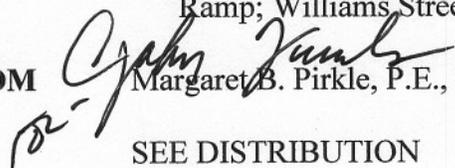


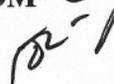
D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0001298, Fulton County **OFFICE** Preconstruction
NHS-0001-00(298)
I-75 NB Atlantic Station; 14th Street Bridge;
Ramp; Williams Street Relocation **DATE** February 20, 2006

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

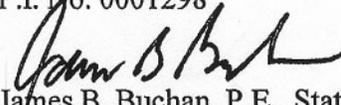
DISTRIBUTION:

Brian Summers
Harvey Keepler
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Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0001-00(298) Fulton County **OFFICE** Urban Design
I-75 NB Atlantic Station: 14th Street Bridge; Ramp;
Williams Street Relocation
P.I. No. 0001298 **DATE** July 14, 2005

FROM 
James B. Buchan, P.E., State Urban Design Engineer

TO Meg Pirkle, P.E. Assistant Director of Preconstruction

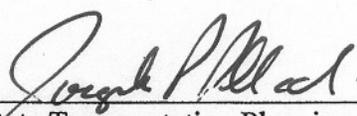
SUBJECT **Revised Concept Report**

Attached is the revised Concept Report for your further handling for approval in accordance with the Plan Development Process. The original concept report was revised and approved on March 7, 2001.

These latest revisions will include adding a new ramp from the existing I-85 Southbound Exit Ramp to Techwood Drive, allowing traffic to continue to 10th Street on a separate ramp without having to travel through the Techwood/ 14th Street intersection. The vertical alignment along 14th Street will be raised to obtain the required clearances. The proposed construction limits will be extended 660' west to allow for required lane tapers tying 14th Street vertically and horizontally to the new 14th Street Bridge layout. The proposed 6 lanes for the 14th Street Bridge will consist of 4-11' lanes, 2-11' turn lanes, and 15' sidewalks.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTIP) and/or the State Transportation Improvement Program (STIP).

DATE 10/19/05



State Transportation Planning Administrator


JBB: JCH
Attachment

Cc: Brian Summers
Harvey Keeper
Carla Holmes
Joe Palladi
Bryant Poole
Paul Liles

REVISED PROJECT CONCEPT REPORT

Need and Purpose: As Described in the project concept report.

Project location: Project NHS-0001-00(298) is located along I-75/85 (SR 401/403) between 14th and 17th Streets. The entire project is in the City of Atlanta and Fulton County. The length of the project is approximately 0.57 mile along I-75/85, and 0.47 mile along 14th street.

Description of the approved concept: The approved project concept for the NH-7141-00(900) consisted of the construction of a new multi-modal roadway and interchange that extends existing 17th Street from West Peachtree Street (SR 9) in Midtown Atlanta west, over the Interstate, to connect with Northside Drive (US 41/SR 3). Additional improvements include modifications to the existing I-75 and I-85 southbound ramps to 14th Street/10th Street (Exits 250 & 84) to provide access to the new bridge; construction of a new northbound off-ramp from I-75/I-85 (downtown Connector) to 17th Street, traveling beneath the 14th Street Bridge parallel with the Interstate and emerging from grade to intersect the new 17th Street bridge; widening and reconstruction of the 14th Street overpass bridge to accommodate the new northbound off-ramp to 17th Street; realignment of Williams street due to the new northbound off-ramp, and intersection improvements along 16th Street, US 19/SR 9 (14th Street), and US 41/SR 3 (Northside Drive).

Note: The original project, NH-7141-00(900), was divided into three separate contracts with the first revision of March 1, 2001. The two additional projects are NH-0001-00(297), which was the construction of 17th Street from Northside Drive to Atlantic Station, and the present 14th Street Project (NHS-0001-00(298)).

PDP CLASSIFICATION			
MAJOR	<input checked="" type="checkbox"/>		MINOR
Full oversight (X),		Exempt (),	SF (), Other ()

Proposed features to be revised:

The 14th Street Bridge typical section will be extended 660' west to accommodate the raised bridge and the proposed ramp from I-85 South to 10th Street.

Describe the revised features to be approved:

An additional ramp to 10th Street will be added from the existing I-85 Southbound Exit Ramp allowing traffic to continue to 10th Street without having to access Techwood Drive. The typical section for the new ramp (Ramp "B") will consist of 1-16' lane with a 10' left shoulder and a 6' right shoulder. (See typical section attachments). This revision will necessitate raising the vertical alignment along 14th Street east and west of the proposed bridge requiring the bridge to be replaced.

This will cause the project terminus for 14th Street to be extended 660' west to accommodate the new 14th Street vertical alignment and to tie the proposed lanes to the new bridge configuration.

The approved typical section for the bridge consisted of 2-11' lanes in each direction with dual left turn lanes to Williams Street and Techwood Drive. The revised typical section consists of 2-11' lanes in each direction with 1-11' turn lane to Williams Street and Techwood Drive, a 13' landscaped median, and 15' sidewalks on the north and south side of the bridge.

Note 1: Concerned citizens in the immediate area of Midtown Atlanta requested input into the final design of the 14th Street corridor. A Citizens Advisory Committee was formed to discuss community concerns of various citizens groups in the immediate area. A list of recommendations with dates of the meetings and notes from those meeting has been attached.

Note 2: A "TRAFFIC STUDY REPORT " was prepared for the Department which included future traffic for a 15th Street bridge connecting the east and west sides of I-75/85.

Updated traffic data (AADT):

ROADWAY	AADT	
	TRAFFIC	
	Year 2008	Year 2028
I-75 (SR 401)	274,890	370,280
I-85 (SR. 403)	250,594	337,550
I-75/85 (Downtown Connector)	351,835	473,920
US 19/SR. 9 (14 th Street)	30,420	24,300
17 th Street	15,000	49,195
SR. 9 (West Peachtree Street)	24,630	36,600
SR. 9 (Spring Street)	35,188	52,290
Williams Street	17,670	26,240

FUNCTIONAL CLASSIFICATION	
ROUTE	CLASSIFICATION
I-75 (SR 401)	Interstate Principal Arterial
I-85 (SR 403)	Interstate Principal Arterial
I-75/85 (Downtown Connector)	Interstate Principal Arterial
US 19/SR. 9 (14 th Street)	Urban Minor Arterial Street
17 th Street	Urban Minor Arterial Street
US 41/S.R. 3 (Northside Drive)	Urban Principal Arterial
SR 9 (West Peachtree Street)	Urban Minor Arterial Street
SR 9 (Spring Street)	Urban Minor Arterial Street
16 th Street	Urban Collector Street
Williams Street	Urban Minor Arterial Street
Fowler Street	Urban Minor Arterial Street
Techwood Drive	Urban Minor Arterial Street

U. S. Route Number: I-75, I-85

State Route Number: I-75 (401), I-85 (403)

Traffic (AADT) as shown in the approved concept:

ROADWAY	AADT	
	TRAFFIC	
	Year 2008	Year 2025
I-75 (SR 401) (southbound)	258,100	354,000
I-85 (SR 403)	212,800	322,700
I-75/85 (Brookwood to 10th)	359,350	521,050
US 19/SR 9 (14 th Street)	23,450	29950
17 th Street	N/A	42800
SR 9 (West Peachtree Street)	27,000	41500
SR 9 (Spring Street)	29,900	46500
16 th Street	11,800	19550
Williams Street	20,900	29900
Techwood Drive	26,650	36200

Techwood Drive	21,160	31,140
10 th Street Connector (Ramp "B")	4,645	6,900
Ramp "A"	15,385	23,530
Williams Street	25,020	27,030
15 th Street	N/A	23,450

Programmed/Schedule:

P.E. August 2000 R/W: 2005 Construction: 2006

Revised Cost Estimates:

NHS-0001-00(298) P.I. No. 0001298	Current Programmed Estimate	Revised Concept February 15, 2005
Right of Way Costs	\$45,200,000.00	\$ 45,200,000.00
Reimbursable Utilities	\$ 2,030,000.00	\$ 2,030,000.00
Construction Costs	\$37,000,000.00	\$ 40,872,616.36
TOTAL COSTS	\$84,230,000.00	\$ 87,922,616.36

Is the project located in a Non-attainment area? Yes. No.

The revised concept extends the project limits of 14th Street but does not change the number of through lanes for the I-75/85 Mainline northbound or southbound. The addition of the 10th Street Connector extends the construction limits of 14th Street to provide clearance for the Connector. The existing 16th Street lane configuration will be improved.

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Concur: Buddy A. [Signature]
Director of Preconstruction

Approve: [Signature]
Chief Engineer

Approve: Richard Wayne Fedora
for Division Administrator, FHWA

Attachments:

Sketch Map

Cost Estimates

- a. Original construction cost estimate
- b. Revised construction cost estimate

Project Location Map

Typical Sections

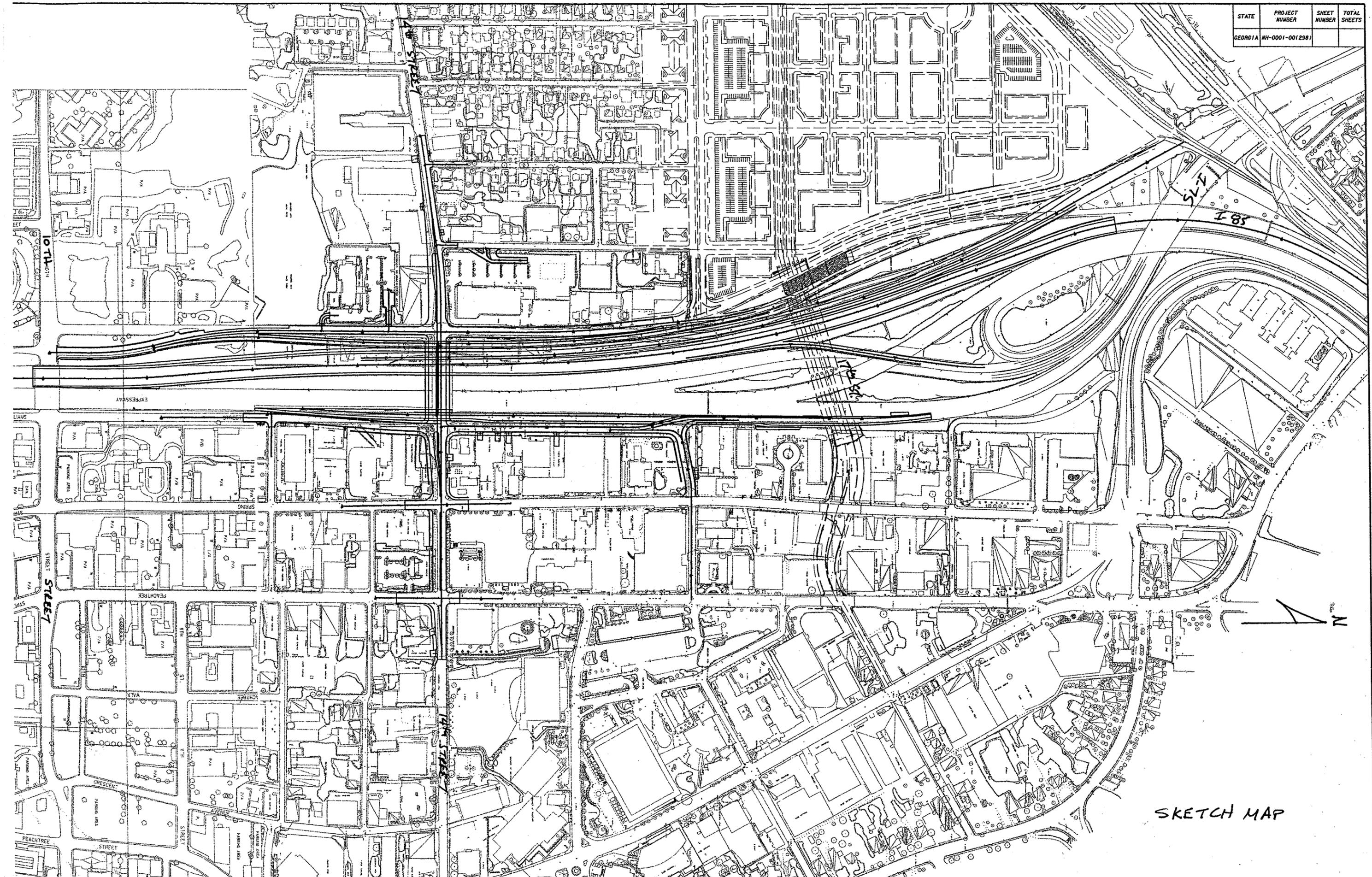
Traffic Study Report w/ Traffic Diagrams

Public Involvement

14th Street at I-75/85

Project No.: NHS-0001-00(298) Fulton

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	NH-0001-00(298)		



SKETCH MAP

PROJECT NO.:	NH-0001-00(298)	NH-0001-00(298)	
P. I. NO. :	0001298 7March01	1298 Revised	
COUNTY: Fulton	Fulton	Fulton	
	14th St. @ I-75/85	14th St. @ I-75/85	
SUMMARY OF PROJECT COSTS	Downtown Conn.	Downtown Conn.	
Non-Construction Costs			
A.	Right-of-Way	\$15,570,300	\$45,020,000
B.	Reimbursable Utilities	\$2,030,000	\$2,030,000
Construction Costs			
C.	Bridges	\$7,605,050	\$8,553,954
D.	Walls	\$5,179,700	\$4,700,864
E.	Base and Paving	\$866,787	\$5,158,798
F.	Grading and Earthwork	\$289,000	\$1,572,766
G.	Drainage	\$350,250	\$875,532
H.	Concrete Work	\$557,100	\$4,590,690
I.	Signing, Marking and Signalization	\$318,000	\$542,671
J.	Guardrail, T-Beam, TP 12, TP 1	\$24,000	\$76,027
K.	Landscaping	\$430,000	\$1,344,700
L.	Traffic Control & Mobilization	\$1,000,000	\$500,000
M.	Erosion Control	\$0	\$130,648
	City of Atlanta and Interstate Lighting		\$964,841
	ATMS	\$0	\$3,681,608
	Miscellaneous Items		\$1,310,741
	Construction Cost Subtotal	\$16,619,887	\$34,003,840
	Inflation Rate: 3.0% for 3 years		\$3,468,392
	Engineering & Construction; 10%	\$1,661,989	\$3,400,384
	Total Construction Cost	\$18,281,876	\$40,872,616
	TOTAL PROJECT COST	\$35,882,176	\$87,922,616

N. ITEMIZED PROJECT COSTS (Original Project)
CONSTRUCTION CONTRACT 3

A. Right of Way		(See Attached Itemization)	
B. Reimbursable Utilities			LGPA
C. Bridges			
1. I-75 NB Exit ramp	36,400 SF @	\$150.00	\$5,460,000
2. 14th Street bridge (widen, raise, lengthen)			
Jacking		Lump Sum	\$175,000
Shoring		Lump Sum	\$135,000
Widening	10,125 SF @	\$150.00	\$1,518,750
Conspan	6,540 SF @	\$45.00	\$294,300
Remove Rail	220 SF @	\$100.00	\$22,000
		Subtotal	\$7,605,050
D. Walls			
1. MSE Wall (I-75 NB Exit)	10,000 SF @	\$60.00	\$600,000
2. Tie Back (Remove & Replace)	45,797 SF @	\$100.00	\$4,579,700
		Subtotal	\$5,179,700
E. Base & Paving			
1. E 1.5"	1,582 TN @	\$60.00	\$94,920
2. Binder 2"	2,110 TN @	\$50.00	\$105,500
3. Base 8"	8,440 T @	\$50.00	\$422,000
4. Gab 12"	12,947 T @	\$12.00	\$155,364
5. Milling (Remove & Replace)	5,036 SY @	\$15.00	\$75,540
6. Tack Coating	8,975 GL @	\$1.50	\$13,463
		Subtotal	\$866,787
F. Earthwork			
1. Excavation	28,900 CY @	\$10.00	\$289,000
G. Drainage			
1. Bridge Scuppers	10 ea @	\$500.00	\$5,000
2. Catch Basins	40 ea @	\$2,000.00	\$80,000
3. 30" RCP (Ave)	5,305 ea @	\$50.00	\$265,250
		Subtotal	\$350,250

H. Concrete Work			
1. MSE Top Coping	1,740 LF @	\$100.00	\$174,000
2. Side Barrier	6,050 SY @	\$30.00	\$181,500
3. Traffic Barrier	780 SY @	\$30.00	\$23,400
4. Curb & Gutter	4,600 LF @	\$15.00	\$69,000
5. Valley Gutter	3,470 LF @	\$12.00	\$41,640
6. Sidewalk	3,378 LF @	\$20.00	\$67,560
	Subtotal		\$557,100
I. Signing, Striping, and Lighting			
1. Signs	2,200 SF @	\$20.00	\$44,000
2. Supports	3 ea @	\$40,000.00	\$120,000
3. Lighting	12 ea @	\$1,000.00	\$12,000
4. Striping		Lump Sum	\$2,000
5. Signals	2 ea @	\$70,000.00	\$140,000
	Subtotal		\$318,000
J. Attenuators			
	1 ea @	\$24,000.00	\$24,000
K. Clearing & Landscaping			
1. Clearing & Grubbing	3.6 Acre @	\$75,000.00	\$270,000
2. Grassing		Lump Sum	\$10,000
3. Erosion Control		Lump Sum	\$150,000
	Subtotal		\$430,000
L. Traffic Control & Mobilization			
		Lump Sum	\$1,000,000
L. Miscellaneous Items (See Phases I)			
			\$0
Construction Subtotal			\$16,619,887

Estimate Report for file "NH-0001-00(298)_2005-02-14"

Section Wall "A"					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
627-1000	800.00	SF	38.08	MSE WALL FACE, 0 - 10 FT HT, WALL NO -	30464.0
627-1010	2000.00	SF	38.96	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	77920.0
627-1020	4000.00	SF	37.20	MSE WALL FACE, 20 - 30 FT HT, WALL NO -	148800.0
627-1030	8000.00	SF	37.20	MSE WALL FACE, GTR THAN 30 FT HT, WALL NO -	297600.0
627-1120	700.00	LF	170.75	COPING B, WALL NO -	119525.0
627-1160	600.00	LF	45.00	TRAFFIC BARRIER, WALL A	27000.0
Section Sub Total:					\$701,309.00

Section WALL "B"					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
627-1000	2700.00	SF	38.08	MSE WALL FACE, 0 - 10 FT HT, WALL NO -	102816.0
627-1010	5000.00	SF	38.96	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	194800.0
627-1020	8000.00	SF	37.20	MSE WALL FACE, 20 - 30 FT HT, WALL NO -	297600.0
627-1030	11000.00	SF	37.20	MSE WALL FACE, GTR THAN 30 FT HT, WALL NO -	409200.00
627-1120	1100.00	LF	170.75	COPING B, WALL NO -	187825.0
627-1180	2800.00	CY	30.70	ADDITIONAL MSE BACKFILL	85960.0
Section Sub Total:					\$1,278,201.00

Section 14th Street Bridge					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	4124.00	SY	4.23	GROOVED CONCRETE	17444.52
500-1006	1487.00	LS	601.15	SUPERSTR CONCRETE, CL AA, BR NO -	893910.04
500-3101	556.00	CY	426.59	CLASS A CONCRETE	237184.03
501-3000	1971300.00	LS	1.59	STR STEEL, BR NO -	3134367.0
511-1000	111217.00	LB	0.65	BAR REINF STEEL	72291.05
511-3000	395522.00	LS	0.68	SUPERSTR REINF STEEL, BR NO -	268954.96
520-1147	630.00	LF	40.82	PILING IN PLACE, STEEL H, HP 14 X 73	25716.6
522-1000	2.00	LS	20000.00	SHORING	40000.0
540-1102	1.00	LS	85659.97	REMOVAL OF EXISTING BR, BR NO -	85659.97
623-8400	1.00	Lump Sum	938000.00	FENCE-SPECIAL DESIGN, BR NO -1	938000.0
627-1020	5000.00	SF	37.20	MSE WALL FACE, 20 - 30 FT HT, WALL NO -	186000.0
Section Sub Total:					\$5,899,528.19

Section Ramp "A" Bridge					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	4413.00	SY	4.23	GROOVED CONCRETE	18666.99
500-1006	1117.00	LS	601.15	SUPERSTR CONCRETE, CL AA, BR NO -	671484.54
500-2100	1655.00	LF	33.93	CONCRETE BARRIER	56154.15
500-3101	346.70	CY	426.59	CLASS A CONCRETE	147898.75
507-9032	6620.00	LF	163.19	PSC BEAMS, AASHTO, BULB TEE, 72 IN, BR NO -	1080317.8
511-1000	76274.00	LB	0.65	BAR REINF STEEL	49578.1
511-3000	297119.00	LS	0.68	SUPERSTR REINF STEEL, BR NO -	202040.92
520-1147	1920.00	LF	40.82	PILING IN PLACE, STEEL H, HP 14 X 73	78374.4
522-1000	1.00	LS	20000.00	SHORING	20000.0
524-0010	360.00	LF	916.42	DRILLED CAISSON -	329911.2
Section Sub Total:					\$2,654,426.86

Section WALL F RAMP A EXIT RAMP TO 17TH RT SIDE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
627-1000	4000.00	SF	38.08	MSE WALL FACE, 0 - 10 FT HT, WALL NO -	152320.0
627-1010	6000.00	SF	38.96	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	233760.0
627-1020	12000.00	SF	37.20	MSE WALL FACE, 20 - 30 FT HT, WALL NO -	446400.00
627-1030	18000.00	SF	37.20	MSE WALL FACE, GTR THAN 30 FT HT, WALL NO -	669600.0
627-1120	1000.00	LF	170.75	COPING B, WALL NO -	170750.0

627-1180	3500.00	CY	30.70	ADDITIONAL MSE BACKFILL	107450.0
Section Sub Total:					\$1,780,280.00

Section WALL G I75/85 NB SHOULDER					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
627-1000	600.00	SF	38.08	MSE WALL FACE, 0 - 10 FT HT, WALL NO -	22848.0
627-1010	800.00	SF	38.96	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	31168.0
627-1020	1000.00	SF	37.20	MSE WALL FACE, 20 - 30 FT HT, WALL NO -	37200.0
627-1030	1400.00	SF	37.20	MSE WALL FACE, GTR THAN 30 FT HT, WALL NO -	52080.00
627-1120	200.00	LF	170.75	COPING B, WALL NO -	34150.0
627-1180	500.00	CY	30.70	ADDITIONAL MSE BACKFILL	15350.0
Section Sub Total:					\$192,796.00

Section WALL I RT SHLD WILLIAMS @ WINTERS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
617-0510	1.00	Lump Sum	632500.00	PERMANENTLY ANCHORED TIE DOWN WALL	632500.0
Section Sub Total:					\$632,500.00

Section WALL S BETWEEN 75 & 85 S 60+00 TO 66+00					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3107	200.00	CY	416.39	CLASS A CONCRETE, RETAINING WALL	83278.0
511-1000	50000.00	LB	0.65	BAR REINF STEEL	32500.0
Section Sub Total:					\$115,778.00

Section EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0230	400.00	LB	1.66	TEMPORARY GRASSING	664.0
163-0240	400.00	TN	190.99	MULCH	76396.0
163-0300	4.00	EA	1058.42	CONSTRUCTION EXIT	4233.68
163-0521	60.00	EA	147.10	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	8826.0
163-0530	2000.00	LF	2.28	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	4560.0
165-0010	600.00	LF	1.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	600.0
165-0030	4000.00	LF	1.24	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	4960.0
165-0040	50.00	EA	57.83	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	2891.5
165-0070	800.00	LF	1.25	MAINTENANCE OF BALED STRAW EROSION CHECK	1000.0
165-0101	9.00	EA	346.34	MAINTENANCE OF CONSTRUCTION EXIT	3117.06
171-0010	1200.00	LF	1.70	TEMPORARY SILT FENCE, TYPE A	2040.0
171-0030	4000.00	LF	3.09	TEMPORARY SILT FENCE, TYPE C	12360.0
700-6900	150.00	LB	5.00	PERMANENT GRASSING	750.0
716-2000	7500.00	SY	1.10	EROSION CONTROL MATS, SLOPES	8250.0
Section Sub Total:					\$130,648.24

Section SIGNING, MARKING, SIGNALIZATION					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	4.00	EA	9053.03	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	36212.12
636-1020	300.00	SF	13.07	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	3921.0
636-1029	300.00	SF	19.92	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	5976.00
636-1031	1000.00	SF	17.32	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	17320.0
636-1072	5630.00	SF	15.86	HIGHWAY SIGNS, ALUM EXTRUDED PANELS, REFL SHEETING, TP 3	89291.8

636-2030	1000.00	LF	5.10	GALV STEEL POSTS, TP 3	5100.0
647-1000	1.00	Lump Sum	75000.00	TEMPORARY TRAFFIC SIGNAL INSTALL WILLIAMS & 14TH	75000.0
647-1000	1.00	Lump Sum	125000.00	TRAFFIC SIGNAL INSTALLATION TCHWD & 14TH	125000.0
647-1000	1.00	Lump Sum	125000.00	TRAFFIC SIGNAL INSTALLATION WILLIAMS & 14TH	125000.0
653-0120	32.00	EA	56.38	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1804.16
653-0210	9.00	EA	88.07	THERMOPLASTIC PVMT MARKING, WORD, TP 1	792.62
653-0300	7.00	EA	100.00	Symbol TP I	700.0
653-1501	30000.00	LF	0.25	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	7500.0
653-1502	25000.00	LF	0.23	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	5750.0
653-1704	400.00	LF	3.18	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1272.0
653-1804	17200.00	LF	1.47	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	25284.0
653-1810	7100.00	LF	0.72	THERMOPLASTIC SOLID TRAF STRIPE, 10 IN, WHITE	5112.0
653-3501	41000.00	GLF	0.14	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	5740.00
653-6004	430.00	SY	2.39	THERMOPLASTIC TRAF STRIPING, WHITE	1027.7
653-6006	20.00	SY	2.53	THERMOPLASTIC TRAF STRIPING, YELLOW	50.59
654-1001	10.00	EA	3.21	RAISED PVMT MARKERS TP 1	32.1
654-1003	1500.00	EA	3.19	RAISED PVMT MARKERS TP 3	4785.0
Section Sub Total:					\$542,671.11

Section ATMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	2256.00	CY	426.59	CLASS A CONCRETE	962387.03
511-1000	757147.00	LB	0.65	BAR REINF STEEL	492145.55
615-1200	60.00	LF	6.70	DIRECTIONAL BORE -	402.0
682-6120	500.00	LF	6.01	CONDUIT, RIGID, 2 IN	3005.0
682-6120	500.00	LF	6.01	CONDUIT, RIGID, 2 IN	3005.0
682-6222	1075.00	LF	5.11	CONDUIT, NONMETL, TP 2, 2 IN	5493.25
682-6222	1075.00	LF	5.11	CONDUIT, NONMETL, TP 2, 2 IN	5493.25
682-6224	5.00	LF	4.55	CONDUIT, NONMETL, TP 2, 4 IN	22.75
682-6233	15167.00	LF	2.86	CONDUIT, NONMETL, TP 3, 2 IN	43377.61
682-6233	15167.00	LF	2.86	CONDUIT, NONMETL, TP 3, 2 IN	43377.61
682-6540	1260.00	LF	45.10	CONDUIT, FIBERGLASS, 4 IN	56826.0
682-6540	1260.00	LF	45.10	CONDUIT, FIBERGLASS, 4 IN	56826.0
682-7043	630.00	LF	46.50	MULTI-CELL CONDUIT SYS, 4-WAY, FIBERGLASS	29295.0
682-7043	630.00	LF	46.50	MULTI-CELL CONDUIT SYS, 4-WAY, FIBERGLASS	29295.0
682-7061	15560.00	LF	25.00	CONDUIT DUCT BANK, TYPE 2	389000.0
682-7061	15560.00	LF	25.00	CONDUIT DUCT BANK, TYPE 2	389000.0
682-9028	25.00	EA	3953.14	ELECTRICAL COMMUNICATION BOX, TP 5	98828.5
682-9028	25.00	EA	3953.14	ELECTRICAL COMMUNICATION BOX, TP 5	98828.5
797-2010	1.00	Lump Sum	975000.00	Hub building & Miscellaneous	975000.0
Section Sub Total:					\$3,681,608.08

Section 14TH STREET & I75/85 LIGHTING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
681-1000	1.00	Lump Sum	850000.00	LIGHTING CITY OF ATLANTA & INTERSTATE	850000.0
681-4350	42.00	EA	1800.00	LIGHTING STD ALUM 35 FT MH POST TOP	75600.0
681-6620	12.00	EA	540.00	LUMINAIRE, TP A, 150 W, HP SODIUM	6480.0
682-9000	2.00	LS	6283.33	MAIN SERVICE PICK UP POINT	12566.66
682-9021	12.00	EA	1682.87	ELECTRICAL JUNCTION BOX, CONC GROUND MOUNTED	20194.44
Section Sub Total:					\$964,841.10

Section LANDSCAPING & MIDTOWN IMPROVEMENTS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
702-1000	1.00	Lump Sum	1344700.00	LANDSCAPING FOR 14TH AND I75/85	1344700.0
Section Sub Total:					\$1,344,700.00

Section Base and Paving

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	78420.00	TN	13.92	GR AGGR BASE CRS, INCL MATL	1091606.4
318-3000	3000.00	TN	15.71	AGGR SURF CRS	47130.0
400-3624	2371.00	TN	54.97	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED	130333.87
402-1812	6924.00	TN	38.67	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	267751.08
402-3112	21140.00	TN	45.62	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	964406.79
402-3121	63418.00	TN	36.40	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	2308415.19
402-3130	6478.00	TN	36.99	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	239621.22
413-1000	15912.00	GL	0.95	BITUM TACK COAT	15116.4
432-5010	62945.00	SY	1.50	MILL ASPH CONC PVMT, VARIABLE DEPTH	94417.5
Section Sub Total:					\$5,158,798.47

Section Grading and Earthwork

Item Number	Quantity	Units	Unit Price	Item Description	Cost
205-0001	139585.00	CY	3.21	UNCLASS EXCAV	448067.85
207-0203	3000.00	CY	34.48	FOUND BKFILL MATL, TP II	103439.99
208-0200	5000.00	CY	22.14	ROCK EMBANKMENT	110700.0
212-1000	72903.00	CY	12.49	GRANULAR EMBANKMENT, INCL MATL & HAUL	910558.47
Section Sub Total:					\$1,572,766.32

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	4000.00	LF	27.63	STORM DRAIN PIPE, 18 IN, H 1-10	110520.0
550-1181	300.00	LF	28.96	STORM DRAIN PIPE, 18 IN, H 10-15	8688.0
550-1183	500.00	LF	45.28	STORM DRAIN PIPE, 18 IN, H 20-25	22640.0
550-1240	300.00	LF	32.52	STORM DRAIN PIPE, 24 IN, H 1-10	9756.00
550-1241	500.00	LF	32.77	STORM DRAIN PIPE, 24 IN, H 10-15	16385.0
550-1300	2000.00	LF	42.05	STORM DRAIN PIPE, 30 IN, H 1-10	84100.0
550-1360	1000.00	LF	50.56	STORM DRAIN PIPE, 36 IN, H 1-10	50560.0
550-1361	500.00	LF	54.16	STORM DRAIN PIPE, 36 IN, H 10-15	27080.0
550-1420	500.00	LF	63.90	STORM DRAIN PIPE, 42 IN, H 1-10	31950.0
550-1483	500.00	LF	88.00	STORM DRAIN PIPE, 48 IN, H 20-25	44000.0
550-1542	200.00	LF	293.17	STORM DRAIN PIPE, 54 IN, H 15-20	58634.0
550-1600	500.00	LF	105.50	STORM DRAIN PIPE, 60 IN, H 1-10	52750.0
550-1720	300.00	LF	167.11	STORM DRAIN PIPE, 72 IN, H 1-10	50133.00
668-1110	35.00	LF	171.60	CATCH BASIN, GP 1, ADDL DEPTH	6006.0
668-2100	60.00	EA	2044.86	DROP INLET, GP 1	122691.59
668-2105	14.00	EA	3706.18	DROP INLET, GP 1, SPCL DES	51886.52
668-2231	26.00	EA	3160.50	DROP INLET, GP 1, MODIFIED TP M-1	82173.0
668-3300	12.00	EA	2642.83	SAN SEWER MANHOLE, TP 1	31713.96
668-5000	10.00	EA	1386.52	JUNCTION BOX	13865.2
Section Sub Total:					\$875,532.28

Section Concrete Work

Item Number	Quantity	Units	Unit Price	Item Description	Cost
433-1100	1100.00	SY	108.33	REINF CONC APPROACH SLAB, INCL CURB	119163.0
441-0018	1000.00	SY	34.01	DRIVEWAY CONCRETE, 8 IN TK	34010.0
441-0050	3000.00	SY	53.26	CONC SLOPE DRAIN	159780.0
441-0104	11588.00	SY	22.49	CONC SIDEWALK, 4 IN	260614.12
441-0204	500.00	SY	25.77	PLAIN CONC DITCH PAVING, 4 IN	12885.0
441-0748	10000.00	SY	30.90	CONCRETE MEDIAN, 6 IN	309000.0

441-3999	1000.00	LF	15.98	CONCRETE V GUTTER	15980.0
441-4030	14700.00	SY	33.75	CONC VALLEY GUTTER, 8 IN	496125.0
441-4140	7000.00	LF	11.80	CONC GUTTER WITH RAISED EDGE, 8 IN X 30 IN	82600.0
441-5002	3000.00	LF	13.21	CONCRETE HEADER CURB, 6 IN, TP 2	39630.0
500-2100	1000.00	LF	33.93	CONCRETE BARRIER	33930.0
500-3101	2450.00	CY	426.59	CLASS A CONCRETE	1045145.49
621-3020	1000.00	LF	52.83	CONCRETE BARRIER, TYPE 20	52830.0
621-3021	500.00	LF	55.75	CONCRETE BARRIER, TYPE 21	27875.0
621-4082	100.00	LF	190.60	CONCRETE SIDE BARRIER, TYPE 7T	19060.0
621-4086	4000.00	LF	72.20	CONCRETE SIDE BARRIER, TYPE 7WS	288800.0
621-6001	19600.00	LF	49.05	CONCRETE BARRIER, TP S-1	961380.0
622-1033	4000.00	LF	31.58	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	126320.0
627-1100	6900.00	LF	73.27	COPING A, WALL NO -	505563.0
Section Sub Total:					\$4,590,690.62

Section Miscellaneous Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	500000.00	TRAFFIC CONTROL -	500000.0
153-1300	1.00	EA	50439.07	FIELD ENGINEERS OFFICE TP 3	50439.07
163-0300	4.00	EA	1058.42	CONSTRUCTION EXIT	4233.68
201-1500	1.00	LS	1256068.80	CLEARING & GRUBBING -	1256068.8
Section Sub Total:					\$1,810,741.55

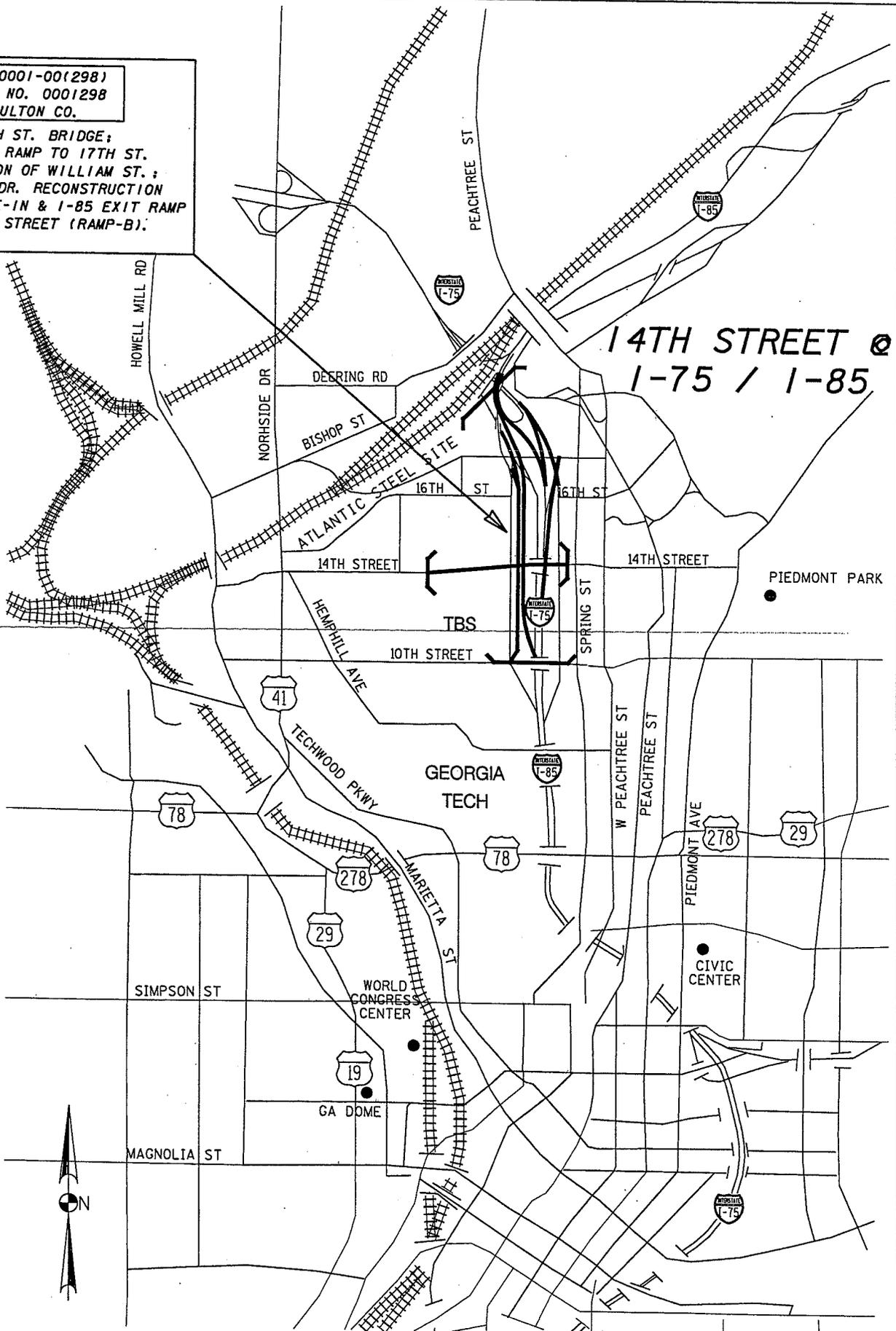
Section Guardrail; T-Beam; TP 12, TP 1					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1100	1500.00	LF	28.43	GUARDRAIL, TP T	42645.0
641-1200	300.00	LF	11.48	GUARDRAIL, TP W	3444.0
641-5001	4.00	EA	433.02	GUARDRAIL ANCHORAGE, TP 1	1732.08
641-5012	4.00	EA	1426.54	GUARDRAIL ANCHORAGE, TP 12	5706.16
648-1200	3.00	EA	7500.00	Traffic Impact Attenuator	22500.0
Section Sub Total:					\$76,027.24

Total Estimated Cost: \$34,003,844.06

Subtotal Construction Cost	\$34,003,844.06
E&C Rate 10.0 %	\$3,400,384.41
Inflation Rate 3.0 % @ 3.0 Years	\$3,468,381.89
<hr/>	
Total Construction Cost	\$40,872,610.36
Right Of Way	\$45,020,000.00
ReImb. Utilities	\$2,030,000.00
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Grand Total Project Cost	\$87,922,610.36

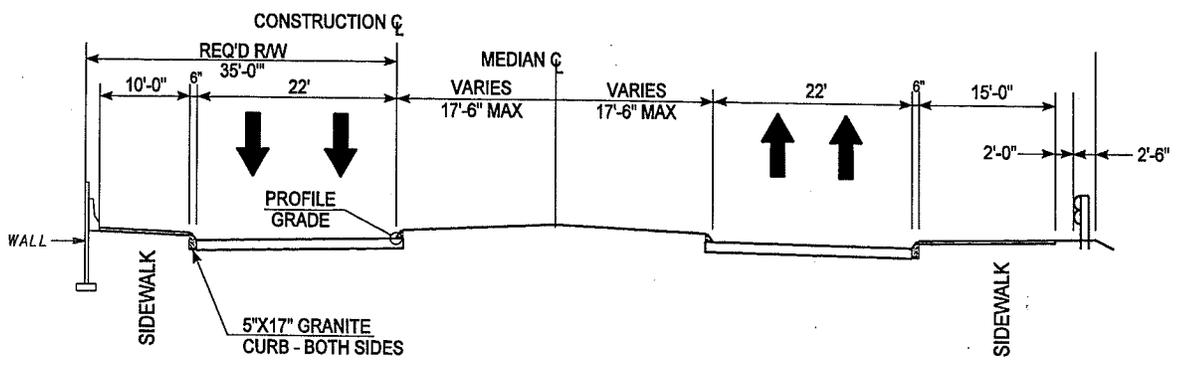
NHS-0001-00(298)
P. I. NO. 0001298
FULTON CO.

14TH ST. BRIDGE;
NB EXIT RAMP TO 17TH ST.
RELOCATION OF WILLIAM ST.;
TECHWOOD DR. RECONSTRUCTION
16TH ST. TIE-IN & I-85 EXIT RAMP
TO 10TH STREET (RAMP-B).

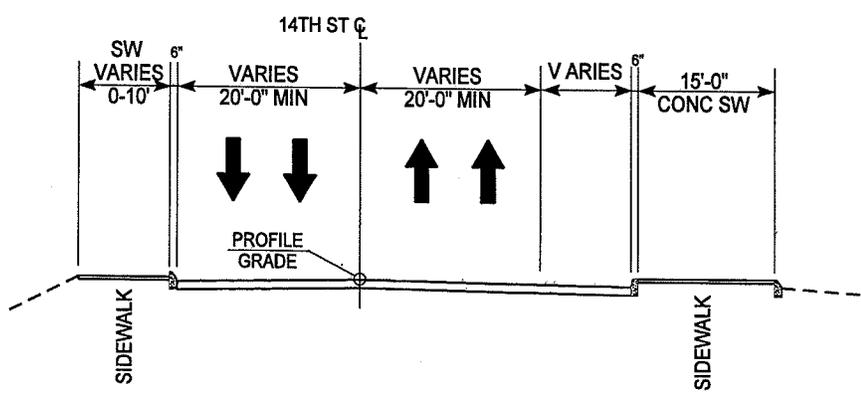


14TH STREET @
I-75 / I-85

PROJECT LOCATION MAP



14TH STREET
FOWLER TO TECHWOOD

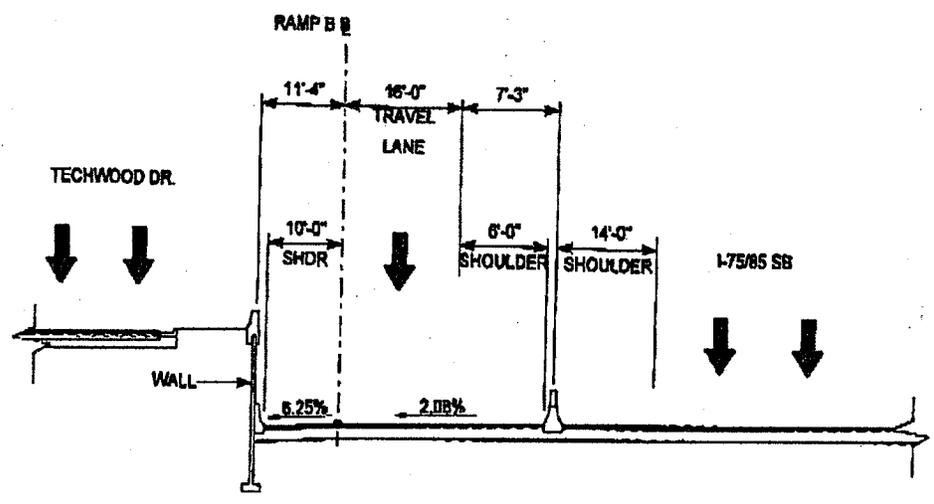


14TH STREET
BEGINNING TO FOWLER STREET

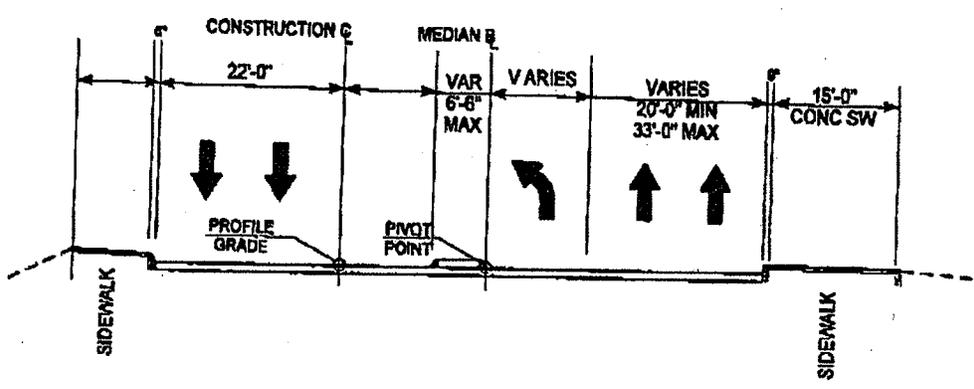
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FIGURE

REVISED TYPICAL CROSS SECTIONS



RAMP B



14TH STREET
WILLIAMS STREET TO SPRING STREET

14TH STREET @ I-75/I-85
REVISED CONCEPT REPORT

Not to Scale

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TRAFFIC STUDY

14th Street @ I-75/85

**Interchange Improvements, Bridge Replacement,
and Additional Ramps**

&

**Improvements to 14th Street From Spring to West
Peachtree Street**

Project Numbers: NHS-0005-00(5945), NHS-0001-00(298)

P. I. Numbers: 0005945, 000298

Fulton County, GA

Prepared for:

Georgia Department of Transportation

Prepared by:

Moreland Altobelli Associates, Inc.

Existing and Projected Traffic Volumes:

Future traffic projections were prepared for the northern Midtown Atlanta study area. This traffic projection was broken into two parts, the background traffic growth and traffic growth associated with the Atlantic Station development on the west side of I-75/I-85. The background traffic growth includes planned and future development in the northern area of Midtown excluding the Atlantic Station development. In order to accurately predict the future traffic conditions in the study area, a trip generation, trip assignment and trip distribution was prepared for the Atlantic Station development and added to the background traffic projections. The following is a brief explanation of these traffic projections. For a more information regarding this traffic projection, please refer to the approved Concept Report for 17th Street which included improvements along 14th Street, the approved Interchange Justification Report (IJR) for the 17th Street at I-75/I-85 Interchange as well as the associated approved Environmental Assessment (EA)

A linear regression analysis was conducted using historical traffic counts for the major area roadways to derive a growth trend for both freeway and surface street roadway segments to help project future background traffic.

The indicated annual growth rates for segments of the Downtown Connector over a ten-year period reflect a simple linear growth rate between two values, and will not remain constant over the design life of the project. To apply these rates over the next 23 years would not consider any type of capacity restraints. The amount of existing traffic and the resulting congestion already act as a capacity restraint to the existing area roadway network. To reflect a more appropriate future projection, these growth rates can be expected to decline by the 2028 design year. This is primarily due to the extent of existing development and the capacity of the existing roadway network. Other capacity constraints that are assumed under the future traffic conditions include no foreseeable widening of the freeway or immediate arterial roadway system, an increased use of transit and HOV facilities, and more comprehensive development with mutually supportive land/transportation uses. As a result of these assumptions and cooperative input from city and state municipalities, a 1.5% annual growth rate was applied to the interstate segments in the study area. In addition to the annual growth rate, volumes on saturated freeway segments also take into account the historical increases in per lane capacity of the freeway system over time.

For surface street segments, the average annual growth rate between 1986 and 1996 was 2.85%. Although this is more in line with general future projection rates, this too cannot be maintained over a 23-year period. Growth on these roadways will most likely continue for the short term, albeit at a slightly lower rate, with traffic volumes expected to peak upon full build-out of the site prior to the 2028 design year. Therefore, a slightly smaller growth rate of 2.0% was used for projecting surface street volumes over the entire 23-year design period.

Atlantic Station Traffic

The number of vehicle trips associated with the Atlantic Station redevelopment was determined by applying the trip generation rates as per the Institute of Transportation Engineers (ITE), *Trip Generation Handbook (5th Edition)*. The estimation of trip rates was based on the predominant measure of development intensity (i.e. GLA-gross leaseable area, units, SF-square footage) on a particular day or time period associated with either the development or the adjacent street traffic. The rates and equations were applied to the individually proposed development parcels. These rates were subsequently reduced by an internal capture percentage, as well as an anticipated transit-share reduction percentage. The Atlantic Station development parcel sizes and the number of parking spaces, according to the most recent site plan, are as follows:

High Rise Apartment / Condo	1,200 units
Mid Rise Apartment / Condo	1,200 units
Retail Center	1,200,000 SF
Street frontage / Mixed-Use Retail	300,000 SF
Hotel	1,000 rooms
General Office	2,000,000 SF
High-Tech Office	2,000,000 SF
Parking Spaces (all structured)	21,145 spaces

Trip Generation – The trip generation rates developed by ITE are, by definition, from single-use developments where virtually all access is by private automobile, and all parking is accommodated on site for each parcel. Because Atlantic Station is a large-scale development planned near a regional center with structured parking provided for site-internal shared usage, the total site trip generation will be less than would be estimated by summing the estimated trip generation if each land use was estimated individually and summed. Table 1 below gives the total inbound and outbound trips generated by the site for the AM/PM peak and weekday periods.

Land Use	A.M. Peak		P.M. Peak		Weekday
	Inbound	Outbound	Inbound	Outbound	
Residential (2,400 Units)	202	984	870	410	15,730
Retail (1,500,000 SF)	504	296	1,990	1,990	43,599
Office (4,000,000 SF)	3,486	430	574	2,806	27,022
Hotel (1,000 rooms)	453	302	374	319	8,743
Total	4,645	2,012	3,808	5,525	95,094

Since the time of the initial traffic study that developed these rates, new trip Generation rates have been calculated base on the 7th edition of the *Trip Generation Handbook*; however, the new rates projected an 8% reduction in total weekday trips. However, because the Concept Report approval was based on the original estimated trip generation, the original more conservative estimate of future daily traffic for the site was used. An internal capture reduction rate of 10% was used based on a combination of the following design factors to help optimize internal capture:

Planned construction phasing between employment and residential centers
Economic compatibility between residential and employment components
Extensive internal roadway circulation to reduce dependency on external public road system

Internal capture rates for similar types of development.

Project Trip Distribution – Trip distribution was determined using the results from the Atlanta Regional Commission (ARC) regional transportation model (provided to this project by EPA’s TCM analysis consultants) with the inclusion of the Atlantic Station redevelopment’s population and employment increases and the approved project concept.

The resulting distributions of the project’s trips are as follows:

I-75 North directional origin	14%
I-85 North directional origin	28%
I-75 / I-85 South directional origin	28%
Surface street origin	30%

Transit-Share – A mode-split trip reduction of 15% was developed to account for the planned used of transit as a transportation alternative to and from the site. This capture rate was based on criteria given in Table B.3 – Transportation Impact Factors of Development Around Transit Centers and Light Rail Stations (pg. 120) of the *ITE Trip Generation Handbook (6th Edition)*, which is founded on evidence that larger trip reduction factors are achieved with multi-use development patterns. Table 2 reproduces the criteria from Table B.3 and compares it with the design characteristics of the Atlantic Station site.

Development Criteria	Atlantic Station Development
<ul style="list-style-type: none"> Residential-oriented mixed-use development located within 1/4 mile of a transit center or LRT station. 	<ul style="list-style-type: none"> Designated transit lanes for length of project (with bus service initially and possible future light rail MARTA connection). 50% of total development is located within walking distance (1/2 mi.) of MARTA Arts Center Station.
<ul style="list-style-type: none"> Minimum Floor Area Ratio (FAR) of 2 per gross acre for commercial/ industrial development. 	<ul style="list-style-type: none"> Overall commercial FAR of project is 3.64.
<ul style="list-style-type: none"> Direct and safe pedestrian and bicycle connections between commercial/industrial uses, residences and transit center or light rail station. 	<ul style="list-style-type: none"> Specifically designed to encourage pedestrian and bicycle travel. Sidewalks on every street (15-foot in commercial areas). Bicycle lanes for length of 17th Street w/ multi-use path on northern boundary of the site.
<ul style="list-style-type: none"> Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses. 	<ul style="list-style-type: none"> 10 to 20-foot min. distance between sidewalk/structure. On-street or structure parking only.
<ul style="list-style-type: none"> Minimum residential density of 24 dwelling units per gross acre. 	<ul style="list-style-type: none"> Total project residential density of 76.4 dwelling units per gross acre.

The primary anticipated mode-split reduction is the result of anticipated transit usage with a connection to MARTA rail service. Transportation system management and transit reductions for the Atlantic Station redevelopment are not only well justified, but are a pre-requisite as part of the TCM classification. Factors contributing to this reduction include the development's urban location, high mixed-use nature, its close proximity to existing transit corridors, and its inherent design to include transit. This transit-share percentage closely matches EPA's Transportation Control Measure analysis results, which show a 14.9% transit-share for work trips to and from the Atlantic Station site.

Upon applying the trip generation rates to the above land use parcels, and accounting for the anticipated internal-capture and transit reductions, the resulting total inbound and outbound trips generated by the site for the AM/PM peak and weekday periods are shown below in Table 3.

Land Use	A.M. Peak		P.M. Peak		Weekday
	Inbound	Outbound	Inbound	Outbound	
Residential (2,400 Units)	152	738	652	308	11,798
Retail (1,500,000 SF)	378	222	1,493	1,493	32,699
Office (4,000,000 SF)	2,614	324	432	2,104	20,266
Hotel (1,000 rooms)	340	226	281	239	6,557
Total	3,483	1,509	2,857	4,144	71,322

Future traffic volumes were assigned to the roadway network using the distribution developed with the ARC Atlanta Regional Transportation Model. Distribution percentages were determined by performing two runs of the model -- one with the Atlantic Station increases in employment and population coded into its respective traffic analysis zone (TAZ), and one without. The resulting volumes were then assigned to each roadway segment to develop a realistic inbound and outbound project trip distribution. For the 2025 Build condition, 20% of east-west background traffic (i.e. independent of the Atlantic Station redevelopment) projected to use 14th Street was shifted to 17th Street. This percentage reflects the percentage of traffic that would use the 17th Street corridor as a continuous additional east-west alternative between Northside Drive and West Peachtree Street.

Level of Service Analysis

The traffic study for the 14th Street and 17th Street project was prepared as part of the original Concept Report and IJR. Due to changes in the alignment and number of lanes of the 14th Street improvement project, the level of service analysis for the study area was updated to account for these changes as well as the 2028 Design Year. Additionally, the original analysis did not analyze the planned 15th Street bridge over I-75/I-85 and its associated HOV ramps.

In order to complete the 2028 analysis for the 14th Street study area, the 2025 design year traffic was updated to account for traffic growth by the year 2028. With peak hour traffic predicted to operate at capacity conditions by 2025, no peak hour traffic growth is expected between 2025 and 2028, instead, the peak hour periods are predicted to extend over a longer period. Thus, average annual daily traffic (AADT) is expected to increase over this 3-year period. A travel pattern re-distribution was then performed to account for the planned 15th Street extension over the interstate with HOV ramps. The 15th Street extension is predicted to alleviate a portion of the traffic using 14th Street to access Spring Street, West Peachtree Street as well as Peachtree Street. The 2028 AADT and peak hour traffic is presented in Figures 1-6.

In order to analyze the study area, a TRAF-CORSIM micro-simulation model was used to analyze predicted traffic conditions along 14th Street and its surrounding roadway network. This model was developed, calibrated and run according to FHWA guidelines for micro-simulation models. Using this model, the Build and No-Build scenarios were analyzed to predict level of service and delay at the study intersections. The Build scenario assumes improvements along 14th Street as presented in this Concept Report. The No-Build scenario assumes no improvements would be made to 14th Street in the study area. Both the Build and No-Build scenarios assume the 15th Street Bridge and HOV interchange (ARC#: AR-H-600B, GDOT PI #: 0001792), since this project is included in the approved ARC FY 2005-1010 Transportation Improvement Program.

Table 4 presents the LOS and Delay results for the existing, future Build and future No-Build scenarios.

Table 4: TRAF-CORSIM Intersection LOS and Vehicle Delay Results						
Intersections	Existing		Future 2028 No Build		Future 2028 Build	
	AM	PM	AM	PM	AM	PM
14th Street and W Peachtree Street	C (33.9)	C (29.8)	F (111.6)	F (716.2)	F (94.1)	F (284.0)
14th Street and Spring Street	D (38.3)	C (25.2)	F (139.1)	F (109.2)	C (24.2)	C (27.4)
14th Street and William Street	C (30.9)	C (23.1)	F (256.8)	F (175.5)	D (42.9)	D (52.7)
14th Street and Techwood Drive	C (29.1)	C (34.2)	F (226.4)	F (132.9)	C (33.5)	D (47.0)
14th Street and Fowler Street	Unsignalized		F (1499.5)	F (572.8)	B (15.5)	B (15.5)
15th Street and W Peachtree Street			C (34.1)	F (794.2)	D (39.7)	F (88.3)
15th Street and Spring Street			F (131.1)	F (1179.2)	D (50.8)	D (35.5)
15th Street and I-75/85 HOV NB			F (171.9)	F (1847.0)	D (35.7)	C (30.8)
15th Street and Fowler Road			F (525.0)	F (643.7)	B (11.9)	B (19.4)
17th Street and W Peachtree Street			B (11.1)	A (8.9)	B (11.6)	B (13.3)
17th Street and Spring Street			F (150.8)	F (223.1)	D (49.9)	E (58.0)
17th Street and 17th Street NB Exit			F (189.4)	C (31.9)	C (20.7)	C (24.1)
17th Street and I-85 SB			D (42.0)	C (32.2)	B (15.8)	C (32.2)

As Table 4 clearly depicts, without the improvements along 14th Street proposed by this project, the Level of Service (LOS) at almost every intersection in the study area will operate at a LOS 'F' with heavy delays. Upon inspection, the delay results under the No Build scenario appear substantially greater than those in the Build scenario. The reason for this increase is the system interaction of the roadway network. The delays at intersections along 14th Street cause queues along Fowler Street and Spring Street that in turn cause delays along 15th and 17th Streets. With each successive cycle, these delays build until the network reaches gridlock. Additionally, without the proposed slip ramp for I-85 traffic to bypass 14th Street to access 10th Street, the intersection at 14th Street and Techwood Drive queues traffic back onto the interstate.

The intersections of 14th Street and 15th Street at West Peachtree Street do experience LOS 'F' conditions under the Build scenario. The failing level of service at these intersections is due to the predicted heavy traffic along West Peachtree. With no ability to widen West Peachtree Street, these intersections experience failing levels of service even with additional turn lanes on 14th Street. Although these intersections experience long queues in the northbound and westbound directions, the eastbound directions experience no successive queuing and thus do not cause queuing onto the interstate.

Safety Analysis:

Table 5 presents the accident and injury rates for 14th Street, Techwood Drive as well as the I-75/I-85 in the study area. The accident and injury rate calculations are based on 2000-2002 accident and traffic data.

The accident rate for 14th Street was significantly higher than the statewide average for all three years. The number of accidents along 14th Street peaked in 2001 with 336 accidents. With an accident almost every day of the year in 2001, this section of 14th Street suffers from inadequate laneage as well as extremely high congestion.

Techwood Drive experienced relatively few accidents and injuries each of the study years when compared to the statewide averages. This is due, in part, to the short length of the studied roadway. With less than ½ mile from 16th Street to 10th Street, this segment is less likely to have a high number of accidents and injuries. Additionally, Techwood Drive is a one-way roadway, which has significantly less accidents than a two-way roadway due to no opposing left turning traffic.

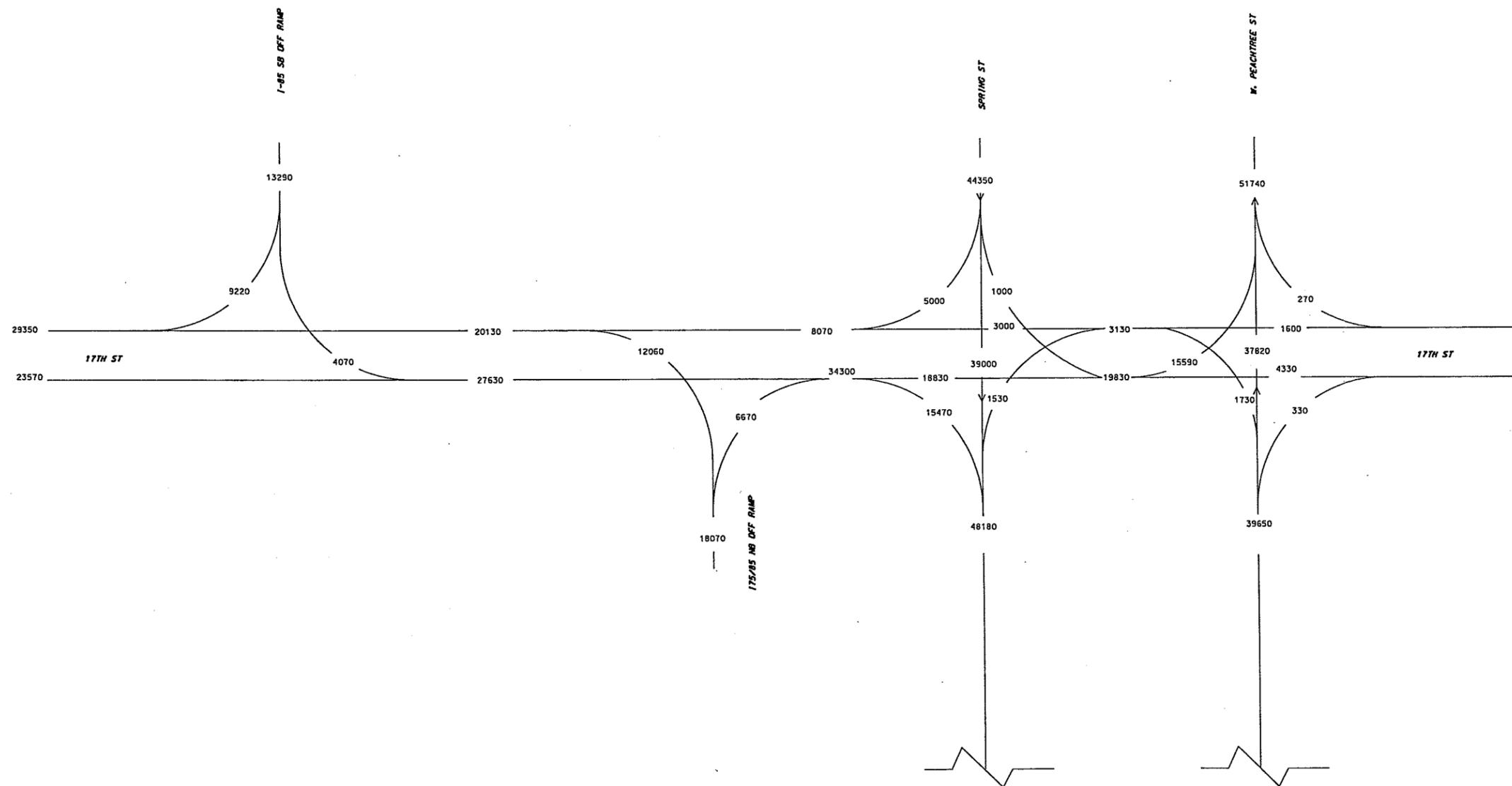
I-75/85 from 10th Street to the Brookwood Interchange experienced twice the statewide accident and injury rate for an Urban Interstate for the three-year study period. This increased accident and injury rate are due to the high traffic volumes and congestion on the downtown connector. The downtown connector is the most heavily traveled roadway in the City of Atlanta as well as the State of Georgia.

The proposed project will improve 14th Street by adding left turn lanes as well as improving lane widths and curb radii. By better accommodating turning traffic, the proposed 14th Street improvements will reduce congestion and improve safety in the project area.

Table 5: Midtown Area Accident History (by Roadway Segment)								
Year	Number of Accidents	Number of Injuries	Accident Rate ⁽¹⁾	Injury Rate ⁽¹⁾	Statewide Average Accident Rate ⁽¹⁾	Statewide Average Injury Rate ⁽¹⁾	Accident Difference	Injury Difference
14th Street from Atlantic Drive to West Peachtree Street: Urban Minor Arterial								
2000	292	83	5830	1657	493	199	12x	8x
2001	336	83	4574	1609	560	222	9x	7x
2002	280	52	5269	978	588	233	9x	4x
Techwood Drive from 16th Street to 10th Street: Urban Collector								
2000	6	3	127	63	515	191	0.25	0.33
2001	6	2	123	41	540	200	0.23	0.21
2002	1	0	20	0	534	133	0.04	0
I-75 NB/SB from Brookwood Interchange to 10th Street: Urban Interstate								
2000	517	212	339	139	196	73	2x	2x
2001	534	245	344	158	201	79	2x	2x
2002	635	222	394	137	204	74	2x	2x

Footnote: (1) Rates per 100 Million Vehicle Miles

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	NH-0001-001298		



YEAR 2028 AADT

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

MA Moreland Algobelli Associates, Inc.
 2211 Beaver Run Road
 Suite 150
 Norcross, Georgia 30071
 Telephone (770) 263-5945

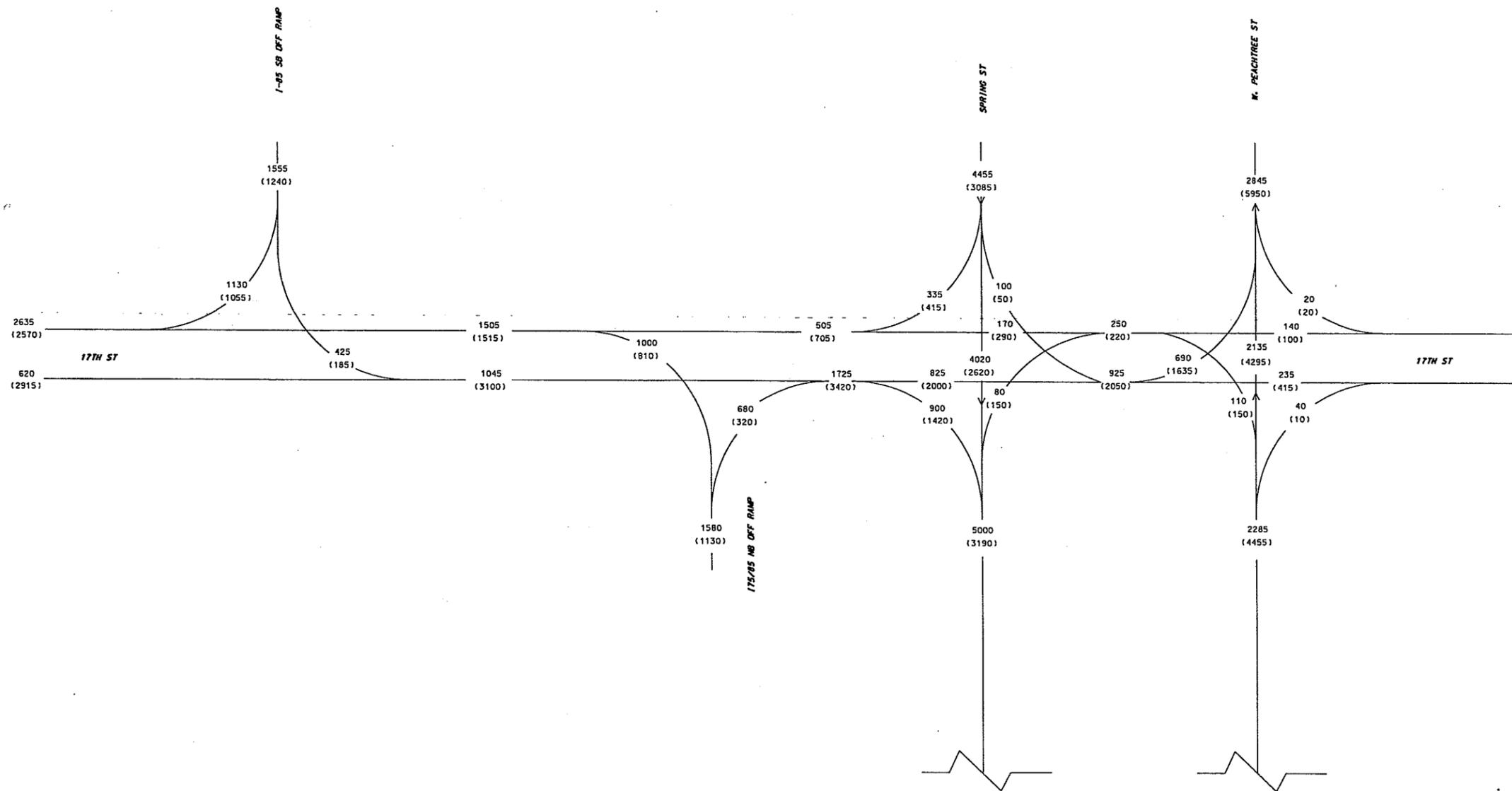
NAME	DATE	NAME	DATE
DESIGNED BY		DRAWN BY	
CHECKED BY		CHECKED BY	
SUPERVISED BY			

Department of Transportation
 State of Georgia

17TH STREET @ INTERSTATE 75/85
 YEAR 2028 AADT - WITH 15TH STREET
 AND 15TH ST HOV INTERCHANGE

DRAWING NUMBER
 1

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	NH-0001-001(298)		



YEAR 2028
 00 AM PEAK HOUR
 (00) PM PEAK HOUR

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

MA Moreland Algobelli Associates, Inc.
 2211 Beaver Run Road
 Suite 130
 Norcross, Georgia 30071
 Telephone (770) 263-5945

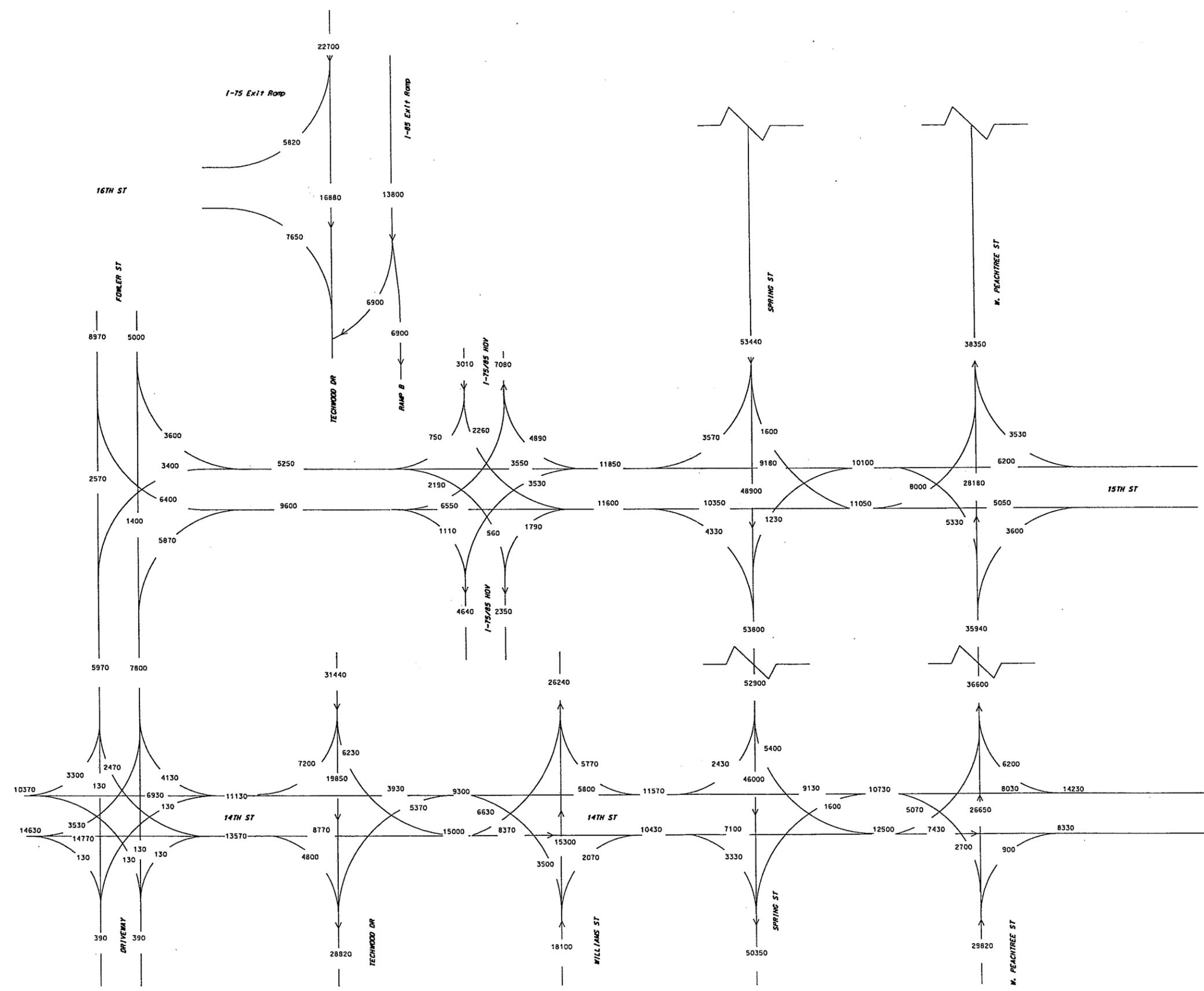
DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE
CHECKED BY			CHECKED BY		
SUPERVISED BY					

Department of Transportation
 State of Georgia

17TH STREET @ INTERSTATE 75/85
 YEAR 2028 PEAK HOUR - WITH 15TH STREET
 AND 15TH ST HOV

DRAWING NUMBER
2

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	MH-0001-00(298)		



YEAR 2028 AADT

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

MA Moreland Algobelli Associates, Inc.
 2211 Beaver Run Road
 Suite 190
 Norcross, Georgia 30071
 Telephone (770) 263-5945

DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE
CHECKED BY			CHECKED BY		

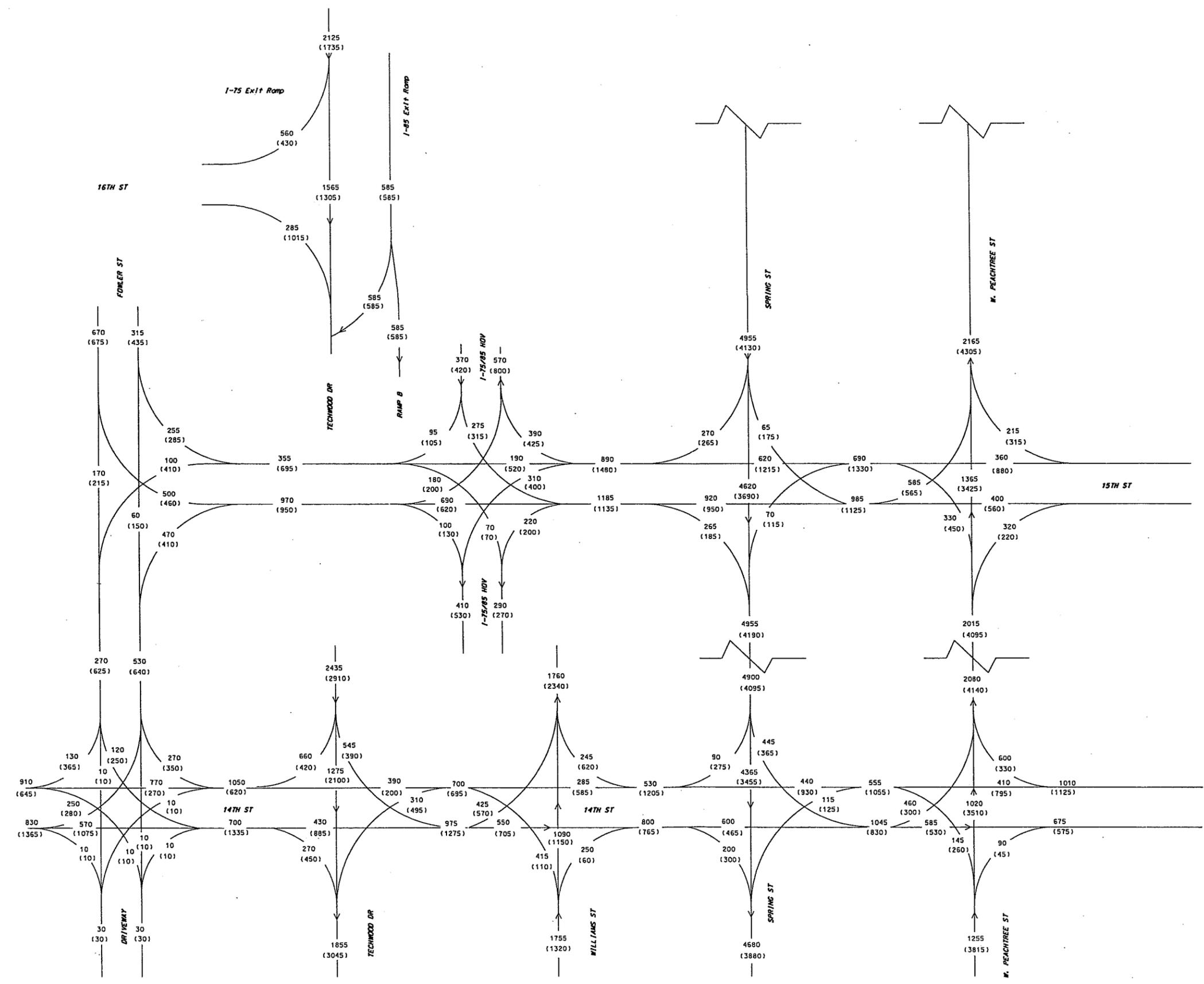
SUPERVISED BY

Department of Transportation
 State of Georgia

14TH STREET @ INTERSTATE 75/85
 YEAR 2028 AADT - WITH 15TH STREET
 AND 15TH ST HOV INTERCHANGE

DRAWING NUMBER
3

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	NH-0001-001(298)		



YEAR 2028
 00 AM PEAK HOUR
 (00) PM PEAK HOUR

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

MA Moreland Altabelli Associates, Inc.
 2211 Beaver Run Road
 Suite 190
 Norcross, Georgia 30071
 Telephone (770) 263-5945

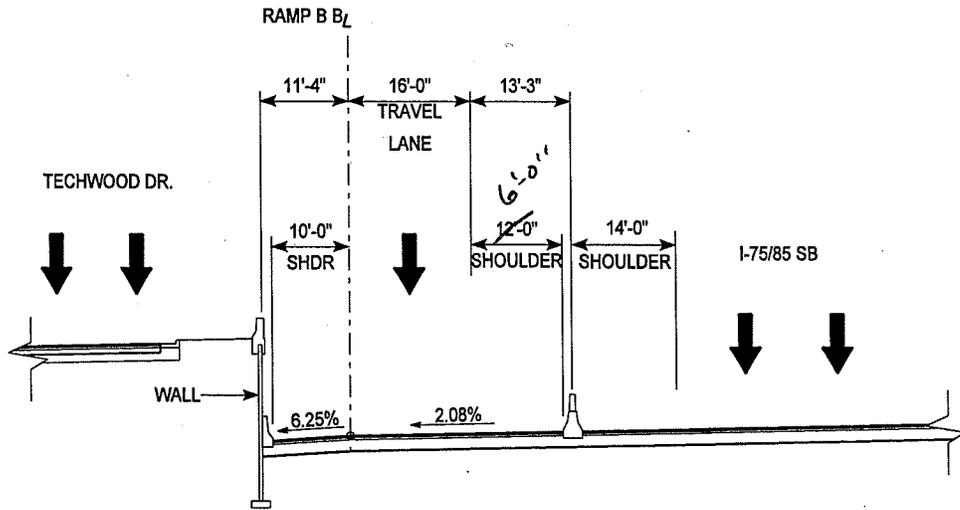
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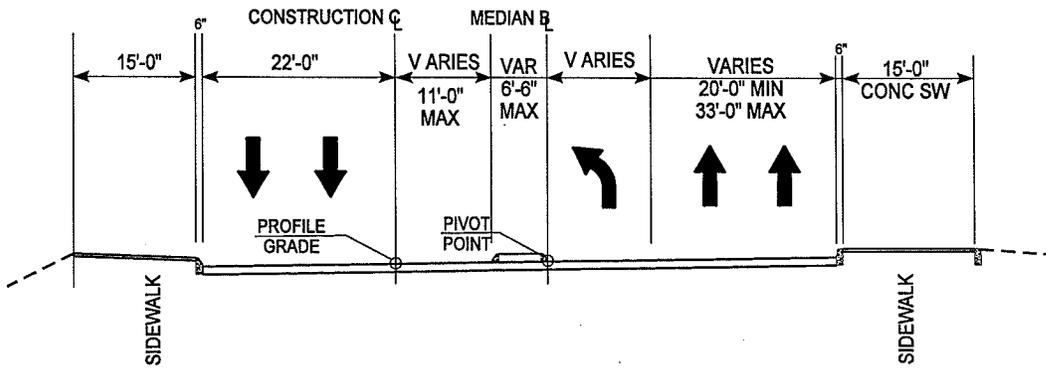
Department of Transportation
 State of Georgia

14TH STREET @ INTERSTATE 75/85
 YEAR 2028 PEAK HOUR - WITH 15TH STREET
 AND 15TH ST HOV

DRAWING NUMBER
4



RAMP B



**14TH STREET
WILLIAMS STREET TO SPRING STREET**

FIGURE

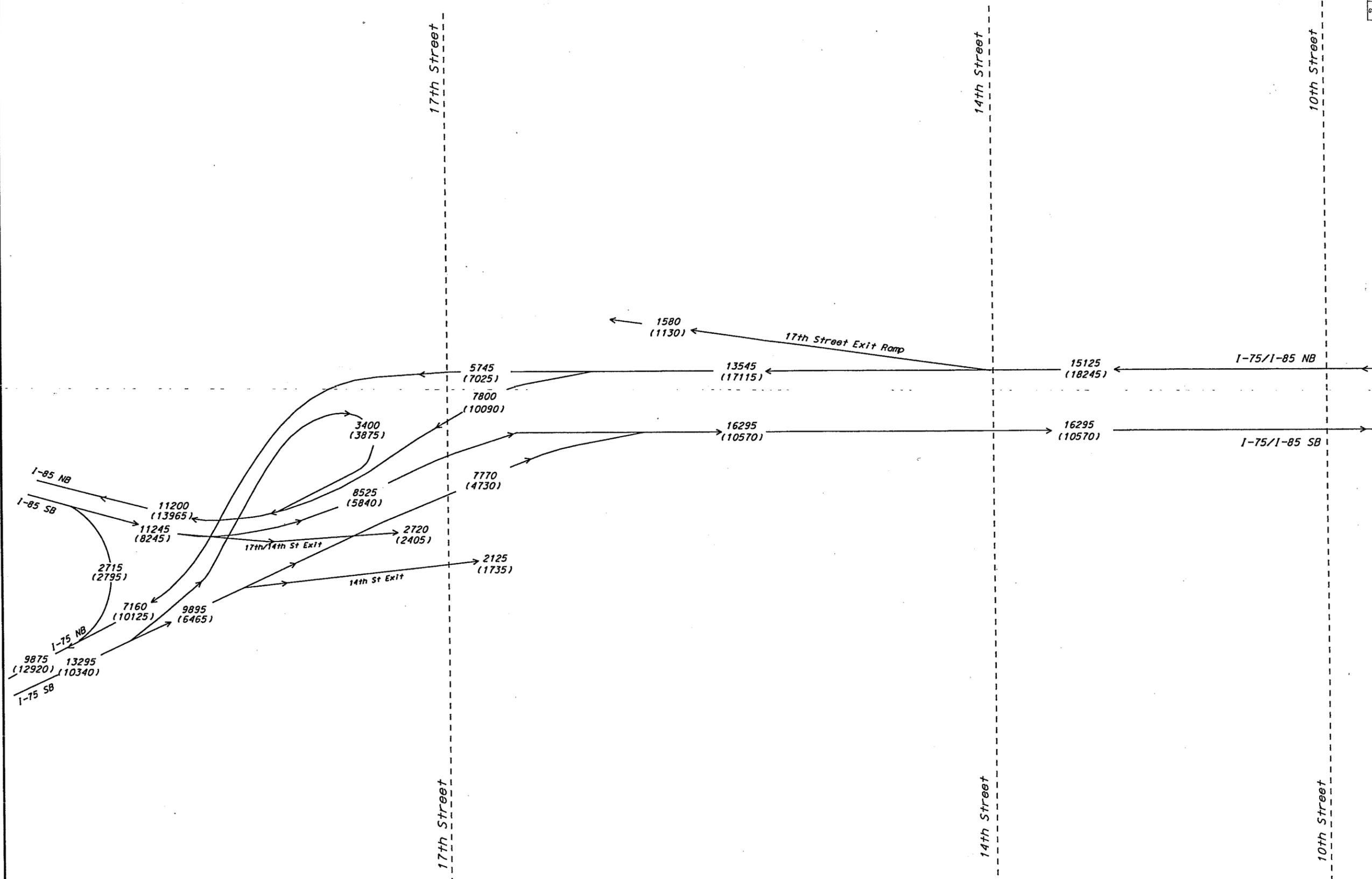
REVISED TYPICAL CROSS SECTIONS

14TH STREET @ I-75/I-85
REVISED CONCEPT REPORT

MA
MORELAND ALTABELLI
ASSOCIATES, INC.

Not to Scale

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	NH-0001-001(298)		



YEAR 2028

00 AM PEAK HOUR
(00) PM PEAK HOUR

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

MA Moreland Algobelli Associates, Inc.
2211 Beaver Run Road
Suite 190
Norcross, Georgia 30071
Telephone (770) 263-5945

DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE

SUPERVISED BY

Department of Transportation
State of Georgia

INTERSTATE 75/85
YEAR 2028 AADT

DRAWING NUMBER
6

PUBLIC INVOLVEMENT

Stakeholders Meeting Dates: PUBLIC INVOLVEMENT

Stakeholders Meeting Dates:

1. October 20, 2003; 1:30; Georgia Department of Transportation; meeting with Midtown Alliance.
2. March 5, 2004; Friday, 8:30 a.m.; Mid-town Alliance *
3. March 23, 2004; Tuesday, 7:00 p.m. at the West Egg Café, 1168-A Howell Mill Road, Atlanta; Meeting with Home Park Home Owners Association. *
4. April 13; Tuesday, 7:00 p.m.; Home Park Home Owners Association
5. May 4, 2004, Tuesday, @ GTRA (see minutes) *
6. May 20, 2004; Thursday, 8:30 to 11:30 a.m.; Midtown Alliance, 999 Peachtree Street, Suite 145; Stakeholders meeting (see minutes) *
7. May 25th, Tuesday, 2004; Ga. DOT temporarily suspends TAC meetings while stakeholders review the proposed design and traffic.
8. May 27, 2004; Thursday; Subcommittee meeting on traffic *
9. June 10, 2004; Thursday; Midtown Alliance
10. June 17, 2004; Thursday, 8:30 to 11:30; second Stakeholders meeting (see minutes) *
11. June 24, 2004; Thursday, 1:30, Stakeholders Sub-Committee for Loop @ GRTA
12. July 15, 2004; Thursday, Stakeholders meeting @ GRTA (see minutes) *
13. July 29, 2004; Thursday, Stakeholders meeting @ GRTA *
14. October 19, 2004; Tuesday, Meeting with FHWA at their office; CORSIM & HCM Traffic.
15. October 29, 2004; Friday, Meeting with FHWA; traffic and rules to present to stakeholders. *
16. December 15 2004; Wednesday, Meeting at 8:30 a.m.
17. February 15, 2005, Tuesday; Public Information Open House at the GCATT Building, 250 14th Street, N.W. in Room 119, from 4:00 p.m. to 7:00 p.m.

* Minutes or notes for the meeting are attached.

Results of Stakeholders Meetings:

- 1. Reduced the number of lanes on the 14th Street Bridge from 8 to 6-11' lanes (This includes left turn lanes).**
- 2. Reduce the number of through lanes from 6 to 4 lanes from Williams to West Peachtree Street.**
- 3. Reduce number of turn lanes at Williams and Spring to 1 turn lane.**
- 4. Include 15th Street in all traffic analysis alternates.**
- 5. Eliminate entrance and exit HOV lanes from the south side of 14th Street bridge.**
- 6. Introduce 15' sidewalk on south side of 14th Street and Williams where feasible.**
- 7. Eliminate curb and gutter on 14th and replace with granite header curb.**
- 8. Eliminate the right deceleration lane on 14th as it approaches Williams Street.**

Notes
Georgia Department of Transportation Presentation of 14th & 15th Street Bridge
Robert Woodruff Arts Center, Circle Room
March 5, 2004

Shelton Stanfill opened meeting. He thanked Georgia Department of Transportation (GDOT) for attending and noted that this was not a public meeting and GDOT staff was not obligated to be there. He explained the Midtown Alliance was working with GDOT to develop a useful and meaningful plan. Shelton acknowledged that GDOT presented plans to rebuild the 14th Street Bridge and for a new 15th Street HOV Bridge at the end of 1999. At that time, the community expressed concern about the proposed width of the 14th Street Bridge and the visual obtrusiveness from a 15th HOV bridge with a flyover from the south. In 2000, the Midtown Alliance provided an alternative for addressing HOV and reducing the number of lanes on the 14th Street Bridge, backed by a traffic study commissioned from URS Corporation. Subsequently, GDOT contracted with Day Wilburn and Associates (DWA) to conduct another traffic study. For this meeting, the MA has asked GDOT to present back to Midtown stakeholders the current plans for 14th and 15th Street bridges and the adjacent street network and to express their willingness and ability to make changes in response to the community's expressed concerns.

Ben Buchan, State Urban Design Engineer, introduced Jerry Brooks from Moreland Altobelli to present GDOT's current plans for this area.

Jerry presented the overall transportation plans for this area as follows:

- Plans are divided into three contract phases. Phase 1 included the construction of the 17th Street Bridge and the approaches to Peachtree Street. Phase 2 includes improvements connecting Northside Drive which are scheduled to be completed this summer. Phase 3 includes developing a northbound ramp on the eastside of I-75/85 leading to the 17th Street Bridge. This ramp requires that the 14th Street Bridge be rebuilt. Furthermore, based on direction from Federal Highway Administration, the plans must be designed to accommodate dual HOV lanes through I-75/85. This requires shifting Williams Street over approximately 40 feet and moving the placement of the center pier. Building in the HOV lanes expands the I-75-85 and as a result, the 14th Street bridge must become longer to hit grade at Techwood Drive; thus causing the bridge to be raised 17 to 18 feet.
- Current extent for the 14th Street Bridge plans includes the area from Fowler Street to Spring Street. The basic lane configuration includes 11 foot lanes. There are four through lanes and four left hand turning lanes proposed for the bridge which scale back to four thru and three turning lanes between Williams Street and Spring Street.
- Plans for the section of 14th Street between Spring and West Peachtree Streets include four lanes, 2 turning lanes and an 8-foot median. This section, however, is not currently a part of the 17th Street/14th Street concept report or the environmental document; and, therefore, these reports would have to be revised before work can proceed. However, the intent is to build this section simultaneously with Phase 3. This section of 14th Street is in the RTP. The scope of the RTP project calls for the addition of one turning lane.
- 14th Street Bridge is being designed not to preclude HOV access from the south. However, traffic studies conducted by DWA indicate that HOV traffic would not be able to get off the ramp easily onto the 14th Street Bridge and would back traffic into the Interstate.

Signalizing this intersection does not work because of the proximity of other signals on the bridge.

- The 15th Street HOV Bridge is proposed with access from the north. DWA study showed the 15th Street Bridge providing for HOV connections from the north, but it did not show that this bridge would reduce the demand from the 14th Street Bridge.
- Originally, plans were to stage the 14th Street bridge project and keep the 14th Street bridge open through construction. Currently, the plan is to take the 14th Street bridge out of service and build it at one time. It will take 18 months to build. Were GDOT to stage the project, it would take an additional 16 months to construct and would cost an additional \$2.3 million to stage construction with the bridge open. Consideration was given to building the 15th Street Bridge first, but because of the HOV lanes, this was not possible.
- Plans include building a temporary slip ramp from 10th Street as a detour to get off I-75/85. GDOT would like to make this slip ramp permanent. Other detours from I-75/85 will use Northside Drive. Beginning in May of 2004, GDOT will host public information meetings about the detour routes.

Mike Dobbin's Remarks

I have been involved with this project for almost seven years. Today, I am representing both the Mayor and the Midtown community in my remarks. We have grave concerns about the width and extent of this proposed transportation project and want to again ask you to reconsider.

The City is moving into an integrated transportation world where pedestrians and transit users must have equality in the public environment. Midtown is at the forefront of this trend. This community, in partnership with the city, has developed a blueprint. The community has stated clearly that they are seeking a vibrant pedestrian mixed-use community. The plan has led to removing lanes where roads had too much capacity. There is further emphasis on connectivity. There are additional transportation and transit plans such as the proposed new MARTA station at 19th Street. This is all evidence that the plan is coming to fruition and in a pattern that doesn't reflect the past high-density growth in office towers as your traffic numbers would project. Instead, the growth has been primarily in residential development, and this trend is likely to continue given current permit requests.

The project GDOT has presented doesn't help achieve a balanced transportation objective. It further divides Midtown into quadrants segmenting east from west and north from south. With this in mind, we are asking you to consider the following requests:

- **Revisit Transportation Control Measure**

The trend away from office and toward residential development completely changes the anticipated commuting patterns projected for 25 years out. This project was part of the Transportation Control Measure (TCM) and with these significant changes, the TCM should be revisited.

- **Reconsider assumptions such as design speeds that are dictating road designs more consistent with a highway.**

Further, this road was designed with assumed speeds more consistent with highway construction. These assumptions, along with others, trigger additional road widths and other things that should be reconsidered in the context of an urban area.

- **Review and revise local project agreement with City of Atlanta for this project.**

The existing local project agreement was designed for 17th Street. The current agreement gives responsibility for right-of-way and utility relocation to the City of Atlanta. It sets-up a relationship that allows GDOT to take over a city road temporarily for the purpose of spending state money. These details are important and have not been addressed. It is certainly not reasonable to assume that the City, even if it were in agreement with the proposed plan, would be in a financial position to purchase right-of-way or move utility lines.

- **Introduce these concerns to the Green Light Team and discuss.**

Governor Barnes established the Green Light Committee to make sure different agencies and governments were communicating on issues of concern to the community. They were charged with addressing these issues and making the project happen. The committee has heavily focused on 17th Street, but little focus has been given to 14th Street bridge. This needs to happen.

Overall, we are asking you to revisit the design of this bridge.

Q & A

Shelton opened the floor for questions.

1. How far out did URS project traffic?

MA: 25 years

2. Has the Green Light Committee considered land use issues in any of their discussions about this plan?

(The Green Light Committee is an interagency committee formed by Governor Barnes to facilitate the build out of the 17th Street Bridge.)

GDOT: GDOT looks at traffic projections based on growth models. Staff didn't feel comfortable commenting any further on details of traffic projections.

3. Did traffic counts analyze pedestrian movements?

GDOT: No

4. What is the timing of the 14th Street Bridge?

GDOT: Right-of-way acquisition is programmed into the regional plans for the 2004 fiscal year. Plans are to be approved by July 1st. Right-of-way acquisition takes one year. Letting and contracting could take another year with construction beginning at the end of year two.

The first task will be to build a utility tunnel under the 14th Street Bridge to accommodate a water main. This will take six to eight months.

In the end, it will be two and a half to three years before the bridge is closed for construction, and it will take 16 to 18 months to complete.

5. What additional public involvement do you have to have and what additional approvals are needed?

GDOT: The concept report which is an internal GDOT document with internal approvals must be revised, but there is no public involvement.

The environmental document will require approval by Federal Highway Administration.

The original environmental document will have to have been reviewed within six months of all of the three components of the project. Those components being:

- a. right-of-way
- b. engineering
- c. construction

Public information will be available in May to review detour plans.

GDOT felt that all other public involvement opportunities had been offered. In fact, comments were received and changes were made during the review process in April of 2000. GDOT conceded that all comments were directed at the 17th Street Bridge designs. On 14th Street, GDOT simply disagrees with the outcome of the URS study commissioned by the Midtown Alliance.

6. When would the 15th Street Bridge likely come on-line?

GDOT: 2010 or 2011 would be the soonest.

7. In the original presentations of the 14th Street plans that you claim were presented in April 2000, did you fully explain the increased elevations at Techwood Intersection? And do you have a record of that presentation?

GDOT: Yes

GDOT: Probably

8. How much of the traffic volume will the 17th Street Bridge absorb from the 14th Street Bridge?

GDOT: Not much over the long-term according to the DWA study. The study projected growth patterns based on previous development patterns and then added traffic expected by projects currently under construction.

9. What is the impact on the landowners on 14th Street?

GDOT: On property fronting 14th Street between Williams Street and West Peachtree Street approximately half of the block will be taken between. This includes property owned by Pope and Land, Atlanta Gas Light and some other owners at the bridge.

The Hampton Inn Hotel will be taken due to the shifting of Williams Street. (Williams Street shifts 40 feet to accommodate HOV on the interstate).

On the Westside, Wolf Camera is taken. Access is significantly changed to the Selig CVS shopping center.

10. Clearly GDOT plans well for how to get from point A to B, but how is access being considered?

GDOT: Access is being considered, it just can't always be accommodated. The CVS shopping center will lose access from 14th Street and from Techwood Drive. Because of the elevation of the bridge, all access to this property will be from Fowler Street.

11. Have there been any additional traffic counts since 17th Street Bridge opened?

GDOT: No, it seems premature since the Northside Drive access is not complete, but the models projected that relief from 17th Street Bridge to the 14th Street Bridge would be minimal over the long term.

12. If HOV to 14th Street Bridge goes away, can the width of the 14th Street Bridge be reduced?

GDOT: No

13. Are there any plans to invest or give money to the City to re-time signals?

GDOT: No, but it is worth considering.

14. In 1996, when Midtown Alliance developed Blueprint Midtown, the common expectation and projection was that land development would be high density office with little housing. In fact, over the past five years, the trend has been absolutely opposite. In the next 5 to 20 years, there is no reason to expect much office, the growth will be in residential and retail. How is this trend reflected in GDOT's projections and is there an opportunity to revisit those projections?

GDOT: Yes, when Federal Highway Administration revisits the environment document. At that time, those numbers can be reviewed.

15. As proposed, the widening of 14th Street Bridge could cost taxpayers \$100 million due to the right-of-way cost alone, and for a project that is much wider and more aggressive than this community wants. Further, there are other far more pressing transportation needs such as the restriping or widening of the Buford Highway Connector. Why here? Do you not have fiscal responsibilities? Why don't you spend less money on 14th Street and more money on other immediate problems?

GDOT: Just want to do the right thing.

16. With the type of new development planned for 14th Street, including a new Symphony Hall, the demand for pedestrian traffic is significant. What are you doing to address this issue? You mentioned a median. Will it be built through the crosswalk to give pedestrians a safe haven or is it pulled back to allow quicker turning movements?

GDOT: Plans include pedestrian signals at each intersection and across ramp access points. Medians are planned for pedestrian refuge spaces.

Summary:

Shelton closed the floor for questions and invited Ben Buchan with Georgia Department of Transportation and Susan Mendheim with the Midtown Alliance to make any summary remarks before adjourning the meeting. He once again thanked GDOT for attending, recognizing that they did not have to do so.

Ben Buchan, Representative, Georgia Department of Transportation:

I am glad we were able to join you and answer any questions about the department's plans. GDOT will have additional information sessions on the detour routes in May, and you can expect to hear from us again. I am sorry to say we respectfully disagree with your traffic analysis and, therefore, your conclusion about the number of necessary lanes. We will consider your comments today.

Susan Mendheim, President & CEO, Midtown Alliance:

Our stakeholders have invested close to \$2 billion in real estate projects in the past few years alone. We are taxing ourselves to pay for an additional \$50 million worth of infrastructure to improve sidewalks and streets – including 14th. This is our neighborhood and our future and the center of Atlanta's Center city.

The GDOT plan as it appears today undermines Blueprint Midtown and will cause irreparable damage. Therefore, with all due respect, we cannot agree with and accept this plan and will challenge it.

The Midtown Alliance has spent five years negotiating with GDOT to modify the plan in good faith and felt that much progress has been made. We have presented GDOT with studies from respected engineers providing potential alternatives. Today's presentation puts us back at square one.

The meeting was adjourned.

**Meeting with Home Park
PENH0714100900
14th – 17th Street Interchange**

**14th- 17th Street Interchange
NH-001-00(298); P. I. No. 001298
NHS-005-00(945); P. I. No. 005945
Fulton County
PENH0714100900**

Date: March 23, 2004

Time: 7:00 P. M.

Location: West Egg Café, 1168-A Howell Mill Road, Atlanta, Ga. 30318

Attendees:

See attached list

Minutes:

A meeting was held with the Home Park Board on March 23, 2004. The following was covered as compiled by Mike Lobdell of Urban Design:

- Jerry gave brief overview of project and reasons for bridge closure
- JB explained detour procedures(i.e. detour a state route onto a state route, detour PIM)
- It was stated that State St will be the more inviting to cut through traffic because it is wider, more commercial, and signalized at all major intersections
- Home Park proposed that the Hemphill leg of the Northside/14th/Hemphill intersection be cut off so that it dead ends at 14th; making 14th at Northside a 4 leg intersection. Signalize and allow full movements at Northside and 16th St. HP feels this would make going to Northside more inviting.
- State St and Atlantic St are most used north south cut throughs in HomePark.
- Some complained about the size of 14th St

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0001-00(298) Fulton County
14th Street Bridge
P.I. No. 0001298

OFFICE Urban Design

DATE April 15, 2004

FROM Jan C. Hilliard

TO Project File

SUBJECT **Minutes from Meeting with Home Park Community Improvement Association**

DOT was invited to attend one of the monthly meetings of the Home Park Community Improvement Association (HPCIA) by Shaun Green, HPCIA President. DOT accepted and attended one of their regularly scheduled meetings on Tuesday, April 13, 2004 at 7:00 p.m. at the USWA-Local 2401 building at 365 14th Street, NW, Atlanta, GA 30318.

The purpose of the meeting was for DOT to present the proposed detour route for the 14th Street Bridge project to the local residents whom would be affected most prior to the Public Information Open House tentatively scheduled for May 2004. DOT also wanted to get input from the community residents on the proposed route and any alternate route suggestions they may have since they live in the area.

In attendance at the meeting representing DOT – Glenn Bowman, Urban Design Office, Jan C. Hilliard, Urban Design Office and Jerry Brooks, Moreland Altobelli Associates, Inc. contracted by DOT to do the preliminary engineering.

Minutes

Shaun Green opened with a welcome and stated DOT was in attendance to explain the detour and DOT was the only thing on their agenda for this meeting. Shaun Green introduced DOT representatives.

Jan Hilliard thanked HPCIA for the invitation and opportunity to meet with them and then turned it over to Jerry Brooks.

Jerry Brooks explained the following:

- ξ Midtown was affected by the 14th Street Bridge project but Home Park more than others with the proposed detour.
- ξ Which streets were state routes and that DOT can only use state routes for detours, and the reason for the detour in 2½ to 3 years is because the 14th Street Bridge will be removed giving no access across I-75/I-85

- ξ Reason for removal of the bridge is to accommodate future additional HOV lanes, all existing lanes and the slip ramp to take some relief off Techwood.
- ξ Center pier would be shifted to the southbound travelway, also causing the need for the bridge removal, however by the time the 14th Street bridge is removed, 17th Street will be in place and open to Northside Drive by summer 2004.
- ξ The proposed detour was explained – I-85 SB exiting traffic to 17th Street to Spring Street to 14th Street. I-75 SB exiting traffic under 17th Street to 16th Street to Market Place, where there is a signal, to 17th Street.
- ξ Have to maintain 14th Street open from Northside Drive to Fowler Street and it will be signed for local traffic only.
- ξ At Techwood because of spans at the 14th Street intersection, 14th Street will be raised approximately 16 feet causing the project to extend farther than just the intersection in order to tie back to existing Techwood, therefore Techwood will be closed at the same time the bridge is closed, however, there will be a slip ramp constructed to carry the exiting SB I-85 traffic underneath 14th Street to 10th Street during construction of the bridge.
- ξ The bridge will be out of service for approximately 14 to 18 months, but it could have been approximately 30 months if the bridge was to be stage constructed.

Jerry reiterated that DOT was there to talk with HPCIA to let them know how the proposed detour will be signed, but also make it less attractive for cut-through traffic and DOT is open to all of their ideas to make that happen. In addition, in order to close a state route, part of the requirement of the DOT Plan Development Process is to hold a Detour Public Information Open House, but prior to that, DOT wanted to meet with HPCIA because they are closely affected and DOT wants to minimize the impact through their neighborhood.

The meeting was then opened to questions and answers as follows (questions in *italics*):

- ξ *Will it be 2 to 3 years before construction?* One year for right of way and maybe buying businesses that are gone, looking at 1½ to 2 years, then 6 months for utility relocations, therefore maybe 2½ years.
- ξ *Are you [DOT] going to widen 14th Street?* Yes, with turn lanes but no additional through lanes.
- ξ *All the way down?* No, to the Silver Skillet.
- ξ *During the process are the CVS and the Office Depot off limits?* The driveways off of 14th Street will be eliminated permanently, however a parallel ramp from the property to Fowler street will be constructed to get cars and trucks to CVS so they will be able to stay in business. *Does DOT build that?* Yes.
- ξ *What is the reason for the heightening of the road?* Add additional future HOV so we have to span two more lanes; part of the contract is not to preclude future HOV lanes, a north facing ramp to 14th Street, a south facing ramp to 15th Street, span all of the [SOV] travel lanes and keep a 17 foot clearance. Since 14th Street drops off [to the west], there is a need for 17 feet of clearance and the beam depth.

- ξ *Are the HOV lanes going to be all the way through the downtown connector? 5th Street Bridge, 17th Street Bridge and 14th Street Bridge will be built to accommodate HOV.*
- ξ *So there will be an HOV exit ramp at 14th which there has never been? Yes.*
- ξ *[Comment followed by question from member] I don't think you will find another Midtown Smart Growth plan anywhere else in this country. Has DOT looked at what type of monstrous plan this will have on Midtown and Home Park? [Mr. Bowman responded] As of today the decision was made to slow down the schedule and go back to the community. 14th Street proposed from Fowler to Spring Street was shown to everyone at other public meetings during the 17th Street project public meetings, but all attention was focused on the 17th Street gateway structure and there was no controversy at that time [on the 14th Street proposal].*
- ξ *Is DOT looking at that as a major factor [Midtown and Home Park growth] and is DOT going to do something detrimental? The decision has not been made on how wide 14th Street will be. There are other options and it was looked at today. What DOT has is the most recent traffic projections and Midtown Alliance hired an engineer that has traffic projections and the two do not match. DOT has to come up with a plan that does not stack traffic back onto the freeway. This is a **must have** because it is a safety issue.*
- ξ *In this plan are you going to neck down from four lanes to two lanes? The through lanes are spread out to provide space for left turn lanes. The other issue is this stretch of 14th Street has ten times the statewide average in accidents in just this tenth of a mile stretch. It's a safety issue.*
- ξ *You don't expect more through traffic? As a result of adding 17th Street, that takes some of the parallel traffic. Growth will still occur.*
- ξ *With traffic coming north is there a possibility that they will detour onto 10th Street and cut through the Home Park neighborhood? [Jerry Brooks] Spring Street to 14th Street is a signed state route. How it is signed will be difficult. At this point not sure where the detour would be. [Glenn Bowman added] People will get off at 14th Street and see a barricade, then? I need help please*
- ξ *[Comment] Every trucker will turn left onto 10th Street. That is another reason why we sign the state routes for detours.*
- ξ *Is something being considered by the City or by DOT to enforce or repave [due to the potholes] 10th Street and in addition, Georgia Tech is redoing their student housing and trucks will use 10th Street too.*
- ξ *Is Techwood going to close before the bridge and will I-75 SB traffic be routed through Atlantic Station? Techwood will be closed at about the same time as we close the 14th Street bridge. The I-75 SB traffic going to 14th or 10th will be detoured at 16th Street then to 17th Street and either Northside Drive or Spring Street. (It has been later decided to detour I-75 traffic at Northside Drive instead of using 16th Street) ½, ¾ ...I need help here Jerry please with your response.*
- ξ *Why will it take two years? Jerry Brooks explained the process as before.*

- ξ *So far all the talk has been about cars and trucks. Has any consideration been given for pedestrians?* Yes. There will be new 15 foot sidewalks constructed wherever the existing sidewalk is removed. This will mainly be on the south side since the widening is to the south and unless through further discussions it changes, the

Page 3

Minutes from HPCIA Meeting

April 15, 2004

existing sidewalk on the north side will be left. Also, there will be pedestrian buttons for signals.

- ξ *I am for the 14th Street project because of the volume of traffic and I commend the DOT. Since Atlantic Station has opened, cars turning right onto Francis Street from 14th Street are backing up out onto 14th Street. This is due to the traffic coming from Atlantic Station heading south on Francis in addition to the on-street parking of cars on both sides of the street. Has anyone considered one way streets for Francis and the north-south grids?* Jerry explained and Glenn Bowman added the if it is something you might want to test during this detour, then we can try that, but a permanent situation will have to go to the City.
- ξ *Concerning the u-turn around the median coming off of I-75 on 16th Street, can DOT work with the City to extend the median to make it a no u-turn?* We want to get... Glenn I need help with your response please.
- ξ *Close 14th and 10th Street exits during construction?*
- ξ *HPCIA Task Force has a master plan that includes a visionary green space at the 14th Street Bridge. Is the design of 14th Street open to discussion along the lines of 5th Street with more than a vehicular bridge? Furthermore, what would be the details that Home Park could have input in the design?* What you are asking for costs a great deal of money, and it is not known at this time if DOT will preclude streetscape in the future.
- ξ *How does the task force interface with the DOT?* DOT will have meetings to involve Home Park, the Northwest Business Association, Midtown Alliance and other agencies. A subcommittee will probably be formed from the Greenlight Team meeting.
- ξ *Northside Drive is a state route. Is there any reason why Northside Drive can not be the detour for I-75 SB exiting traffic?* It can certainly be signed that way.
- ξ *Can DOT build a temporary detour down Fowler and assimilate the parcel where buildings will be torn down?* No because it does not get traffic to 10th Street and there is a substantial grade change to work out the engineering.
- ξ *Who are you [Glenn Bowman, Jan Hilliard and Jerry Brooks] with?* DOT. *So does DOT have nothing to do with the city streets which means Home Park needs to talk with the city about barricades?* DOT can mitigate and champion Home Park's option with the city.
- ξ *So there are no plans to add bike lanes to 14th Street?* Correct. DOT's policy is to add bike lanes where there are if the corridor is on a bike plan, but as of this day 14th Street is not on a bike plan.
- ξ *What about 15 foot sidewalks between Spring and West Peachtree Street?* A conversation between Glenn Bowman and Jerry Brooks on that subject arose before this meeting and it was discussed that the existing sidewalks will need to be brought

to the American with Disabilities Act (ADA) standards and those are the types of questions DOT needs to hear from the community. The meeting was adjourned by Shaun Green at approximately 8:35 p.m. and these are the questions and answers as I understand them.



14th Street Bridge Team Meeting May 04, 2004

Attendees: Jan Hilliard-GDOT, Brad Hale-Moreland Altobelli, MJ Sheehan-Moreland Altobelli, Bert Brantley-GDOT, Glenn Bowman-GDOT, Shaun Green-GRTA, Walter Boyd-FHWA, Marvin Woodward-GRTA, Harry Boxler-City of Atlanta, Mike Dobbins-City of Atlanta, Benecia Dennard-GRTA, Cain Williamson-ARC

Purpose of this meeting:

Set parameters for stakeholders meeting.

Objectives:

- improve safety for all users
- don't back traffic onto downtown connector
- address pedestrian traffic
- segregate turning & through vehicles
- increase stakeholder buy-in
- meet the goals of city & regional land use plans
- balance needs of area residents with 14th Street users
- continue progress made through Midtown blueprint
- improve mobility
- minimize environmental impacts (natural, social)
- reduce right of way impacts
- most cost effective solution
- timely product
- aesthetically pleasing
- consensus

Issues:

- traffic projections
- traffic patterns
- design level of service
- context sensitive
- business impacts (Midtown Alliance)
- lack of public participation
- how does increased SOV traffic impact bus & rail
- HOV access at 14th Street
- pedestrian movements across 14th Street
- 15th Street open to SOV traffic
- high accident rate

Must Haves:

- no ramp traffic backing up on the Interstate
- reasonable traffic projections
- pedestrian accommodations
- safety
- level of service (E) in design year *
- long term solution (15-20 year design)

** The goal of GDOT and FHWA is to have a level service of (E) in design year, however at this time the City of Atlanta does not agree to that strict of a requirement.*

The stakeholders' meeting has been scheduled for May 20th at Midtown Alliance. We are requesting that 2 (two) representatives from each of the following organizations attend this meeting.

Home Park
Midtown Alliance
Ansley Park
Northwest Community Alliance
Midtown Neighborhood Association

GRTA has been asked to facilitate this meeting. Marvin will send a formal letter to each organization.



DRAFT

14th Street Bridge Stakeholders Meeting May 20, 2004

Attendees:

Jerry Brooks – Moreland Altobelli – 770-263-5945 – jbrooks@maai.net
Patty Stayer – Home Park – 404-329- 1917 – pstayer@mindspring.com
Carl Meinhardt – Winter/NCA – 404-965- 3370 – cmeinhardt@wintercompanies.com
Klint Rommel – GDOT – 404-699-4415 – klint.rommel@dot.ga.us
Shaun Green – GRTA – 404-463-2437 – sgreen@grta.org
Keisha Jackson – GDOT/OEL – 404-699-6866 – keisha.jackson@dot.state.ga.us
Michael Koblenz – NCA – 404-876-3430 – byrere@aol.com
Sue Olszewski – Ansley Park – 404-872-8836 – sue.o@comcast.net
Pat Smeeton – Moreland Altobelli – 770-263-9945 – psmeeton@maai.net
Nelson Burke – Home Park – 404-606-9591 – nelson@theengineerguy.com
Jan C. Hilliard – GDOT/Urban Design – 404-656-5441 – jan.hilliard@dot.state.ga.us
Glenn Bowman – GDOT/Urban Design – 404-656-5436 – glenn.bowman@dot.state.ga.us
Paul Rogers – Peter Drey & Company – 404-525-7772 – progers@pd-co.com
Ed Ellis – Midtown Alliance/URS – 678-808-8801 – ed_ellis@urscorp.com
Harry Boxler – City of Atlanta – 404-330-6911 – hboxler@atlantaga.gov
Ryan McKibben – MNA – 678-427-8332 – ryanmckibben@sharpemortgage.com
Mike Dobbins – City of Atlanta – 404-723-8698 – dobbins@earthlink.net
Marvin Woodward – GRTA – 404-463-3099 – mwoodward@grta.org
Benecia Dennard – GRTA – 404-463-3066 – bdennard@grta.org

Purpose of this meeting:

To discuss concerns and issues and develop a plan to reach a consensus regarding the 14th Street Bridge design.

Stakeholder Objectives:

Midtown Neighborhood Association

- Signature entry
- Vibrant street
- Pedestrian priority vs. Vehicle priority

Northwest Community Alliance

- Not happy with existing plan
- Needs to be city focused
- Needs to be a united effort
- No input from 14th Street residents and business
- Pedestrian accommodations and connectivity

DRAFT

Ansley Park-

Provide traffic needs with regards to context

Home Park

Opportunity to connect to Midtown
Pedestrian theme carried across the bridge
Real estate issues

City of Atlanta

Enhance existing transit
Continue Midtown redevelopment
Maintain appropriate vehicle speeds

Midtown Alliance

Bridge design in appropriate context
Feel like bridge is part of the community
HOV connection
Spread the money around

Project Issues and Concerns:

- Think of 14th and 15th Streets collectively
- Too many lanes
- Too few lanes for operations and safety
- Right of way impacts and costs associated with future traffic projections
- Future demand
- Impact on development potential for adjacent sites
- HOV ramps to the South
- Configuration of Southbound ramps
- Funneling traffic to 14th Street
- West side of 15th Street function
- HOV and SOV configuration of 14th and 15th Street
- Enhance transit and pedestrian experience
- Rethink HOV access to Midtown
- Row impacts done in a way to make the remaining parcel able to be redeveloped
- Accessibility for residents, create a live-work-play environment

Vital Few:

- Resolve traffic projections
- Safety- pedestrians/motorist, not backing traffic up on the Interstate

DRAFT

- HOV access reconfiguration
- Connectivity
- Land use after project completion
- Scale and context (number of lanes)
- 15th Street footprint and configuration
- Explore "One-Way" for 14th and 15th Streets

It was decided by the group to form a sub-committee from this group to come up with a plan to "resolve traffic projections". The sub-committee will meet in the next week. This entire group will meet again in 3 to 4 weeks.

Doug Smith

From: Hilliard, Jan [Jan.Hilliard@dot.state.ga.us]

Sent: Tuesday, May 25, 2004 9:18 AM

To: Buchan, Ben; Bowman, Glenn; Alexander, Nicoe; Boyd, Walter; Jerry Brooks; jwashington@maai.net; Doug Smith; wsheehan@maai.net; stephanie.kolb@transcore.com; stephanie.stefan@transcore.com; bhamilton@longeng.com; slong@longeng.com; Walker, Alan T.; Tolson, Jim; Ingalsbe, Bill; Harris, Wade; Jones, Lonnie; McGee, James Mickey; Brigman, Terry; Gordon, James; Shaneyfelt, Shannon; Cox, Jonathan; Wishon, Ron; Walker, Steven; Rommel, Klint; Sanford, Mark; Bryan, Paul; Mueller, Wilhelmina; Parker, Darlene

Subject: 14th Street Technical Advisory Committee (TAC) Meetings

Ladies and Gentlemen:

The monthly TAC meetings for the 14th Street project will be temporarily suspended for approximately 90 days while stakeholders review the proposed design and traffic. Portions of the design that are not in conflict with neighborhoods shall continue. The next meeting was scheduled for tomorrow, May 26, 2004, however it has been cancelled, therefore please remove from your calendars.

This office will send out a notice once the stakeholder meetings have concluded and we will bring the findings to the TAC committee. We do appreciate all of the input received from the committee thus far. Please feel free to give me a call if you have any questions. Also, as some of you may know, Mike Lobdell has been promoted to District 7 Design Engineer effective May 15, 2004, therefore Nicoe Alexander and I will be facilitating the meetings.

Thank you,

Jan Chandler Hilliard
Design Group Manager
Office of Urban Design
404-656-5441
404-657-7921 fax

14th Street Traffic Study Comparison

		DWA		URS			
Base 2025 Traffic Numbers		17th St. IJR		17th St. IJR			
Additional Trip Generators		None		14th Street ASO Mixed-use development			
Method Used to Distribute Traffic to 15th Street		TP+ Travel Demand Model		License Plate Survey - Manual Re-Distribution			
HOV Ramps on 15th Street		No		Yes			
Analysis Models	Intersection LOS	Synchro		Synchro			
	Queue/Veh Delay	CORSIM		Synchro			
Reduction of 14th St. Traffic Due to 15th Street	14th Street		# Vehicles	%	# Vehicles	%	
	Techwood Dr. to Williams St.	AM Peak	204	7%	300	14%	
		PM Peak	153	5%	290	12%	
	Williams St. to Spring St.	AM Peak	166	6%	450	23%	
		PM Peak	394	11%	290	12%	
	Spring St. to W. Peachtree St.	AM Peak	691	22%	450	20%	
		PM Peak	424	11%	290	12%	
	EB Left Turn From 14th St. To W. Peachtree	AM Peak	318	37%	450	60%	
PM Peak		263	40%	290	60%		
Analysis Results - w/Recommended Laneage			Level of Service (LOS)		Level of Service (LOS)		
	14th St. @ Techwood Dr.	AM Peak		C		N/A	
		PM Peak			E		N/A
	14th St. @ Williams St.	AM Peak			D		N/A
		PM Peak			E		N/A
	14th St. @ Spring Street	AM Peak			C		C
		PM Peak			D		F
	14th St. @ W. Peachtree St.	AM Peak			C		F
PM Peak				F		F	
Study Conclusions / Recommendations	Recommended Laneage						
	Bridge - Techwood Dr. to Williams St.		8-lanes - 2 through lanes EB & WB with dual left turn lanes		6-lanes: 2 through lanes EB & WB with single left turn lanes		
	Williams St. to W. Peachtree		6-lane w/dual lefts at W. Peachtree		5-lane w/single left turn lane at W. Peachtree		
Reasons for Study Discrepancies	1. DWA study accounted for traffic impact of the Atlanta Symphony Orchestra mixed-use development on 14th Street. This development will generate an estimated 12,800 trips to and from the site. This additional traffic is the main difference between the two studies.						
	2. Distribution of 14th Street traffic onto 15th Street. URS used license plate study to gain understanding of Origin/Destination(OD) of traffic using the study area. This understanding of OD was then used to logically assign traffic onto 15th Street. DWA used TP+ travel demand model to re-distribution of area traffic onto 15th Street. The differences in the two methodologies help account for differences in the two studies.						
	3. DWA study accounted for HOV traffic entering study area at 15th Street and 14th Street. This HOV traffic added to the overall traffic in the study area.						



14th Street Bridge Second Stakeholders Meeting June 17, 2004 @ GRTA Offices

Attendees:

Jerry Brooks – Moreland Altobelli – 770-263-5945 – jbrooks@maai.net
Klint Rommel – GDOT – 404-699-4415 – klint.rommel@dot.state.ga.us
Shaun Green – GRTA – 404-463-2437 – sgreen@grta.org
Keisha Jackson – GDOT/OEL – 404-699-6866 – keisha.jackson@dot.state.ga.us
Michael Koblentz – NCA – 404-876-3430 – byrere@aol.com
Sue Olszewski – Ansley Park – 404-872-8836 – sue.o@comcast.net
Patrick Smeeton – Moreland Altobelli – 770-263-9945 – psmeeton@maai.net
Jan C. Hilliard – GDOT/Urban Design – 404-656-5441 – jan.hilliard@dot.state.ga.us
Glenn Bowman – GDOT/Urban Design – 404-656-5436 – glenn.bowman@dot.state.ga.us
Paul Rogers – Peter Drey & Company – 404-525-7772 – progers@pd-co.com
Ed Ellis – Midtown Alliance/URS – 678-808-8801 – ed_ellis@urscorp.com
Harry Boxler – City of Atlanta – 404-330-6911 – hboxler@atlantaga.gov
Ryan McKibben – MNA – 678-427-8332 – ryanmckibben@sharpemortgage.com
Marvin Woodward – GRTA – 404-463-3099 – mwoodward@grta.org
Benecia Dennard – GRTA – 404-463-3066 – bdennard@grta.org
Adam Baker – Atlantic Station, LLC – 404-876-2616 – jbrooks@maai.net
Ned Drulard – Turner Broadcasting – 404-878-2735 – ned.drulard@turner.com
Richard Long – Turner Broadcasting – 404-885-2125 – richard.long@turner.com
Richard Cheatham – HPCIA – 404-355-0387 – richarch@mindspring.com
Scott Selig – Selig Enterprises – 404-876-5511 – scottselig@seligenterprises.com
Bill Seay – Home Park – 404-881-6342 – bill-seay@earthlink.net
Scott Levitan – GA Tech – 404-385-2692 – scott.levitan@realestate.gatech.edu
Walter Boyd – USDOT-FHWA – 404-562-3651 – walter.boyd@fhwa.dot.gov
Shannon Powell – Midtown Alliance – 404-892-4782 – shannon@midtownalliance.org
Bert Brantley – GDOT – 404-463-6462 – bert.brantley@dot.state.ga.us
Greg Paxton – Ansley Park – 404-885-7801 – gpaxton@georgiatrue.org
Peter Drey – Peter Drey & Company – 404-525-7772 – pdrey@pd-co.com

Purpose of this meeting:

To discuss concerns and issues and develop a plan to reach a consensus regarding the 14th Street Bridge design.

Glenn Bowman of GDOT gave an update on the project.

- As a result of the last meeting a sub-committee was formed to study traffic projections. The subcommittee consisted of members from GDOT, GRTA, City of Atlanta, Ansley Park and Midtown Alliance
- The subcommittee agreed to include the traffic effects that the 15th Street project would have on the 14th Street project
- Possible one-way traveling on 14th and 15th streets was minimally discussed with no conclusion reached.
- Safety issues are still a concern.
- No build, is not an option
- Must ensure the design doesn't back traffic up onto interstate
- Time is a big issue, cannot continue to study different alternatives. GDOT's goal is to complete this coordination process within 90 days.

A technical presentation of the traffic projections analysis was given by Patrick Smeeton of Moreland Altobelli and discussed by the attendees.

The 2% growth factor was agreed upon by the traffic subcommittee after reviewing Midtown Alliance growth projections and previous studies performed by URS and Day Wilburn. The major difference in the two studies was how traffic from the Atlanta Symphony Complex was accounted for. It was agreed that this traffic would be accounted for in the 2% growth projections.

As a result of the agreed upon traffic numbers, the cross section of the bridge can probably be reduced to a total of six lanes (four through and two turning lanes) with a median that could be converted to a turning lane in the future, if needed. The lane widths will be eleven feet wide. It was agreed upon by the stakeholders not to pursue the one-way traffic concept on 14th and 15th Streets.

The majority of the stakeholders agreed with the information presented and the approach. The next step will be to provide the Federal Highway Administration with revised traffic information.

A previous concept regarding a loop ramp to handle the exiting SB Interstate traffic was discussed. It was agreed that another subcommittee would form to review this issue and determine if this concept should be further studied.

The question was asked, "Can we do the 15th Street Bridge first?"

Mr. Bowman responded by saying "It's not impossible, it would help maintain connectivity east to west." However, it was also stated that ARC's long range plan does not include building the 15th Street Bridge first, and 14th Street cannot be reconfigured without closing it.

Review of Vital Few Lists

- Resolve traffic projections – **done**
- Safety – pedestrians / motorists – still discussing
- Safety – not backing traffic up on interstate – still discussing
- HOV access reconfiguration – still discussing
- Connectivity – still discussing
- Land-use after project completion – still discussing (need footprint first)
- Scale and context (# of lanes) – **done**
- 15th Street footprint / configuration
- Explore “one-way for 14th & 15th Streets – **voted out**
- Aesthetics – new

Next Steps

- New subcommittee will be formed to discuss Loop Ramp
- Layout of current 2-way street
- Reign of 15th Street Bridge over 14th Street Bridge
- Added to Vital Few list – Aesthetics
- Should have footprint by the next meeting

The next Meeting is scheduled for July 15th, 8:30 a.m. at Midtown Alliance.



14th Street Bridge Stakeholders Meeting July 15, 2004 @ Midtown Alliance

Attendees:

Jerry Brooks – Moreland Altobelli – 770-263-5945 – jbrooks@maai.net
Klint Rommel – GDOT – 404-699-4415 – klint.rommel@dot.state.ga.us
Shaun Green – GRTA – 404-463-2437 – sgreen@grta.org
Michael Koblentz – NCA – 404-876-3430 – byrere@aol.com
Sue Olszewski – Ansley Park – 404-872-8836 – sue.o@comcast.net
Patrick Smeeton – Moreland Altobelli – 770-263-9945 – psmeeton@maai.net
Glenn Bowman – GDOT/Urban Design – 404-656-5436 – glenn.bowman@dot.state.ga.us
Paul Rogers – Peter Drey & Company – 404-525-7772 – progers@pd-co.com
Ed Ellis – Midtown Alliance/URS – 678-808-8801 – ed_ellis@urscorp.com
Harry Boxler – City of Atlanta – 404-330-6911 – hboxler@atlantaga.gov
Ryan McKibben – MNA – 678-427-8332 – ryanmckibben@sharpemortgage.com
Marvin Woodward – GRTA – 404-463-3099 – mwoodward@grta.org
Benecia Dennard – GRTA – 404-463-3066 – bdennard@grta.org
Adam Baker – Atlantic Station, LLC – 404-876-2616 – jbrooks@maai.net
Richard Cheatham – HPCIA – 404-355-0387 – richarch@mindspring.com
Scott Selig – Selig Enterprises – 404-876-5511 – scottselig@seligenterprises.com
Bill Seay – Home Park – 404-881-6342 – bill-seay@earthlink.net
Walter Boyd – USDOT-FHWA – 404-562-3651 – walter.boyd@fhwa.dot.gov
Shannon Powell – Midtown Alliance – 404-892-4782 – shannon@midtownalliance.org
Bert Brantley – GDOT – 404-463-6462 – bert.brantley@dot.state.ga.us
Dan Hourigan – Midtown Alliance – 404-892-4782 – dan@midtownalliance.org
Nelson Burke – HPCIA – 404-606-9591 – nelson@theengineerguy.com

Purpose of this meeting:

To discuss concerns and issues and develop a plan to reach a consensus regarding the 14th Street Bridge design. Today's objective will be to agree on the project footprint.

Loop Ramp Subcommittee Results: Shaun Green, GRTA

The concept of having a loop ramp was discussed, it was determined by the group that this would be more expensive. The group decided it would be better to go forward with the plan we have now. There would be a greater property impact with the loop ramp. It was determined that improved landscape and architectural features would be a better use of additional funds.

Update of Traffic Analysis: Glenn Bowman, GDOT & Patrick Smeeton, Moreland Altobelli

Reviewed findings of the Traffic analysis report and asked for comments or questions. Walter Boyd of FHWA was concerned with the numbers utilized for pedestrians and trucks. Another issue mentioned was diverting some traffic to 15th Street which could possibly reduce the efficiency in which transit vehicles could enter and exit the HOV system at 15th Street. Other concerns were getting people to their destinations, and not backing traffic onto the freeway.

Presentation of 15th Street HOV Concept: Jerry Brooks, Moreland Altobelli

Points that were brought out during conversation about 15th street:

- Looking at 14th and 15th streets together, 15th Street is a completely different project
- 4 lanes on 15th street will work
- Preference of this group is to stay in communication on the concept of 15th street
- 4 lanes, 2 lanes each way
- Potential Transit only lanes will need to be furthered studied
- Funds are available in the upcoming TIP for design and right of way
- No money for construction until 2011 – 2012
- GDOT and Moreland Altobelli will explore the possibility of taking the HOV ramps on the south side of 15th Street under the 14th Street bridge
- Leave concept for 15th like it is, there are so many unknowns for 15th right now
- A review of ARC's current model should be performed to determine how 15th Street is coded

- It was agreed by GDOT and GRTA that a committee similar to this committee will be formed to address the 15th Street issues at the appropriate time.

Again it was stated that the group needed to come to a consensus on the footprint for 14th Street. The group reviewed the footprint of 14th Street. These are the issues that were discussed:

- Reducing median from 22ft to 13ft
- Narrowing median on bridge
- Sidewalks are currently 15ft, looking at widening sidewalks to 20-22 ft.
- Aesthetics/Pedestrians are a concern
- Recommendation to widen sidewalks only on the bridge
- Utility issues – underground utilities will remain underground
- Raised median – will be addressed in Aesthetics Committee
- Parcel development, potential opportunities for GDOT to sell back excess land
- Signage on existing bridge – will be on a separate sign structure

It was decided that in 2 weeks a revised footprint would show the following:

- Reduced medians
- Widen sidewalks
- Pedestrians / Trucks would be added to traffic analysis
- Resolve access to Fowler
- Consensus of group: the bridge was too high, look at taking HOV ramps under 14th Street

Review of Vital Few: Marvin Woodward

- Traffic projections – done (Update pedestrians/trucks in 2 weeks)
- Safety - Pedestrians/Motorists – done
- Safety – not backing traffic onto interstate – done
- HOV access reconfiguration – still ongoing
- Connectivity – ties in with Aesthetics
- Land use after project - ?
- Explore “one-way” for 14th and 15th Street – will not be developed at this time
- Aesthetics – when is the right time to look at this?

Shannon Powell will form an Aesthetics Committee; GDOT will meet with this group and review GDOT's Landscape Design Guide.

Wrap up:

- The group will meet again in 2 weeks.
- Jerry and Patrick will present new drawing.
- Shannon Powell will form an Aesthetics Committee; they will meet with GDOT during the 1st week of August to review parameters, and go over Streetscape design.

Next Meeting: July 29th, 8:30a.m. at Midtown Alliance, Suite 145.

Draft minutes of meeting with FHWA at their office on Tuesday October 19, 2004.

Present:	Walter Boyd	FHWA
	Grant Zammit	FHWA
	Marvin Woodward	GRTA
	Shaun Green	GRTA
	Glenn Bowman	GDOT
	Jan Hilliard	GDOT
	Jerry Brooks	MAAI
	Pat Smeeton	MAAI

A general discussion was held concerning CORSIM and HCM. Pat Smeeton said that there appeared to be substantial differences between the results of the two softwares. CORSIM "painted a rosier picture than HCM". In an attempt to make an "apples to apples" comparison, MAAI looked at any intersection that initially had an 'E' or worse in HCM and input the CORSIM volumes to then run HCM. This was in hopes of accounting for the somewhat "constrained" volumes that CORSIM predicts at intersections inside the model limits. It was also mentioned that CORSIM and HCM were used on the first phase of the 17th Street project and the results were recorded in the EA/FONSI.

Grant Zammit said he had reviewed MAAI's CORSIM runs and overall they looked good. He said they were run for a one-hour duration and should have been run for a longer duration. He showed a CORSIM run using a duration of 1 hour and 7 minutes as an example. He said that what happens before and after the peak hour needs to be determined. Running the program in 15-minute periods can do this. He said you can't really compare CORSIM to HCM or any other simulation software. You should compare CORSIM runs with the existing, build alternate and the no build alternate.

Walter Boyd started a discussion regarding BRT using the 15th Street HOV exit. He said the CORSIM delay from this exit to the Art Center Station was 213 seconds and GRTA had a published plan expecting only a 0.4 minute delay.

There was a discussion regarding the possibility of building a 12th Street connector over I-75/I-85 between Techwood and Williams. This had been looked at in the past and it was believed to have been ruled out because of grades. It was decided to give one more quick look to see if the connection could be possible,

Next was a general discussion to determine what should be done as a result of this meeting. Glenn Bowman said MAAI should run CORSIM with 15-minute increments and a longer peak period. The answer would be just whatever it is. Grant Zammit said the proper tool for this particular project is CORSIM. Grant Zammit said that CORSIM should be set up in the "normal" mode and that you should calibrate the existing model first. Pat Smeeton said that the no build is the 17th Street model where 14th Street tapers to existing by Spring Street. Grant said you should use the today existing instead of future existing to calibrate so you could verify the model in the field with actual conditions.

Pat Smeeton will re-run CORSIM with 15-minute periods, bell curve traffic, and normal mode and see what it shows. He will have the results ready for the group by Friday, October 29th.

Marvin Woodward asked if the 14th Street footprint is OK as is while the 15th Street configuration would be worked out later, i.e. will FHWA allow 14th Street to move forward without final 15th Street answers?

Walter Boyd said he will have rules for getting back to the Stakeholders by Friday, October 29th.



**14th Street Bridge Stakeholders Meeting
December 15, 2004 @ Midtown Alliance**

Attendees:

Adam Baker – Atlantic Station, LLC – 404-876-2616 – abaker@atlanticstation.com
Benecia Dennard – GRTA – 404-463-3066 – bdennard@grta.org
Bert Brantley – GDOT – 404-463-6462 – bert.brantley@dot.state.ga.us
Bill Seay – Home Park – 404-881-6342 – bill-seay@earthlink.net
Chris Chovan – ARC – 404-463-3282 – cchovan@atlantaregional.com
Dan Hourigan – Midtown Alliance – 404-892-4782 – dan@midtownalliance.org
Daniel Goers – Peter Drey & Co. - 404-525-7772 – dgoers@pd-co.com
Ed Ellis – Midtown Alliance/ Kimley Horn – 404-419-8707 – ed.ellis@kimley-horn.com
Eric Bosman – Urban Collage Inc. – 404-586-0277 – ebosman@urbancollage.com
Glenn Bowman – GDOT – 404-656-5454 – glenn.bowman@dot.state.ga.us
Harry Boxler – City of Atlanta – 404-330-6911 – hboxler@atlantaga.gov
Jan Hilliard – GDOT – 404-656-5441 – jan.hilliard@dot.state.ga.us
Jerry Brooks – Moreland Altobelli – 770-263-5945 – jbrooks@maai.net
Keisha Jackson – GDOT – 404-699-6866 – keisha.jackson@dot.state.ga.us
Klint Rommel – GDOT – 404-699-4415 – klint.rommel@dot.state.ga.us
Marvin Woodward – GRTA – 404-463-3099 – mwoodward@grta.org
Michael Koblentz – NCA – 404-876-3430 – byrere@aol.com
Nelson Burke – HPCIA – 404-606-9591 – nelson@theengineerguy.com
Paul Rogers – Peter Drey & Company – 404-525-7772 – progers@pd-co.com
Peter Drey – Peter Drey & Co. – 404- 525-7772 – pdrey@pd-co.com
Richard Cheatham – HPCIA – 404-355-0387 – richarch@mindspring.com
Ryan McKibben – MNA – 678-427-8332 – ryanmckibben@sharpemortgage.com
Scott Levitan – GA Tech – 404-385-2692 – scott.levitan@realestate.gatech.edu
Scott Selig – Selig Enterprises – 404-876-5511 – scottselig@seligenterprises.com
Shannon Powell – Midtown Alliance – 404-892-4782 – shannon@midtownalliance.org
Shaun Green – GRTA – 404-463-2437 – sgreen@grta.org
Sue Olszewski – Ansley Park – 404-872-8836 – sue.o@comcast.net

Purpose of this meeting: Marvin Woodward, GRTA

To brief the stakeholders on decisions that have been reached by GDOT and FHWA regarding the 14th Street bridge design, discuss the public meeting scheduled for early February, and address any stakeholders' concerns.

Glenn Bowman of GDOT gave a brief review of the project status. The following items were discussed:

- ξ Issues that have been discussed with FHWA have included:
 - Single turn lanes on bridge
 - Assumption that 15th Street design was in place
 - Will both SOV and HOV traffic be allowed on the 15th Street Bridge

Glenn also stated that right now we do not know the cross section or design of the 15th Street Bridge. GDOT is committed to a Stakeholder Involvement process like we have had for the 14th Street project. A consultant for the 15th Street project will be selected in the summer and soon after that a stakeholder process can begin.

Jerry Brooks of Moreland Altobelli gave a review of the footprint for 14th Street. The following items were discussed:

- ξ It was decided that 15ft sidewalks would be constructed on the bridge which match the sidewalk width of the approaches.
- ξ The sidewalks in the Fowler Street area would remain as is for now, but this issue would be furthered studied.

Peter Drey of Peter Drey & Company gave a presentation of the Aesthetics for the 14th Street Bridge design. Comments discussed were as follows:

- ξ Location of power lines
- ξ GDOT and City of Atlanta will discuss radius for intersections

Glenn Bowman advised everyone that a Public meeting is planned to take place in the next 6 weeks, the location has not been determined at this time. Some issues to be discussed at this meeting are as follows:

- ξ Detour route for 14th Street bridge during construction
- ξ Length of time bridge will be closed
- ξ What will happen next, unveil what we've come up with
- ξ Questions concerning property and access to properties for delivery trucks, etc.

Appropriate GDOT representatives will be present to answer questions and all 14th Street Stakeholders are encouraged to be present to participate as well.

Meeting adjourned.