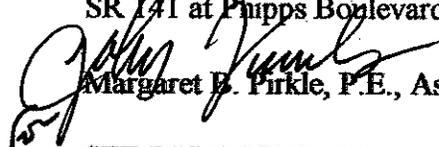


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0007-00(063) Fulton County **OFFICE** Preconstruction
P. I. No. 0007063
SR 141 at Phipps Boulevard Left Turn Lane **DATE** December 16, 2004

FROM  Margaret E. Firkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

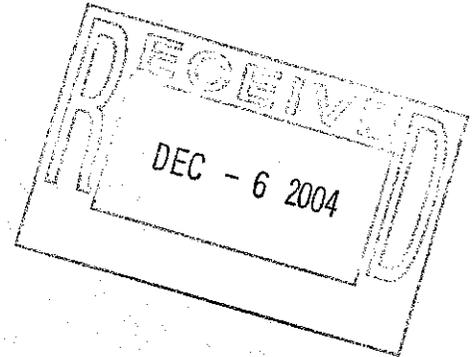
MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Paul Liles
Buddy Gratton
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



PROJECT CONCEPT REPORT

FULTON COUNTY
PROJECT NUMBER: STP-0007-00(063)

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 141
GADOT P.I. NO: 0007063

SEE ATTACHED
LOCATION SKETCH

Date of Report: 11/3/04

RECOMMENDED: 12-2-04 Phillip M. Allen
DATE STATE TRAFFIC SAFETY AND DESIGN ENGINEER

RECOMMENDED: 11/26/04 Buddy J. A.
DATE DISTRICT ENGINEER

RECOMMENDED: 12/8/04 Ken W. Math
DATE CHIEF ENGINEER

APPROVED: 12-8-04 Harold Exum
DATE COMMISSIONER

PROJECT CONCEPT REPORT

P.I. No.: 0007063

Project No.: STP-0007-00(063)

Route No.: S.R. 141 (Buckhead Loop)

Location: This project is located in the City of Atlanta, Fulton County, in Land District 17, Land Lot 45, in Georgia Military District 531. The intersection location is approximately 0.3 mile east of GA 400.

Description: This project is located at the intersection of S.R. 141 (Buckhead Loop) at Phipps Blvd. The Buckhead Loop is an Urban Principal Arterial that connects GA 400 to State Route 141/Peachtree Road. The intersection of the Buckhead Loop and Phipps Blvd. serves a commercial/business district that continues to experience great expansion, which translates to more traffic in this area. Phipps Blvd. serves as the main access road to Phipps Plaza (a prominent retail mall), and also acts as a connector for traffic accessing Wieuca Road (which connects to a large residential area), bypassing the need to navigate Peachtree Rd.

This project proposes to increase the length of the existing left turn lane and also add an additional left turn lane to provide for dual 400 foot long left turn lanes, thereby eliminating the substandard storage capacity. This will be accomplished by reducing the width of the median by 2 feet and reducing all lane widths on the west side of the Buckhead Loop/Phipps Blvd. intersection. Additionally, the taper on the existing right turn lane eastbound onto Phipps Blvd. will be lengthened by 100 feet for a total length of 275 feet in order to increase storage capacity. Finally, this project proposes to bring the intersection into compliance with ADA standards.

Traffic – Current ADT: (2004) 37,885 Design Year: (2024) 68,425

Existing Typical: Currently there are eight 12 foot wide through lanes, one 12 foot wide left turn and one 12 foot wide right turn lane on the eastbound approach, a 20-foot wide landscaped median with 30" curb and gutter tapering down to a 4 foot wide concrete median at the auxiliary lane, and urban shoulders.

Existing Right of Way: 100'

Existing Traffic Control: The existing traffic control consists of traffic signals with one left turn signal on eastbound S.R. 141 (Buckhead Loop) and one left turn signal on westbound Buckhead Loop.

Existing Major Structures: None

Statement of Need & Purpose: At the intersection of the Buckhead Loop and Phipps Blvd., there is an increased amount of eastbound traffic turning left onto Phipps Blvd. Currently, eastbound vehicles turning left onto Phipps Blvd. from Buckhead Loop utilize a single left turn lane which is 225 feet in length. A traffic count conducted during the P.M. peak hour revealed that 473 vehicles executed the left turn movement onto Phipps Blvd. Observation of this intersection validated that the queue for the existing left turn lane spills over into the through lanes, thereby inducing mainline delays.

As the attached report from HCS2000 shows, the Level of Service for the existing left turn lane by itself is at an "F" rating, which is the worst case scenario for traffic on a scale of A through F. With the proposed dual left turn lanes, the Level of Service for the left turn movement is at a "C" rating, which is a great improvement.

The addition of the left turn lane will reduce the number of vehicles waiting on the through lanes to enter the storage for the left turn lane, which in turn causes delays for eastbound traffic.

The lengthened taper on the right turn lane on eastbound Buckhead Loop will also help to relieve the traffic delays by providing more storage space for right turners.

Bicycle & Pedestrian Considerations: There is a crosswalk across the east side of the Buckhead Loop/Phipps Blvd. intersection and a crosswalk on southbound Phipps Blvd.

Length: 0.01 mile

Termini (S.R. 141)

From M.P.: 1.34

To M.P.: 1.35

PDP Class: Minor project

Functional Class: Urban Principal Arterial

Minimum Radius: 955'

Max Degree of Curve: +/- 6 degrees

Max Grades: +/- 8%

Design Speed: 35 mph

Proposed Typical Section: The design proposes to reduce the current 12 foot wide lanes to eight 11 foot wide through lanes, 11 foot wide left and right turn auxiliary lanes with 11 foot wide dual left turn lanes from the eastbound approach. The design proposes to maintain the existing 20 foot wide median, tapering it down to a 6 foot wide median. This design maintains the existing urban shoulders.

Proposed Major Structures: None

Type Access: Unlimited

Traffic Control During Construction: There will be no detours.

Right-of-Way Requirements: N/A

Utilities: Georgia Department of Transportation

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>	
	<u>FEDERAL/STATE</u>	<u>LOCAL</u>
R/W	\$0.00	\$0.00
Utilities	\$10,000.00	\$0.00
Estimate LGPA Total	\$0.00	\$0.00
Construction	\$171,709.13	\$0.00
Traffic Signal	\$1000.00	\$0.00
Railroad Equipment	\$0.00	\$0.00
E & C 10%	\$17,170.91	\$0.00
Total Construction	\$189,880.04	\$0.00

Permits Required: None

Level of Environmental Analysis: Categorical Exclusion

Level of Public Involvement: N/A

Time Saving Procedures Appropriate: Yes(X) No ()

Design Variances Required: None expected

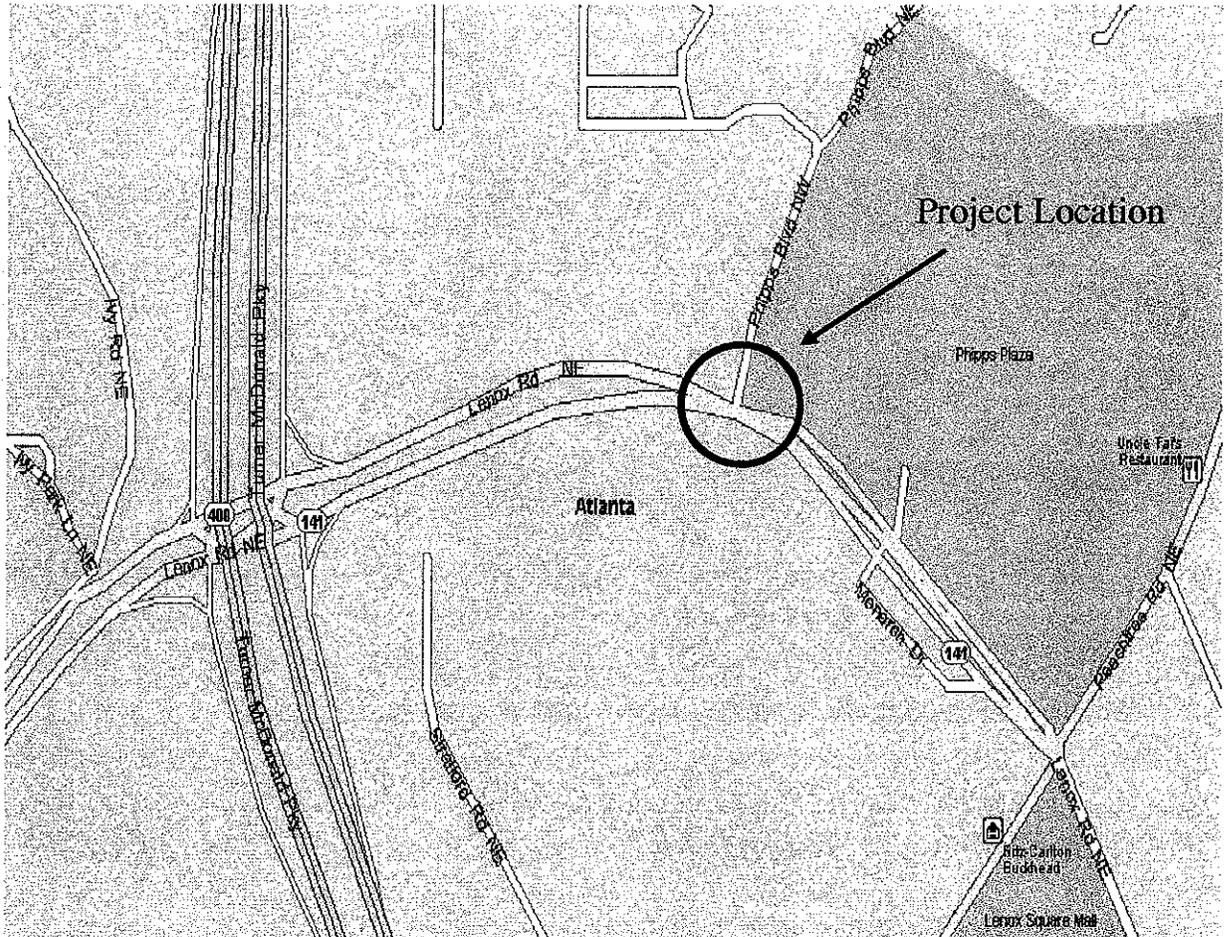
Alternates Considered: None

Comments:

Prepared By: Andrea Payne

PROJECT LOCATION SKETCH

INTERSECTION OF S.R. 141 AND PHIPPS BOULEVARD



Cost Estimate

Buckhead Loop - Intersection of SR 141 (Lenox Rd NE) and Phipps Blvd					
Pay Item	Description	Quantity	Unit	Unit Price	Total Cost
150-1000	Traffic Control	1	LS	\$15,000.00	\$15,000.00
210-0100	Grading Complete *	1	LS	\$25,000.00	\$25,000.00
310-1101	GAB crs, incl matl	200	TN	\$16.53	\$3,306.00
402-3141	12.5 mm superpave	1136	TN	\$40.64	\$46,167.04
402-3143	25.0 mm superpave	114	TN	\$43.67	\$4,978.38
402-3192	19.0 mm superpave	86	TN	\$48.48	\$4,169.28
413-1000	tack coat bitum	470	GL	\$1.12	\$526.40
432-0206	Milling	13245	SY	\$1.41	\$18,675.45
441-0104	4" concrete sidewalk	185	SY	\$35.31	\$6,532.35
441-6022	6" curb & gutter	925	LF	\$33.34	\$30,839.50
500-9999	Class "B" concrete	0	CY	\$173.21	\$0.00
610-1055	Remove Guardrail	100	LF	\$7.41	\$741.00
641-1200	Guardrail, TP W	100	LF	\$11.54	\$1,154.00
641-5001	Guardrail Anchorage, TP 1	1	EA	\$414.83	\$414.83
653-0120	Thermoplastic pvmt arrow TP 2	30	EA	\$62.69	\$1,880.70
653-0210	Thermoplastic pvmt word, TP 1	10	EA	\$107.75	\$1,077.50
653-1501	Thermoplastic solid 5" white	4250	LF	\$0.34	\$1,445.00
653-1502	Thermoplastic solid 5" yellow	2500	LF	\$0.43	\$1,075.00
653-1704	Thermoplastic solid 24" white	500	LF	\$4.00	\$2,000.00
653-1804	Thermoplastic solid 8" white	1550	LF	\$1.54	\$2,387.00
653-3501	Thermoplastic skip 5" white	3300	GLF	\$0.24	\$792.00
668-1100	Catch basin, TP 1	2	EA	\$1,773.85	\$3,547.70

Subtotal	\$171,709.13
Inflation, E & C (10%)	\$17,171.00

* includes clearing and grubbing,
grading, concrete sidewalk removal,
curb and gutter removal, and
catch basin removal

Construction Total	\$188,880.13
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ACCIDENT SUMMARY
S.R. 141 (LENOX ROAD) AT PHIPPS BLVD.

Year	Total Accidents	Angle	Rear End	Sideswipe	Head On	Injuries	Fatalities
2000	6	1	3	1	1	0	0
2001	6	0	2	4	0	0	0
2002	4	1	2	1	0	0	0

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT NUMBER: STP-0007-00(063)

COUNTY: FULTON

P. I. NUMBER: 0007063

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 this project.

The date of location approval is *DECEMBER 16, 2004*

This project is located in upper Fulton County, District 17 in GMD 531. The intersection is at the crossing of S.R. 141 and Phipps Boulevard.

It is proposed to construct an additional left-turn lane for eastbound Lenox Road traffic turning onto northbound Phipps Blvd. This will require a small amount of widening on the south side of Lenox Road, along with re-striping the eastbound lanes from 12' to 11' and reducing the median width from 4' to 2'. We are proposing to increase the length of this left turn bay to 175' to improve storage capacity. The Lenox Road eastbound right-turn lane taper will be modified (lengthen an additional 75') to meet standards. Upgrading pedestrian facilities such as ADA ramps and one additional crosswalk across the south end of the Lenox Rd/Phipps Blvd intersection will also be included.

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

Mike Lankford
michael.lankford@dot.state.ga.us
21 Claire Drive
Atlanta, GA 30315
(404) 624-2436

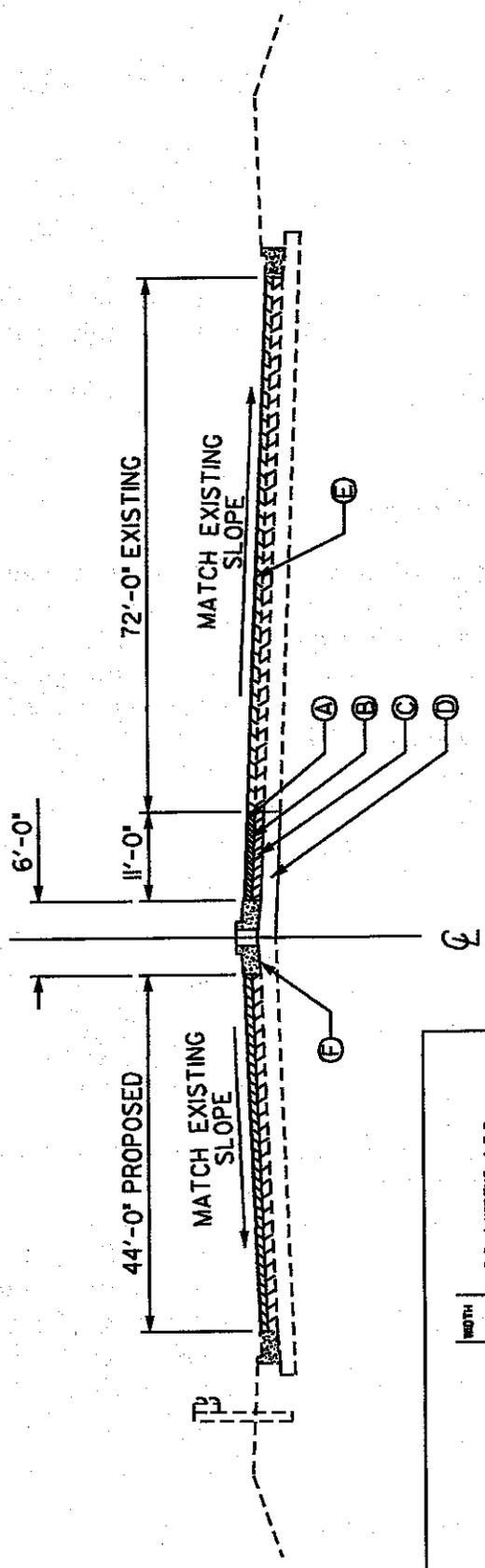
Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Lobdell
District 7 Preconstruction
Michael.lobdell@dot.state.ga.us
5025 New Peachtree Rd.
Chamblee, GA 30341
(770) 986-1011

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

TYPICAL TANGENT SECTION

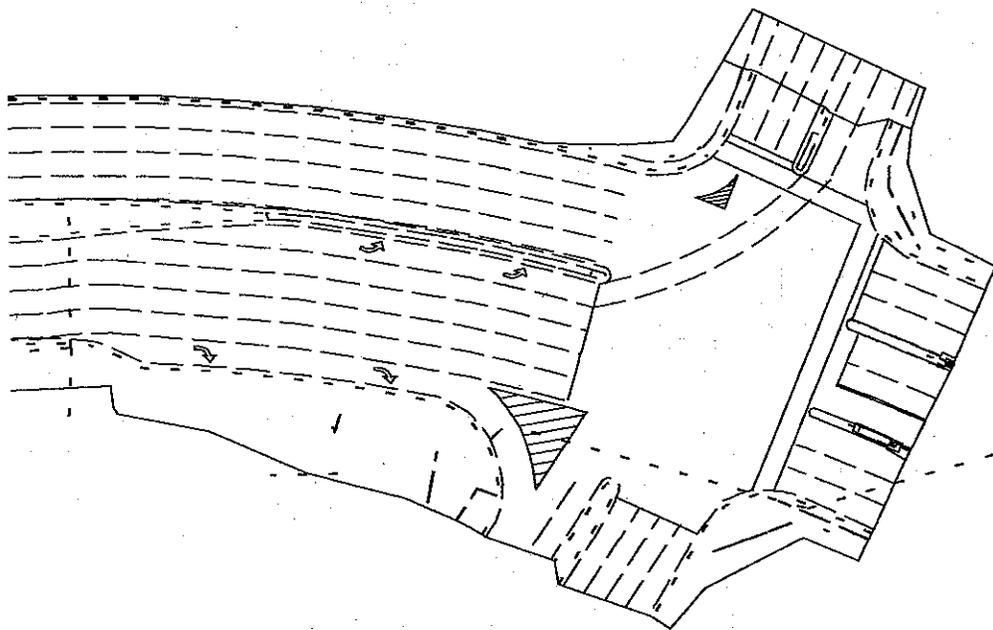
NOT TO SCALE
 THIS TYPICAL SECTION APPLIES TO:
 BUCKHEAD LOOP AT PHIPPS BLVD
 STA. 78+00 TO STA. 82+50



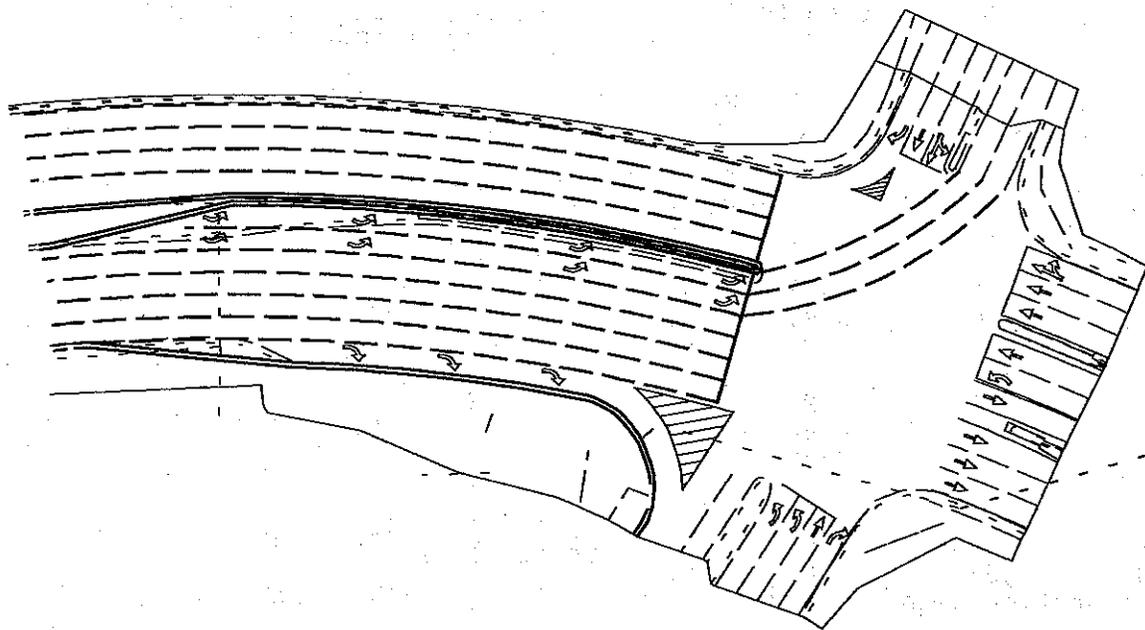
- (A) RECYCLED ASPH. CONC. 12.5 MM SUPERPAVE - 165 LBS/SY
- (B) RECYCLED ASPH. CONC. 19 MM SUPERPAVE - 220 LBS/SY
- (C) RECYCLED ASPH. CONC. 25 MM SUPERPAVE - 440 LBS/SY
- (D) GR AGGR BASE CRS, INCL MATL - 12 INCH DEPTH
- (E) ASPHALTIC CONCRETE LEVELING, AS REQ'D
- (F) 8' X 30' CONCRETE CURB & GUTTER, GA. STD. 9032 B TYPE 2

NO SCALE
 CLASS 'B' CONCRETE BASE OR PAVEMENT WIDENING
 Item Code 500-9999 - C.U. Yds.

In excavated areas between the existing paving and new curb and gutter that are 5'-0" or less in width, Class 'B' concrete should be placed in lieu of the base and paving specified by the typical section. Pavement will be made under Class 'B' Concrete Base and Pavement Widening.
 In excavated areas greater than 5'-0" in width, the Contractor shall place base and paving as specified on the typical section.
 See plans for details of curb and gutter construction.



EXISTING



PROPOSED

before dual left

Analyst:
 Agency:
 Date: 11/03/2004
 Period: 5:00 pm
 Project ID:
 E/W St: Buckhead Loop

Inter.: Buckhead Loop & Phipps Blvd.
 Area Type: All other areas
 Jurisd:
 Year : Baseline
 N/S St: Phipps Blvd.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	4	1	1	4	0	2	1	1	0	2	1
LGConfig	L	T	R	L	TR		L	T	R	DefL	T	R
Volume	594	1125	125	75	1094	31	313	219	63	81	63	344
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A	A		NB Left	A		
Thru			A	A	Thru	A	A	
Right			A	A	Right	A	A	
Peds			X	X	Peds	X	X	
WB Left		A			SB Left		A	
Thru				A	Thru		A	
Right				A	Right		A	
Peds				X	Peds		X	
NB Right					EB Right			
SB Right					WB Right			
Green		6.9	21.1	17.9		9.0	11.0	
Yellow		3.5	3.5	3.5		3.5	3.5	
All Red		0.5	0.5	0.5		0.5	0.5	

Cycle Length: 85.9 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	659	1770	0.98	0.37	56.7	E		
T	3394	6780	0.36	0.50	13.1	B	27.1	C
R	792	1583	0.17	0.50	11.8	B		
Westbound								
L	142	1770	0.58	0.08	43.8	D		
TR	1407	6752	0.87	0.21	39.0	D	39.3	D
Northbound								
L	360	3433	0.94	0.10	71.5	E		
T	521	1863	0.46	0.28	26.2	C	49.8	D
R	442	1583	0.15	0.28	23.5	C		
Southbound								
DefL	146	1138	0.60	0.13	42.2	D		
T	239	1863	0.28	0.13	34.5	C	318.4	F
R	203	1583	1.84	0.13	435.0	F		
Intersection Delay = 68.3 (sec/veh)					Intersection LOS = E			

Baseline

Phone:
 E-Mail:

Fax:

after dual left

Analyst: *
 Agency:
 Date: 11/03/2004
 Period: 5:00 pm
 Project ID:
 E/W St: Buckhead Loop

Inter.: Buckhead Loop & Phipps Blvd.
 Area Type: All other areas
 Jurisd:
 Year : Baseline
 N/S St: Phipps Blvd.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	4	1	1	4	0	2	1	1	0	2	1
LGConfig	L	T	R	L	TR		L	T	R	DefL	T	R
Volume	594	1125	125	75	1094	31	313	219	63	81	63	344
Lane Width	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A	A		NB Left	A		
Thru			A		Thru	A	A	
Right			A		Right	A	A	
Peds			X	X	Peds	X	X	
WB Left	A				SB Left		A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds			X		Peds		X	
NB Right					EB Right			
SB Right					WB Right			
Green	6.5	8.9	18.2		9.1	10.4		
Yellow	3.5	3.5	3.5		3.5	3.5		
All Red	0.5	0.5	0.5		0.5	0.5		

Cycle Length: 73.1 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	881	3319	0.73	0.27	27.7	C		
T	2788	6554	0.44	0.43	14.9	B	18.9	B
R	651	1531	0.21	0.43	13.4	B		
Westbound								
L	152	1711	0.54	0.09	35.7	D		
TR	1625	6527	0.75	0.25	27.4	C	27.9	C
Northbound								
L	413	3319	0.82	0.12	43.9	D		
T	579	1801	0.41	0.32	19.9	B	32.3	C
R	492	1531	0.14	0.32	17.7	B		
Southbound								
DefL	156	1100	0.56	0.14	33.9	C		
T	256	1801	0.27	0.14	28.5	C	271.8	F
R	218	1531	1.72	0.14	372.1	F		

Intersection Delay = 53.4 (sec/veh) Intersection LOS = D

Baseline

Phone:
 E-Mail:

Fax: