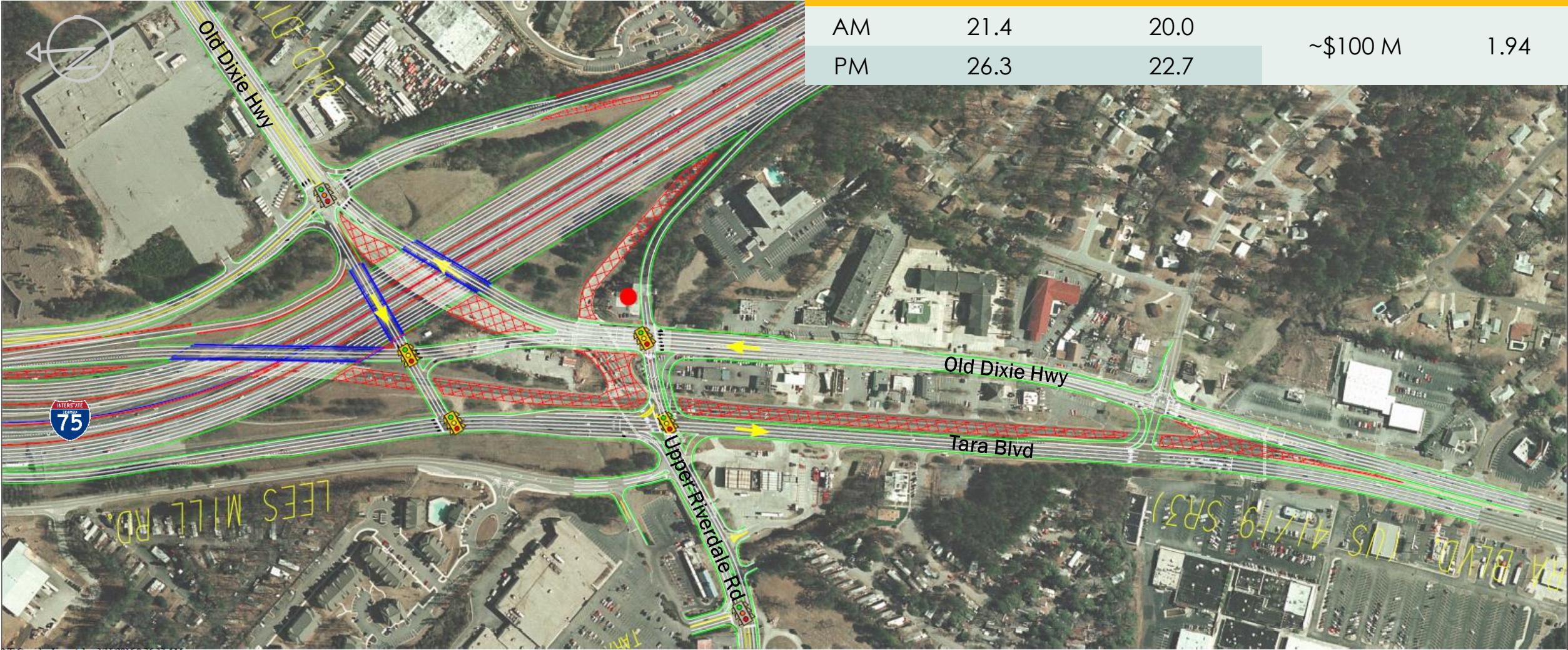
Roadway Safety Audit Assessment

- Maintenance
 - Drainage
 - Vegetation Removal
 - Signs
- Bike/Ped
 - Sidewalks
 - Crosswalks
- Intersections
 - Turn Lanes
 - Operations
 - Driveway Closures

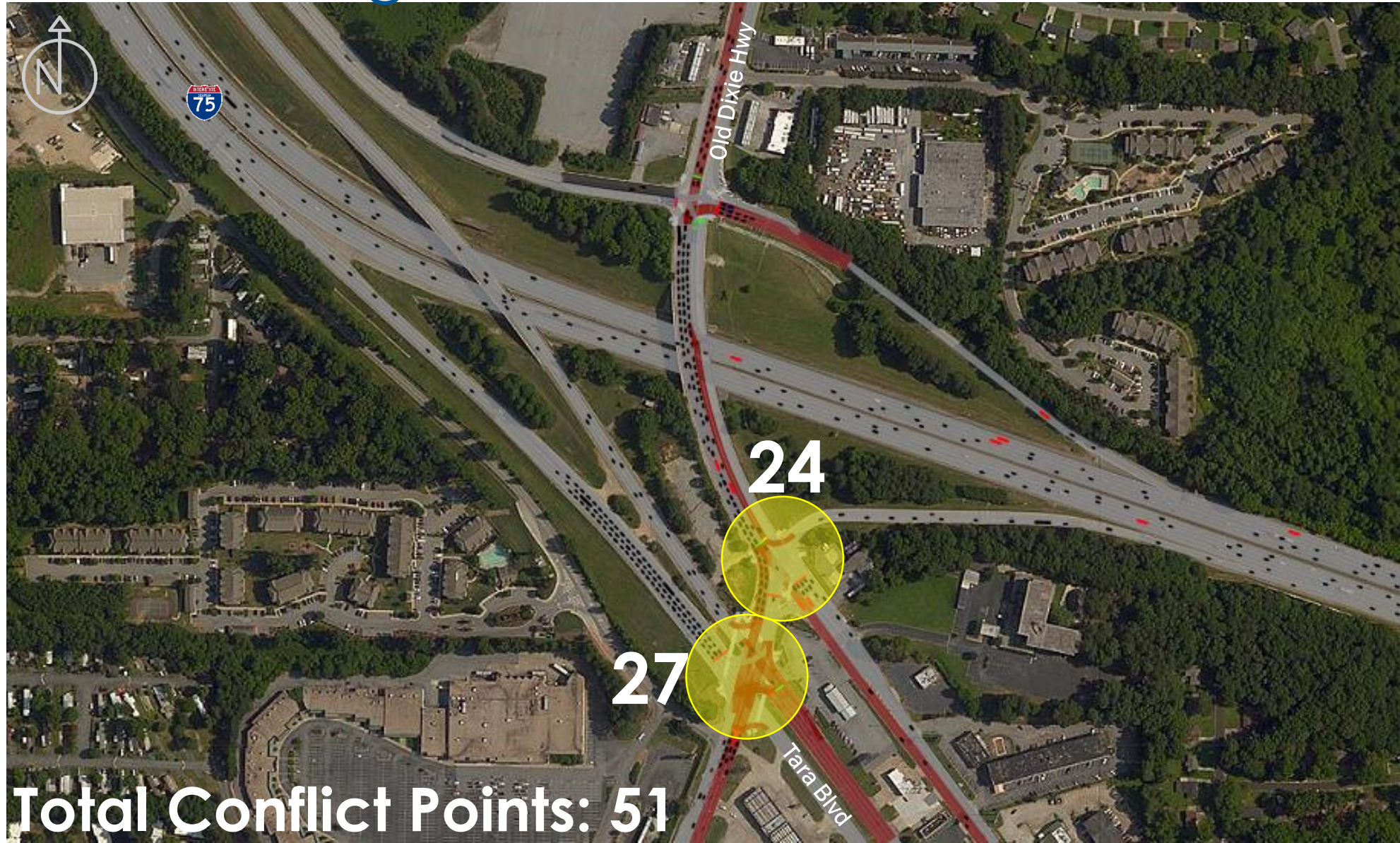


Tara Blvd and Old Dixie Hwy – One-Way Pairs

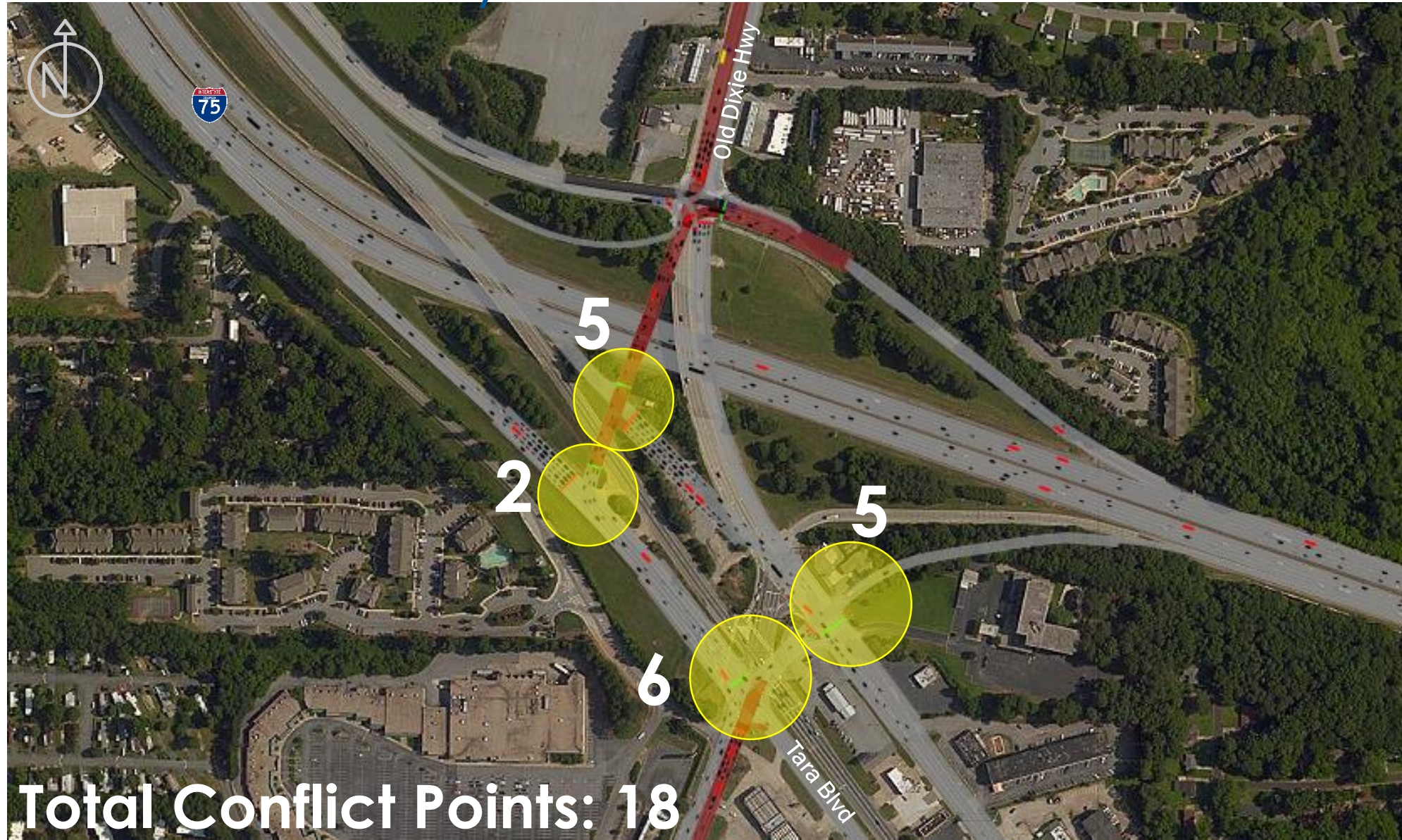
	2024 Travel Time (min)		Cost	B/C Ratio
	No Build	Build		
AM	21.4	20.0	~\$100 M	1.94
PM	26.3	22.7		



Existing Conflict Points



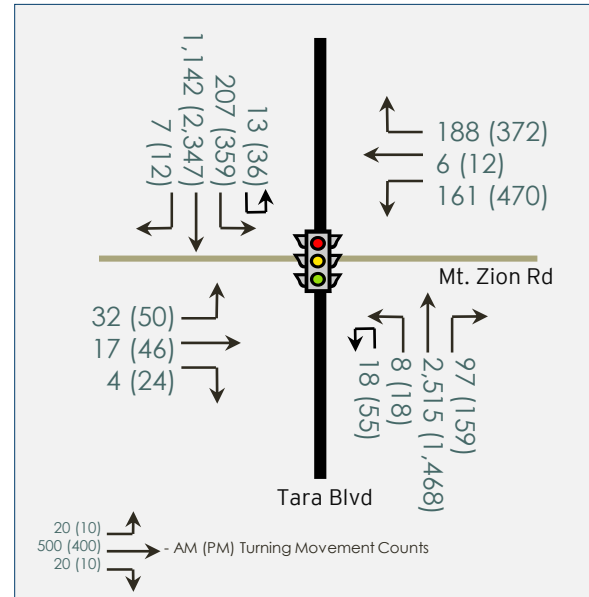
One-Way Pair Conflict Points



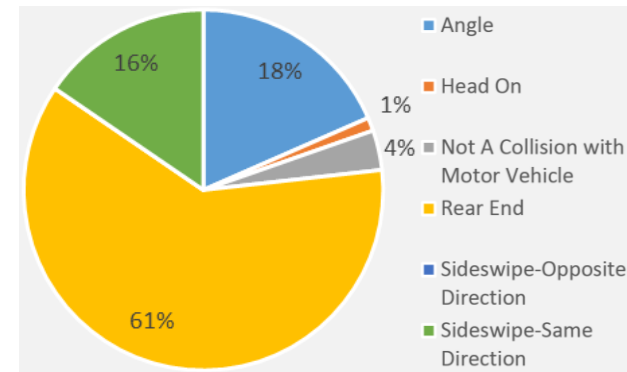
Mt Zion Rd - Quadrant Roadway



	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	108.6/F	24.6/C	\$7,270,000	12.6
PM	152.2/F	42.1/D		



Crash Type	Count
Pedestrian	2
Bike	0
Motorcycle	0
PDO	131
Injured	37
Fatal	0
Total Crashes	168



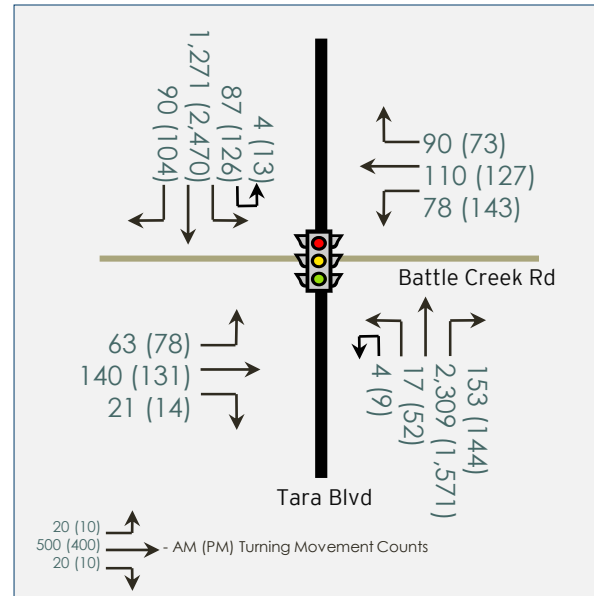
Battle Creek Rd - Turn Lanes



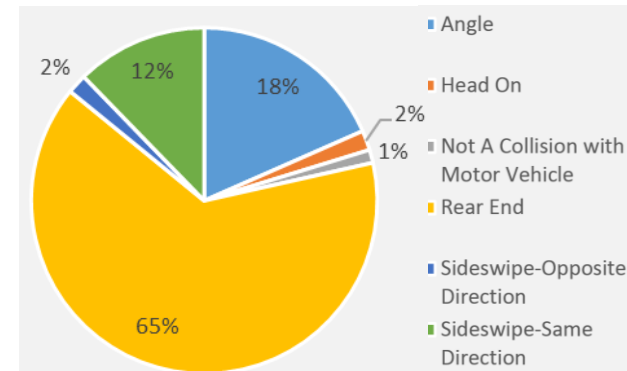
GDOT PI #: 751775-

- Expands Battle Creek to 4-Lanes
- Intersection has separate left and right turns lanes on EB and WB approaches
- Crosswalks and pedestrian islands are added

	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	29.1/C	25.8/C	\$2,515,000	3.9
PM	36.5/D	32.1/C		



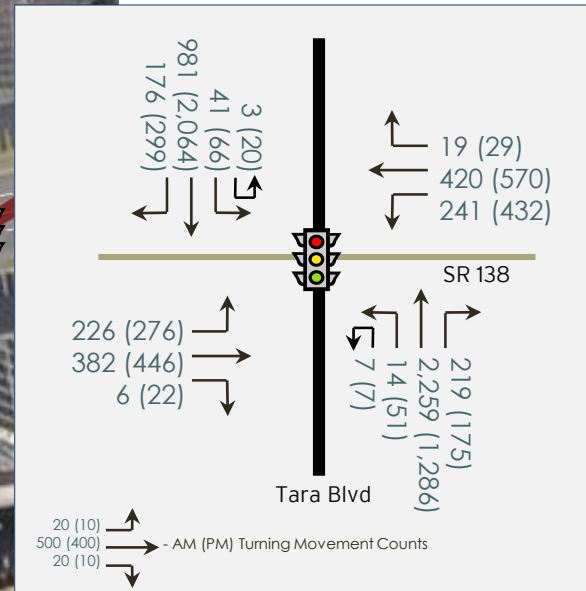
Crash Type	Count
Pedestrian	2
Bike	0
Motorcycle	0
PDO	129
Injured	34
Fatal	1
Total Crashes	164



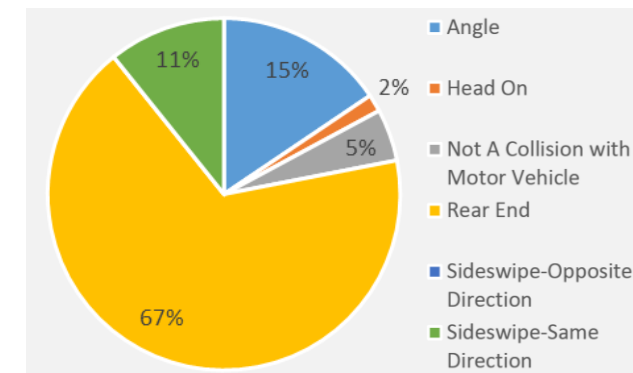
SR 138 – Partial Displaced Left Turn Lane



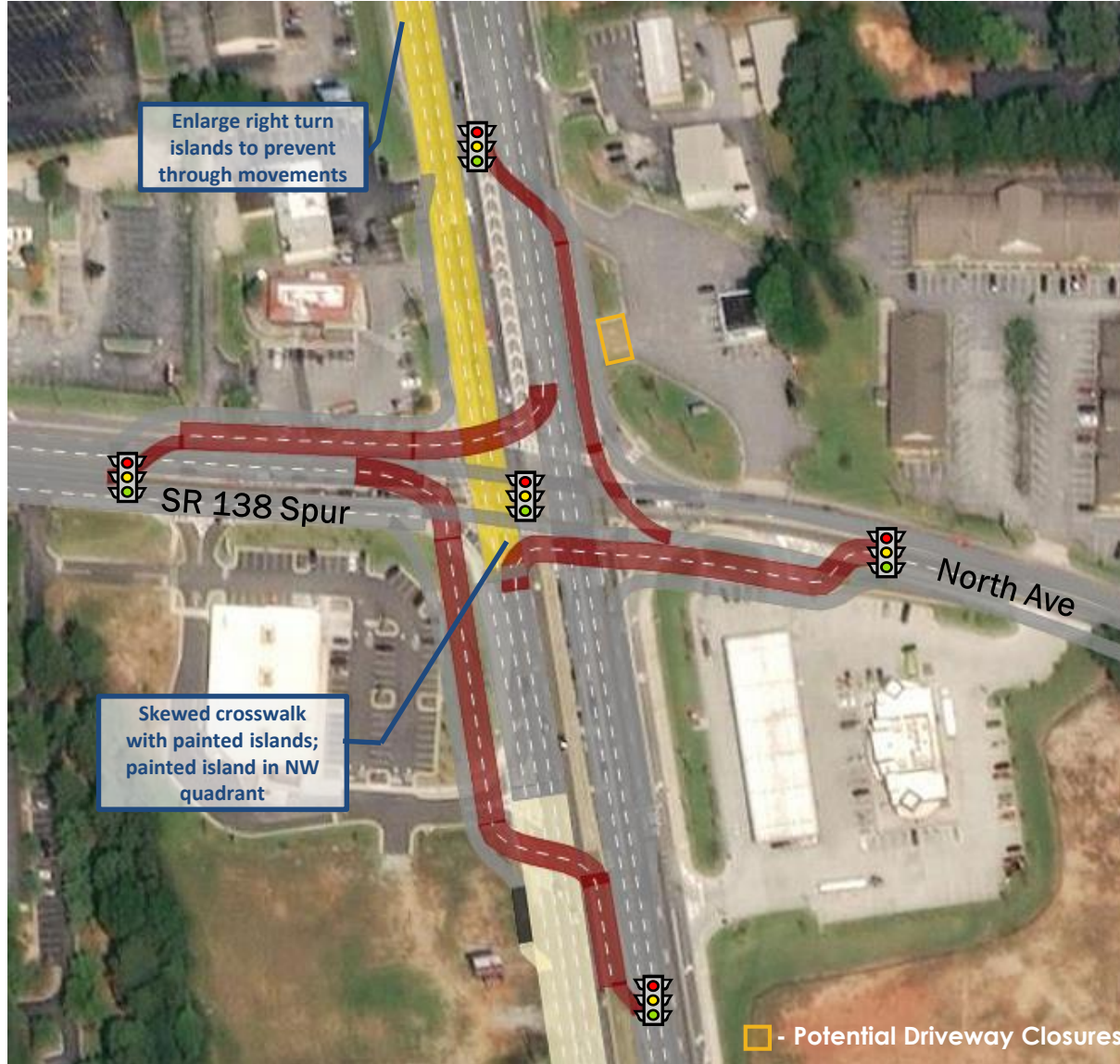
	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	45.6/D	17.6/B	\$5,175,000	9.7
PM	97.7/F	31.5/C		



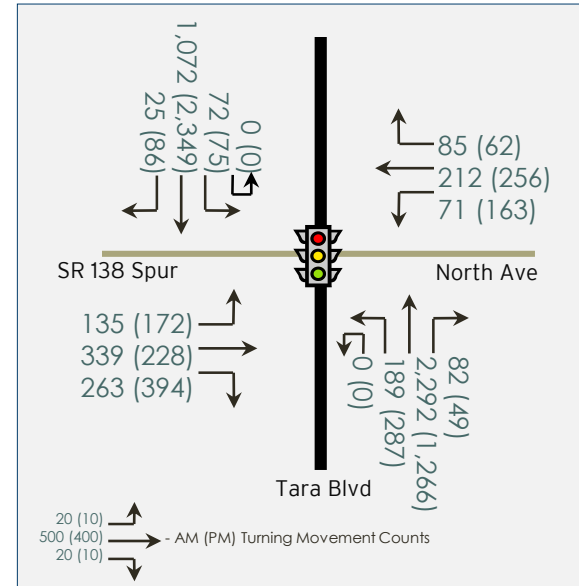
Crash Type	Count
Pedestrian	2
Bike	0
Motorcycle	0
PDO	187
Injured	63
Fatal	1
Total Crashes	251



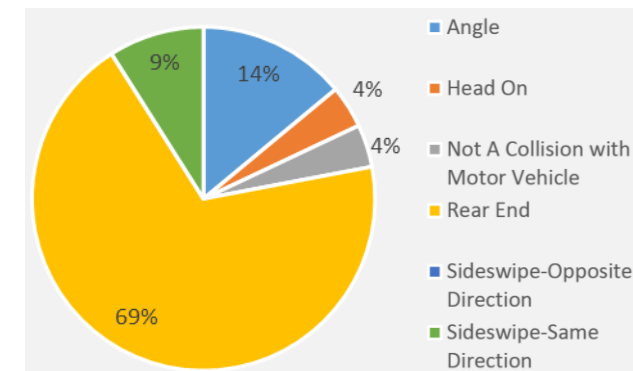
North Ave – Full Displaced Left Turn



	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	71.1/E	34.9/C	\$6,725,000	7.2
PM	101.6/F	37.3/D		



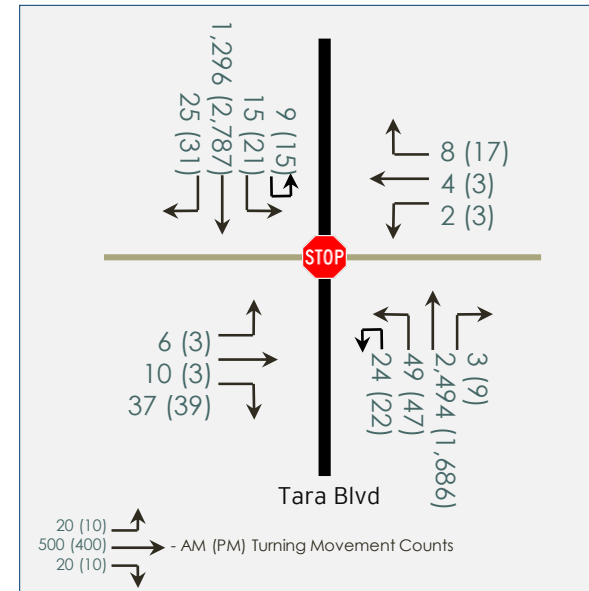
Crash Type	Count
Pedestrian	2
Bike	0
Motorcycle	0
PDO	64
Injured	36
Fatal	0
Total Crashes	100



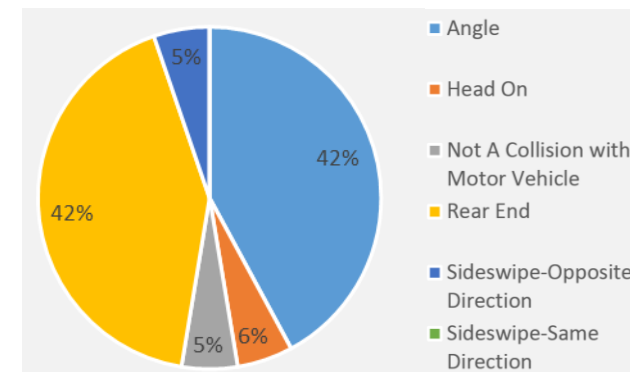
Dixon Rd - SB Right Turn Lane



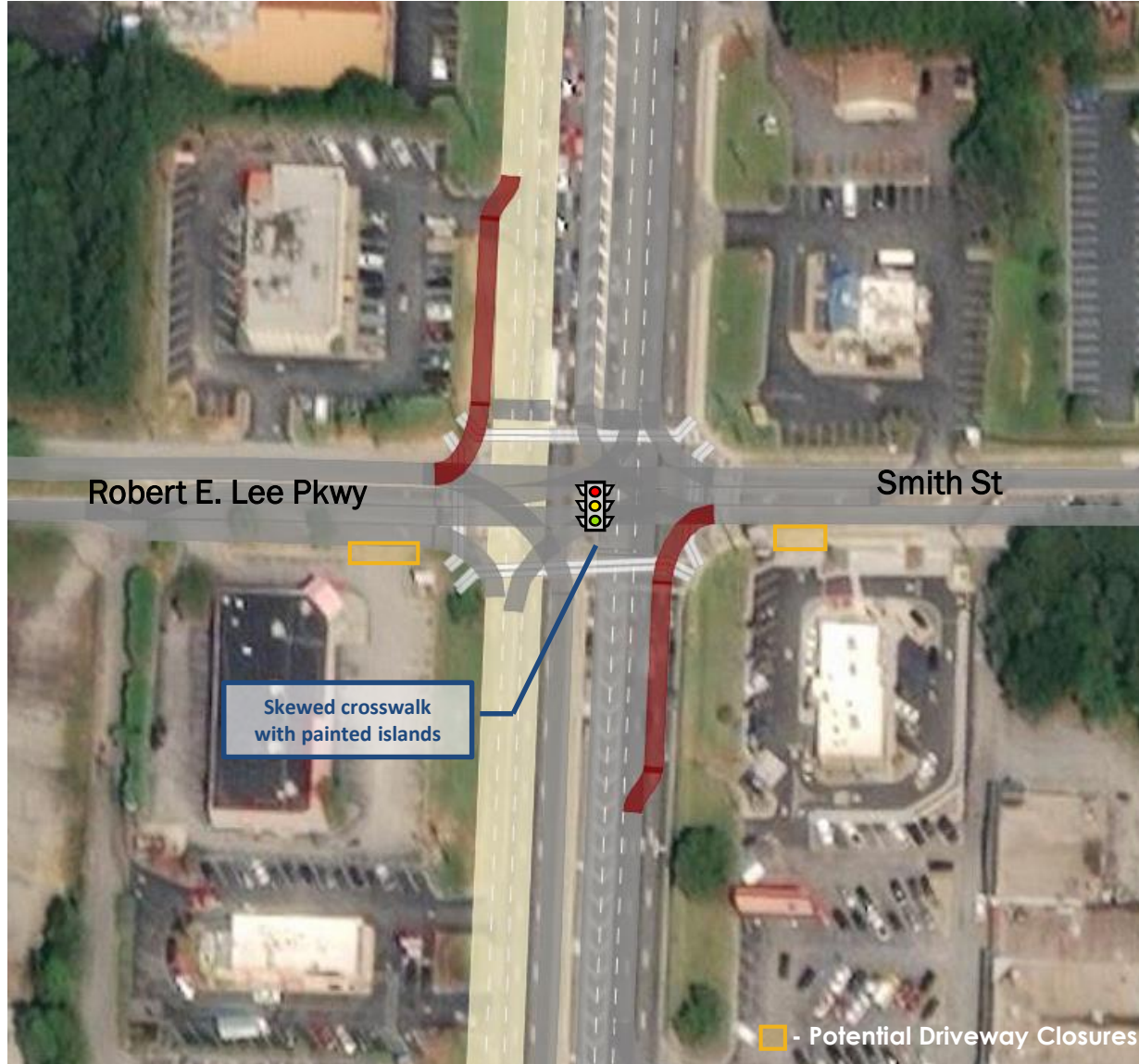
2024 Delay/LOS			Cost	B/C Ratio
	No Build	Build		
AM	N/A	N/A	\$160,900	Marginal
PM	N/A	N/A		



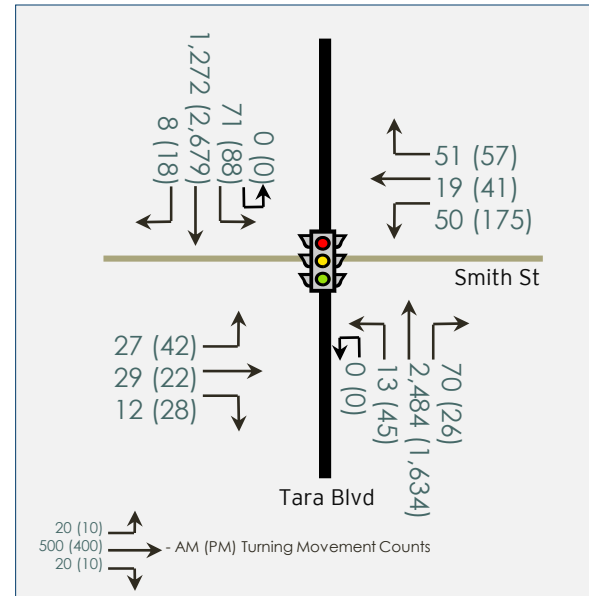
Crash Type	Count
Pedestrian	0
Bike	0
Motorcycle	0
PDO	12
Injured	7
Fatal	0
Total Crashes	19



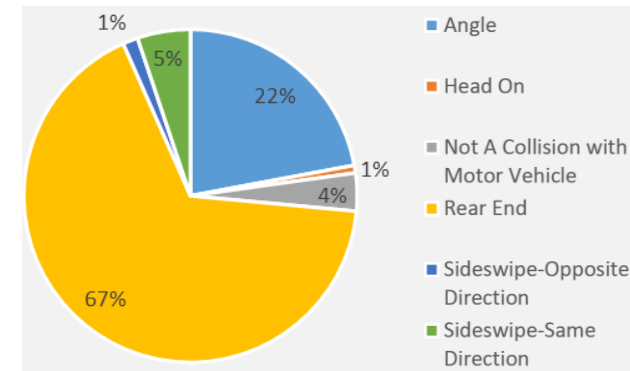
Smith St – NB/SB Right Turn Lanes



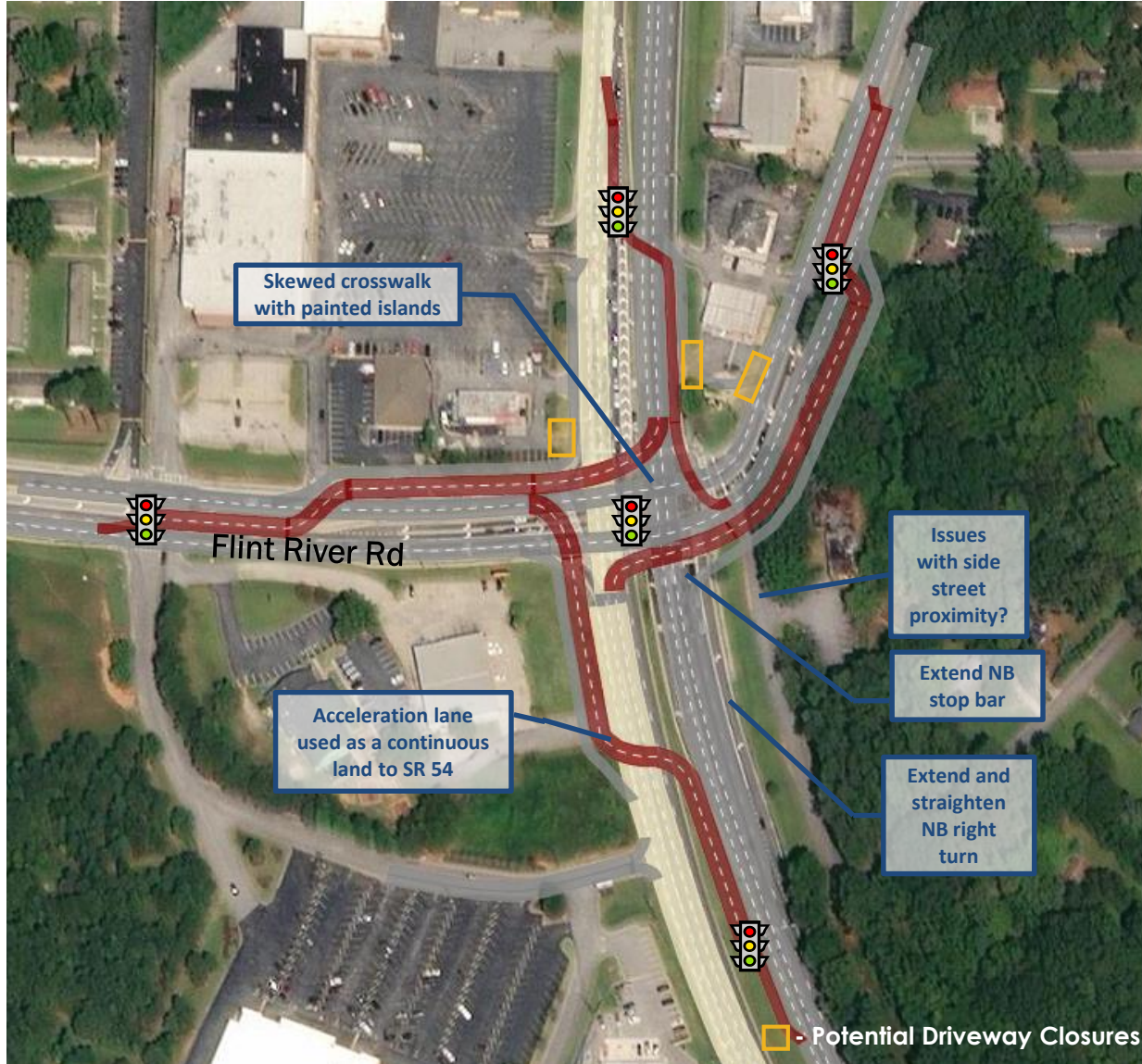
	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	15.8/B	12.5/B	\$1,820,000	1.5
PM	20.3/C	19.3/B		



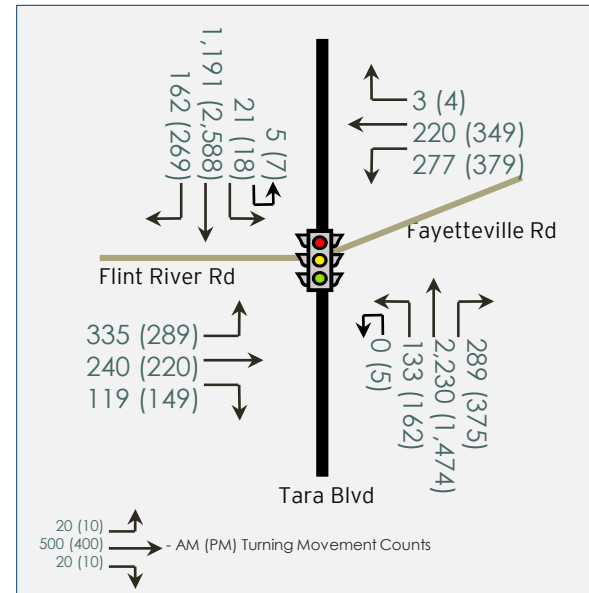
Crash Type	Count
Pedestrian	0
Bike	0
Motorcycle	0
PDO	62
Injured	23
Fatal	0
Total Crashes	85



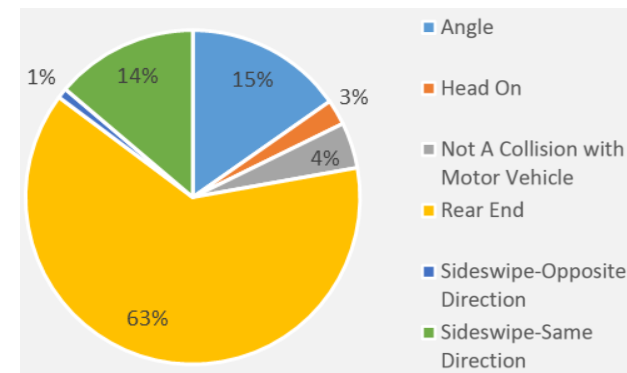
Flint River Rd – Full Displaced Left Turn



	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	54.6/D	15.4/B	\$10,030,000	5.9
PM	123.9/F	43.6/D		



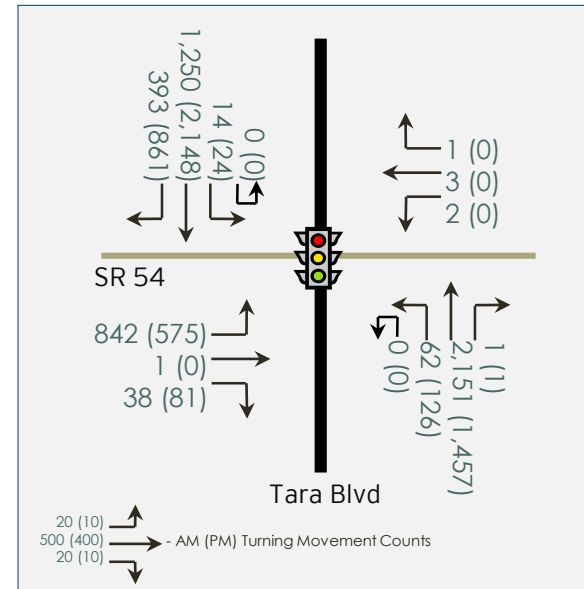
Crash Type	Count
Pedestrian	1
Bike	0
Motorcycle	0
PDO	149
Injured	54
Fatal	0
Total Crashes	203



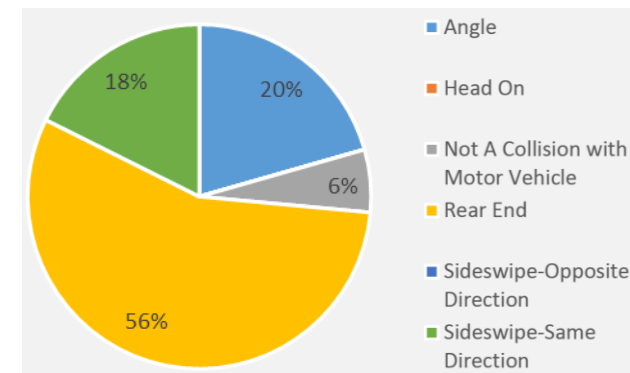
SR 54 – Triple Left Turns



	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	59.8/E	26.7/C	\$360,900	15.9
PM	87.6/F	63.9/E		



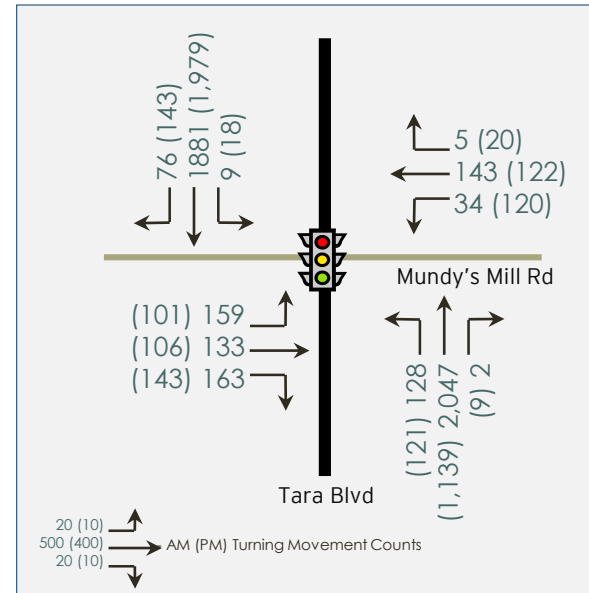
Crash Type	Count
Pedestrian	0
Bike	0
Motorcycle	0
PDO	26
Injured	8
Fatal	0
Total Crashes	34



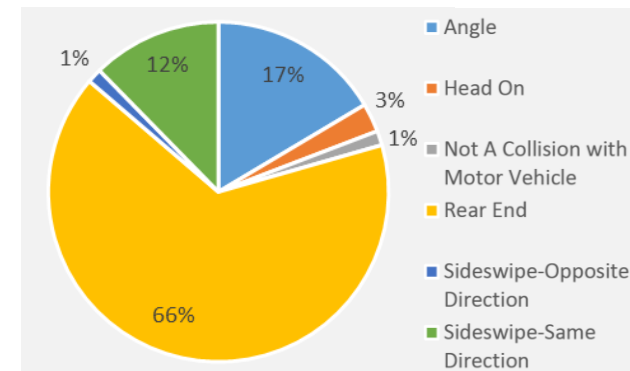
Mundy's Mill Rd - RCUT



	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	39.1/D	18.0/B	\$5,105,000	2.5
PM	36.6/D	20.1/C		



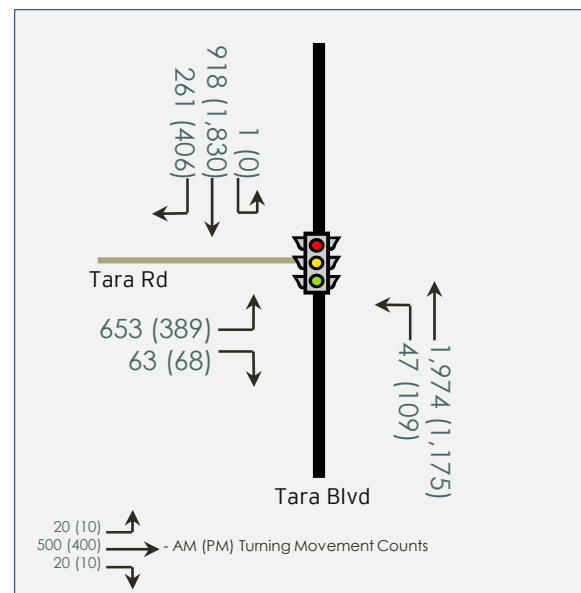
Crash Type	Count
Pedestrian	0
Bike	0
Motorcycle	0
PDO	48
Injured	24
Fatal	1
Total Crashes	73



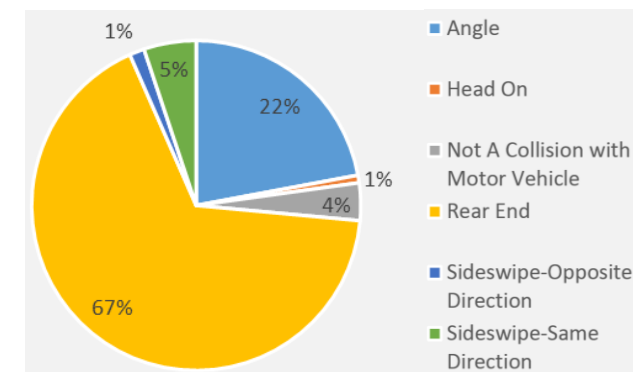
Tara Rd – Triple Left Turns



	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	36.9/D	18.4/B	\$1,990,000	4.3
PM	120.6/F	33.7/C		



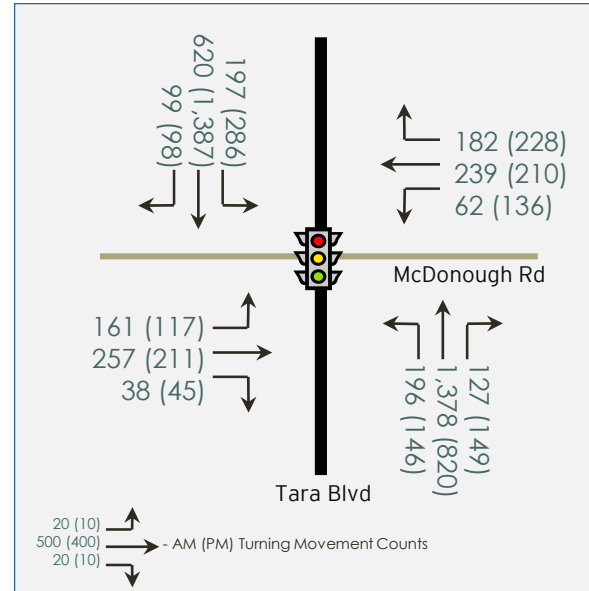
Crash Type	Count
Pedestrian	1
Bike	0
Motorcycle	0
PDO	101
Injured	35
Fatal	0
Total Crashes	136



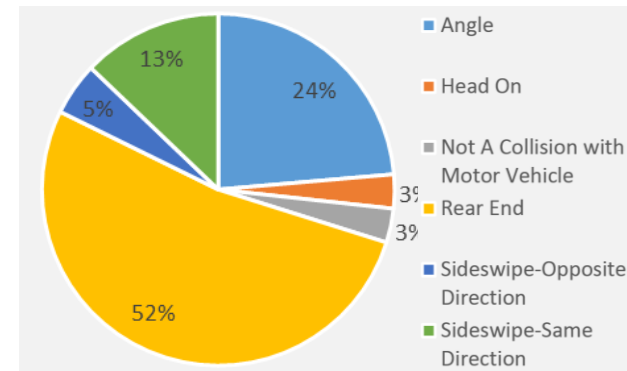
McDonough Rd – Partial Displaced Left Turn



	2024 Delay/LOS		Cost	B/C Ratio
	No Build	Build		
AM	30.9/C	20.0/C	\$4,350,000	1.5
PM	28.1/C	18.2/B		



Crash Type	Count
Pedestrian	0
Bike	0
Motorcycle	2
PDO	238
Injured	49
Fatal	1
Total Crashes	288



Travel Time Comparison

(General Purpose Lanes, 10.3 miles)

2024 PM, Southbound		
Alternative	Speed (mph)	Time (min)
No-Build	20	31
Operational Improvement	24	26
Elevated Arterial	20	31

2044 PM, Southbound		
Alternative	Speed (mph)	Time (min)
No-Build	14	44
Operational Improvement	18	35
Elevated Arterial	14	44

Multimodal Improvements



Multimodal Improvements

- Bicycle & Pedestrian Improvements
- Transit
 - MARTA Routes 192 / 800
 - Modest Improvement in General Purpose Lanes
 - SRTA Routes 440 / 441
 - Reliable travel times in the Elevated Arterial

Next Steps



Next Steps

- Finalize Recommendations
- Finalize Documentation

Q & A



Contact Information

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