

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0004399, Fulton County **OFFICE** Preconstruction
MSL-0004-00(399)
Intersection Improvements on Ponce de Leon Avenue,
Linden Avenue, and North Avenue **DATE** January 31, 2007

FROM *Cyphus Kuntz* Genetha Rice-Singleton, Assistant Director of Preconstruction

TO *to* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
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BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0004399, Fulton County **OFFICE:** Preconstruction
MSL-0004-00(399)
Intersection Improvements on Ponce de Leon Avenue,
Linden Avenue, and North Avenue **DATE:** January 22, 2007

FROM: *John Kumbals*
Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: *DR* David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the intersection improvements at 12 intersections along Ponce de Leon Avenue, Linden Avenue, and North Avenue, all located within the Midtown Improvement District of the City of Atlanta. The purpose of this project is to enhance pedestrian safety and provide more efficient vehicular flow, particularly as it relates to I-75/85 access to Linden Avenue along the North Avenue, Spring Street, Ponce de Leon Avenue, and Linden Avenue corridors. The current geometric configurations at intersections contribute to the potential for increased conflict with pedestrians traveling between local hotels, retail, office uses, and the North Avenue MARTA station located on West Peachtree Street between North Avenue and Ponce de Leon Avenue.

Construction is proposed as follows:

Ponce de Leon Avenue at Spring Street - The on-street parking is to be removed from Ponce de Leon Avenue between Spring Street and West Peachtree Street. There will be one eastbound lane, one westbound left turn lane, and one westbound shared through left lane for traffic to go south on Spring Street.

Ponce de Leon Avenue at West Peachtree Street - A "bulb out" will be constructed on Ponce de Leon Avenue east of the intersection and on-street parking will be provided for half of the block on the south side of the street. The part of the on-street parking on the north side of the street will be removed to provide a westbound right turn lane for traffic to go northbound on Peachtree Street. Ponce de Leon Avenue will be a two-way street with one lane eastbound and one lane westbound.

Ponce de Leon Avenue at Peachtree Street - A "bulb-out" will be constructed on the northwest corner of the intersection. It will provide safer pedestrian crossing by reducing the turning radius for traffic traveling southbound on Peachtree Street to westbound on Ponce de Leon Avenue. The channelized right turn from northbound on Peachtree Street to eastbound on Ponce de Leon Avenue will be removed, but a dedicated right turn movement will remain. There will be no left turns allowed onto Peachtree Street from Ponce de Leon Avenue at the intersection. A mountable raised median will be installed on Ponce de Leon Avenue between Peachtree Street and Juniper Street.

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January 22, 2007

4. Ponce de Leon Avenue at Juniper Street - Ponce de Leon Avenue will have two westbound lanes and two eastbound lanes. A second dedicated left turn lane will be added for the traffic traveling on Ponce de Leon Avenue westbound to Juniper Street southbound.

5. Ponce de Leon Avenue at Piedmont Avenue - The dedicated right turn lane from westbound Ponce de Leon Avenue to northbound Piedmont Avenue will be converted to a shared through right lane. Ponce de Leon Avenue will have three westbound lanes and two eastbound lanes between Piedmont Avenue and Juniper Street. A shared through left lane from northbound Piedmont Avenue to westbound Ponce de Leon Avenue will be converted to a dedicated left turn movement. A "bulb-out" will be constructed on the northwest corner of the intersection to provide a safer pedestrian crossing across Piedmont Avenue.

6. North Avenue at Spring Street - Two through lanes, one shared right turn lane, and one new dedicated right turn lane for the eastbound traffic approaching the intersection. There will be no proposed change for the westbound lanes configuration.

7. North Avenue at West Peachtree Street - The North Avenue westbound shared through right lane will be converted to a dedicated right turn lane. One dedicated left turn lane will be added to the North Avenue eastbound approach. North Avenue will have three eastbound lanes and two westbound lanes between West Peachtree Street and Peachtree Street. On the northbound approach of West Peachtree Street, the shared through left lane will be converted to a dedicated left turn lane.

8. North Avenue at Peachtree Street - There are no proposed changes to the configuration of the intersection. The above left turn restriction will be removed; the left turn will be allowed for any time of the day.

9. North Avenue at Courtland Street - There are no proposed changes to the configuration of the intersection. The intersection is to remain as is with minor upgrades to the concrete island and the radius on the southwest corner.

10. North Avenue at Piedmont Avenue - A median will be constructed on North Avenue east of the intersection. The channelized right turn from northbound on Piedmont Avenue to eastbound North Avenue will be removed and the adjacent through lane will be converted to a shared through right lane.

11. Linden Avenue at Spring Street - Linden Avenue is to be widened to two eastbound through lanes, two westbound through lanes, and one westbound left turn lane. Spring Street is to remain in its existing condition. The southbound exit ramp is to remain as is with minor upgrades to the concrete island and radii. The northbound entrance ramp to the I-85/I-75 Connector will have two receiving lanes for the westbound through traffic from Linden Avenue and will replace the existing concrete island with a smaller painted island and yield condition for the southbound Spring Street traffic turning right.

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12. Linden Avenue at West Peachtree Street - Part of the on-street parking at the intersection will be removed and two most left lanes will get dedicated left turn movement onto Linden Avenue westbound.

Environmental concerns include requiring a Categorical Exclusion will be prepared; a public hearing open house is not required; time saving procedures are appropriate.

The estimated costs for this project are:

| | PROPOSED | APPROVED | FUNDING | PROG DATE |
|---|-------------|-------------|---------|-----------|
| Construction (includes E&C and inflation) | \$2,250,000 | \$2,125,000 | RRB | 2007 |
| Right-of-Way & Utilities* | \$ 650,000 | 1,000,000 | RRB | 2007 |

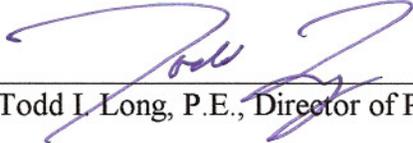
*City of Atlanta signed PMA on 2-23-04 for PE, right-of-way, utilities, and construction.

I recommend this project concept be approved.

GRS:JDQ/cj

Attachment

CONCUR



Todd L. Long, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

PROJECT CONCEPT REPORT

Project Number: MSL-004 00(399)

Intersection improvements at 12 intersections along Ponce De Leon, Linden Ave.
and North Avenue all located within the Midtown Improvement District of the City
of Atlanta.

County: Fulton
P. I. Number: 0004399
Federal Route Number: U.S. 29, 78, 278
State Route Number: 8

Recommendation for approval:

DATE 12/6/06

Neil S. ...
Project Manager

DATE 12/7/06

Ben Hood
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 12/21/06

Bob ...
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

PROJECT CONCEPT REPORT

Project Number: MSL-004 00(399)

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P. I. Number: 0004399
Federal Route Number: U.S. 29, 78, 278
State Route Number: 8

Recommendation for approval:

DATE 12/6/06

Mit S. S.
Project Manager

DATE 12/7/06

Ben Hood
District Engineer

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

DATE 12/19/06

Angela J. Alexander
State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

PROJECT CONCEPT REPORT

Project Number: MSL-004 00(399)

Intersection improvements at 12 intersections along Ponce De Leon, Linden Ave.
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of Atlanta.

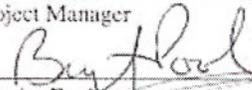
County: Fulton
P. I. Number: 0004399
Federal Route Number: U.S. 29, 78, 278
State Route Number: 8

Recommendation for approval:

DATE 12/6/06


Project Manager

DATE 12/7/06


District Engineer

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Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 12-7-06


State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

PROJECT CONCEPT REPORT

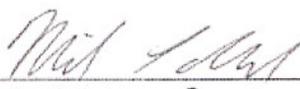
Project Number: MSL-004 00(399)

Intersection improvements at 12 intersections along Ponce De Leon, Linden Ave.
and North Avenue all located within the Midtown Improvement District of the City
of Atlanta.

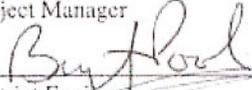
County: Fulton
P. I. Number: 0004399
Federal Route Number: U.S. 29, 78, 278
State Route Number: 8

Recommendation for approval:

DATE 12/6/06


Project Manager

DATE 12/7/06


District Engineer

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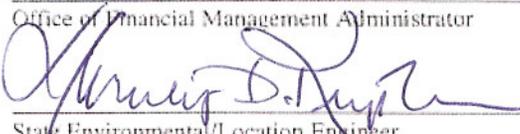
DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE 1.4.07


State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

SCORING RESULTS AS PER MOG 2440-2

| Project Number: MSL-004-00(399) | | County: Fulton | | PI No.: 0004399 | |
|---|-------|---|---|--|--|
| Report Date: December 8, 2006 | | Concept By: DOT Office: District 7 | | | |
| <input checked="" type="checkbox"/> Concept Stage | | | | | |
| Project Type: Choose One From Each Column | | <input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor | <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural | <input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous | |
| FOCUS AREAS | SCORE | RESULTS | | | |
| Presentation | 100 | | | | |
| Judgement | 100 | | | | |
| Environmental | 100 | | | | |
| Right of Way | 100 | | | | |
| Utility | 100 | | | | |
| Constructability | 100 | | | | |
| Schedule | 100 | | | | |

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

PROJECT CONCEPT REPORT

Project Number: MSL-004 00(399)

**Intersection improvements at 12 intersections along Ponce De Leon, Linden Ave.
and North Avenue all located within the Midtown Improvement District of the City
of Atlanta.**

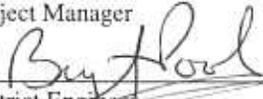
County: Fulton
P. I. Number: 0004399
Federal Route Number: U.S. 29, 78, 278
State Route Number: 8

Recommendation for approval:

DATE 12/6/06


Project Manager

DATE 12/7/06


District Engineer

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DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

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Project Number: MSL-0004 00(399)
P. I. Number 0004399
County: Fulton

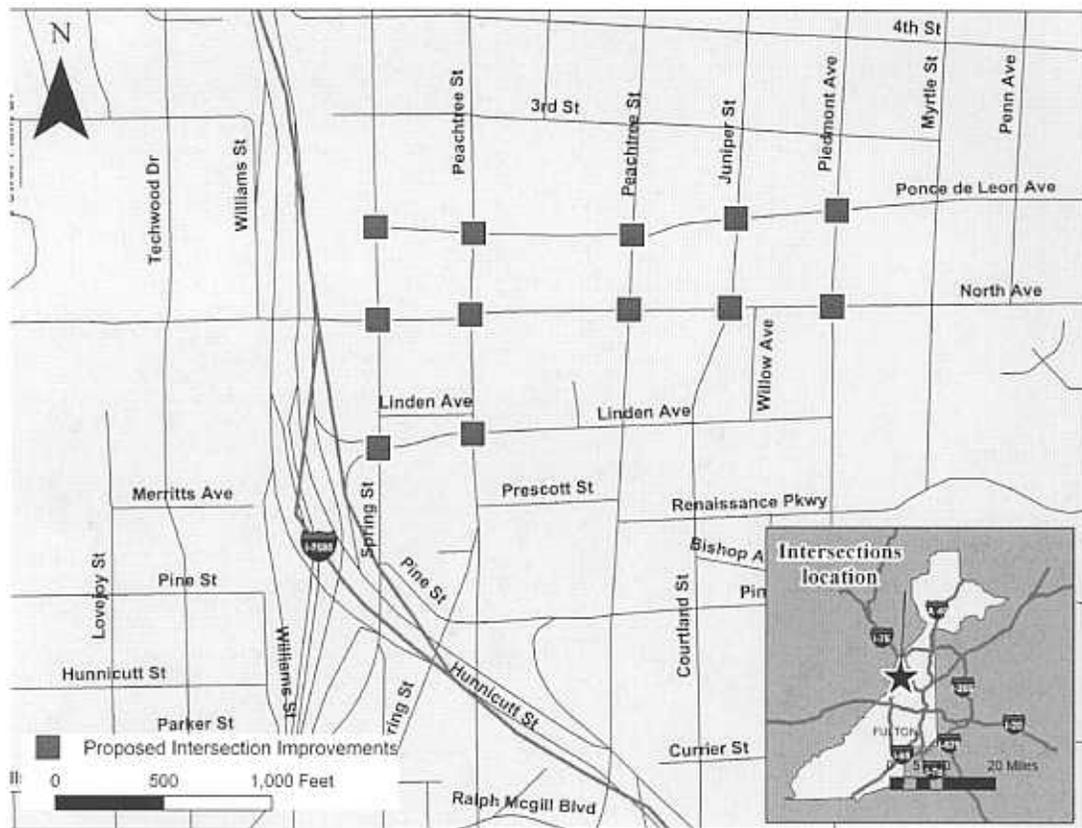


Figure 1: Project Location Map

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Project Number: MSL-0004 00(399)
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County: Fulton

Need and Purpose:

Midtown Atlanta has a growing residential population and numerous attractions which account for a variety of travelers, including: residents, office and hospital employees, college students, shoppers, convention attendees, and tourists. Due to this diversity of population, alternative modes of transportation and an efficient vehicular network are critical to operations during all times of the day and week.

The City of Atlanta and the Midtown Alliance have recognized that the area experiences numerous conflicts between vehicles and pedestrians throughout the day and significant vehicular congestion during peak travel periods, including the lunch hour. In 2001, the Midtown Alliance commissioned a Technical Memorandum that identified deteriorated pedestrian facilities, safety issues and undesirable levels of traffic service. The Technical Memorandum provided low cost conceptual improvements that would balance the mobility for pedestrians and vehicles. The north-south boundaries of the study area were determined by the two access points to the Downtown Connector: Linden Avenue to the south and North Avenue to the north. The east-west boundaries were established by the Downtown Connector on the west and Piedmont Avenue to the east. A major finding was that delay on the southbound off ramp from the Downtown Connector to North Avenue caused queuing onto the interstate. The recommendations from this Technical Memorandum were refined into the basis for the present concept.

This Concept Report presents the existing and future traffic volumes and associated capacity levels of service for the build and no-build conditions. Currently, excessive peak hour delay exists in Midtown Atlanta along North Avenue and Ponce De Leon Avenue. These delays are partially due to demand along Linden Avenue, which provides primary access to Interstate 75 / 85 (I-75/85) NB from this area of the city. Entering the Downtown Connector from Linden Avenue allows motorists from south Midtown the opportunity to take I-85 northbound and exit directly onto GA 400. The other option from Midtown to GA 400 is the Buford Highway connector which enters I-85 north of the GA 400 exit. The access from the Buford Highway connector to GA 400 requires motorists to take Sidney Marcus Boulevard to GA 400 and pass through two traffic signals. Based on increasing pedestrian and vehicular traffic as well as increasing delays along the North Avenue and Ponce De Leon Avenue corridors, pedestrian and geometric improvements are needed.

The purpose of this project is to enhance pedestrian safety and provide more efficient vehicular flow, particularly as it relates to I-75 / 85 access at Linden Avenue along the North Avenue, Spring Street, Ponce De Leon Avenue and Linden Avenue corridors. The current geometric configuration at intersections contributes to the potential for increased conflict with pedestrians traveling between local hotels, retail, office uses, and the North Avenue MARTA station located on West Peachtree Street between North Avenue and Ponce De Leon Avenue. Traffic flow will be improved by remarking the existing pavement and the construction of a new lane on North Avenue between the Downtown Connector and Spring Street.

This project provides improved traffic flow along North Avenue to improve the

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County: Fulton

efficiency of traffic from southbound I-75/85 and Spring Street going East in Midtown. The project also encourages westbound traffic entering Interstate I-75/85 to use Courtland Street rather than Spring Street to access the entrance ramp. The addition of a southbound lane along West Peachtree (contraflow lane) was studied as an alternative route for westbound traffic to I-75/85. This project will not install a contraflow lane southbound on West Peachtree Street based on an analysis of current traffic volumes and traffic patterns and the recent improvements GDOT District Seven made on the Downtown Connector southbound off ramp at North Avenue. In order to improve traffic flow along North Avenue traffic is shifted to other intersections adjacent to the North Avenue corridor which affects their current levels of operation. The intersections that are affected negatively with the implementation of this project still operate within an acceptable range and the overall benefit gained at the major intersections warrants the project.

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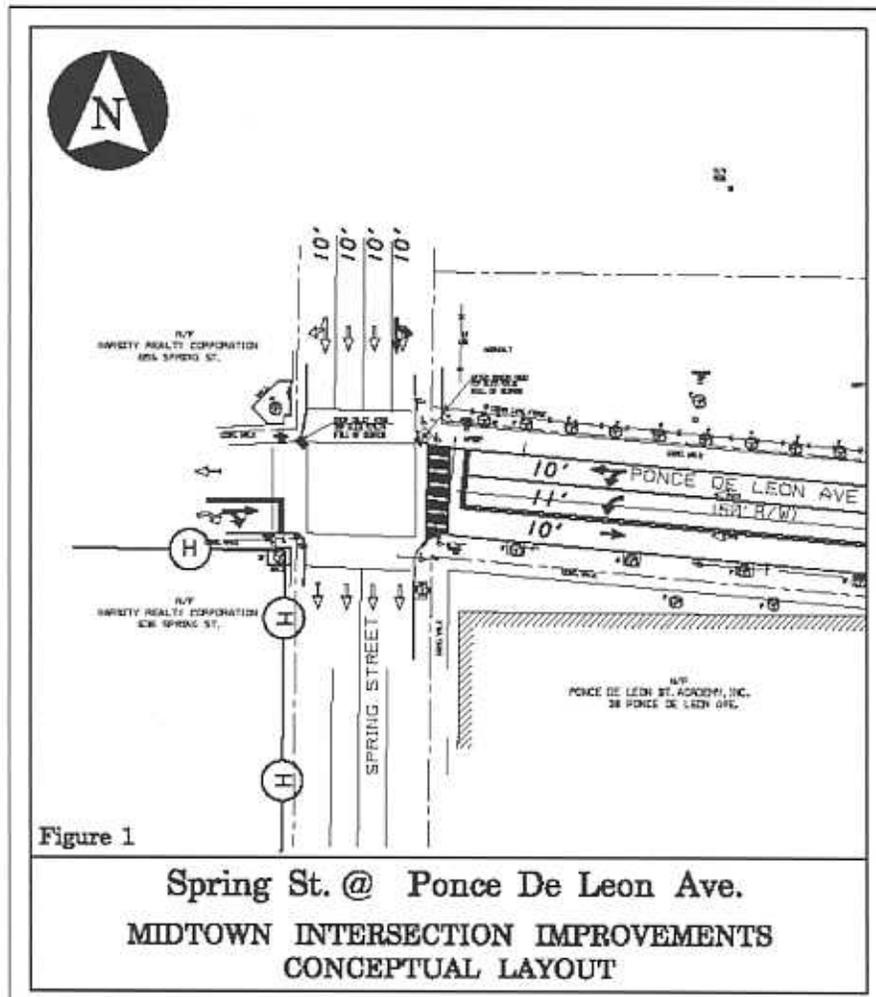
Description of the proposed project:

The proposed project is located within the Midtown Improvement District of the City of Atlanta. The project encompasses intersection improvements at the following 12 intersections:

1. Ponce de Leon Avenue at Spring Street

Existing: Ponce de Leon Avenue is currently one-way with two westbound lanes traveling across Spring Street and has on-street parking along the north side of the street. Ponce de Leon Avenue is signalized at Spring Street.

Proposed: On-street parking would be removed between Spring Street and West Peachtree Street to provide two-way operations. The proposed three-lane section would include an exclusive westbound left-turn lane and one shared through/turn-lane in each direction. These improvements are shown in Figure 1.

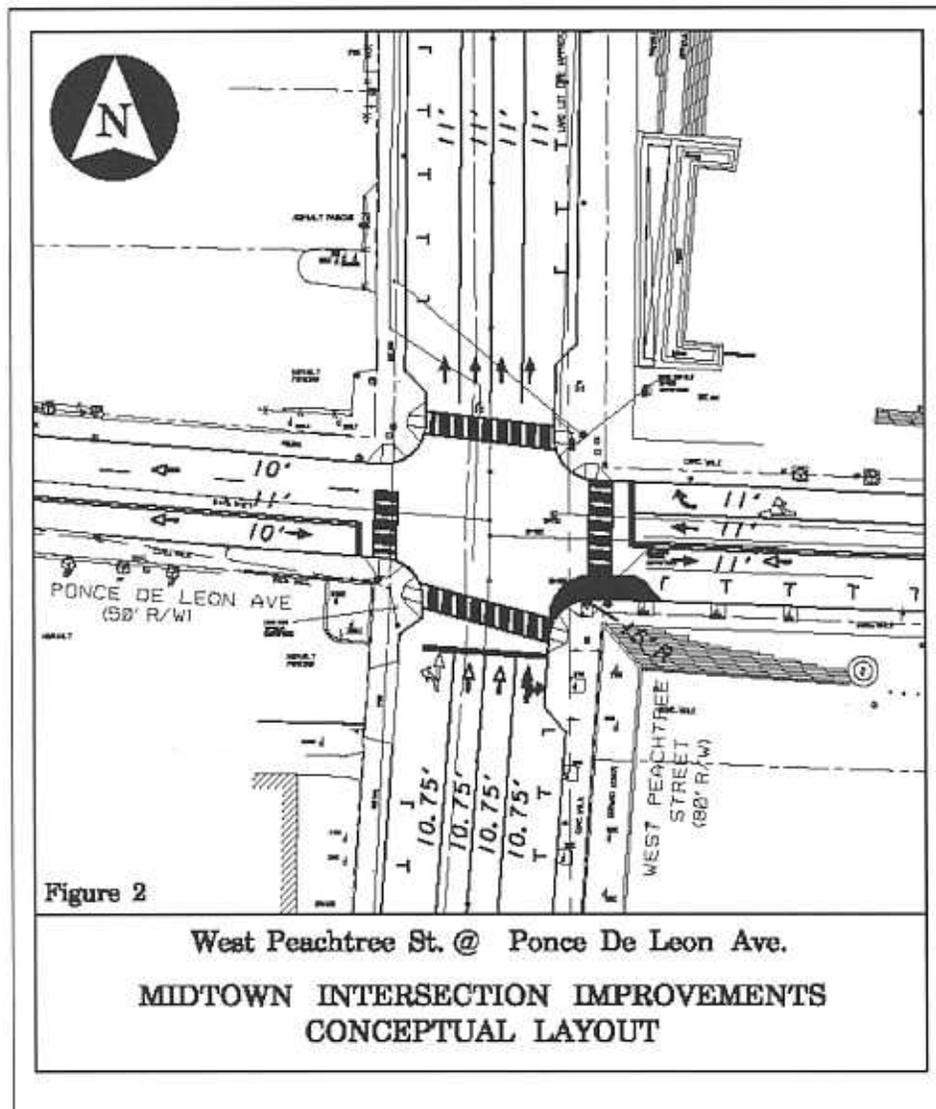


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2. Ponce de Leon Avenue at West Peachtree Street

Existing: Ponce de Leon Avenue is currently one-way westbound and has two travel lanes with on-street metered parking along the north side of the street. Ponce de Leon Avenue is signalized at West Peachtree Street. West Peachtree Street is one-way northbound with four travel lanes across the intersection.

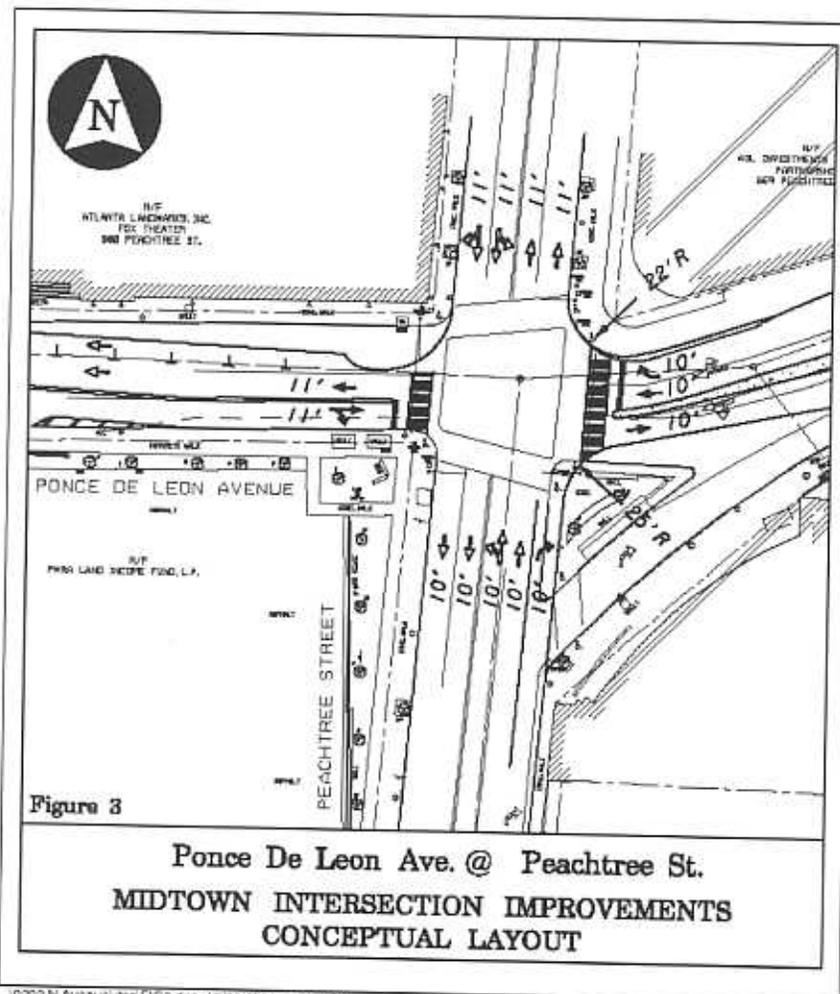
Proposed: Ponce de Leon Avenue would be re-striped to include two-way operations with one through lane eastbound and one through lane westbound and a westbound exclusive right-turn onto northbound West Peachtree Street. Addition of this lane would require removal of on-street parking along the north side of the street at the west end of the block. A bulb-out would be constructed on the southeast corner of the intersection and on-street parking would be allowed for half of the block along the south side of the street. These improvements are shown in Figure 2.



3. Ponce de Leon Avenue at Peachtree Street

Existing: Ponce de Leon Avenue is one-way westbound west of its signalized intersection with Peachtree Street and has two westbound travel lanes. East of Peachtree Street, Ponce de Leon Avenue has two-way operations with two westbound lanes entering the intersection and one eastbound lane traveling toward Juniper Street. Peachtree Street has two through lanes in each direction and an exclusive, channelized right-turn lane on its northbound approach.

Proposed: A bulb-out will be constructed on the northwest corner of the intersection to reduce the turning radius for traffic turning right from southbound Peachtree Street onto westbound Ponce de Leon Avenue. The channelizing island permitting uncontrolled northbound right-turns from Peachtree Street to Ponce de Leon Avenue will be removed and a dedicated right-turn lane controlled by the existing traffic signal will be constructed. Left-turns will be restricted on Ponce de Leon Avenue. A mountable raised median will be installed along Ponce de Leon Avenue between Peachtree Street and Juniper Street. These improvements are shown in Figure 3.

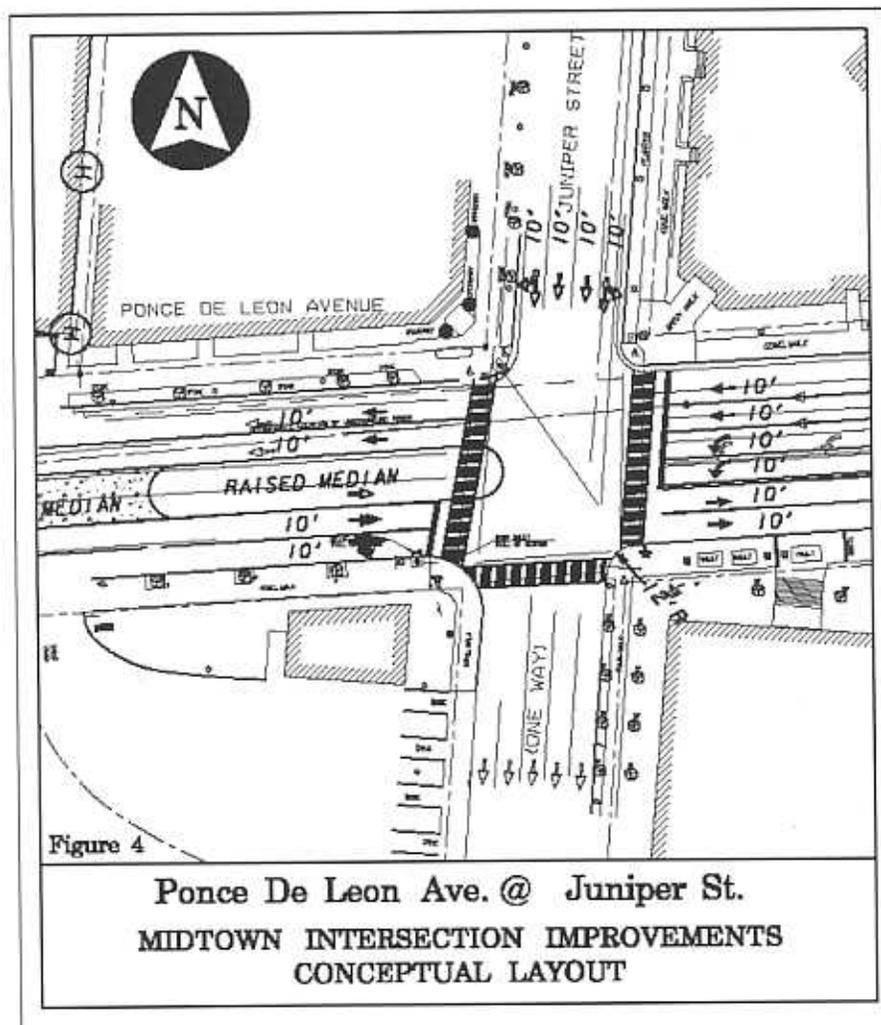


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4. Ponce de Leon Avenue at Juniper Street

Existing: Ponce de Leon Avenue is signalized at Juniper Street. Along the eastbound approach entering the intersection, Ponce de Leon Avenue has three through lanes with right-turn permitted from the curb lane. Along the westbound approach, Ponce de Leon Avenue has two through lanes and one dedicated left-turn lane onto southbound Juniper Street. Juniper Street is one-way southbound and has four travel lanes through the intersection.

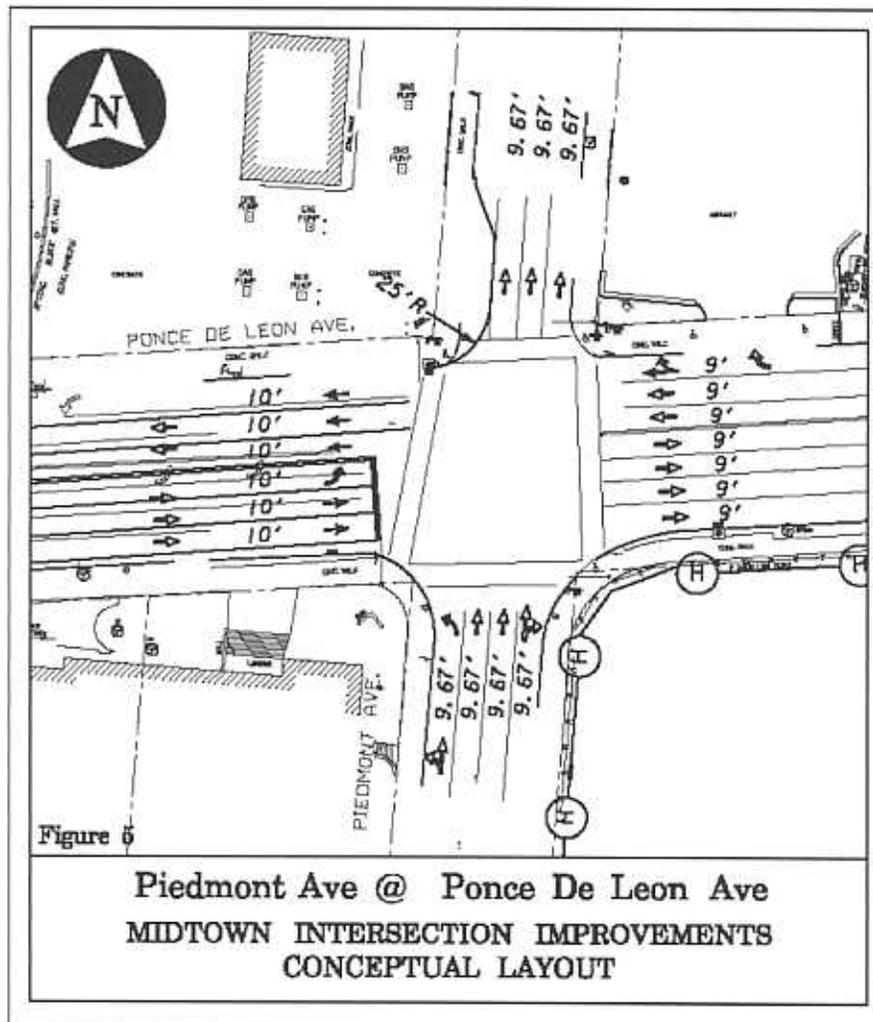
Proposed: A center median will be installed on Ponce de Leon Avenue west of Juniper Street, which will narrow eastbound Ponce de Leon Avenue to two through lanes. The third receiving lane on the eastern leg of the intersection will be reconfigured to provide a second westbound dedicated left-turn lane. This dedicated left-turn lane will allow traffic to bypass the intersection of Peachtree Street and North Avenue by moving it to Linden Avenue. This will help alleviate congestion that occurs at the intersection of Peachtree Street and North Avenue. These improvements are shown in Figure 4.



5. Ponce de Leon Avenue at Piedmont Avenue

Existing: Ponce de Leon Avenue is signalized at Piedmont Avenue. Along the westbound approach, Ponce de Leon Avenue has two through lanes and a dedicated right-turn lane onto northbound Piedmont Avenue. Along its eastbound approach, Ponce de Leon Avenue has three through lanes and a dedicated left-turn lane. Northbound Piedmont Avenue has four lanes traveling through the intersection with only shared turn movements.

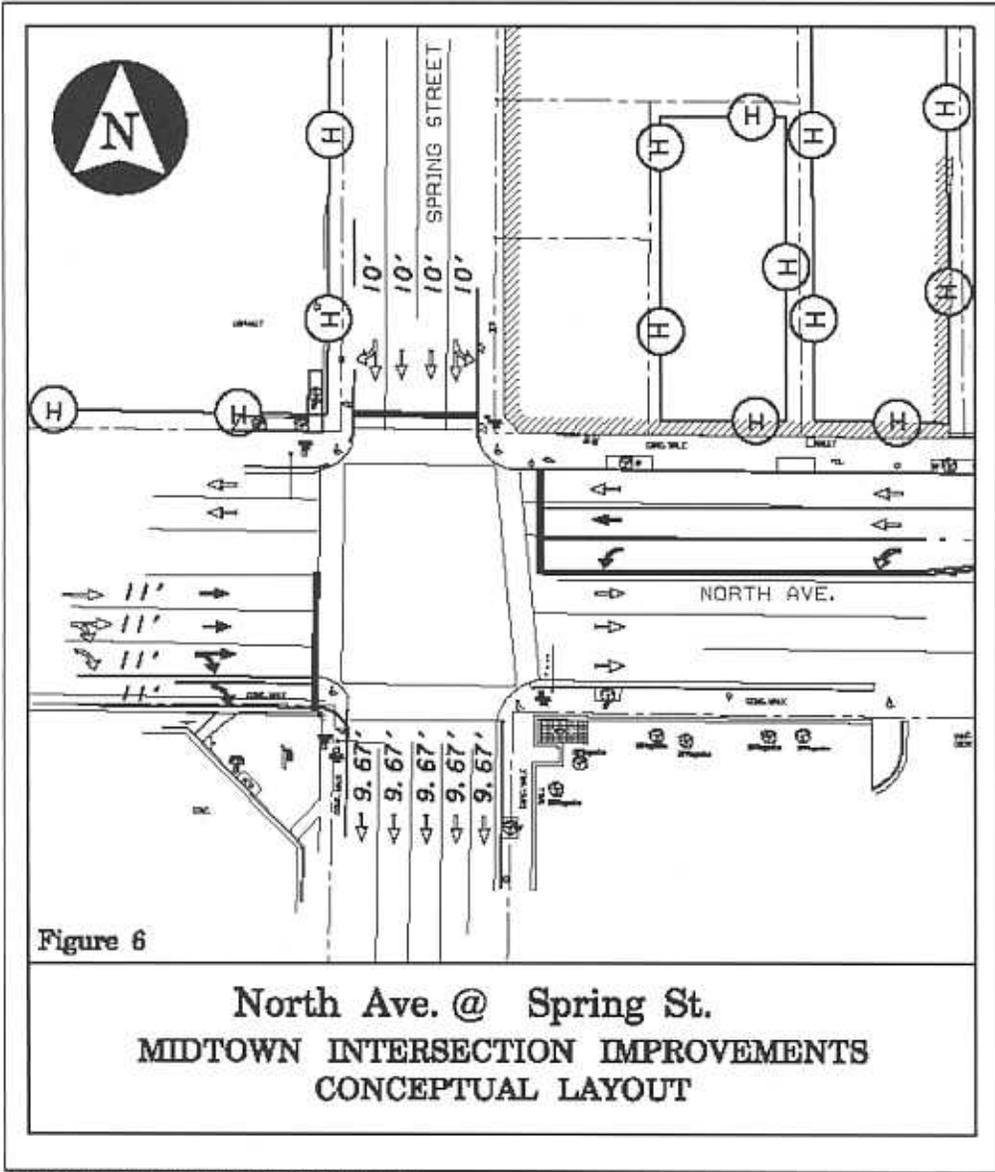
Proposed: The dedicated westbound right-turn lane will be converted to a shared through/right-turn lane, requiring a third westbound receiving lane. Therefore, the eastbound approach will be reconfigured to provide two eastbound through lanes and an exclusive left-turn lane. The left-most northbound through lane on Piedmont Avenue will be converted to an exclusive left-turn lane. A bulb-out will be constructed on the northwest corner of the intersection since only three receiving lanes are provided. This narrowing will reduce the pedestrian crossing distance on the northbound leg. These improvements are shown in Figure 5.



6. North Avenue at Spring Street

Existing: North Avenue is signalized at Spring Street. Along its eastbound approach, North Avenue has one exclusive through lane, one shared through / right-turn lane, and one exclusive right-turn lane. Westbound North Avenue has two through lanes crossing the intersection and one dedicated left-turn lane. Spring Street is one-way southbound and has four southbound lanes approaching the intersection and five receiving lanes.

Proposed: A new right-turn lane will be constructed along the eastbound approach. The existing pavement would be restriped to include two exclusive through lanes and one shared through / right-turn lane. No changes are proposed east of Spring Street. These improvements are shown in Figure 6.

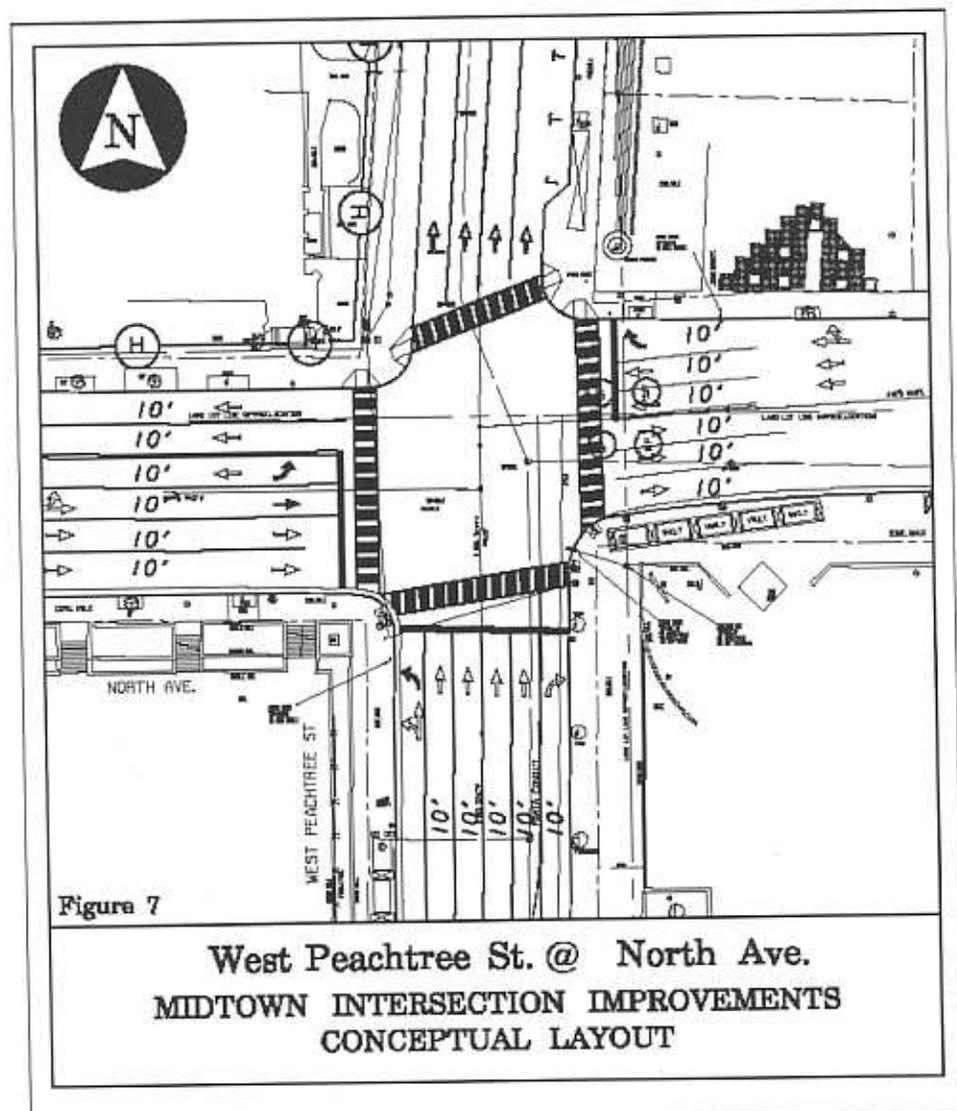


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7. North Avenue at West Peachtree Street

Existing: North Avenue is signalized at West Peachtree Street and has three through lanes in each direction. West Peachtree Street is one-way northbound with four exclusive through lanes, one shared left-turn / through lane, and one exclusive right-turn lane. On-street parking is provided along the west side of West Peachtree Street approaching the intersection.

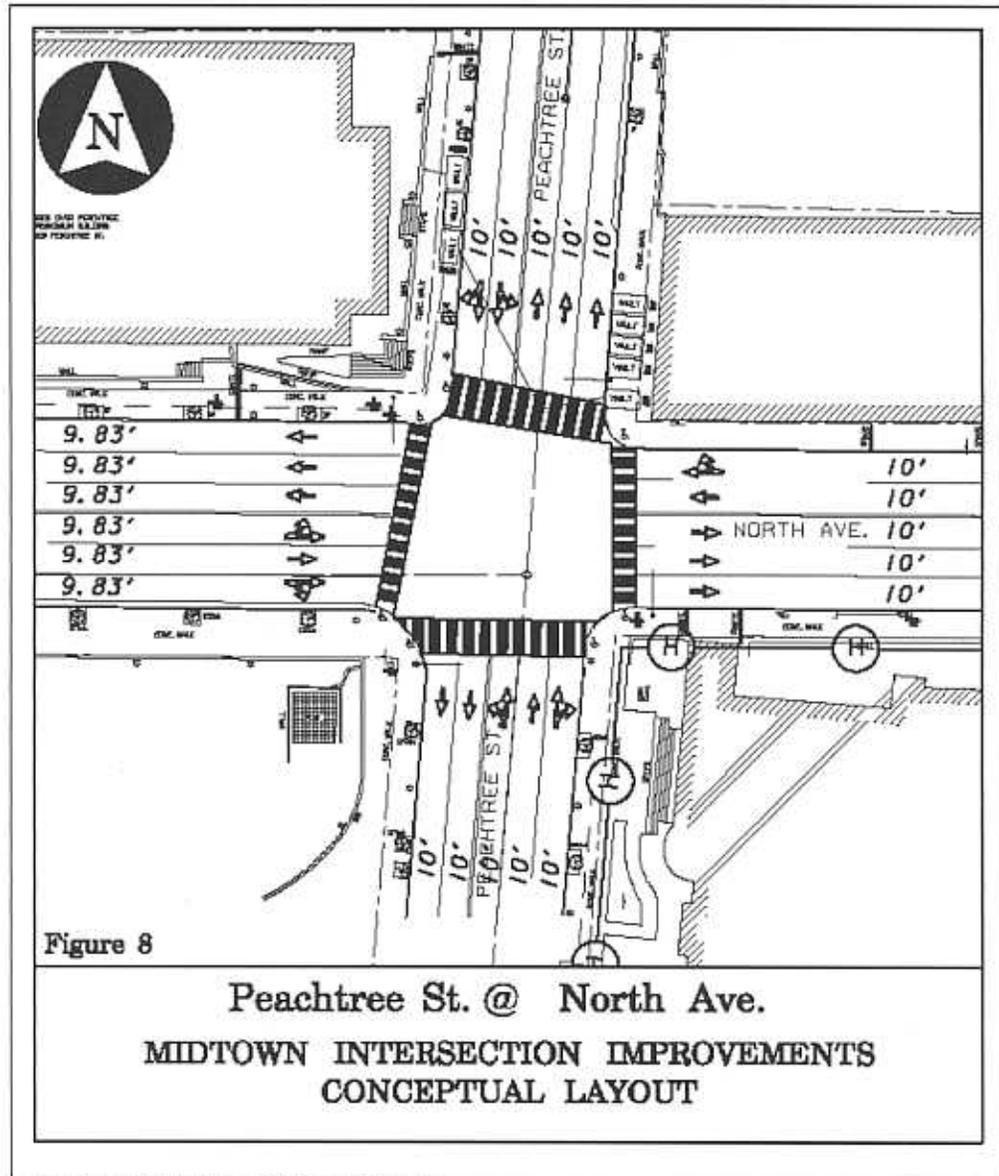
Proposed: The existing shared through / right-turn lane on westbound North Avenue will be re-striped as a dedicated right-turn lane onto northbound West Peachtree Street. One westbound receiving lane will be re-striped as an exclusive eastbound left-turn lane from North Avenue onto northbound West Peachtree Street. The existing shared left-turn/through lane on northbound West Peachtree Street will be re-striped as an exclusive left-turn lane onto westbound North Avenue. These improvements are shown in Figure 7.



8. North Avenue at Peachtree Street

Existing: North Avenue is signalized at Peachtree Street and has three eastbound through lanes and two westbound through lanes with no exclusive left-turn or right-turn capacity, as shown in Figure 8. Peak hour left-turn restrictions are in place along westbound North Avenue.

Proposed: There are no proposed physical changes for the intersection. The existing full time westbound left-turn restriction will stay in place.

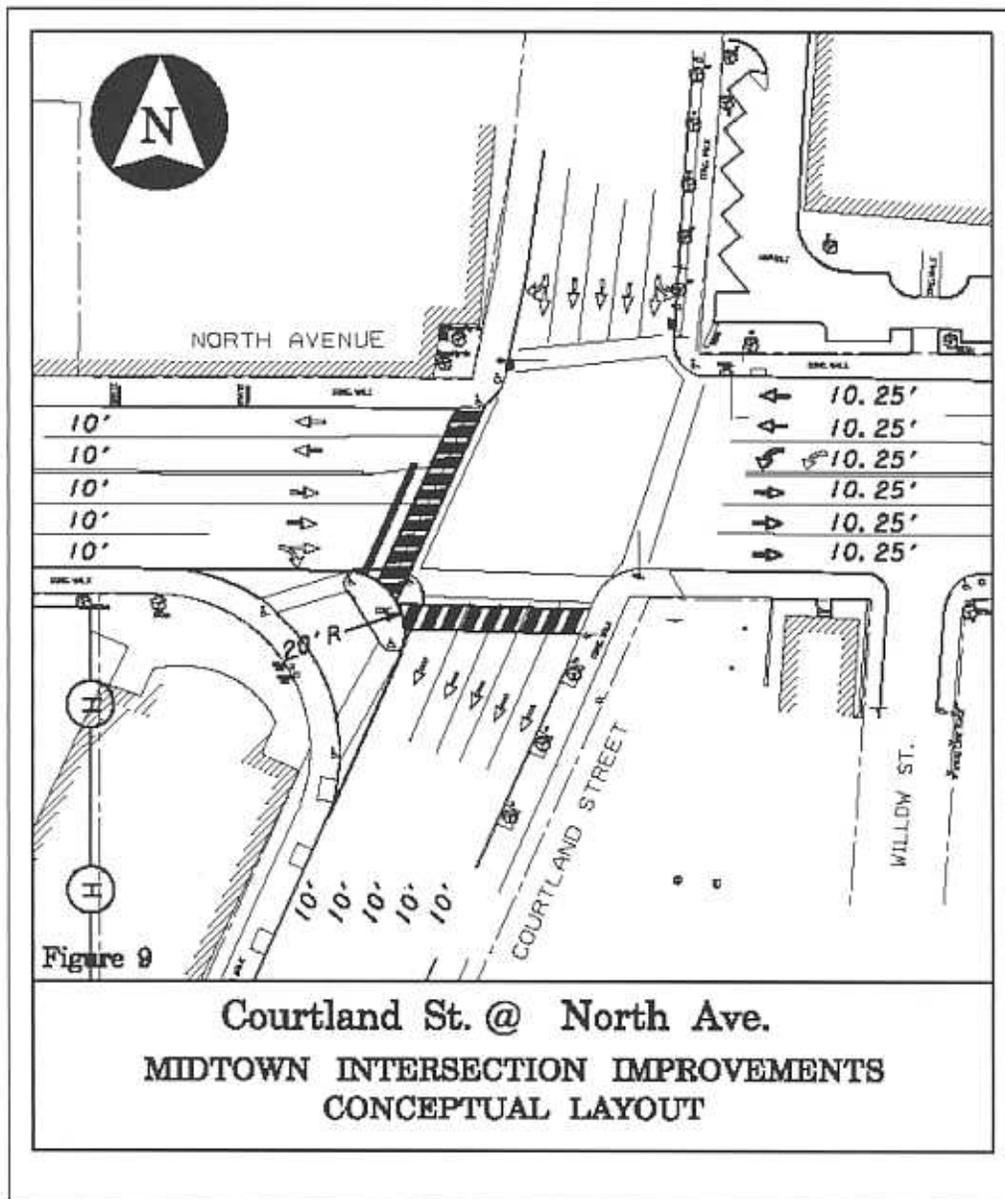


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County: Fulton

9. North Avenue at Courtland Street

Existing: North Avenue is signalized at Courtland Street and has three eastbound through lanes with no exclusive turn movements, two westbound through lanes, and a dedicated westbound left-turn lane. Courtland Street is one-way southbound with five through lanes. A concrete island exists on the southwest corner of the intersection, as shown in Figure 9.

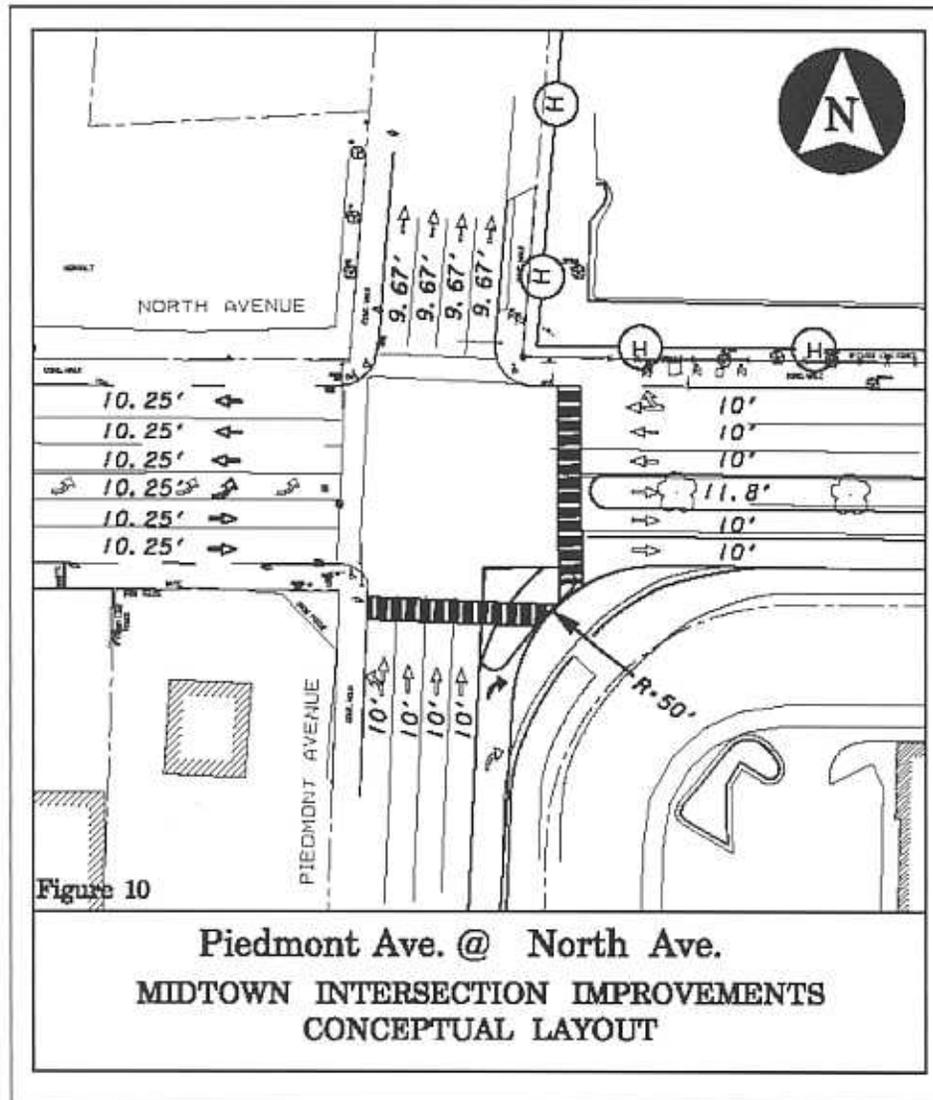
Proposed: There are no proposed changes to the configuration of the intersection. The channelized right turn is to be removed and minor upgrades will be made to the southwest corner as needed.



10. North Avenue at Piedmont Avenue

Existing: North Avenue has two eastbound through lanes and three westbound through lanes. There is one dedicated left-turn lane along eastbound North Avenue to northbound Piedmont Avenue. Piedmont Avenue is one-way northbound and has a channelized right-turn lane for vehicles turning onto eastbound North Avenue.

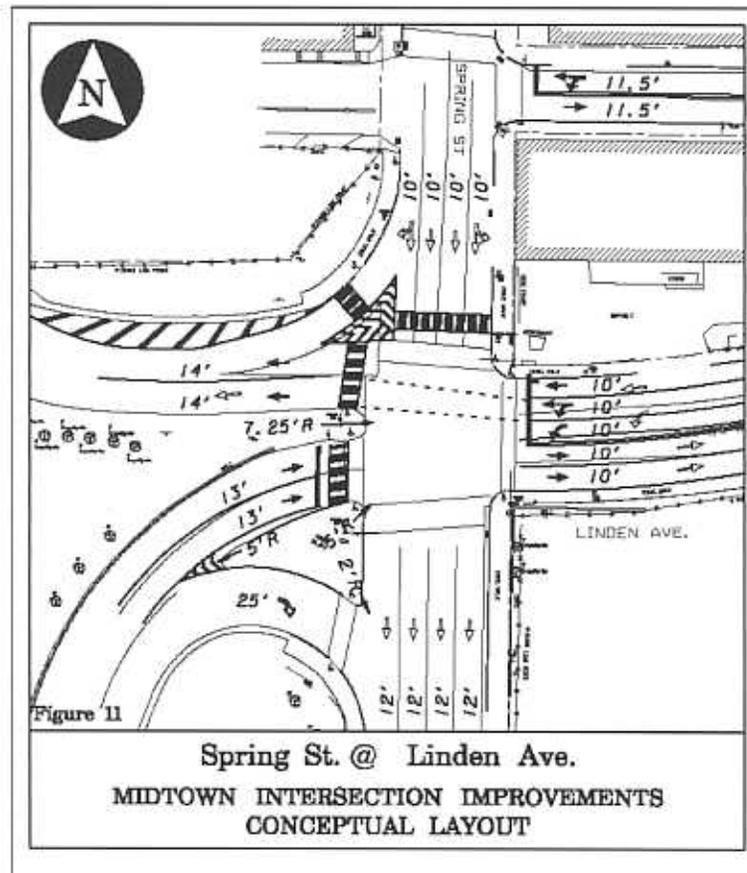
Proposed: A median will be constructed on North Avenue east of the intersection replacing a third eastbound receiving lane. The channelizing island for northbound right-turns along Piedmont Avenue will be removed and replaced with a dedicated right-turn lane and tightened radius on the southeast corner, as shown in Figure 10.



11. Linden Avenue at Spring Street

Existing: Approaching Spring Street westbound, Linden Avenue currently has one through lane that continues onto the entrance ramp from I-75/I-85 and one exclusive left-turn lane onto southbound Spring Street. The eastbound approach aligning with Linden Avenue serves traffic exiting I-75/I-85. The exit ramp has two through lanes and one channelized right-turn lane onto southbound Spring Street. Spring Street is one-way southbound and has four southbound lanes with the outermost through lane also serving a channelized right-turn movement onto the northbound entrance ramp to the I-85/I-75 Connector. This entrance ramp currently has two 14-foot lanes with one receiving traffic from Linden Avenue and one receiving southbound right-turn traffic. Lane assignments are delineated with a concrete island.

Proposed: Linden Avenue's westbound approach will be reconfigured to provide one exclusive left-turn lane, one shared left-turn / through lane and a second through lane. This will require removal of the existing concrete island to allow both entrance lanes on the ramp to receive traffic from Linden Avenue. The existing concrete island will be replaced with a smaller painted island and southbound right-turn traffic from Spring Street will have a yield-condition. Minor upgrades to the channelizing island on the eastbound approach will also be included. These improvements are shown in Figure 11.

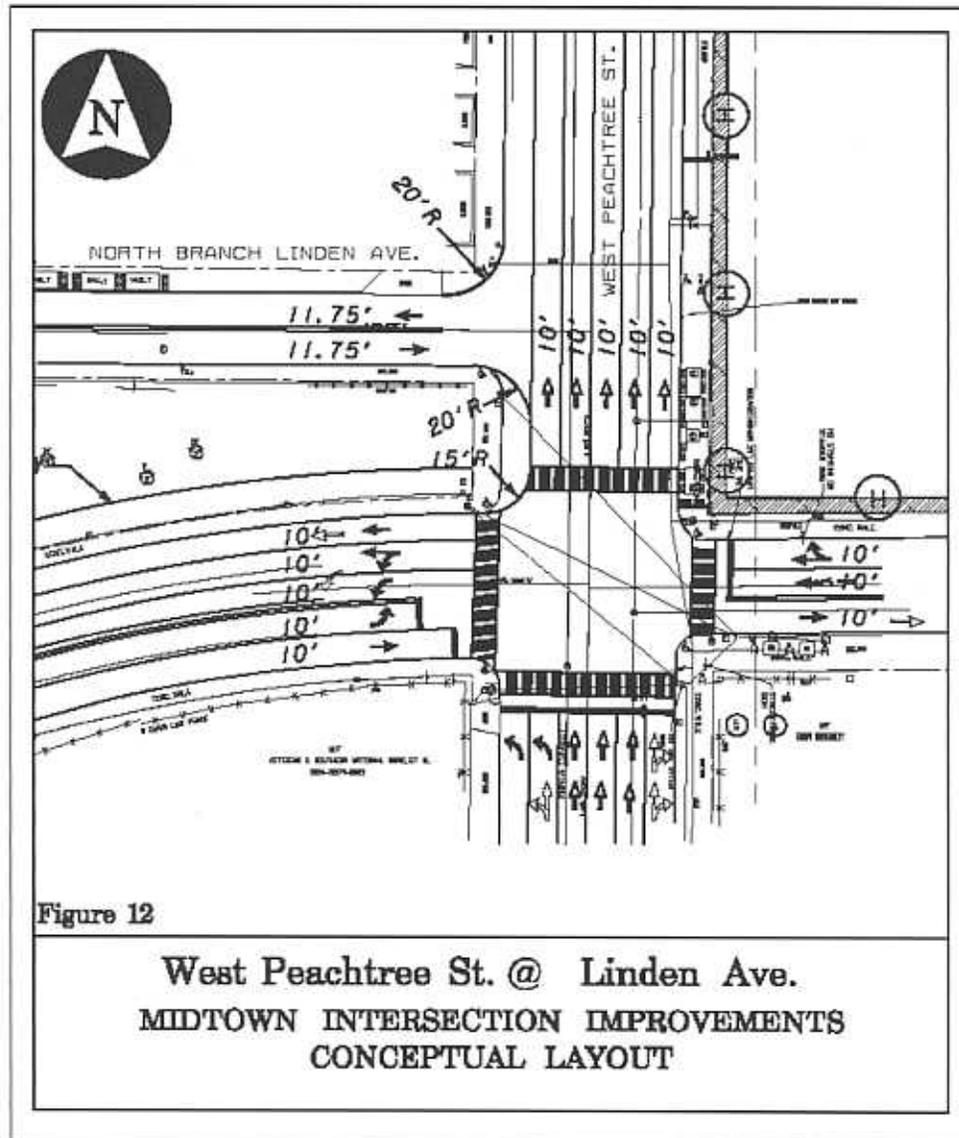


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12. Linden Avenue at West Peachtree Street

Existing: Linden Avenue is signalized at West Peachtree Street and has one exclusive eastbound through, one exclusive eastbound left-turn lane, and two westbound through lanes with the ability to turn right from the outside through lane. West Peachtree Street is one-way northbound and has five through lanes approaching Linden Avenue, with no exclusive turn lanes. On-street parking is allowed in an additional lane along the eastern side of West Peachtree Street.

Proposed: On-street parking will be eliminated along West Peachtree Street south of the intersection to provide an exclusive left-turn lane onto Linden Avenue. In addition, the adjacent shared left-turn / through lane will be re-striped as a second exclusive left-turn lane. These changes are shown in Figure 12.



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

PDP Classification: Minor Existing

Federal Oversight: Full Oversight (), Exempt (X), State Funded (), or Other ()

Functional Classification: Ponce De Leon Avenue/ SR 8 – Major Urban Arterial
 North Avenue/ SR 8 – Major Urban Arterial
 Linden Avenue – Local Urban Collector
 West Peachtree – Urban Arterial
 Peachtree Street – Major Urban Arterial

U. S. Route Number(s): 29, 78, 278 **State Route Number(s):** 8

Traffic (AADT):

| Corridor | No Build | | Proposed Configuration | |
|-----------------------------------|----------|--------|------------------------|--------|
| | 2007 | 2027 | 2007 | 2027 |
| Ponce De Leon Avenue | 9,520 | 12,085 | 11,640 | 14,770 |
| North Avenue | 19,650 | 22,315 | 18,200 | 23,330 |
| Linden Avenue | 17,420 | 22,120 | 21,250 | 26,980 |
| Spring Street | 15,950 | 27,420 | 22,060 | 28,000 |
| West Peachtree Street | 17,260 | 18,390 | 14,850 | 18,850 |
| Peachtree Street | 19,500 | 26,800 | 19,500 | 26,800 |
| Juniper Street / Courtland Street | 21,440 | 34,935 | 11,750 | 23,785 |
| Piedmont Avenue | 19,835 | 25,180 | 19,835 | 25,180 |

Existing design features:

- Typical Section: See Table 1.
- Posted speed: See Table 1.
- Maximum degree of curvature: See Table 1.
- Maximum grade: See Table 1.
- Width of right-of-way: See Table 1.
- Major structures: None

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- Major interchanges or intersections along the project:
 - Ponce De Leon Avenue at Spring Street
 - Ponce De Leon Avenue at West Peachtree Street
 - Ponce De Leon Avenue at Peachtree Street
 - Ponce De Leon Avenue at Juniper Street / Courtland Street
 - Ponce De Leon Avenue at Piedmont Avenue
 - North Avenue at Spring Street
 - North Avenue at West Peachtree Street (streetscape project in the block of West Peachtree between North Avenue and Linden)
 - North Avenue at Peachtree Street
 - North Avenue at Courtland Street
 - North Avenue at Piedmont Avenue
 - Linden Avenue at Spring Street
 - Linden Avenue at West Peachtree Street

Proposed Design Features:

Proposed Design Features are detailed in Table 2.

- Right of way
 - Width:
 - (1.) BP Station on the SW corner of North Ave. and Spring Street – 10' strip on the North Ave. frontage;
 - (2.) Business on the NE corner of Spring Street and Linen Ave. – 10' strip for proposed retaining wall.
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 2
 - Number of displacements: Business: 0 Residences: 0 Mobile homes: 0 Other: 0 .
- Structures: None
- Major intersections and interchanges: Same as existing
- Traffic control during construction: Traffic to remain on existing streets with limited lane closures and shifts.
- Design Exceptions to controlling criteria anticipated:

| | <u>UNDETERMINED</u> | <u>YES</u> | <u>NO</u> |
|-----------------------------|---------------------|------------|-----------|
| HORIZONTAL ALIGNMENT: | () | () | (x) |
| ROADWAY WIDTH: | () | (x) | () |
| SHOULDER WIDTH: | () | () | (x) |
| VERTICAL GRADES: | () | () | (x) |
| CROSS SLOPES: | () | () | (x) |
| STOPPING SIGHT DISTANCE: | () | () | (x) |
| SUPERELEVATION RATES: | () | () | (x) |
| HORIZONTAL CLEARANCE: | () | () | (x) |
| SPEED DESIGN: | () | () | (x) |
| VERTICAL CLEARANCE: | () | () | (x) |
| BRIDGE WIDTH: | () | () | (x) |
| BRIDGE STRUCTURAL CAPACITY: | () | () | (x) |

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- Design Variances:

The minimum allowable roadway width per GDOT standards for this project is 11'. Where there are 10' lane widths a Design Variance will be required. (Lane widths less than 10' will require a Design Exception.)

A Design Variance will be required for any location of trees, light fixtures, power poles or any other obstructions located more than 1.5' from the face of curb but within the clear zone throughout the project area. (Obstructions located less than 1.5' from the face of curb throughout the project area will require a Design Exception.)

- Environmental concerns:

Ten National Register listed or eligible historic properties and one National Landmark (The Fox Theater) were identified within the proposed project's area of potential effect (APE) (refer to Figure 2: Historic Properties Location Map). The historic properties previously listed or determined eligible for listing within the APE are Fire Station No. 11, Fox Theater Historic District, Fox Theater (NL), Crawford W. Long Memorial Hospital, North Avenue Presbyterian Church, Midtown Historic District, All Saints Episcopal Church, and Edward C. Peters House. The historic properties Survey Report, as a part of the environmental review for the proposed project, was submitted to the SHPO and FHWA on November 3, 2005. In addition to the eight properties listed above, three additional properties were recorded within the APE during the survey of the project area. In accordance with 36 CFR 800.4(c) (2), these properties were considered eligible for listing in the National Register by the FHWA and the SHPO: The Varsity, the Carlson Building, and the Life Insurance Company of Georgia.

Due to the nature of the proposed project there is little to no potential of the identified historic resources being adversely affected by project implementation. The SHPO is currently reviewing the proposed project and its potential effect on the identified resources within the APE.

No other significant environmental concerns have been identified.

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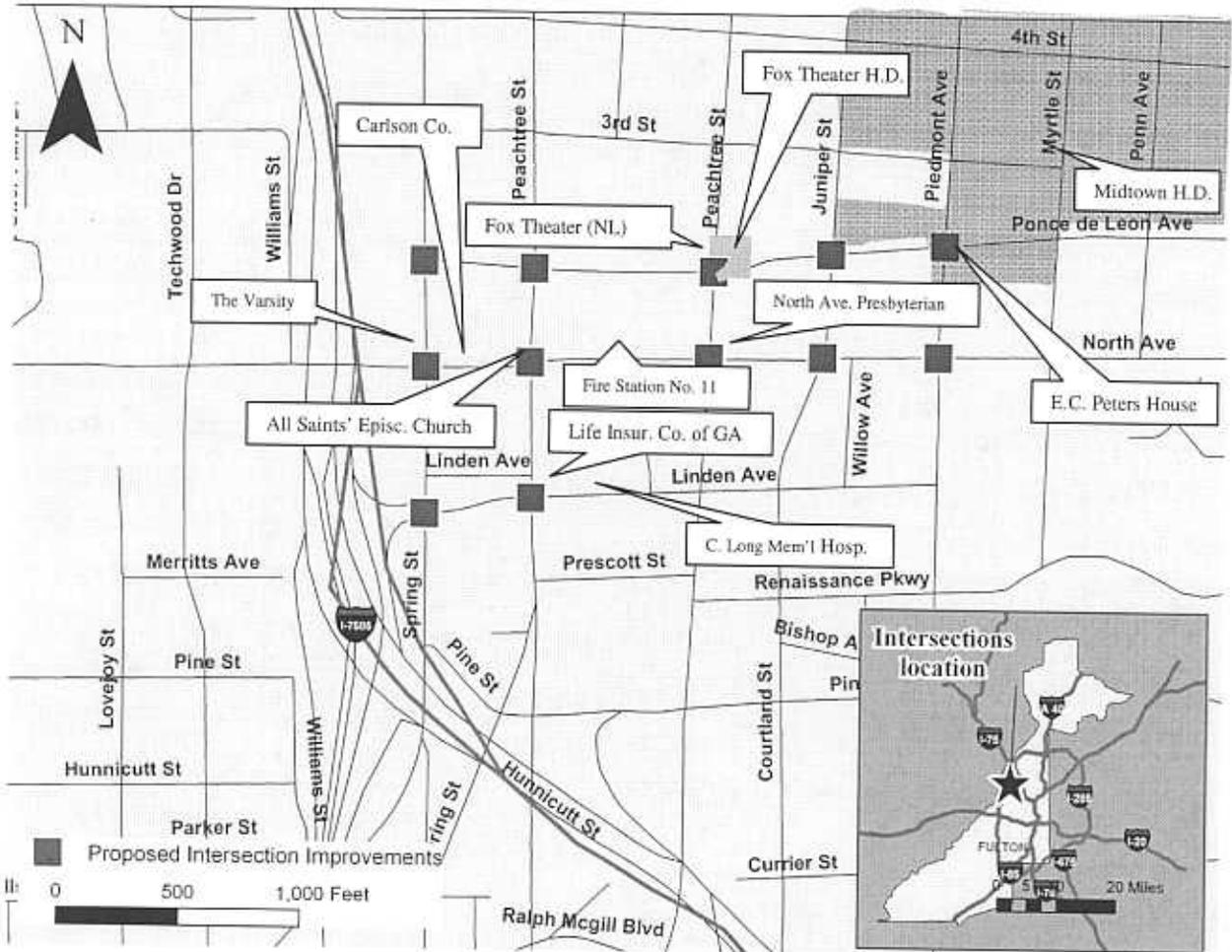


Figure 2: Historic Properties Location Map

Table 1
Existing Design Features

| | North Ave. | Spring St. | West Peachtree St. | Peachtree St. | Juniper St. | Piedmont Ave. | North Branch Linden Ave. | South Branch Linden Ave. | Ponce De Leon Ave. |
|---------------------|--------------------------|-----------------------|----------------------------------|--------------------------|-------------------------|-----------------------|--------------------------|--------------------------|--|
| Route Number | SR 8 | CS 3479 | CS 3586 | CS 0661 | SR 8 | CS 1860 | CS 1878 | CS 1853 | SR 8/US 78 |
| Begin Mile Log | 7.63 | 1.00 | 1.51 | 0.57 | 0.00 | 1.73 | 0.00 | 0.32 | 0.00 |
| End Mile Log | 8.03 | 1.16 | 1.69 | 0.74 | 0.16 | 1.82 | 0.08 | 0.39 | 0.42 |
| Typical Section | 5/6-lane undivided urban | 4-lane urban, one-way | 4/5-lane undivided urban one-way | 4/5-lane undivided urban | 4/5-lane urban, one-way | 4-lane urban, one-way | 2-lane urban | 4-lane urban | 2-lane undivided urban, 6-lane undivided urban |
| Posted Speed | 35 | 35 | 30 | 35 | 35 | 30 | 25 | 25 | 30 |
| Max Degree of Curve | 6.7 | 0 | 0 | 0 | 11 | 0 | 0 | 10.3 | 19.1 |
| Max Grade | 3.0% | 3.0% | 2.5% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% |
| Right of Way Width | 90 | 60 | 80 | 70 | 60 | 60 | 40 | 60 | 50-90 |

Table 2
Proposed Design Features

| | North Ave. | Spring St. | West Peachtree St. | Peachtree St. | Juniper St. | Piedmont Ave. | North Branch Linden Ave. | South Branch Linden Ave. | Ponce De Leon Ave. |
|---------------------|--------------------------|-----------------------|---|--------------------------|-------------------------|-----------------------|--------------------------|--------------------------|---|
| Typical Section | 5/6-lane undivided urban | 4-lane urban, one-way | 4/5-lane undivided urban one-way Streetscape and a loading/taxi lane on the west side | 4/5-lane undivided urban | 4/5-lane urban, one-way | 4-lane urban, one-way | 2-lane urban | 4-lane urban | 2-lane undivided urban, 4-lane divided urban - additional WB left-turn lane |
| Posted Speed | 35 | 35 | 30 | 35 | 35 | 30 | 25 | 25 | 30 |
| Max Degree of Curve | 6.7 | 0 | 0 | 0 | 11 | 0 | 0 | 10.3 | 19.1 |
| Max Grade | 3.0% | 3.0% | 2.5% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% |
| Right of Way Width | 90 | 60 | 80 | 70 | 60 | 60 | 40 | 60 | 50-90 |

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- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) ()
or
 - Environmental Impact Statement (EIS) ().

- Utility involvements: An earlier conflict concerning underground utility vaults in the sidewalk on the south side of North Avenue at West Peachtree Street has been resolved. The vaults will remain in place and the construction will not take place in the area of the vaults. The following utility companies may have facilities affected by the proposed project:

BellSouth

Metromedia Fiber

Network Services, Inc.

GA Power

Georgia Power

United Water

Atlanta Gas

Nextlink

BellSouth

Level 3

Communications

NSG

E-Spire

Worldcom

AT&T Broadband

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Project responsibilities:

- Design: Midtown Alliance
- Right-of-Way Acquisition: Midtown Alliance / City of Atlanta
- Relocation of Utilities: Midtown Alliance, City of Atlanta
- Letting to contract: Midtown / City of Atlanta
- Supervision of construction: Midtown / City of Atlanta / URS
- Providing material pits: N/A
- Providing detours: N/A

Coordination

- Initial Concept Meeting date and brief summary. *Initial concept meetings were held with the City of Atlanta and GDOT District Seven.*
- A Concept Meeting was held March 28, 2006 at the GDOT District Seven Office of Preconstruction. See Appendix F for meeting minutes.
- P. A. R. meetings, dates and results. *P.A.R. Not required*
- FEMA, USCG, and/or TVA, *N/A*
- Public involvement. *Midtown Alliance has made contacts with several of the properties that are most affected by this project. Discussions are underway with the Renaissance Hotel, Bank of America, the Fox Theatre and Cousins Properties.*
- Local government comments. *A meeting with the City of Atlanta was held in August 2005 and the following items were discussed:*
 1. The City would like to see all of the traffic volumes collected at each project intersection, not just the five intersection volumes currently shown on the intersection layout plan.
Action: *The existing and proposed volumes from the study have been added to the plan.*
 2. The City wants to know the volumes turning right at locations where we are proposing the removal of channelized right turn islands.
Action: *This turning movement volume was provided to the City.*
 3. The City wants to be sure that the turning radii, both right and left turns, are sufficient.
Action: *Turning templates will be used to design all turns during the design process once a plan had been agreed upon. The City was agreeable to this.*
 4. The City would like to see the LOS analysis at all project intersections.
Action: *LOS information from the original study was sent to Nursef Kedir.*
 5. Updated traffic counts were requested at the following intersections:
North Ave./West Peachtree St.
Linden Ave./West Peachtree St.
Linden Ave./Spring St.
Action: *URS and Silverman provided counts from the Midtown signal timing project.*
 6. The proposed WB lanes on Linden between Spring and W. Peachtree are shown as 9.5 ft. in width. The City would like those to be 10 ft. and proposed that we reduce the width of the new sidewalk on the north side of the road to accomplish this.

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Action: *The intersection layout plan was modified to show 10 ft. lanes and a reduced width sidewalk.*

7. Nursef asked if we had looked at modifying the right turn lane from the Connector NB off-ramp onto Spring Street. at the Spring/Linden intersection. Specifically, he was referring to removing the island as was proposed at other intersections.

Action: *This request has been reviewed and appears to be in conflict with GDOT preferences. This item will be deferred until Field Plan Review. This movement is currently designed to allow right-turning vehicles from the ramp to make this movement without encroaching on more than one lane of Spring Street. Due to the acute angle at which the ramp intersects Spring Street., moving the lane as suggested would mean that right-turning vehicles would encroach upon two or three lanes of Spring Street. This would be in conflict with the proposed dual left turn lanes from Linden onto SB Spring Street. Moving the right turn lane over would also mean that these vehicles would now be controlled by the signal, resulting in greater queues on the ramp.*

8. The City pointed out several concerns related to the hotel circulation and taxi staging area.

Action: *I looked at this area briefly after the meeting. There are issues that need to be resolved. The input from this weeks meeting with Cousins will help clarify what options we can pursue.*

*****NOTE:** *This issue is resolved when the Concept Team removed the contraflow lane from this project.*

9. The City stated that they don't want time of day restrictions on the WB left turn from North Av. onto Spring Street

Action: *We will not place time of day restrictions on this movement in the plans.*

10. The City wanted to know how and where the MARTA buses accessed the MARTA property located between Ponce De Leon Ave. and North Ave., and to be sure that we have accounted for this in our design.

Action: *we will determine how the buses access the property and verify that the proposed design does not affect their ingress and egress.*

11. At the intersection of Piedmont and Ponce the City suggested that the EB left turn from Ponce be left only as opposed to a shared through-left.

Action: *This issue should be settled at FPR.*

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- Other projects in the area.
 - GDOT P.I.# 0002844 – LCI, Bicycle and Pedestrian Improvements, Peachtree St.
 - GDOT P.I.# 0007411 Pedestrian Safety Project, SR 8/ Ponce De Leon Ave. and North Ave.
 - AT-208 GDOT #0005149 – Bicycle and Pedestrian Improvements, Juniper St.
 - GDOT P.I.# 0004397 Midtown Atlanta Signal Improvements
- Railroad: *None*
- Other coordination to date: *None*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 10 Months.
- Time to complete preliminary construction plans: 5 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 4 Months.
- Time to complete to purchase right of way: 6 Months.
- List other major items that will affect the project schedule: N/A.

Other alternatives considered: The proposed project is the preferred alternative in terms of transportation and air quality solutions. The project is intended to enhance the use of alternative modes of transportation including walking and accessibility to transit. The no-build scenario was also considered. It is also recognized that this project could be partially implemented depending on participation of affected businesses and cost limitations.

The design alternative selected was the most progressive in nature. It provides greater levels of benefits to the users and contributes to the aesthetic quality of the surrounding area.

Comments: The following additional comments are offered:

(a) Accessibility and mobility for people and goods

Accessibility and mobility will be markedly improved by the proposed corridor projects along Ponce De Leon Avenue and North Avenue. In addition to improving circulation as it relates to interstate access, the project includes several improvements that will equally benefit vehicular flow and pedestrian movement through the area, leading to more balanced mode split with improved access to the North Avenue MARTA station. The addition of medians at several locations will improve pedestrian safety and enhance the efficiency of the existing infrastructure by eliminating midblock left-turn movements.

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(b) Regional Air Quality Goals

Eliminating trips and relieving congestion are two of the most significant means of improving air quality. This project achieves both by enhancing the viability of alternative modes including transit (rail and bus), walking and bicycling. The proposed project, combined with promotional and incentive efforts underway through the Midtown Alliance create a comprehensive package to support area residents, employees, and tourists.

The addition of a median will increase the efficiency of the existing system by eliminating turning movements that interfere with traffic flow and provide opportunities for conflict. This increased flow will result in reduction in delay which will positively impact air quality by reducing the time cars are spent idling in traffic (i.e. reduce VHT).

Attachments:

1. Vehicle crash summaries (Appendix "A")
2. Capacity analysis (Appendix "B")
3. Conforming plan's network schematics. (Appendix "B")
4. West Peachtree streetscape section. (Not typical section for this project) (Appendix "C")
5. L&D Notice (Appendix "D")
6. Cost Estimate (Appendix "E")
7. Concept Team Meeting Minutes (Appendix "F")

Appendix A
Accident and Safety Data

Accident and Safety Data

Accident data along Ponce De Leon Avenue, North Avenue, Linden Avenue, West Peachtree Street, and Piedmont Avenue was reviewed for 2002, 2003, and 2004. Accident data was not readily available on other cross streets within the study area.

During the three-year period between 2002 and 2004, over 1,000 vehicle accidents were reported on Ponce De Leon Avenue, with 18 of these involving a pedestrian. Approximately 25% of these accidents resulted in injuries. During the same period, 956 vehicle accidents were reported on North Avenue with approximately 27% resulting in an injury. Over 350 accidents were recorded on Linden Avenue with approximately 27% resulting in injury. This data, along with statistics on available cross street is summarized in Table A-1 and A-2. Crashes are classified into the following groups:

- Off-Roadway (OFF): This type of accident includes roadway run-offs and involves collisions with off-roadway fixed objects, such as sign or curbs, or other collisions not involving another vehicle.
- Non-fixed Object (NFO): This type of accident occurs in the travel way between a single vehicle and an object, including errant roadway devices, dropped cargo, vehicle parts or tire tread, or other items not intended to be in the travel lanes.
- Sideswipe (SSW): This type of accident includes vehicles crossing out of their lane, either by drifting or an attempted lane change, and striking another vehicle traveling in the same direction.
- Angle (ANG): This type of accident typically occurs at an intersection between vehicles a main street vehicle and a cross street vehicle.
- Rear-End (RE): This category describes an accident between two or more vehicles traveling in the same lane in the same direction.
- Head-On (HO): This type of accident occurs between vehicles traveling in opposing directions.
- Pedestrian (PED): This type of accident occurs between a vehicle and a pedestrian.

| Crash Type | OFF | NFO | SSW | ANG | RE | HO | PED | Total Crashes | Yearly Avg. |
|--------------------|-----|-----|-----|-----|-----|----|-----|---------------|-------------|
| Ponce De Leon Ave. | 12 | 4 | 253 | 433 | 310 | 12 | 18 | 1,042 | 347.3 |
| North Ave. | 12 | 3 | 237 | 399 | 294 | 11 | 0 | 956 | 318.7 |
| Linden Ave. | 3 | 0 | 74 | 173 | 87 | 11 | 3 | 351 | 117.0 |
| W. Peachtree St. | 2 | 0 | 75 | 123 | 75 | 3 | 6 | 284 | 94.7 |
| Piedmont Ave. | 7 | 0 | 42 | 83 | 35 | 6 | 4 | 177 | 59.0 |

| Crash Type | Injuries | Fatalities |
|--------------------|----------|------------|
| Ponce De Leon Ave. | 273 | 0 |
| North Ave. | 262 | 0 |
| Linden Ave. | 95 | 0 |
| W. Peachtree St. | 66 | 0 |
| Piedmont Ave. | 51 | 0 |

No fatalities occurred within the study area during the three-year period of review. However, a total of 747 injuries occurred (not including unreported data on Spring Street, Peachtree Street, and Courtland Street) between 2002 and 2004. The majority of accidents and injuries occurred on Ponce De Leon Avenue and North Avenue, respectively. The corridor enhancements proposed will increase the safety of these roadways for vehicle passengers and pedestrians. Medians will eliminate midblock left-turns and some unsignalized driveways, as well as provide pedestrian refuges. Narrower streets, bulb-outs, and on-street parking will slow speeds and reduce pedestrian exposure. These measures are expected to reduce accidents on each roadway.

Appendix B
Traffic Data and Operational Analysis

Traffic Data and Operational Analysis

A comparison of 2007 traffic operations with and without the proposed corridor and pedestrian enhancement projects is presented in Table B-1. These analyses are based on the projected traffic volumes shown in Figures B1-B4.

| Intersection | No Build Condition | | | | Proposed Configuration | | | |
|--|--------------------|------|---------|------|------------------------|------|---------|------|
| | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| Ponce De Leon Ave. at Spring St. | B | 0.34 | B | 0.39 | B | 0.37 | B | 0.42 |
| Ponce De Leon Ave. at W. Peachtree St. | B | 0.61 | A | 0.42 | B | 0.67 | B | 0.48 |
| Ponce De Leon Ave. at Peachtree St. | C | 0.76 | B | 0.77 | B | 0.73 | B | 0.76 |
| Ponce De Leon Ave. at Courtland St. | B | 0.59 | C | 0.81 | C | 0.59 | D | 0.93 |
| Ponce De Leon Ave. at Piedmont Ave. | B | 0.76 | B | 0.68 | B | 0.76 | B | 0.78 |
| North Ave. at Spring St. | D | 0.97 | E | 1.03 | C | 0.98 | C | 0.86 |
| North Ave. at W. Peachtree St. | B | 0.78 | A | 0.55 | C | 0.82 | B | 0.51 |
| North Ave. at Peachtree St. | B | 0.68 | C | 0.78 | B | 0.72 | C | 0.75 |
| North Ave. at Courtland St. | B | 0.57 | B | 0.70 | B | 0.60 | B | 0.69 |
| North Ave. at Piedmont Ave. | C | 0.73 | C | 0.72 | C | 0.73 | C | 0.68 |
| Linden Ave. at Spring St. | C | 0.67 | E | 1.16 | C | 0.64 | D | 1.05 |
| Linden Ave. at W. Peachtree St. | C | 0.71 | C | 0.73 | C | 0.71 | C | 0.67 |

Based on 2027 traffic volume projections, intersection operations were evaluated for the 2027 horizon year. Results of this analysis are presented in Table B-2 for conditions with and without the proposed corridor enhancement project. Projected traffic volumes for the 2027 conditions are shown in Figures B5-B8.

| Intersection | No Build Condition | | | | Proposed Configuration | | | |
|--|--------------------|------|---------|------|------------------------|------|---------|------|
| | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| Ponce De Leon Ave. at Spring St. | B | 0.43 | B | 0.49 | C | 0.48 | B | 0.54 |
| Ponce De Leon Ave. at W. Peachtree St. | B | 0.78 | A | 0.53 | B | 0.85 | B | 0.60 |
| Ponce De Leon Ave. at Peachtree St. | D | 1.06 | E | 1.11 | D | 1.02 | E | 1.11 |
| Ponce De Leon Ave. at Courtland St. | B | 0.76 | D | 0.99 | C | 0.75 | F | 1.18 |
| Ponce De Leon Ave. at Piedmont Ave. | C | 0.97 | C | 0.83 | C | 0.92 | C | 0.99 |
| North Ave. at Spring St. | E | 1.09 | F | 1.25 | D | 1.14 | E | 1.02 |
| North Ave. at W. Peachtree St. | C | 0.92 | B | 0.67 | C | 0.92 | B | 0.60 |
| North Ave. at Peachtree St. | B | 0.89 | D | 1.05 | C | 0.93 | C | 1.02 |
| North Ave. at Courtland St. | B | 0.67 | B | 0.82 | C | 0.72 | C | 0.83 |
| North Ave. at Piedmont Ave. | C | 0.86 | C | 0.85 | C | 0.86 | C | 0.81 |
| Linden Ave. at Spring St. | C | 0.86 | F | 1.46 | C | 0.83 | F | 1.39 |
| Linden Ave. at W. Peachtree St. | D | 0.91 | D | 0.92 | D | 0.92 | D | 0.86 |

Based on historical growth trends, average daily traffic volumes were projected for the 2007 build-year and the 2027 horizon year. These projections are presented in Table B-3.

**Table B-3
Projected Corridor AADTs**

| Corridor | No Build | | Proposed Configuration | |
|-----------------------|----------|--------|------------------------|--------|
| | 2007 | 2027 | 2007 | 2027 |
| Ponce De Leon Avenue | 9,520 | 12,085 | 11,640 | 14,770 |
| North Avenue | 19,650 | 22,315 | 18,200 | 23,330 |
| Linden Avenue | 17,420 | 22,120 | 21,250 | 26,980 |
| Spring Street | 15,950 | 27,420 | 22,060 | 28,000 |
| West Peachtree Street | 17,260 | 18,390 | 14,850 | 18,850 |
| Peachtree Street | 19,500 | 26,800 | 19,500 | 26,800 |
| Courtland Street | 21,440 | 34,935 | 11,750 | 23,785 |
| Piedmont Avenue | 19,835 | 25,180 | 19,835 | 25,180 |

** AADTs represent the average of each corridor*

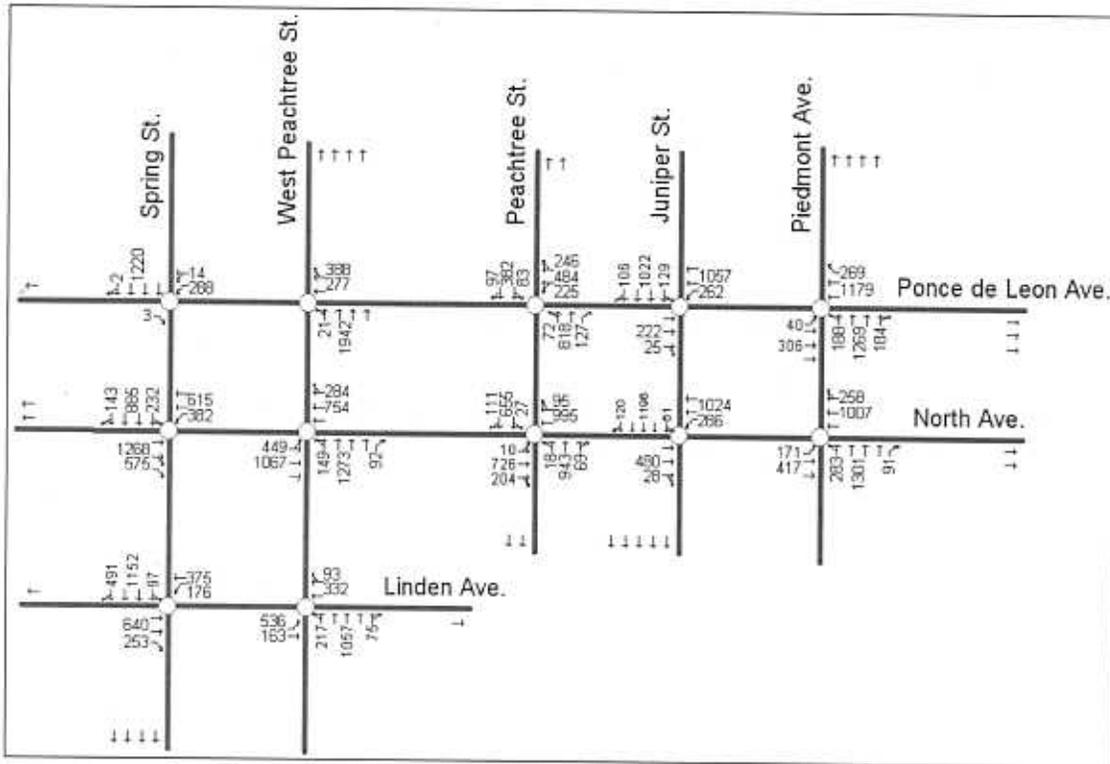


Figure 1: No-Build Condition - 2007 AM Peak Hour Volumes

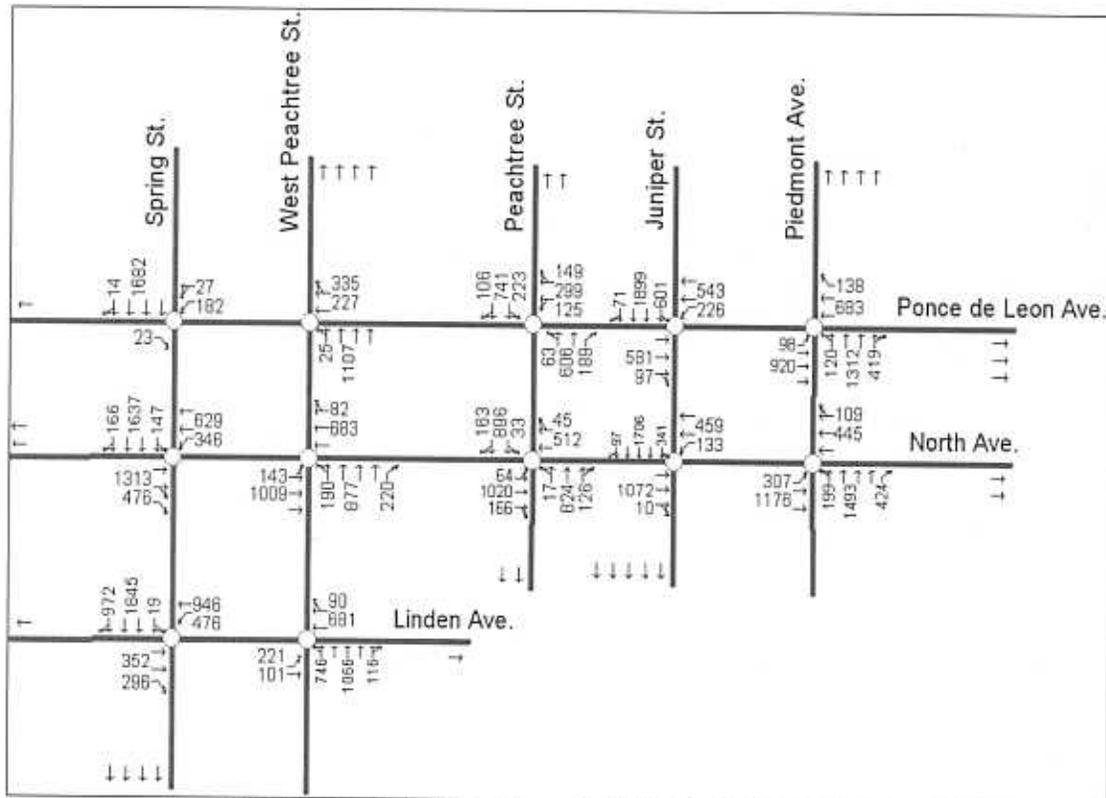


Figure 2: No-Build Condition - 2007 PM Peak Hour Volumes

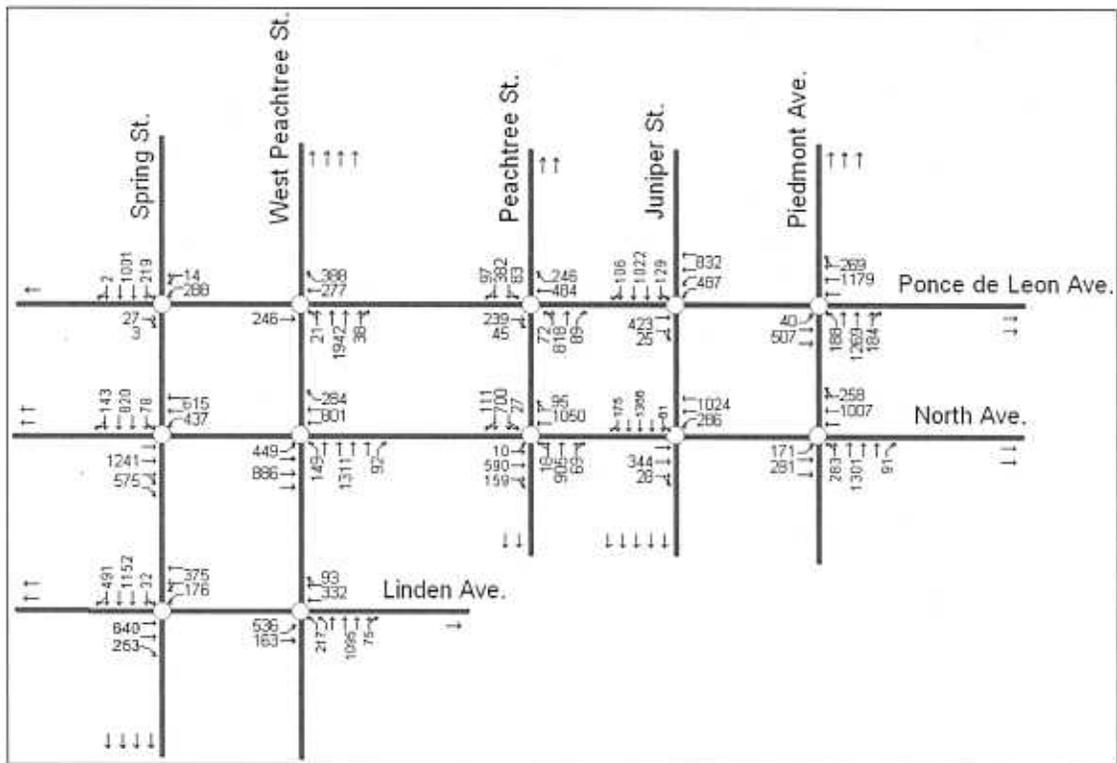


Figure 3: Build Condition - 2007 AM Peak Hour Volumes

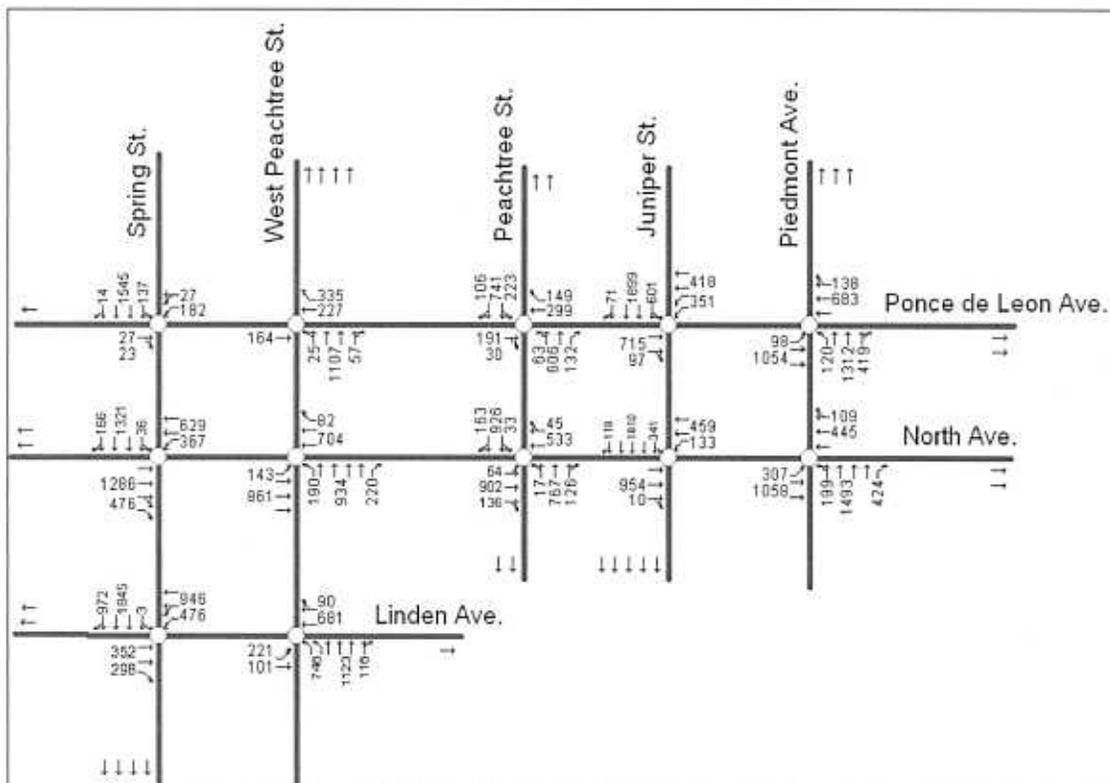


Figure 4: Build Condition - 2007 PM Peak Hour Volumes

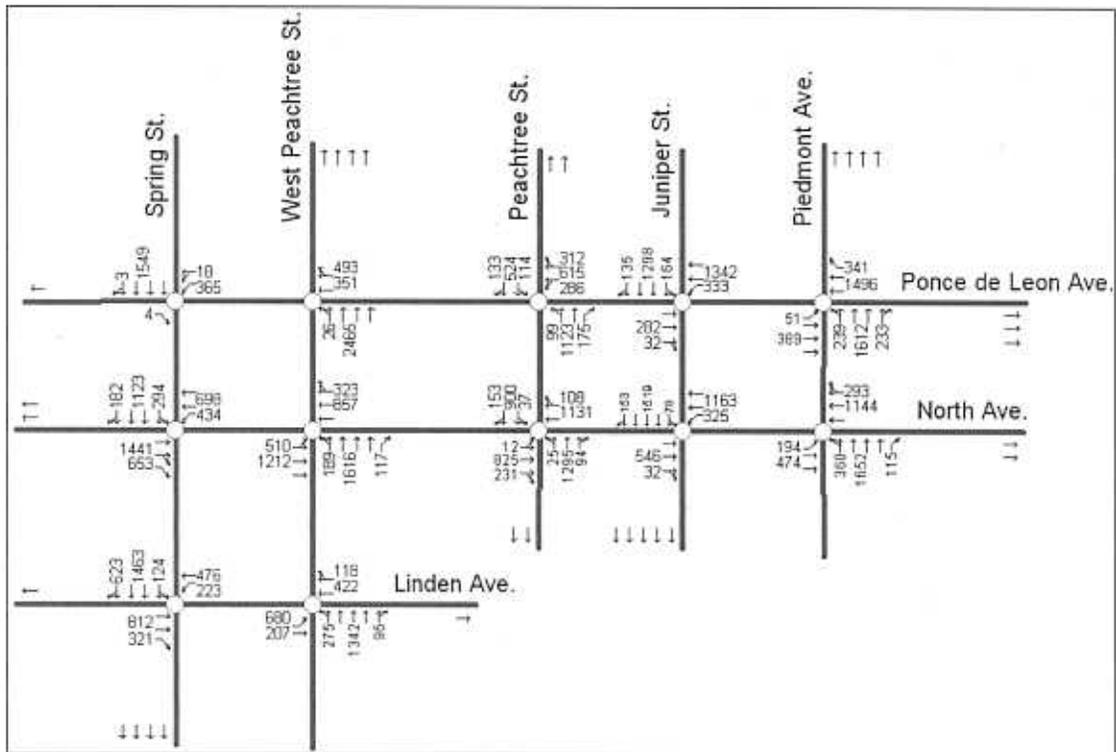


Figure 5: No-Build Condition - 2027 AM Peak Hour Volumes

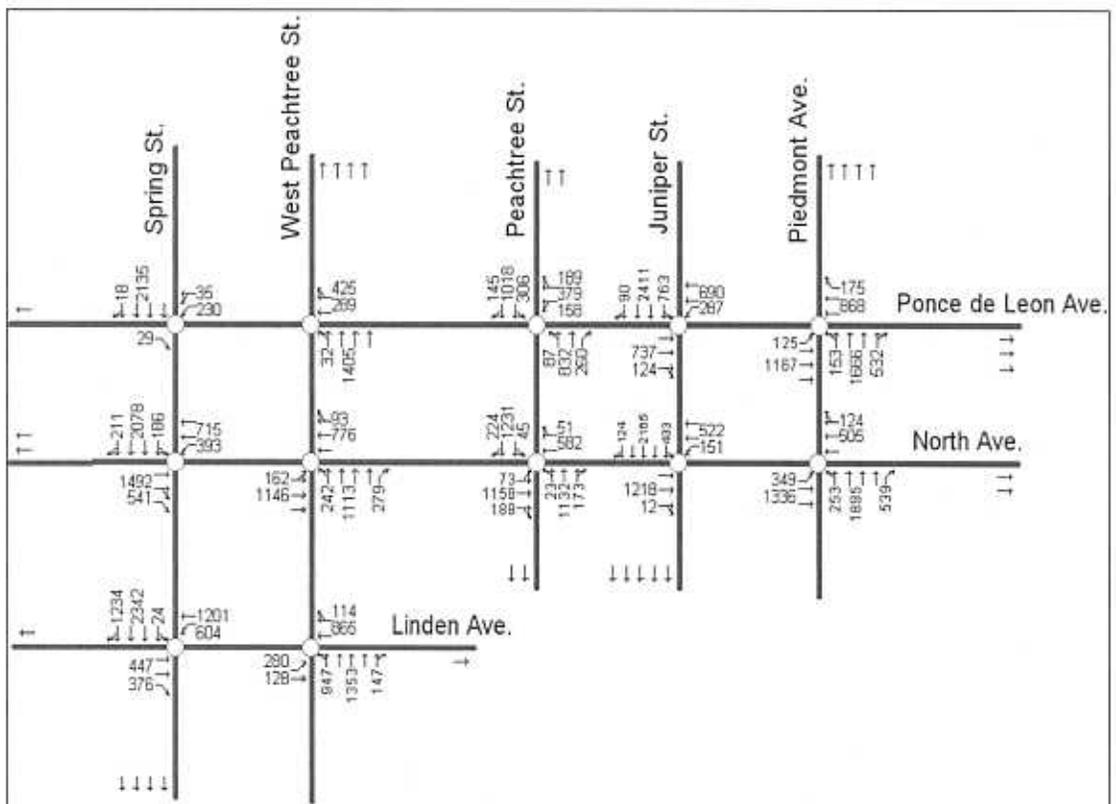


Figure 6: No-Build Condition - 2027 PM Peak Hour Volume

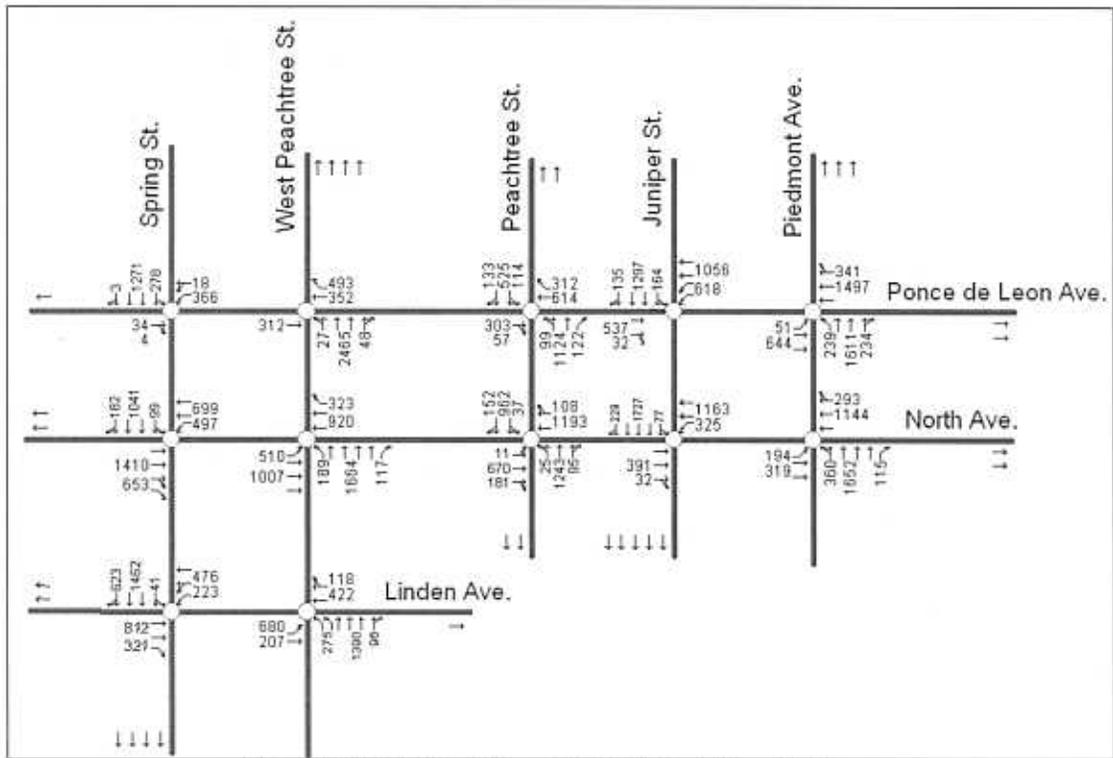


Figure 7: Build Condition - 2027 AM Peak Hour Volumes

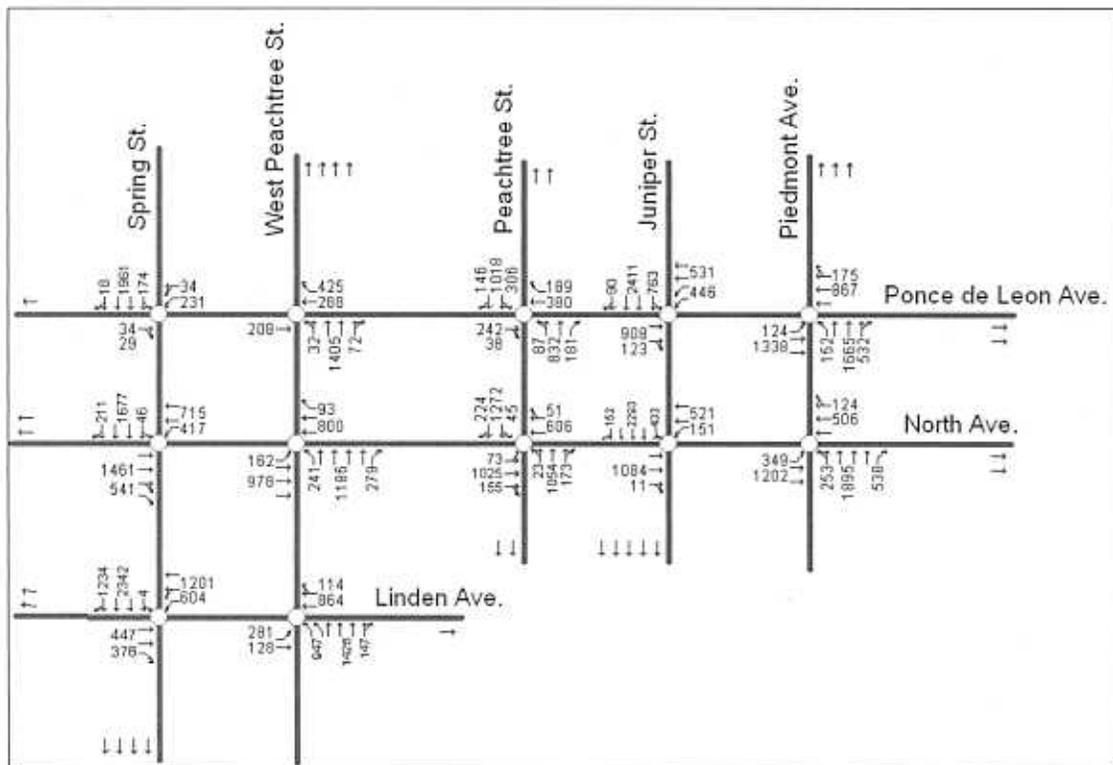
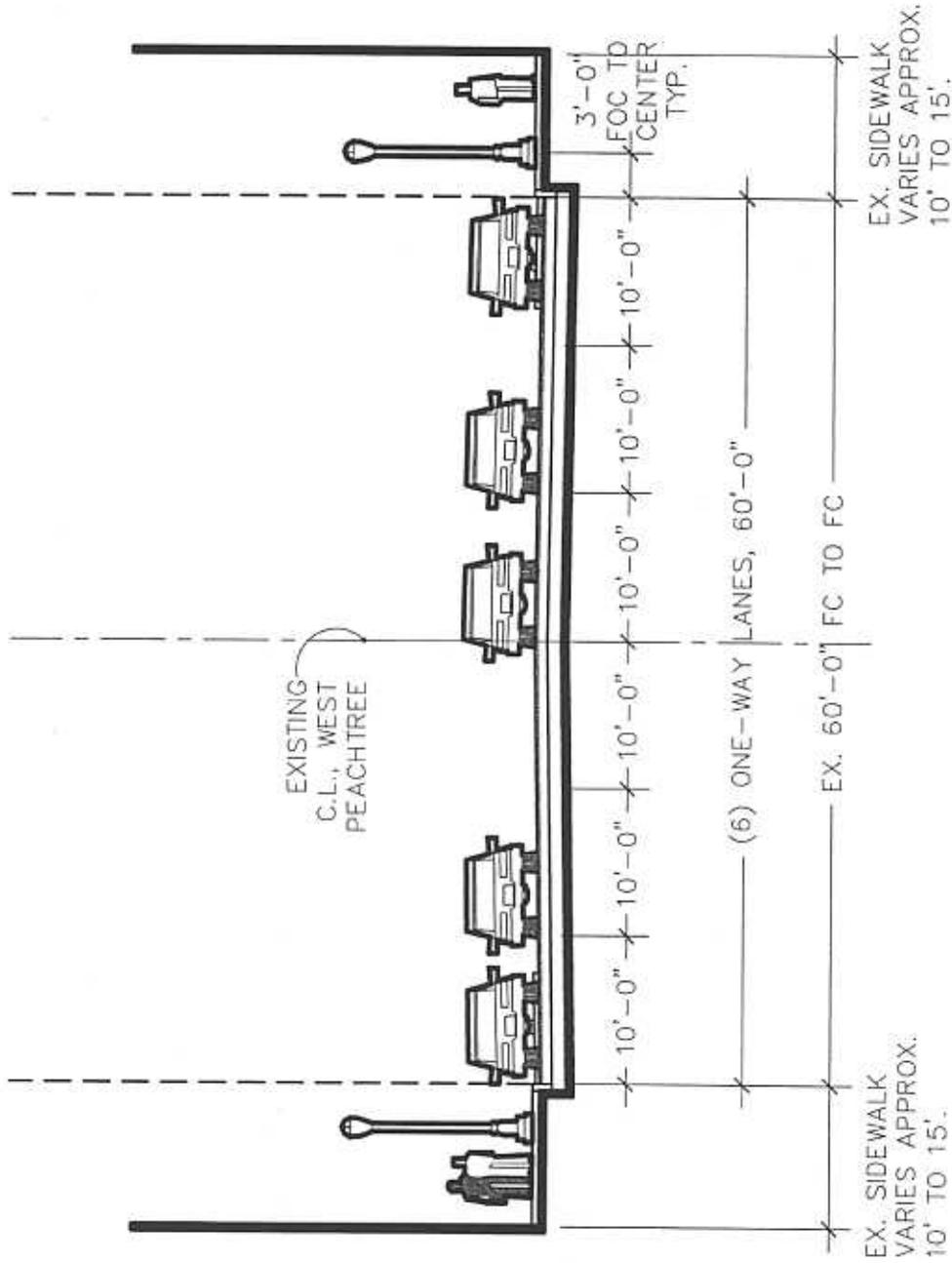


Figure 8: Build Condition - 2027 PM Peak Hour Volumes

Appendix C

Typical Section for West Peachtree Streetscape



EDAW

1 July 03
 REV: 20 Aug 03
 REV: 19 Sept 03

West Peachtree Street South
 Typical Cross-Section



Appendix D
L& D Notice

NOTICE OF LOCATION AND DESIGN APPROVAL

MLS-0004-00(339) FULTON COUNTY
P. I. No. 0004399

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

Date of Location and Design Approval: January 31, 2007

Project MLS-0004-00(339) is located within the Midtown Improvement District of the City of Atlanta. The project encompasses intersection improvements at the following 12 intersections:

- Ponce De Leon Avenue at Spring Street
- Ponce De Leon Avenue at West Peachtree Street
- Ponce De Leon Avenue at Peachtree Street
- Ponce De Leon Avenue at Juniper Street / Courtland Street
- Ponce De Leon Avenue at Piedmont Avenue
- North Avenue at Spring Street
- North Avenue at West Peachtree Street (streetscape project in the block of West Peachtree between North Avenue and Linden)
- North Avenue at Peachtree Street
- North Avenue at Courtland Street
- North Avenue at Piedmont Avenue
- Linden Avenue at Spring Street
- Linden Avenue at West Peachtree Street

Traffic will be maintained by staged construction. The project lies entirely within Fulton County and within Land District 14 and Land Lots 50,78,79,82, and 83.

Drawings of maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation.

Mark Sanford, Area Office Engineer
Department Of Transportation
21 Claire Drive
Atlanta, Georgia 30315
(404) 624-2440
mark.sanford@dot.state.ga.us

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Lobdell, District 7 Preconstruction Engineer
Department Of Transportation
5025 New Peachtree Road
Chamblee, Georgia 30341
(770) 986-1001
mike.lobdell@dot.state.ga.us

Any written request of communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

Appendix E
Cost Estimate

Estimate Report for file "Midtown Intersections"

| Section Roadway | | | | | |
|---------------------------|----------|-------|------------|---|-----------------------|
| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
| 150-1000 | Lump | LS | 150000.00 | TRAFFIC CONTROL - MLS-0004-004(399) | 150000.00 |
| 201-1500 | Lump | LS | 78000.00 | CLEARING & GRUBBING - MLS-0004-00(399) | 78000.00 |
| 310-1101 | 300 | TN | 25.00 | GR AGGR BASE CRS, INCL MATL | 7500.00 |
| 402-1812 | 150 | TN | 80.00 | RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME | 12000.00 |
| 402-3121 | 400 | TN | 80.00 | RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM | 32000.00 |
| 402-3130 | 7000 | TN | 80.00 | RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM | 560000.00 |
| 402-3190 | 200 | TN | 80.00 | RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM | 16000.00 |
| 413-1000 | 120 | GL | 2.50 | BITUM TACK COAT | 300.00 |
| 432-5010 | 20500 | SY | 3.90 | MILL ASPH CONC PVMT, VARIABLE DEPTH | 79950.00 |
| 441-0016 | 1300 | SY | 27.51 | DRIVEWAY CONCRETE, 6 IN TK | 35763.00 |
| 441-0104 | 600 | SY | 22.66 | CONC SIDEWALK, 4 IN | 13596.00 |
| 441-0740 | 600 | SY | 23.21 | CONCRETE MEDIAN, 4 IN | 13926.00 |
| 441-5002 | 120 | LF | 38.00 | GRANITE CONCRETE HEADER CURB, 6 IN, TP 2 | 4560.00 |
| 441-6222 | 4000 | LF | 10.95 | CONC CURB & GUTTER, 8 IN X 30 IN, TP 2 | 43800.00 |
| 441-6740 | 2000 | LF | 9.93 | CONC CURB & GUTTER, 8 IN X 30 IN, TP 7 | 19860.00 |
| 441-7011 | 20 | EA | 668.49 | CURB CUT WHEELCHAIR RAMP, TYPE A | 13369.80 |
| 441-7012 | 10 | EA | 794.18 | CURB CUT WHEELCHAIR RAMP, TYPE B | 7941.80 |
| 627-1000 | 2000 | SF | 37.74 | MSE WALL FACE, 0 - 10 FT HT, WALL NO - 2 | 75480.00 |
| 627-1010 | 1033 | SF | 37.05 | MSE WALL FACE, 10 - 20 FT HT, WALL NO - 2 | 38272.65 |
| 627-1140 | 420 | LF | 200.00 | TRAFFIC BARRIER V, WALL NO - 2 | 84000.00 |
| 632-0003 | 1 | EA | 9984.24 | CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3 | 9984.24 |
| 634-1200 | 10 | EA | 84.28 | RIGHT OF WAY MARKERS | 842.80 |
| Section Sub Total: | | | | | \$1,297,146.29 |

| Section Drainage | | | | | |
|---------------------------|----------|-------|------------|----------------------------------|--------------------|
| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
| 550-1180 | 100 | LF | 36.00 | STORM DRAIN PIPE, 18 IN, H 1-10 | 3600.00 |
| 550-1241 | 50 | LF | 46.00 | STORM DRAIN PIPE, 24 IN, H 10-15 | 2300.00 |
| 550-1360 | 50 | LF | 78.00 | STORM DRAIN PIPE, 36 IN, H 1-10 | 3900.00 |
| 576-1015 | 40 | LF | 22.16 | SLOPE DRAIN PIPE, 15 IN | 886.40 |
| 668-1100 | 2 | EA | 1720.77 | CATCH BASIN, GP 1 | 3441.54 |
| 668-1110 | 20 | LF | 178.52 | CATCH BASIN, GP 1, ADDL DEPTH | 3570.40 |
| 668-2100 | 2 | EA | 1999.18 | DROP INLET, GP 1 | 3998.36 |
| 668-2110 | 19 | LF | 176.39 | DROP INLET, GP 1, ADDL DEPTH | 3351.41 |
| Section Sub Total: | | | | | \$25,048.11 |

| Section Temporary Erosion Control | | | | | |
|-----------------------------------|----------|-------|------------|---|-------------------|
| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
| 163-0232 | 1 | AC | 460.72 | TEMPORARY GRASSING | 460.72 |
| 163-0240 | 3 | TN | 189.34 | MULCH | 568.02 |
| 163-0300 | 1 | EA | 1113.37 | CONSTRUCTION EXIT | 1113.37 |
| 165-0030 | 500 | LF | 1.19 | MAINTENANCE OF TEMPORARY SILT FENCE, TP C | 595.00 |
| 165-0101 | 1 | EA | 353.90 | MAINTENANCE OF CONSTRUCTION EXIT | 353.90 |
| 171-0030 | 1000 | LF | 3.09 | TEMPORARY SILT FENCE, TYPE C | 3090.00 |
| Section Sub Total: | | | | | \$6,181.01 |

| Section Permanent Erosion Control | | | | | |
|-----------------------------------|----------|-------|------------|---------------------------------|----------|
| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
| 603-2024 | 500 | SY | 40.97 | STN DUMPED RIP RAP, TP 1, 24 IN | 20485.00 |
| 603-7000 | 500 | SY | 3.99 | PLASTIC FILTER FABRIC | 1995.00 |
| 700-6910 | 1 | AC | 766.98 | PERMANENT GRASSING | 766.98 |
| 700-7000 | 3 | TN | 56.75 | AGRICULTURAL LIME | 170.25 |
| 700-7010 | 3 | GL | 19.29 | LIQUID LIME | 57.87 |

| | | | | | |
|---------------------------|------|----|--------|-----------------------------|--------------------|
| 700-8000 | 1 | TN | 226.17 | FERTILIZER MIXED GRADE | 226.17 |
| 700-8100 | 1200 | LB | 1.43 | FERTILIZER NITROGEN CONTENT | 1716.00 |
| Section Sub Total: | | | | | \$25,417.27 |

Section Signing and Marking

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|---|--------------------|
| 636-1020 | 200 | SF | 13.16 | HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3 | 2632.00 |
| 636-1029 | 100 | SF | 19.98 | HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3 | 1998.00 |
| 636-1031 | 700 | SF | 17.26 | HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6 | 12082.00 |
| 636-1032 | 50 | SF | 27.25 | HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6 | 1362.50 |
| 636-2070 | 3000 | LF | 6.77 | GALV STEEL POSTS, TP 7 | 20310.00 |
| 636-2080 | 500 | LF | 9.04 | GALV STEEL POSTS, TP 8 | 4520.00 |
| 636-3010 | 10 | EA | 251.74 | GROUND-MOUNTED BREAKAWAY SIGN SUPPORT | 2517.40 |
| 653-0120 | 26 | EA | 62.10 | THERMOPLASTIC PVMT MARKING, ARROW, TP 2 | 1614.60 |
| 653-0170 | 22 | EA | 108.52 | THERMOPLASTIC PVMT MARKING, ARROW, TP 7 | 2387.44 |
| 653-0210 | 20 | EA | 89.33 | THERMOPLASTIC PVMT MARKING, WORD, TP 1 | 1786.60 |
| 653-1501 | 40000 | LF | 0.30 | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE | 12000.00 |
| 653-1502 | 20000 | LF | 0.33 | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW | 6600.00 |
| 653-1704 | 600 | LF | 3.70 | THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE | 2220.00 |
| 653-1804 | 800 | LF | 1.84 | THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE | 1472.00 |
| 653-3501 | 20000 | GLF | 0.22 | THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE | 4400.00 |
| 653-6004 | 2000 | SY | 2.67 | THERMOPLASTIC TRAF STRIPING, WHITE | 5340.00 |
| 653-6006 | 1000 | SY | 2.84 | THERMOPLASTIC TRAF STRIPING, YELLOW | 2840.00 |
| 654-1001 | 200 | EA | 3.94 | RAISED PVMT MARKERS TP 1 | 788.00 |
| 654-1003 | 350 | EA | 4.31 | RAISED PVMT MARKERS TP 3 | 1508.50 |
| Section Sub Total: | | | | | \$88,379.04 |

Section Traffic Signals

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|-------------------------------------|---------------------|
| 639-4004 | 9 | EA | 3853.99 | STRAIN POLE, TP IV | 34685.91 |
| 647-1000 | 1 | LS | 13000.00 | TRAFFIC SIGNAL INSTALLATION NO - 1 | 13000.00 |
| 647-1000 | 1 | LS | 6000.00 | TRAFFIC SIGNAL INSTALLATION NO - 11 | 6000.00 |
| 647-1000 | 1 | LS | 52500.00 | TRAFFIC SIGNAL INSTALLATION NO - 12 | 52500.00 |
| 647-1000 | 1 | LS | 24500.00 | TRAFFIC SIGNAL INSTALLATION NO - 2 | 24500.00 |
| 647-1000 | 1 | LS | 14000.00 | TRAFFIC SIGNAL INSTALLATION NO - 3 | 14000.00 |
| 647-1000 | 1 | LS | 6000.00 | TRAFFIC SIGNAL INSTALLATION NO - 4 | 6000.00 |
| 647-1000 | 1 | LS | 12500.00 | TRAFFIC SIGNAL INSTALLATION NO - 5 | 12500.00 |
| 647-1000 | 1 | LS | 2500.00 | TRAFFIC SIGNAL INSTALLATION NO - 6 | 2500.00 |
| 647-1000 | 1 | LS | 2500.00 | TRAFFIC SIGNAL INSTALLATION NO - 7 | 2500.00 |
| 647-1000 | 1 | LS | 2500.00 | TRAFFIC SIGNAL INSTALLATION NO - 8 | 2500.00 |
| 647-1000 | 1 | LS | 12000.00 | TRAFFIC SIGNAL INSTALLATION NO - 9 | 12000.00 |
| 647-1000 | 1 | LS | 30500.00 | TRAFFIC SIGNAL INSTALLATION NO - 10 | 30500.00 |
| Section Sub Total: | | | | | \$213,185.91 |

Section Misc.

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|----------|------------|-----------------------------------|---------------------|
| 000-0000 | 1 | Lump Sum | 25000.00 | URS Construction Phase Fee | 25000.00 |
| 000-0000 | 1 | Lump Sum | 59594.00 | Silverman Construction Management | 59594.00 |
| 000-0000 | 1 | Lump Sum | 305850.00 | Landscaping/Lighting | 305850.00 |
| Section Sub Total: | | | | | \$390,444.00 |

Total Estimated Cost: \$2,045,801.63

| | |
|-----------------------------------|-----------------------|
| Subtotal Construction Cost | \$2,045,801.63 |
| E&C Rate 10.0 % | \$204,580.16 |
| Inflation Rate 10.0 % @ 1.0 Years | \$225,038.18 |
| | <hr/> |
| Total Construction Cost | \$2,475,419.97 |
| Right Of Way | \$650,000.00 |
| ReImb. Utilities | \$0.00 |
| | <hr/> |
| Grand Total Project Cost | \$3,125,419.97 |

Appendix F
Meeting Minutes



SUMMARY OF MEETING DECISIONS

MEETING DATE: March 28, 2006

MEETING TIME: 1:30 PM – 3:30 PM

MEETING LOCATION: GDOT District 7 Preconstruction Conference Room

PREPARED BY: Jennifer Harper, PE

PARTICIPANTS: Jerrell Thompson, *GDOT*
Joseph Palladi, *GDOT*
Keith Golden, *GDOT*
Scott Lee, *GDOT*
Mike Lobdell, *GDOT*
Brian Summers, *GDOT*
Ralph Merrow Jr., *GDOT*
Sara Yates, *Silverman Construction*
Phillip Allen, *URS*
Eric Bosman, *Urban Collage*
Phillip Allen, *URS*

DISCUSSION: Intersection improvements at 12 intersections along Ponce De Leon, Linden Ave. and North Avenue all located within the Midtown Improvement District of the City of Atlanta.

A meeting of the above listed participants was held on March 28, 2006 at 1:30 PM in GDOT District 7 Preconstruction Conference Room to discuss the Midtown Intersections Improvement project. Listed below is a summary of notable discussions and decisions.

- The Team acknowledged changes in traffic patterns associated with the opening of the 17th Street bridge/interchange and improvements to the Downtown connector.
- The Team participated in a group discussion on construction of a counterflow lane along West Peachtree southbound. The Team decided to eliminate the proposed contraflow lane southbound on West Peachtree Street based on an analysis of current traffic volumes and traffic patterns.

- Joseph Palladi recommended construction of a new lane along North Avenue eastbound for right turns onto Spring Street.
- Group discussion was held on making Ponce De Leon Avenue two-way.
- Joseph Palladi and Eric Bosman proposed removing on-street parking along Ponce De Leon Avenue between Spring Street and West Peachtree Street and to remark the existing pavement on Ponce De Leon Avenue to provide two lanes westbound at Spring Street..
- The Team reached consensus on improving vehicle mobility and enhancing pedestrian safety and mobility with minimal impact to vehicular traffic. Additionally, the project area will achieve compliance with ADA requirements utilizing the Midtown Alliance palette of context sensitive design and streetscape enhancements including granite header curb, special pavers and ADA ramps.