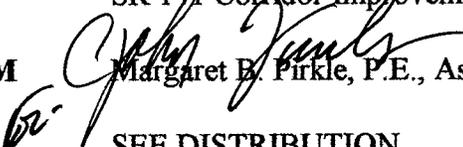


DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0004-00(689) Fulton County **OFFICE** Preconstruction
P. I. No. 0004689
SR 141 Corridor Improvements **DATE** May 25, 2004

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

TO  SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

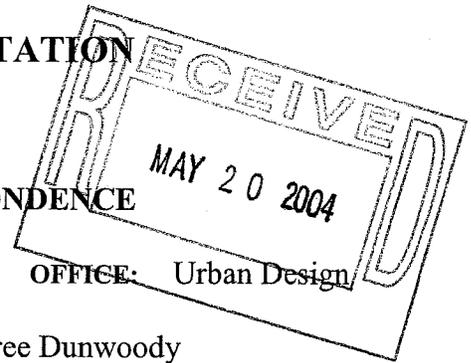
Attachment

DISTRIBUTION:

David Mulling
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Buddy Gratton
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BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: MSL-0004-00(689), Fulton County
SR 141/Peachtree Road Corridor Improvements
From Shadowlawn Ave. to Roxboro Road/Peachtree Dunwoody
P.I. No.: 0004689

OFFICE: Urban Design

DATE: May 20, 2004

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

TO: Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: Revised Project Concept Report

Attached is the original copy of the revised Concept Report for your further handling for your approval in accordance with the Plan Development Process.

The purpose of this revised concept report is to change the project limits and separate the overall project into three distinct contracts. These changes will allow the phased construction of the project corridor.

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

Date 5/20/04

Joseph P. Palladi - MF
State Transportation Planning Administrator

JBB:DMR

Distribution:

David Mulling, Project Review Engineer
Harvey Keeper, State Environment/Location Engineer
Phillip Allen, State Traffic Safety and Design Engineer
Joe Palladi, State Transportation Planning Administrator
Jamie Simpson, State Financial Management Administrator
Buddy Gratton, District 7 Engineer
Paul Liles, State Bridge and Structural Design Engineer

Need and Purpose: The roadway network in Buckhead is currently plagued by peak period and afternoon congestion resulting in increasing travel times, reduced accessibility for the surrounding commercial, office and residential development and degraded air quality for the region. These factors, combined with an underutilized MARTA station, an inadequate pedestrian network and the absence of bicycle facilities, resulting in an unbalanced transportation system that operates inefficiently serving neither local nor through traffic adequately. Modal diversity is a key element in the transformation of Peachtree Road into a truly modern roadway.

The proposed project will enhance the use of alternative modes of transportation that will help relieve the roadway network and create a host of viable options for travel to, from and within the community. These efforts combined with the efforts underway to balance development by adding high density housing and multi-use development that are community-friendly will create new demand and enhance latent demand for pedestrian connections and other choices for internal and external travel. *Residents* will be able to access transit for commutes to and from other employment centers in the region. *Residents* will be able to reach shopping, entertainment and office destinations by foot or bicycle. *Commuters* coming to the retail, hotel and service jobs from MARTA will be better able to reach work destinations by foot, shuttle and bicycle and will be better able to eliminate midday automobile trips as well. *Convention* traffic will be able to use transit for connections to downtown and will be more comfortable traveling in the community due to the wayfinding signage. *Visitors* and *shoppers* arriving by car will be able to park once and use other modes for internal circulation within the district.

The addition of a landscaped median improves safety for both pedestrians and motorists by eliminating points of conflict for automobiles, limiting turning movements which block the flow of traffic, and by providing refuge for pedestrians at the major intersections. An analysis of accidents in the corridor indicates a reduction in mid-block accidents of more than 30% can be expected due to the addition of a median.

The combination of elements in this project will allow Peachtree Road to serve the two purposes which typically put it at odds with itself: through traffic and local circulation. The combination of improved efficiency and enhanced modal alternatives will allow Peachtree Road to more adequately serve all transportation modes.

Project location: The proposed project is located in the Buckhead area in the City of Atlanta. The project is 1.33 miles in length extending from Shadowlawn Drive (MP 0.37) Roxboro/Peachtree Dunwoody Road (MP 1.70).

Description of the approved concept: The roadway will consist of six lanes with 2 five-foot bike lanes and a nineteen-foot raised landscaped median. The sidewalk will vary in width from eight feet to eleven feet with a 6-foot landscape strip separating the sidewalk from the traffic lanes. The proposed right-of-way will include the landscaped buffer, at least 5 feet of sidewalk and all roadway required structural retaining walls. The proposed right of way will also be mitered at intersections to encompass signal equipment and ADA requirements. The remaining width of sidewalk will be in a permanent easement.

PDP Classification: Major X Minor _____

Full Oversight (), Exempt(X), State Funded (), Other ()

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): _____ **State Route Number(s):** 141

Traffic (AADT) as shown in the approved concept:

Current Year (2005): 50,000 Design Year (2025): 60,000

Proposed features to be revised:

It is proposed to revise the Project Termini to separate the project into three contracts to meet Local time constraints for right of way acquisition and construction. The current approved concept Project Termini is described as SR 141/Peachtree Road from Shadowlawn Avenue to Roxboro Road/Peachtree Dunwoody Road.

Describe the revised feature(s) to be approved: This concept report revision is to revise the project limits into three separate contract limits.

Contract 1 is described as SR 141/Peachtree Road from Maple Drive (mp 0.50) to the bridge over GA 400 (mp 0.96).

Contract 2 is described as SR 141/Peachtree Road from the Bridge over GA 400(mp 0.96) to Roxboro Road/Peachtree Dunwoody Road (mp 1.70).

Contract 3 is described as SR 141/Peachtree Road from Shadowlawn Avenue(mp 0.37) to Maple Drive (mp 0.50).

Updated traffic data (AADT):

Current Year: 50,000 Design Year: 60,000

Programmed/Schedule:

P.E: 03/04 R/W: FY 04 Construction: FY 05

Revised cost estimates: See attached

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

This project is a non-capacity adding project. The number of through lanes (three in each direction) will remain unchanged as a result of the proposed improvement. As such, this project is considered exempt.

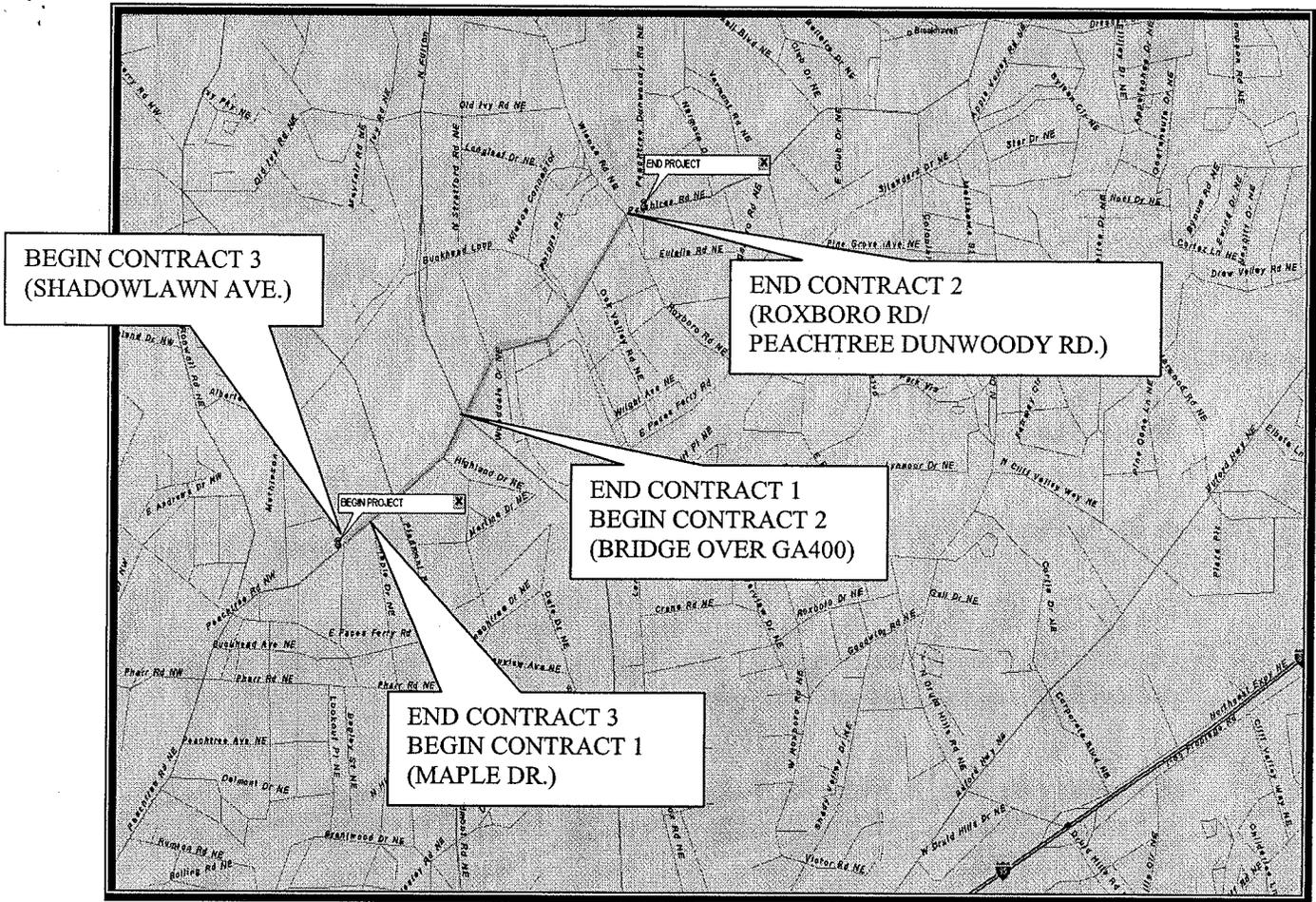
Recommendation: It is recommended that the above described revisions be incorporated into the previously approved concept to revise the project limits into three separate contracts.

Attachments:

1. Location Map
2. Cost Estimates

Concur: 
Director of Preconstruction

Approve: 
Chief Engineer



PROJECT LAYOUT – BY CONTRACT
MSL-0004-00(689)

Estimate Summary

P.I. Nos.	0004689	0004689	0004689	<u>TOTAL</u>
Location	<u>Contract 1</u> Maple Dr. to GA400 Bridge	<u>Contract 2</u> GA 400 Bridge to Roxboro Road	<u>Contract 3</u> Shadowlawn Ave. to Maple Dr.	N/A
Right-of-Way	\$12,514,000	\$12,510,000	\$2,569,000	\$27,593,000
Utility Relocation	\$2,766,000	\$5,315,000	\$588,000	\$8,669,000
Construction	\$2,897,000	\$4,547,000	\$593,000	\$8,037,000
E & C (10%)	\$289,700	\$454,700	\$59,300	\$803,700
Inflation (3yrs @ 5%)	\$502,300	\$788,300	\$102,700	\$1,393,300
Total Construction Cost	\$3,689,000	\$5,790,000	\$755,000	\$10,234,000
Grand Total Construction Cost (Includes R/W and Utilities)	\$18,969,000	\$23,615,000	\$3,912,000	\$46,496,000

