

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-104-1(41,42,43) Fulton County **OFFICE** Preconstruction  
P. I. Nos. 731560, 731570, 731580

**DATE** May 9, 2002

**FROM**  C. Wayne Hutto, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

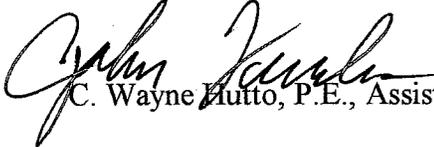
David Mulling  
Harvey Keepler  
Jerry Hobbs  
Herman Griffin  
Michael Henry  
Phillip Allen  
Marta Rosen  
Paul Liles  
Ben Buchan  
Joe Palladi  
Steve Henry  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-104-1(41,42,&43) Fulton County **OFFICE** Preconstruction  
P.I. Nos. 731560, 731570, & 731580  
**DATE** April 24, 2002

**FROM**  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

**TO** Frank L. Danchetz, P.E., Chief Engineer

**SUBJECT PROJECT CONCEPT REPORT**

These combined projects encompass intersection improvements at Piedmont Road (SR 237), Tower Place, Stratford Road, Lenox Parkway, Lenox Road (SR 141 Conn) and Peachtree-Dunwoody Road. The project is located within the Buckhead Community Improvement District of the city of Atlanta. The proposed project, which is comprised of three separate project numbers, is 0.72 mile in length extending from Shadowlawn Drive (MP 0.37) to Lenox Parkway (MP 1.09). 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, result 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 which will help relieve the roadway network and create a host of viable options for travel within the community. The proposed typical section will consist of six, 11' lanes with 21' raised landscaped median (including turn lanes). The project will include a 22" high median face, 4' bike lanes, curb and gutter and 16'-21' (typical) shoulder comprised of a 6' landscape strip and 10'-15' sidewalk. Modification to the existing bridge structure (over GA 400 and MARTA) will be limited to installation of a median island, and relocation/replacement of existing utilities.

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.

Environmental concerns include requiring a Categorical Exclusion with programmatic 4(f); historic resources impacted; public information meetings have been held; time saving procedures are not appropriate.

STP-104-1(41,42,&43) Fulton

April 24, 2002

The estimated costs for these projects are:

**STP-104-1(41)**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$3,716,000	\$733,000	2002	LR
Right-of-Way*	\$7,495,000	----		
Utilities*	\$1,262,000	----		

**STP-104-1(42)**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$1,800,000	\$1,873,000	Lump	LR
Right-of-Way*	\$4,449,000	----		
Utilities*	\$2,162,000	----		

**STP-104-1(43)**

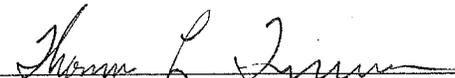
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$2,246,000	\$1,897,000	LR	LR
Right-of-Way*	\$8,623,000	----		
Utilities*	\$2,197,000	----		

\*To be done by PMA with city of Atlanta (Buckhead CID).

I recommend this project concept be approved.

CWH:JDQ/cj

Attachment

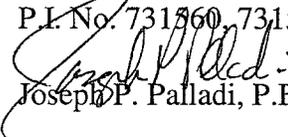
CONCUR   
 Thomas L. Turner, P.E., Director of Preconstruction

APPROVE   
 Frank L. Danchetz, P.E., Chief Engineer

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** STP-104-1(41, 42 & 43)), Fulton County Peachtree Road from Shadowlawn Ave. to Peachtree Dunwoody Road P.I. No. 731560, 731570 & 731580  
**OFFICE:** Urban Design  
**DATE:** April 4, 2002

**FROM:**  Joseph P. Palladi, P.E., State Urban Design Engineer

**TO:** Thomas L. Turner, P.E., Preconstruction Division Director  
Attn.: Wayne Hutto, P.E.

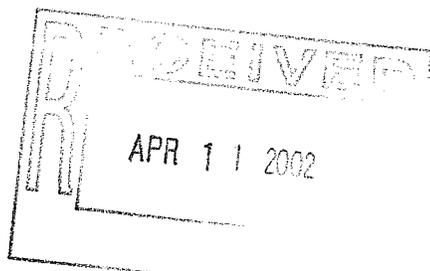
**SUBJECT:** Proposed Project Concept Report

Attached for your further handling is the Project Concept Report for SR 141/Peachtree Road corridor improvement project. The project will maintain or widen the existing lanes to 11 feet and add a raised median with turn lanes from Shadowlawn Avenue to Peachtree Dunwoody Road in the City of Atlanta. The project also adds 4-foot bike lanes and 10-15 foot wide sidewalks.

Please process this report through the Departments project development process.

JPP:DMR<sup>asc</sup>  
Attachment

cc: David Mulling, w/attachment  
Harvey Keepler, w/attachment  
Phillip Allen, w/attachment  
Marta Rosen, w/attachment  
Herman Griffin, w/attachment  
Paul Liles, w/attachment  
Steve Henry, District 7 Engineer w/attachment



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State of Georgia  
Department of Transportation

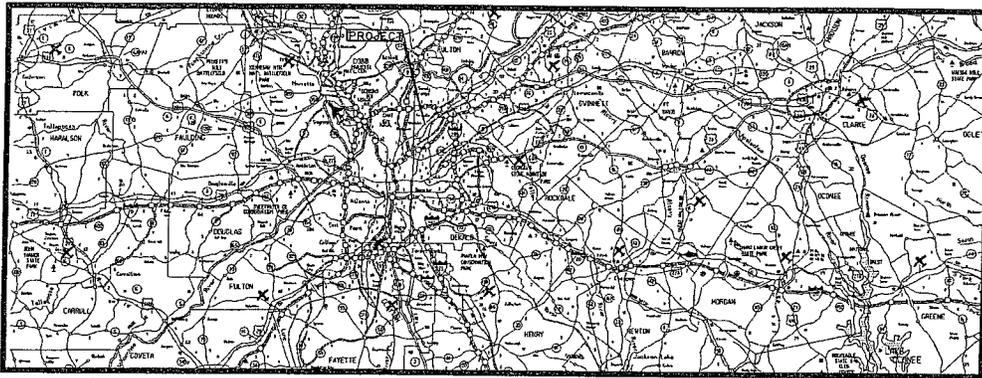
Project Concept Report page 1  
Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
P. I. Number: 731560, 731570, 731580  
County: Fulton

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Numbers: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

County: Fulton  
P. I. Numbers: 731560, 731570, 731580  
Federal Route Number: N/A  
State Route Number: 141



Recommendation for approval:

DATE April 4, 2002

*Donnell Rutland*  
Project Manager

DATE 4/8/02

*Joseph P. Hill*  
State Urban Design 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 \_\_\_\_\_

\_\_\_\_\_  
State Transportation Programming Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

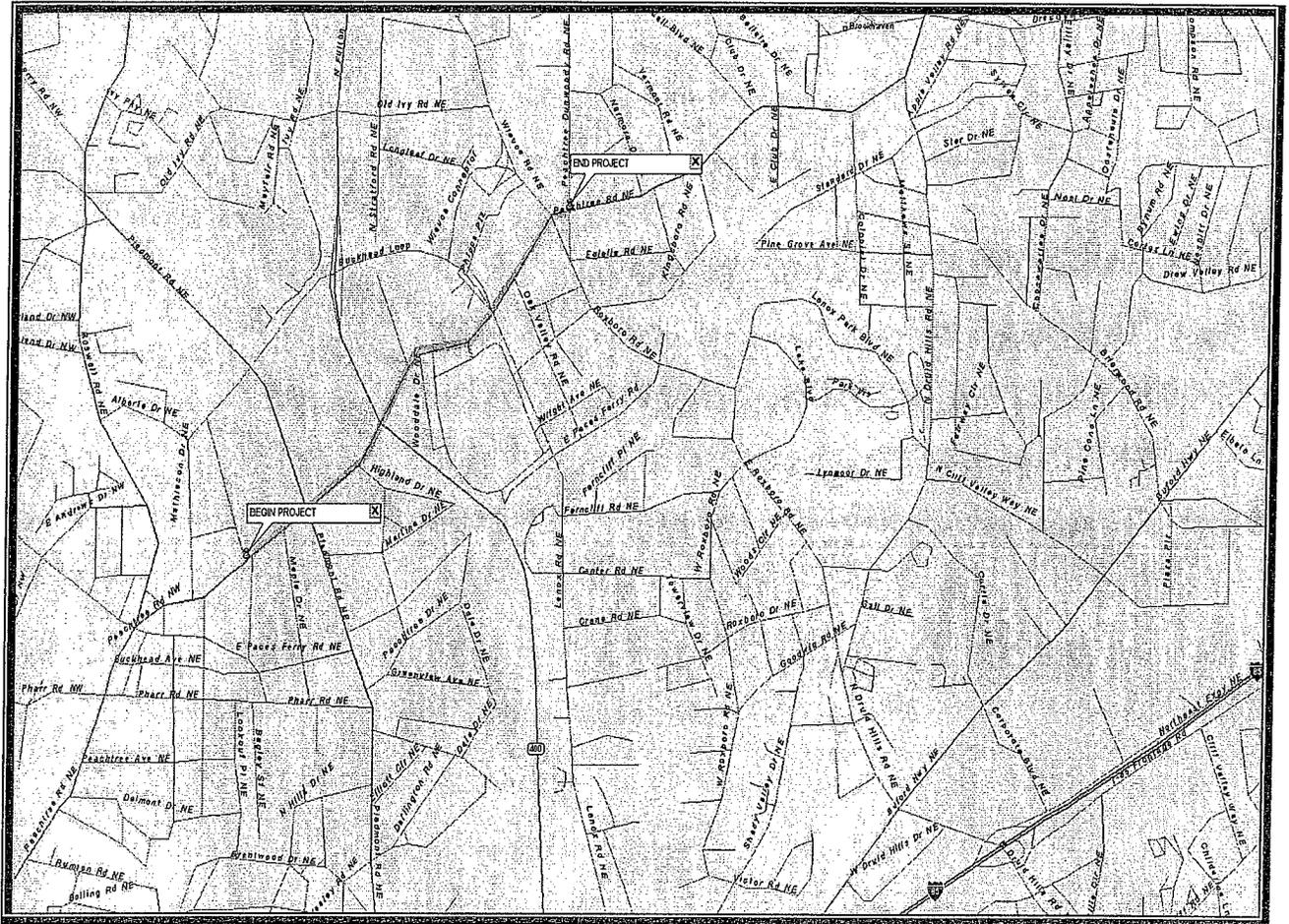
DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Engineer

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Department of Transportation

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Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
P. I. Number: 731560, 731570, 731580  
County: Fulton



PROJECT LAYOUT

Project Concept Report page 3

Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

P. I. Number: 731560, 731570, 731580

County: Fulton

**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, result 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 which 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 through movements while allowing the community to reclaim the corridor as their own.

#### **Status of Transportation Planning Process:**

The southern portion of the corridor from Shadowlawn Drive to Lenox Parkway has been included in the current (FY 2002-2004) TIP/RTP as three separate intersection improvement projects. On January 23, 2003, a request was made by the Buckhead Community Improvement District to ARC to amend the 2002-2004 TIP and Regional Transportation Plan to include the \$6,000,000 appropriated by Congress for the Peachtree Corridor Project. These funds were made available from the Transportation and Community System Preservation (TCSP) Program. The request is currently pending.

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P. I. Number: 731560, 731570, 731580  
County: Fulton

In the first draft of the 2003-2005 TIP currently being circulated, the intersection projects listed in the 2002-2004 TIP have been consolidated into a single project that incorporates the entire corridor from Shadowlawn Drive to Peachtree-Dunwoody Road.

**Description of the proposed project:** The proposed project, which is comprised of three separate project numbers, is 0.72 miles in length extending from Shadowlawn Drive (MP 0.37) to Lenox Parkway. (MP1.09). An extension of this improvement to Roxboro/Peachtree Dunwoody Road (MP 1.70) is anticipated. Inclusion of the fourth project in the Long Range Element of the Regional Transportation Plan is pending.

The project is located within the Buckhead Community Improvement District of the City of Atlanta. The project encompasses intersection improvements at Piedmont Road (SR 237), Tower Place, Stratford Road, Lenox Parkway, Lenox Road (SR 141 Conn), and Peachtree-Dunwoody Road.

**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.

**PDP Classification:** Major

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

**Functional Classification:** Urban Principal Arterial

**U. S. Route Number(s):** N/A

**State Route Number(s):** 141,237,141 CONN

**Traffic (AADT):**

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

**Existing design features:**

- Typical Section: Six-lane curb and gutter with sidewalks. Existing lane widths are generally 10-11 feet in width. Width and condition of sidewalk varies throughout the corridor.
- Posted speed 35 mph Maximum degree of curvature: 11°
- Maximum grade:                      %
  - Peachtree Road: 3 %
  - Woodvale Drive: 11 %
  - Driveways: 15 %
- Width of right of way: Varies 120-140 ft.
- Major structures: Peachtree Road over SR 400 and MARTA. 221' X 108'.  
Sufficiency Rating = 95.3
- Major interchanges or intersections along the project: Piedmont Road, Tower

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Department of Transportation**

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Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

P. I. Number: 731560, 731570, 731580

County: Fulton

Place, Stratford Road, Lenox Parkway, Lenox Road, and Peachtree Dunwoody Road.

- Existing length of roadway segment and the beginning mile logs for each county segment: Total existing length is 1.33 miles, from MP 0.37 to MP 1.70

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- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline 3 % Maximum grade allowable 8 %.
- Proposed Maximum grade Side Street 11 % Maximum grade allowable 15 %.
- Proposed Maximum grade driveway 11 %
- Proposed Maximum degree of curve 11° Maximum degree allowable 13.5°.
- Right of way
  - Width Varies 120' to 153'.
  - Easements: Temporary ( ), Permanent ( X ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit ( X ), Other ( ).
  - Number of parcels: 47
  - Number of displacements: Business: 1 (possible) Residences: 0 Mobile homes: 0 Other: 0
- Structures:
  - Bridges: Modification to existing structure will be limited to installation of a median island, and relocation/replacement of existing utilities.
  - Retaining walls: Retaining walls may be required due to grades at Lenox Mall, and Phipps Plaza. Other minor retaining walls may also be required due to localized site conditions.
- Major intersections and interchanges: Piedmont Road, Tower Place, Stratford Road, Lenox Parkway, Lenox Road, and Peachtree-Dunwoody Road.
- Traffic control during construction: Shoulder closures and/or lane closures will be necessary during the re-striping, milling and resurfacing, median island construction/modification, curb and gutter, drainage, sidewalk, and signal improvements. It is proposed to perform this work at night and during off-peak hours.
- 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)

AASHTO recommends an  $e_{max} = 0.04$  ' for urban arterials. The existing superelevation along the corridor varies. It is anticipated however that some areas of the corridor will not comply with the AASHTO superelevation rate. Efforts will be made to modify the existing cross slope wherever practical. If drainage,

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County: Fulton

right-of-way, or other circumstances cause AASHTO compliance to be impractical then a design exception will be required.

- Design Variances; Substandard median opening spacing, planting within 8 feet of the travel lane, and street intersection angles less than 60 degree skew.
- Roadway and Pedestrian Lighting: Roadway and pedestrian lighting is a proposed feature of this project. Roadway lighting standards will be located in the median and spaced based on illumination requirements. Approximate spacing is 100 feet. Pedestrian lighting will be located in the landscaped strip adjacent to the bicycle lane and shall be spaced based on illumination requirements. Approximate spacing is 40 feet. The illumination of the corridor will provide safety enhancements for nighttime driving and provide pedestrians with increased security at night. Lighting standards shall be of a standard "off the shelf" item. The precise fixture style has not been selected. The lighting will be powered and maintained by Georgia Power.
- Environmental concerns:
  - Historical

Two sites within the corridor, Quintessence and the Bright House, have been found to be eligible for inclusion on the National Register of Historic Places (NRHP). The State Historic Preservation Officer (SHPO) has concurred that the sites are eligible, and in the proposed boundaries for the sites. Property from the sites will be required for the project. A Historic Resources Survey Report has been prepared.

The SHPO has determined that the eligible National Register boundary of the Bright House should include only the remaining significant landscape features, i.e. the mature trees on the grassed front yard of the property, that contribute to the National Register eligibility of the property. In making this determination consideration was given to the fact that Peachtree Road has already been widened in the vicinity of the property; significant and overwhelming changes in the character of the setting of the property have occurred in the form of modern multi-story residential, office and commercial buildings; and the introduction of signage, asphalt parking lots and drives and utilities within the front yard of the property has affected the property setting.

The SHPO has requested that a series of low-growing shrubs be planted along the back edge of the proposed sidewalk to better define the edge of the yard of the Quintessence Property and that the landscape plan also take into account the spacing of the trees in front of the Quintessence Property to help define the yard by staggering the placement of the trees. A finding of Conditional No Adverse Effect is also anticipated for the Quintessence Property. The character of the setting has been completely degraded because Peachtree Road has already been widened in the vicinity of the property and significant and overwhelming modern intrusions in the form of modern multi-story residential, office, and commercial buildings. The trees on the property have been radically pruned and found to have little chance of long term survival. Project implementation will replace these trees with new and healthy ones. SHPO will be afforded the opportunity to review and comment on the landscaping plan to be implemented in

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 Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
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the vicinity of the Quintessence Property. The proposed project will require a Programmatic Section 4(f), for the minor taking of land from within the National Register eligible boundary of the Quintessence Property. *Site plans showing the historic sites and NHRP boundaries are attached.*

No other significant environmental concerns have been identified.

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (x),
  - Categorical exclusion ( ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) (x),  
or
  - Environmental Impact Statement (EIS) ( ).
- Maintenance: The City of Atlanta and or the Buckhead Community Improvement District will provide a maintenance agreement for all landscaping and irrigation for the proposed improvement.
- Utility involvements: There is an open issue concerning utility vaults throughout the corridor, alternates are to leave in place, or move the vaults underneath the new sidewalk. The lighting for this project will be leased. The following utility companies may have facilities affected by the proposed project:

NAME	CONTACT	ADDRESS	SERVICE
BellSouth	Randy Lloyd (770-492-1600)	Telecommunications, Inc. 1950 West Exchange Place, Suite 2000 Tucker, GA 30084-5330	Distribution
Metromedia Fiber Network Services, Inc.	Jarvis Middleton (770-220-5703)	4016 Flowers Road, Suite 2000 Atlanta, GA 30360	Fiber Networks
GA Power	Steve Powner (404-656-5436)	829 Jefferson Street, NW Atlanta, GA 30318	Underground Power Lines
Georgia Power	Clabe Chapman (404-572-7702)	760 Ralph McGill Blvd. Atlanta, GA 30312	Power
United Water	Peter Tinubu (404-235-2010)	651 14 <sup>th</sup> Street Atlanta, GA 30318	Water
Atlanta Gas	Brian Leavell (404-587-4702)	PO Box 4569 Atlanta, GA 30302	Natural Gas
Nextlink	Gary Suzor (678-444-4464)	4000 Highland Parkway Smyrna, GA 30082	Telecommunication
BellSouth	James Sylvestor (770-493-3720)	2310 Parkland Drive, NE Room 530 Atlanta, GA 30345	Public Requirements
Level 3 Communications	Jackie Temples (404-253-1900)	345 Courtland Street, NE Atlanta, GA 30308	Telecommunication
NSG	Ray Reynolds (404-872-6788)	528 Plasters Ave, NE Atlanta GA 30324	Telecommunication
E-Spire	Roger Tate (706-232-5498)	5859 Big Texas Valley Road Rome GA 30165	Telecommunication

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Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

P. I. Number: 731560, 731570, 731580

County: Fulton

**Proposed Design Features:**

- Proposed typical section(s): Six 11-foot lanes, with 21-foot raised landscaped median (including turn lanes). The median will include a 22" height median face, 4-foot bike lanes, curb and gutter and 16-21-foot (typical) shoulder comprised of a 6-foot landscape strip and 10-15-foot sidewalk.
- Proposed Median Opening Spacing

Adjacent Opening					Distance to
Major Road	Intersecting Feature	Mi. Post	Back	Ahead	Signalized
Peachtree Road	Maple Drive	0.50	650	435	Yes
	Piedmont Road	0.58	435	515	Yes
	Commercial Drive (SB Left In Only)	0.68	515	390	No
	Highland Road	0.75	390	490	Yes
	Tower Place	0.85	490	320	Yes
	Capitol City Plaza Entrance (NB Left In Only)	0.90	320	730	No
	Stratford Road	1.05	730	435	Yes
	Lenox Parkway	1.14	435	550	Yes
	Lenox Mall Entrance	1.23	550	600	Yes
	Lenox Road	1.34	600	550	Yes
	Oak Valley Road	1.45	550	810	Yes
	Wieuca Road	1.61	810	490	Yes

- Turn Queue Storage:

INTERSECTION	NB	SB	WB	EB
Shadowlawn	-	-	-	-
Maple	LT=150'	LT=50'	RT=100'	AS IS
Piedmont	DUAL LT=125' EACH	DUAL LT=300' EACH	AS IS	LT=AS IS RT=150'
Joe Muggs	-	LT=80'	-	-
Highland	LT=150'	LT=150'	MAX POSSIBLE	MAX POSSIBLE
Tower Place	LT=150'	LT=80'	MAX POSSIBLE	MAX POSSIBLE
Capital City Plaza	LT=60'	-	-	-
Stratford	LT=150'	LT=85'	AS IS	MAX POSSIBLE
Lenox Pky	LT=150'	LT=290'	AS IS	MAX POSSIBLE
Lenox Square	LT=150'	LT=180'	AS IS	MAX POSSIBLE
Lenox	DUAL LT=200' EACH	DUAL LT=250' EACH	AS IS	AS IS
Oak Valley	LT=150'	LT=150'	AS IS	AS IS
Wieuca	LT=400'	LT=100'	AS IS	AS IS
Roxboro	LT=175'	AS IS	AS IS	AS IS

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 County: Fulton

- Intersection Operation Comparison

INTERSECTION OPERATIONS COMPARISON				
INTERSECTION	2005 DHV, NO BUILD		2005 DHV, BUILD	
	LOS	v/c	LOS	v/c
Shadowlawn	A	0.61	A	0.61
Maple	A	0.72	B	0.72
Piedmont	F	1.31	F	1.24
Joe Muggs Driveway	-	-	F (SB LT)	-
Highland	D	0.95	C	0.98
Tower Place	B	0.91	C	0.96
Capital City Plaza Ent.	-	-	F (NB LT)	-
MARTA (ped xing)	-	-	A	0.60
Stratford	D	1.06	C	1.04
Lenox Pky	E	1.16	F	1.16
Lenox Square	D	1.05	D	1.06
Lenox Rd	D	0.90	F	1.03
Oak Valley	C	0.91	C	0.94
Wieuca	D	0.94	D	0.97
Roxboro	C	0.79	C	0.79

INTERSECTION OPERATIONS COMPARISON				
INTERSECTION	2025 DHV, NO BUILD		2025 DHV, BUILD	
	LOS	v/c	LOS	v/c
Shadowlawn	A	0.67	A	0.67
Maple	B	0.78	B	0.77
Piedmont	F	1.44	F	1.40
Joe Muggs Driveway	-	-	F (SB LT)	-
Highland	E	1.01	D	1.04
Tower Place	C	0.96	C	1.02
Capital City Plaza Ent.	-	-	F (NB LT)	-
MARTA (ped xing)	-	-	A	0.66
Stratford	E	1.10	C	1.02
Lenox Pky	F	1.16	F	1.21
Lenox Square	E	1.15	E	1.11
Lenox Rd.	E	0.99	F	1.14
Oak Valley	C	0.98	C	0.99
Wieuca	E	1.04	F	1.07
Roxboro	C	0.86	C	0.86

Intersection operations will improve slightly at most locations. The installation of the median, which will improve mid-block operations, has increased left turn and U-turn volumes at the intersections thus negotiating some of the operational benefits. Several of the intersections demonstrate an increase in delays principally due to the increase in left turn and U-turn volumes and in some instances the elimination of right turn lanes to shorten crosswalk lengths.

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Worldcom	Pete Phillips (770-284-4065)	6 Concourse Parkway Suite 2000 Atlanta, GA 30312	Telecommunication
AT&T Broadband	Cathy Campbell (770-559-2166)	2925 Courtyards Drive Norcross, GA 30071	Telecommunication

**Project responsibilities:**

- Design, Buckhead Community Improvement District (BCID)/City of Atlanta
- Right of Way Acquisition, BCID/ City of Atlanta, or Georgia DOT (to be determined)
- Relocation of Utilities, BCID, City of Atlanta
- Letting to contract, Georgia DOT
- Supervision of construction, Georgia DOT
- Providing material pits, N/A
- Providing detours. N/A

Local Government Project Agreement (LGPA) will need to be executed for this project. In addition, maintenance agreements for landscaping and lighting will also be required.

**Coordination**

- Initial Concept Meeting date and brief summary. June 7, 2001. Minutes are attached.
- Concept meeting date and brief summary. *June 7, 2001*
- P. A. R. meetings, dates and results: *None*
- FEMA, USCG, and/or TVA, *N/A*
- Public involvement. An extensive public involvement effort has been completed and is continuing for this project. *See attached summary.*
- Local government comments.

The Peachtree Road Corridor Project has had an extensive and ongoing public outreach process. The thrust of the public outreach is threefold:

1. Individual meetings with stakeholder
2. Formation of a Design Advisory Group (DAG)
3. Public information meetings

Numerous meetings have been held with stakeholders within the corridor. These stakeholders have included civic associations, elected officials, as well as individual merchants. The DAG consists of over 30 members including representatives from neighborhood groups, City of Atlanta, bicycle and pedestrian advocacy groups, MARTA and others. The DAG's primary purpose is to serve as an ongoing channel for receiving community stakeholder and agency input for project planning and design. A Public Information Meeting was held on June 28, 2000 to solicit comments on the concept for the project. At least one additional public information meeting will be held during project development.

- Other projects in the area. STP-001-00(398), P.I. No. 0001398  
CNI-00MS(119), P.I. No. 770873  
STP-0002-00 (566) P.I. No. 0002566

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County: Fulton

BATMA Electric Shuttle

- Other coordination to date. *See attached*
- Railroad: *None*
- Emergency Services. The following emergency services have been contacted:
  - Major Joe Spillane  
City of Atlanta Police Department  
(404) 848-7231
  - Dennis Ham  
City of Atlanta Fire Department  
(404) 853-7000
  - Maeretha Smith  
EMS  
(404) 616-7309

Coordination with these agencies is in progress.

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 6 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: 9 Months.
- List other major items that will affect the project schedule: N/A Months.

**Alternatives for Highland Road:** A proposed hotel development at Highland Road includes the Cul-de-sacing of Highland Road. Since it is not known for certain if the proposed development will occur, this project will consider three alternatives for neighborhood access at Highland Road. The alternatives are as follows:

- Cul-de-sac Highland Road (if the proposed development does not get implemented).
- No neighborhood access (controlled via signing).
- Prohibit left turns from Peachtree Road

**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 bicycle, transit and walking. Other alternatives considered includes a no-build scenario and design options such as a section with no median, a reduced scale median, HOV lane inclusion, light rail inclusion, wide curb lane for bicycles, separated bicycle pathways and decreased sidewalk widths.

The proposed design includes unsignalized median openings at Joe Muggs (between Piedmont Road and Highland Drive) allowing southbound left turns and at Capital City Plaza (between Tower Place and Stratford Drive). An alternate considered was to close these median openings. A Synchro analysis was performed on the upstream and

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downstream adjacent intersections to determine the effect the re-distributed trips would have on Peachtree Road operations. Expected delays were found to increase.

The design alternative selected was the most progressive in nature. It provides greater levels of benefits to the users, contributes to the aesthetic quality of the surrounding area, and discourages joy walking. Elimination of the median would significantly diminish mid-block flow efficiencies and provide less refuge for pedestrian crossings at intersections. Under no-build conditions, the inner travel lanes of Peachtree become de facto turn lanes due to the volume of turning movements. The proposed improvements are anticipated to generate delay reductions at some intersections along the corridor ranging 4 to 40 seconds in the evening peak hour.

**Comments:** The following additional comments are offered:

*(a) Accessibility and mobility for people and goods*

Accessibility and mobility will be markedly improved by the Peachtree Road corridor project. The project includes the development of alternative modes of transportation that provide enhanced accessibility for all people, including those who might be transit dependent, disabled or chose to travel by alternative modes of transportation including bicycling and walking. This enhancement of alternative modes will result in a more balanced mode split which will enhance the efficiency of the existing infrastructure, resulting in decreased congestion and enhanced mobility for the people who live, work and shop in the community. The addition of a median, which consolidates left turn movements, combined with improved signal timing, helps improve traffic flow resulting in improved efficiency of the existing roadway.

*(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. It enhances each either by providing facilities that do not currently exist (bicycle) or by enhancing those that do by eliminating major barriers to their use. In addition, the project facilitates the operation of the Buckhead intradistrict shuttle system which will further reduce the number of short cold start trips within the area and will operate on clean electric fuel. The proposed project, which provides enhanced alternative mode infrastructure, combined with promotional and incentive efforts underway through the Transportation Management Association (TMA) together create a comprehensive package to support area resident employees in shifting to an alternative mode for commute trips to the community and internal trips within it.

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

The proposed project, which provides enhanced alternative mode infrastructure,

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combined with promotional and incentive efforts underway through the Transportation Management Association (TMA) and TMA/CID sponsored intradistrict shuttle in the current TIP, create a comprehensive package to support area residents and employees in shifting to an alternative mode for commute trips to the community and internal trips within it.

*(c) Improving and maintaining system performance and system preservation*

The proposed project rehabilitates a corridor that is currently modally deficient. It is unfriendly, if not unsafe, for pedestrians and does not currently include options for cyclists. The proposed improvements will provide for alternative modes resulting in the creation of regional linkages rather than barriers which render it obsolete. The addition of a median increases the efficiency of existing system by eliminating turning movements that interfere with traffic flow and provide opportunities for conflict. Increasing pedestrian and shuttle accessibility to the MARTA transit system will increase the currently under-utilized Buckhead station. Facilitating the use of alternative modes of transportation including biking and walking helps to create a more balanced transportation system that operates more efficiently as a comprehensive system. The CMS System identified this corridor as needing a median, pedestrian facilities and bicycle facilities in order to provide congestion relief corridor.

*(d) Protecting and improving the region's quality of life and natural environment*

- The addition of landscaping (trees, shrubs and ground cover) will provide for shaded walkways and enhanced aesthetic quality of the entire area.
- The addition of stylized roadway and pedestrian lighting provides an increased perception of security at night that will encourage pedestrian activity and contributes to the aesthetic quality and character of the community.
- Refuge islands and enhanced walkways and crossings will provide a safer pedestrian environment that is also more conducive to walking and encourages street level activity.
- Enhanced accessibility and mobility results in less stress for commuters by the addition of choices and reduced congestion.
- The combination of improvements helps to cultivate a sense of community by developing an identity and scale that "reclaims" Buckhead for the pedestrian and residents.
- The elimination of trips and cold starts helps reduce harmful emissions which negatively impact health and wellbeing of residents in 13 county metro area in addition to those in Buckhead.
- Wayfinding signage helps create an environment friendly to out-of-town visitors and convention traffic encouraging them to travel by foot and rail rather than automobile.

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**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C,
  - b. Right of Way, and
  - c. Utilities.
2. Sketch location map,
3. Typical sections,
4. Accident summaries,
5. Capacity analysis,
6. Bridge inventory,
7. Minutes of Initial Concept and Concept meetings.
8. Minutes of any meetings that show support or objection to the concept (None)
9. LGPA's or PMA's. *Not attached.*
10. Location and Design Notice (On Minor Projects). *Not applicable*
11. Conforming plan's network schematics showing thru lanes
12. Traffic assignment sheets
13. Other items referred to in the body of the report, *Historic property site plan.*

## Estimate Summary

P.I. No.	731560	731570	731580	<u>TOTAL</u>
Intersection	Piedmont Road	Stratford-Lenox Parkway	Tower Place	Lenox Parkway-Peachtree-Dunwoody Road
Right-of-Way	\$7,495,000	\$4,449,000	\$8,623,000	\$30,026,000
Utility Relocation	\$1,262,000	\$2,162,000	\$2,197,000	\$8,663,000
Construction	\$2,918,000	\$1,414,000	\$1,764,000	\$10,351,000
E & C (10%)	\$292,000	\$141,000	\$176,000	\$1,034,000
Inflation (3yrs @ 5%)	\$506,000	\$245,000	\$306,000	\$1,795,000
Total Construction Cost	\$3,716,000	\$1,800,000	\$2,246,000	\$13,180,000
Grand Total Construction Cost (Includes R/W and Utilities)	\$12,473,000	\$8,411,000	\$13,066,000	\$51,869,000

Preliminary  
Construction Cost Budget  
Peachtree Road Corridor

Date: 12/28/01  
STP-104-1(41)  
P.I. No. :731560

**SHADOWLAWN AVE to HIGHLAND DR**

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
	Mobilization	1	LS	\$130,000.00	\$130,000.00
150-1000	Traffic Control	1	LS	\$185,500.00	\$185,500.00
161-1000	Erosion Control	1	LS	\$15,000.00	\$15,000.00
	Erosion Control Monitoring	1	LS	\$24,000.00	\$24,000.00
	Demolition / Grading Complete	1	LS	\$450,000.00	\$450,000.00
310-5120	Graded Aggregate Base Crs 10 in Incl. Matl.	3,505	TN	\$30.00	\$105,150.00
402-8012	Recycled 4" Asph. Conc.Base Gp 1 or 2 Incl Bitum Matl & H Lime	1,050	TN	\$85.00	\$89,250.00
402-8012	Recycled 2" Asph. Conc.B Gp 1 or 2 Incl Bitum Matl & H Lime	555	TN	\$90.00	\$49,950.00
402-8490	Recycled 1 1/2" Asph. Conc.E Gp 1 or 2 Incl Bitum Matl & H Lime	1,835	TN	\$90.00	\$165,150.00
413-1000	Bitum. Tack Coat	900	GAL	\$2.00	\$1,800.00
432-5010	Mill Asphalt Conc. Pavement Variable Depth	300	SY	\$11.00	\$3,300.00
441-0014	Driveway Concrete, 4 in	120	SY	\$40.00	\$4,800.00
441-0104	Concrete Sidewalk, 4 in	4,488	SY	\$40.00	\$179,520.00
441-0104	Concrete Brick Pavers	11,750	SF	\$9.50	\$111,625.00
	Concrete Median, Type 7	135	SY	\$75.00	\$10,125.00
441-4030	Concrete Valley Gutter, 8 in	300	SY	\$40.00	\$12,000.00
441-6222	Concrete Curb & Gutter, 8" x30", Type 2	4,350	LF	\$18.50	\$80,475.00
550-1180	Storm Drain Pipe, 18In, H 1-10	1,472	LF	\$60.00	\$88,320.00
668-1100	Catch Basin Gp 1	11	EA	\$2,700.00	\$29,700.00
	Convert CB To MH	9	EA	\$1,500.00	\$13,500.00
	Median Header / Wall	240	CY	\$350.00	\$84,000.00
	Concrete Retaining Wall	60	CY	\$450.00	\$27,000.00
	Pavement Markings Complete	1	LS	\$45,000.00	\$45,000.00
	Decorative Light Standards ( Double ) Spaced @ 120 ft	5	EA	\$8,000.00	\$40,000.00
	Decorative Light Standards ( Pedestrian ) Spaced @ 40 ft	61	EA	\$3,500.00	\$213,500.00
	Traffic Signals Complete	3	EA	\$110,000.00	\$330,000.00
	Signage Complete	1	EA	\$18,000.00	\$18,000.00
	Landscaping Items				
	Tree Grate	31	EA	\$1,000.00	\$31,000.00
	Pine Straw Mulch	40,980	SF	\$0.06	\$2,458.80
	Medimum Shrub	200	EA	\$20.00	\$4,000.00
	Small Shrub	3,000	EA	\$18.00	\$54,000.00
	Ground Cover	18,627	EA	\$3.00	\$55,881.00
	Tree	110	EA	\$550.00	\$60,500.00
	Top Soil	1,845	CY	\$25.00	\$46,125.00
	Structural Soil	2,460	CY	\$80.00	\$196,800.00
	Irrigation	1	EA	\$90,152.96	\$90,152.96
			Sub-Total		\$2,917,582.76
			Engineering and Contingency	10.00%	\$291,758.28
			<b>Total</b>		<b>\$3,209,341.04</b>
	Inflation 3yrs @ 5%				\$505,872.38
			<b>Grand Total</b>		<b>\$3,715,213.42</b>

Preliminary  
Construction Cost Budget  
Peachtree Road Corridor

Date: 12/28/01  
STP-104-1(42)  
P.I. No. 731570

**STRATFORD RD to LENOX PKWY**

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
	Mobilization	1	LS	\$70,000.00	\$70,000.00
150-1000	Traffic Control	1	LS	\$100,000.00	\$100,000.00
161-1000	Erosion Control	1	LS	\$7,645.00	\$7,645.00
	Erosion Control Monitoring	1	LS	\$12,232.00	\$12,232.00
	Demolition / Grading Complete	1	LS	\$260,000.00	\$260,000.00
310-5120	Graded Aggregate Base Crs 10 in Incl. Matl.	2,626	TN	\$30.00	\$78,780.00
402-8012	Recycled 4" Asph. Conc.Base Gp 1 or 2 Incl Bitum Matl & H Lime	535	TN	\$85.00	\$45,475.00
402-8012	Recycled 2" Asph. Conc.B Gp 1 or 2 Incl Bitum Matl & H Lime	283	TN	\$90.00	\$25,470.00
402-8490	Recycled 1 1/2" Asph. Conc.E Gp 1 or 2 Incl Bitum Matl & H Lime	795	TN	\$90.00	\$71,550.00
413-1000	Bitum. Tack Coat	459	GAL	\$2.00	\$918.00
432-5010	Mill Asphalt Conc. Pavement Variable Depth	153	SY	\$11.00	\$1,683.00
441-0014	Driveway Concrete, 4 in	61	SY	\$40.00	\$2,440.00
441-0104	Concrete Sidewalk, 4 in	916	SY	\$40.00	\$36,640.00
441-0104	Concrete Brick Pavers	4,500	SF	\$9.50	\$42,750.00
	Concrete Median, Type 7	69	SY	\$75.00	\$5,175.00
441-4030	Concrete Valley Gutter, 8 in	153	SY	\$40.00	\$6,120.00
441-6222	Concrete Curb & Gutter, 8" x30", Type 2	2,640	LF	\$18.50	\$48,840.00
550-1180	Storm Drain Pipe, 18In, H 1-10	750	LF	\$60.00	\$45,000.00
668-1100	Catch Basin Gp 1	5	EA	\$2,700.00	\$13,500.00
	Convert CB To MH	5	EA	\$1,500.00	\$7,500.00
	Median Header / Wall	122	CY	\$350.00	\$42,700.00
	Concrete Retaining Wall	90	CY	\$450.00	\$40,500.00
	Pavement Markings Complete	1	LS	\$28,000.00	\$28,000.00
	Decorative Light Standards ( Double ) Spaced @ 120 ft	4	EA	\$8,000.00	\$32,000.00
	Decorative Light Standards ( Pedestrian ) Spaced @ 40 ft	17	EA	\$3,500.00	\$59,500.00
	Traffic Signals Complete	2	EA	\$110,000.00	\$220,000.00
	Signage Complete	1	EA	\$16,000.00	\$16,000.00
	Landscape Items				
	Pine Straw Mulch	7,700	SF	\$0.06	\$462.00
	Small Shrub	1,200	EA	\$18.00	\$21,600.00
	Ground Cover	7,000	EA	\$3.00	\$21,000.00
	Tree	15	EA	\$550.00	\$8,250.00
	Top Soil	641	CY	\$25.00	\$16,025.00
	Structural Soil	856	CY	\$80.00	\$68,480.00
	Irrigation	1	EA	\$27,163.40	\$27,163.40
			Sub-Total		\$1,413,398.40
			Engineering and Contingency	10.00%	\$141,339.84
			<b>Total</b>		<b>\$1,554,738.24</b>
	Inflation (3 yrs @ 5%)				\$245,065.62
			<b>Grand Total</b>		<b>\$1,799,803.86</b>

**Preliminary  
Construction Cost Budget  
Peachtree Road Corridor**

**Date: 12/28/01  
STP-104-1(43)  
P.I. No.731580**

**HIGHLAND AVE to STRATFORD RD**

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
	Mobilization	1	LS	\$68,000.00	\$68,000.00
150-1000	Traffic Control	1	LS	\$90,000.00	\$90,000.00
161-1000	Erosion Control	1	LS	\$8,563.00	\$8,563.00
	Erosion Control Monitoring	1	LS	\$13,700.00	\$13,700.00
	Demolition / Grading Complete	1	LS	\$260,000.00	\$260,000.00
310-5120	Graded Aggregate Base Crs 10 in Incl. Matl.	940	TN	\$30.00	\$28,200.00
402-8012	Recycled 4" Asph. Conc.Base Gp 1 or 2 Incl Bitum Matl & H Lime	600	TN	\$85.00	\$51,000.00
402-8012	Recycled 2" Asph. Conc.B Gp 1 or 2 Incl Bitum Matl & H Lime	317	TN	\$90.00	\$28,530.00
402-8490	Recycled 1 1/2" Asph. Conc.E Gp 1 or 2 Incl Bitum Matl & H Lime	891	TN	\$90.00	\$80,190.00
413-1000	Bitum. Tack Coat	514	GAL	\$2.00	\$1,028.00
432-5010	Mill Asphalt Conc. Pavement Variable Depth	171	SY	\$11.00	\$1,881.00
441-0014	Driveway Concrete, 4 in	68	SY	\$40.00	\$2,720.00
441-0104	Concrete Sidewalk, 4 in	2,498	SY	\$40.00	\$99,920.00
441-0104	Concrete Brick Pavers	5,640	SF	\$9.50	\$53,580.00
	Concrete Median, Type 7	77	SY	\$75.00	\$5,775.00
441-4030	Concrete Valley Gutter, 8 in	171	SY	\$40.00	\$6,840.00
441-6222	Concrete Curb & Gutter, 8" x30", Type 2	1,960	LF	\$18.50	\$36,260.00
550-1180	Storm Drain Pipe, 18In, H 1-10	840	LF	\$60.00	\$50,400.00
668-1100	Catch Basin Gp 1	6	EA	\$2,700.00	\$16,200.00
	Convert CB To MH	5	EA	\$1,500.00	\$7,500.00
	Median Header / Wall	137	CY	\$350.00	\$47,950.00
	Concrete Retaining Wall	60	CY	\$450.00	\$27,000.00
	Pavement Markings Complete	1	LS	\$25,688.00	\$25,688.00
	Decorative Light Standards ( Double ) Spaced @ 120 ft	10	EA	\$8,000.00	\$80,000.00
	Decorative Light Standards ( Pedestrian ) Spaced @ 40 ft	37	EA	\$3,500.00	\$129,500.00
	Traffic Signals Complete	2	EA	\$110,000.00	\$220,000.00
	Signage Complete	1	EA	\$15,000.00	\$15,000.00
	Landscape Items				
	Pine Straw Mulch	29,280	SF	\$0.06	\$1,756.80
	Small Shrubs	4,285	EA	\$18.00	\$77,130.00
	Ground Cover	13,309	EA	\$3.00	\$39,927.00
	Trees	69	EA	\$550.00	\$37,950.00
	Top Soil	1,222	CY	\$25.00	\$30,550.00
	Structural Soil	1,577	CY	\$80.00	\$126,160.00
	Irrigation	1	EA	\$62,694.76	\$62,694.76
			Sub-Total		\$1,763,593.56
			Engineering and Contingency	10.00%	\$176,359.36
			<b>Total</b>		<b>\$1,939,952.92</b>
	Inflation (3 yrs @ 5%)				\$305,785.08
			<b>Grand Total</b>		<b>\$2,245,737.99</b>

Preliminary  
Construction Cost Budget  
Peachtree Road Corridor

Date: 12/28/01

Project No. :

LENOX PKWY to ROXBORO RD

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
	Mobilization	1	LS	\$194,000.00	\$194,000.00
150-1000	Traffic Control	1	LS	\$300,000.00	\$300,000.00
161-1000	Erosion Control	1	LS	\$21,105.00	\$21,105.00
	Erosion Control Monitoring	1	LS	\$33,780.00	\$33,780.00
	Demolition / Grading Complete	1	LS	\$633,050.00	\$633,050.00
310-5120	Graded Aggregate Base Crs 10 in Incl. Matl.	4,245	TN	\$30.00	\$127,350.00
402-8012	Recycled 4" Asph. Conc.Base Gp 1 or 2 Incl Bitum Matl & H Lime	1,485	TN	\$85.00	\$126,225.00
402-8012	Recycled 2" Asph. Conc.B Gp 1 or 2 Incl Bitum Matl & H Lime	785	TN	\$90.00	\$70,650.00
402-8490	Recycled 1 1/2" Asph. Conc.E Gp 1 or 2 Incl Bitum Matl & H Lime	2,200	TN	\$90.00	\$198,000.00
413-1000	Bitum. Tack Coat	1,270	GAL	\$2.00	\$2,540.00
432-5010	Mill Asphalt Conc. Pavement Variable Depth	425	SY	\$11.00	\$4,675.00
441-0014	Driveway Concrete, 4 in	175	SY	\$40.00	\$7,000.00
441-0104	Concrete Sidewalk, 4 in	5,594	SY	\$40.00	\$223,760.00
441-0104	Concrete Brick Pavers	6,860	SF	\$9.50	\$65,170.00
	Concrete Median, Type 7	195	SY	\$75.00	\$14,625.00
441-4030	Concrete Valley Gutter, 8 in	425	SY	\$40.00	\$17,000.00
441-6222	Concrete Curb & Gutter, 8" x30", Type 2	6,121	LF	\$18.50	\$113,238.50
550-1180	Storm Drain Pipe, 18In, H 1-10	2,070	LF	\$60.00	\$124,200.00
668-1100	Catch Basin Gp 1	15	EA	\$2,700.00	\$40,500.00
	Convert CB To MH	13	EA	\$1,500.00	\$19,500.00
	Median Header / Wall	340	CY	\$350.00	\$119,000.00
	Concrete Retaining Wall	215	CY	\$450.00	\$96,750.00
	Pavement Markings Complete	1	LS	\$63,315.00	\$63,315.00
	Decorative Light Standards ( Double ) Spaced @ 120 ft	12	EA	\$8,000.00	\$96,000.00
	Decorative Light Standards ( Pedestrian ) Spaced @ 40 ft	74	EA	\$3,500.00	\$259,000.00
	Traffic Signals Complete	5	EA	\$110,000.00	\$550,000.00
	Signage Complete	1	EA	\$25,825.00	\$25,825.00
	Landscape Items				
	Tree Grates	34	EA	\$1,000.00	\$34,000.00
	Pine Straw Mulch	43,200	SF	\$0.06	\$2,592.00
	Small Shrub	5,886	EA	\$18.00	\$105,948.00
	Ground Cover	26,195	EA	\$3.00	\$78,585.00
	Tree	163	EA	\$550.00	\$89,650.00
	Top Soil	3,350	CY	\$25.00	\$83,750.00
	Structural Soil	4,469	CY	\$80.00	\$357,520.00
	Irrigation	1	EA	\$150,409.00	\$150,409.00
			Sub-Total		\$4,254,712.50
			Engineering and Contingency	10.00%	\$425,471.25
			<b>Total</b>		<b>\$4,680,183.75</b>
	Inflation (3yrs @5%)				\$737,713.96
			<b>Grand Total</b>		<b>\$5,417,897.71</b>

Preliminary  
Utility Cost Budget  
Peachtree Road Corridor

Date: 11/13/01  
STP-104-1(41)  
P.I. No. 731560

**SHADOWLAWN AVE to HIGHLAND DR**

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
660-C494	Adjust Exist. MH In Pavement, 0 - 1 ft (Des):(Raise)	9	EA	\$1,800.00	\$16,200.00
670-9710	Relocate Exist Fire Hydrant	6	EA	\$3,800.00	\$22,800.00
671-0120	Adjust Exist Meter Box To Grade	6	EA	\$600.00	\$3,600.00
672-C155	Adjust Exist Valve Box to Grade in Pavement	6	EA	\$600.00	\$3,600.00
	United Water	1	LS	\$301,100.00	\$301,100.00
	Bell South	1	LS	\$69,602.00	\$69,602.00
	NSG Inc.	1	LS	\$56,027.00	\$56,027.00
	Georgia Power Overhead	1	LS	\$526,925.00	\$526,925.00
	Georgia Power Underground	1	LS	\$10,000.00	\$10,000.00
					\$0.00
					\$0.00
			Sub-Total		\$1,009,854.00
			Contingency	25.00%	\$252,463.50
			<b>Total</b>		<b>\$1,262,317.50</b>

Preliminary  
Utility Cost Budget  
Peachtree Road Corridor

Date: 11/13/01  
STP-141-1(43)  
P.I. No. 731580

**HIGHLAND AVE to STRATFORD RD**

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
660-C494	Adjust Exist. MH In Pavement, 0 - 1 ft (Des):(Raise)	5	EA	\$1,800.00	\$9,000.00
670-9710	Relocate Exist Fire Hydrant	3	EA	\$3,800.00	\$11,400.00
671-0120	Adjust Exist Meter Box To Grade	3	EA	\$600.00	\$1,800.00
672-C155	Adjust Exist Valve Box to Grade in Pavement	3	EA	\$600.00	\$1,800.00
	United Water	1	LS	\$169,500.00	\$169,500.00
	Bell South	1	LS	\$36,130.00	\$36,130.00
	NSG Inc.	1	LS	\$31,540.00	\$31,540.00
	Georgia Power Overhead	1	LS	\$296,625.00	\$296,625.00
	Georgia Power Underground	1	LS	\$1,000,000.00	\$1,000,000.00
	Ga Power Customer Cost During Transfer	1	LS	\$200,000.00	\$200,000.00
					\$0.00
			Sub-Total		\$1,757,795.00
			Contingency	25.00%	\$439,448.75
			<b>Total</b>		<b>\$2,197,243.75</b>

Preliminary  
Utility Cost Budget  
Peachtree Road Corridor

Date: 11/13/01  
STP-143-1(42)  
P.I. No. 731570

STRATFORD RD to LENOX PKWY

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
660-C494	Adjust Exist. MH In Pavement, 0 - 1 ft (Des):(Raise)	5	EA	\$1,800.00	\$9,000.00
670-9710	Relocate Exist Fire Hydrant	3	EA	\$3,800.00	\$11,400.00
671-0120	Adjust Exist Meter Box To Grade	3	EA	\$600.00	\$1,800.00
672-C155	Adjust Exist Valve Box to Grade in Pavement	3	EA	\$600.00	\$1,800.00
	United Water	1	LS	\$159,600.00	\$159,600.00
	Bell South	1	LS	\$36,893.00	\$36,893.00
	NSG Inc.	1	LS	\$29,697.00	\$29,697.00
	Georgia Power Overhead	1	LS	\$279,300.00	\$279,300.00
	Georgia Power Underground	1	LS	\$1,000,000.00	\$1,000,000.00
	Ga Power Customer Cost During Transfer	1	LS	\$200,000.00	\$200,000.00
					\$0.00
			Sub-Total		\$1,729,490.00
			Contingency	25.00%	\$432,372.50
			<b>Total</b>		<b>\$2,161,862.50</b>

Preliminary  
Utility Cost Budget  
Peachtree Road Corridor

Date: 11/13/01  
Project No. :

LENOX PKWY to ROXBORO RD

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
660-C494	Adjust Exist. MH In Pavement, 0 - 1 ft (Des):(Raise)	12	EA	\$1,800.00	\$21,600.00
670-9710	Relocate Exist Fire Hydrant	8	EA	\$3,800.00	\$30,400.00
671-0120	Adjust Exist Meter Box To Grade	9	EA	\$600.00	\$5,400.00
672-C155	Adjust Exist Valve Box to Grade in Pavement	9	EA	\$600.00	\$5,400.00
	United Water	1	LS	\$369,700.00	\$369,700.00
	Bell South	1	LS	\$85,459.00	\$85,459.00
	NSG Inc.	1	LS	\$68,792.00	\$68,792.00
	Georgia Power Overhead	1	LS	\$646,975.00	\$646,975.00
	Georgia Power Underground	1	LS	\$1,000,000.00	\$1,000,000.00
	Ga Power Customer Cost During Transfer	1	LS	\$200,000.00	\$200,000.00
					\$0.00
			Sub-Total		\$2,433,726.00
			Contingency	25.00%	\$608,431.50
			<b>Total</b>		<b>\$3,042,157.50</b>

**PRELIMINARY RIGHT OF WAY COST ESTIMATE**

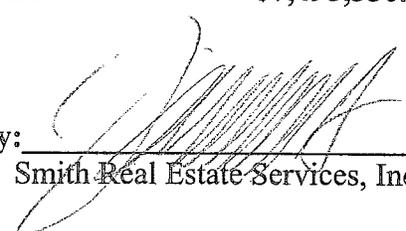
**Date:** February 8, 2002  
**Project:** Peachtree Corridor Widening  
**Existing /Required R/W:** 57,885 Sq. Ft. Approximate  
**Project Termini:** From W. Shadowlawn Road to Piedmont Road  
**Project Description:** Peachtree Corridor Widening  
**P.I. Number:** 731560  
**No. Parcels:** 16 Approximate

**Land:**  
Commercial 57,885 \$4,331,250.00

**Improvements**  
**Damages**  
**Cost to Cure:** \$2,088,000.00

**Net Cost:** \$6,419,250.00  
**Inflation Factor: 3%** \$ 130,000.00  
**Scheduling Contingency**  
**Negotiations: 15%** \$ \$650,000.00  
**Adm/Court Cost** \$ 296,100.00

**TOTAL COST** \$7,495,350.00

**Prepared By:**   
Smith Real Estate Services, Inc.

**Approved:** \_\_\_\_\_  
GDOT R/W



**PRELIMINARY RIGHT OF WAY COST ESTIMATE**

**Date:** February 8, 2002

**Project:** Peachtree Corridor Widening

**Existing /Required R/W:** 70,874 Sq. Ft. Approximate

**Project Termini:** From Piedmont Road to GA 400

**Project Description:** Peachtree Corridor Widening

**P.I. Number:** 731580

**No. Parcels:** 12 Approximate

**Land:**

Commercial 70,874 \$6,361,300.00

**Improvements**

**Damages**

**Cost to Cure:**

\$ 935,000.00

**Net Cost:** \$7,296,300.00

**Inflation Factor: 3%** \$ 191,000.00

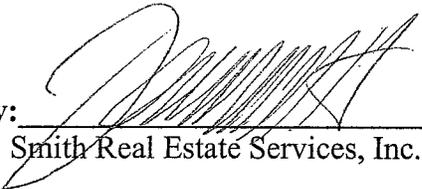
**Scheduling Contingency**

**Negotiations: 15%** \$ 954,200.00

**Adm/Court Cost** \$ 171,800.00

**TOTAL COST** \$8,623,300.00

**Prepared By:** \_\_\_\_\_

  
Smith Real Estate Services, Inc.

**Approved:** \_\_\_\_\_

GDOT R/W

**PRELIMINARY RIGHT OF WAY COST ESTIMATE**

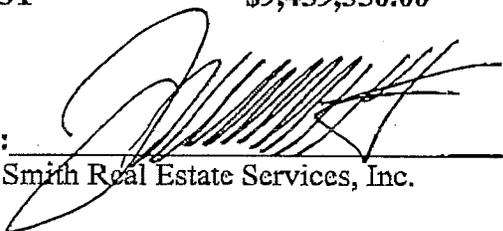
**Date:** February 8, 2002  
**Project:** Peachtree Corridor Widening  
**Existing /Required R/W:** 75,710 Sq. Ft. Approximate  
**Project Termini:** From Lenox Parkway to Roxboro Road  
**Project Description:** Peachtree Corridor Widening  
**P.I. Number:** Unknown at Present  
**No. Parcels:** 12 Approximate

**Land:**  
Commercial 79,450 \$6,510,250.00

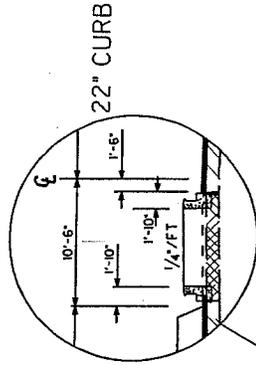
**Improvements**  
**Damages**  
**Cost to Cure:** \$1,530,000.00

**Net Cost:** \$8,040,250.00  
**Inflation Factor: 3%** \$ 195,300.00  
**Scheduling Contingency**  
**Negotiations: 15%** \$ 976,550.00  
**Adm/Court Cost** \$ 247,250.00

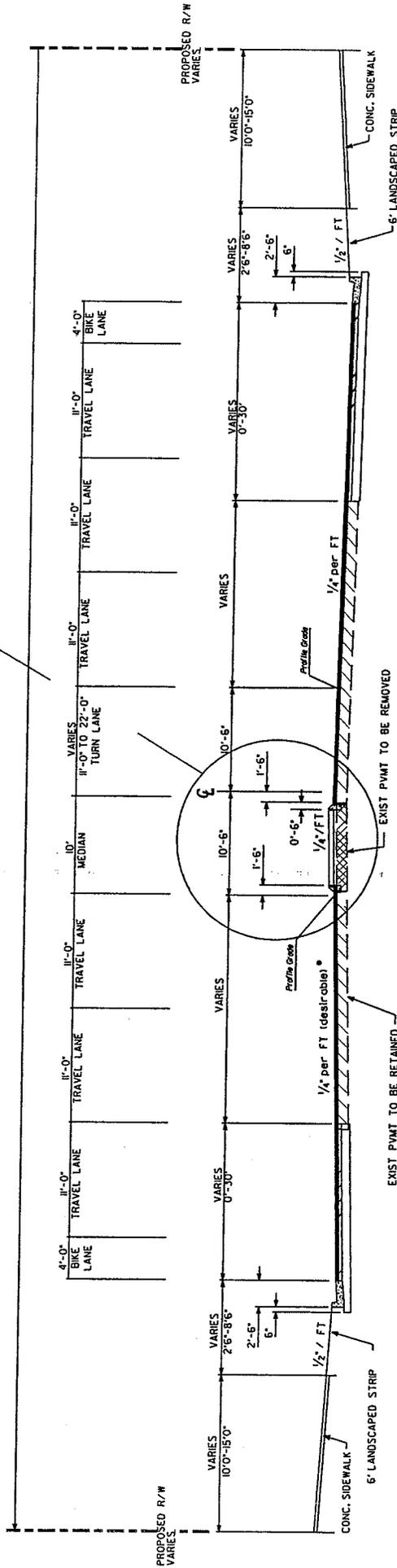
**TOTAL COST** \$9,459,350.00

**Prepared By:**   
Smith Real Estate Services, Inc.

**Approved:** \_\_\_\_\_  
GDOT R/W



VARIES 120' TO 153'



PEACHTREE ROAD CORRIDOR  
TYPICAL SECTION

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0733-0

Fulton Area 7 County

SUFF. RATING: 95.3

## Location & Geography

- \* Structure I.D. No.: 121-0733-0
- \* 200 Bridge Information: 01
- \* 6A Feature Int.: SR 400
- \* 6B Critical Bridge: 0
- \* 7A Route Number Carried: SR00141
- \* 7B Facility Carried: PRACHTREE ROAD
- \* 9 Location: 2.32 MI N OF I-85
- \* 2 DOT District: 7
- \* 207 Year Photo: 1999
- \* 91 Inspection Frequency: 24 Date: 10/14/1999
- \* 92A Fract Cr1 Insp Freq: 0 00 Date: 0000
- \* 92B Underwater Insp Freq: 0 00 Date: 0000
- \* 92C Other Spo. Insp Freq: 0 00 Date: 0000

\* 4 Place Code: 04000

- \* 5 Inventory Route (O/D): 1
- Type: 3
- Designator: 1
- Number: 00141
- Direction: 0

\* 16 Latitude: 33-50.5

\* 17 Longitude: 084-22.2

98 Border Bridge: 000 %Shared: 00  
99 ID Number: 0000000000000000

\* 100 Defense Highway: 0

\* 101 Parallel Structure: N

\* 102 Direction of Traffic: 2

264 Road Inventory Mile Post: 000.97

\* 208 Inspection Area: 07 Initials: DAS

\* Location I.D. No.: 121-00141D-000.97N

\* XReferen I.D. No.: 000-000000-000.000

## Signs & Attachments

- \* 104 Highway System: 0
- \* 26 Functional Classification: 14
- \* 204 Federal Route Type: F No: 104-1
- \* 110 Truck Route: 0
- 205 School Bus Route: 1
- 217 Benchmark Elevation: 0.00
- 218 Datum: 0
- \* 19 Bypass Length: 1
- \* 20 Toll: 3
- \* 21 Maintenance: 01
- \* 22 Owner: 01
- \* 31 Design Load: 6
- 37 Historical Significance: 5
- 205 Congressional District: 04
- \* 27 Year Constructed: 1992
- 106 Year Reconstructed: 0000
- 33 Bridge Median: 0
- 34 Skew: 30
- 35 Structure Flared: 0
- 38 Navigation Control: N
- 213 Special Steel Design: 0
- 267 Type of Paint: 0
- \* 42 Type Service On: 5
- Under: 1
- 214 Movable Bridge: 00
- 203 Type Bridge: Z-O-O-O
- 259 Pile Encasement: 3
- \* 43 Structure Type Main: 5 02
- 45 No. Spans Main: 003
- 44 Structure Type Appr: 0 0
- 46 No. Spans Appr: 0000
- 226 Bridge Curve Horz: 1 Vert: 0
- 111 Pier Protection: 0
- 107 Deck Structure Type: 1
- 108 Wearing Surface Type: 1
- Membrane: 0
- Protection: 8
- 223 Expansion Joint Type: 02
- 242 Deck Drains: 1
- 243 Parapet Location: 3
- Height: 2.2
- Width: 1.1
- 238 Curb: 0.5 1
- 239 Handrail: 2 2
- \* 240 Median Barrier Rail: 0
- 241 Bridge Median Height: 0
- Width: 0
- \* 230 Guardrail Loo Dir Rear: 6
- Fwr: 6
- Oppo Dir Rear: 0
- Fwr: 0
- 244 Approach Slab: 3
- 224 Retaining Wall: 1
- 233 Posted Speed Limit: 35
- 236 Warning Sign: 0
- 234 Delineator: 0
- 235 Hazard Boards: 0
- 237 Utilities Gas: 00
- Water: 00
- Electric: 00
- Telephone: 00
- Sewer: 00
- 247 Lighting Street: 0
- Navigation: 0
- Actual: 0
- \* 248 County Continuity No: 00

FOR OFFICE USE ONLY

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0733-0

Fulton Area 7 County

SUFF. RATING: 95.3

## Programming Data

201 Project No: IXAF-S (3) CT.1  
 202 Plans Available: 3  
 249 Prop. Proj No: 0000  
 250 Approval Status: 0000  
 251 P.I. No: 000000  
 252 Contract Date: 0000  
 260 Seismic No: 0000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 0  
 96 Total Imp. Cost: \$ 0  
 76 Imp. Length: 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 094500 Year: 2018

## Hydraulic Data

215 Waterway Data  
 Highwater Elev: 0000.0 Year: 0000  
 Flood Elev: 0000.0 Freq: 00  
 Avg. Streambed Elev: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000000  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br Height: 00.0  
 222 Slope Protection: 0  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No Barrels: 0  
 Width: 0.0  
 Height: 0.0  
 Length: 0  
 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

\* Location I.D. No: 121-00141D-600.97N  
 \* XReferen I.D. No: 000-000000-000,000

## Measurements

\* 29 ADT: 063000 Year: 1998  
 109 % Trucks: 6  
 \* 28 Lanes On: 08 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0085  
 \* 49 Structure Length: 221  
 51 Br. Rdwy. Width: 108.0  
 52 Deck Width: 129.2  
 \* 47 Tot. Horiz. Cl: 99.9  
 50 Curb/Sidewlk Width: 10.0/10.0  
 32 Approach Rdwy Width: 108  
 \* 229 Shlder Width:

Rear Lt: 2.0 Type: 1 Rt: 2.0  
 Fwd Lt: 2.0 Type: 1 Rt: 2.0  
 Pavmt Width:  
 Rear: 99.9 Type: 2  
 Fwd: 99.9 Type: 2  
 Intersection Rear: 1 Fwd: 1  
 36 Safety Features Br. Rail: 1  
 Transition: 1  
 App. G. Rail: 1  
 App. Rail End: 1  
 53 Minimum Cl. Over: 99 99\*  
 Under: H 24 00\*

\* 228 Min. Vert. Cl  
 Act Odm. Dir: 99 99\*  
 Oppo. Dir: 99 99\*  
 Posted Odm. Dir: 00 00\*  
 Oppo. Dir: 00 00\*

55 Lateral Underel. Rt: H 10.0  
 56 Lateral Underel. Lt: 9.5  
 \* 10 Max Min Vert Cl: 99 99\* Dir: 0  
 116 Nav Vert Cl: 000 Horiz: 0000  
 245 Deck Thickness Main: 8.0  
 Deck Thick Approach: 0.0  
 246 Overlay Thickness: 0.0  
 211 Tms Structural Steel: 0.0  
 212 Year Last Painted: Sup: 0000 Sub: 0000

## Ratings

66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 00 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 7  
 58 Deck Condition: 7  
 59 Superstructure Condition: 8  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond: N  
 68 Deck Geometry: 6  
 69 Under-Cl. Horiz/Vert: 8  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Loads H-Modified: 00  
 HS-Modified: 00  
 Type 3: 00  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 0000  
 253 Fed Notify Date: 0000 0

# MEETING MINUTES

**PROJECT:** PEACHTREE ROAD CORRIDOR

**SUBJECT:** Concept Team Meeting  
Peachtree Road Corridor  
Project Numbers: STP-104-1 (41)  
STP-104-1 (42)  
STP-104-1 (43)  
Fulton County  
P.I No's. 731560,731570,731580

**DATE:** June 07, 2001

**TO:** Attendees (list follows minutes)

**Minutes by:** Sean Pharr, URS Corp. (Please notify immediately with any errors or omissions)  
[Sean\\_Pharr@urscorp.com](mailto:Sean_Pharr@urscorp.com)

## PURPOSE:

A concept meeting was held in the Downtown G.D.O.T. Office of Urban Design's conference room at 9:00 AM on June 07, 2001. Members from GDOT, the Buckhead CID, City of Atlanta, Bell South, Northstar and URS met to discuss the Peachtree Road Corridor Improvement project from Shadowlawn Road to Roxboro Road. Don Harris presented the project, which included conceptual design 0.7 miles of road enhancements of Peachtree Road. Specific improvements to the Corridor include the addition of a median, as well bikelanes and shoulder enhancements that include a landscaped strip and a 15' sidewalk.

## COMMENTS:

### Darrell Richardson:

Begins the meeting at 9:00 AM with welcome and introductions, states that he has been assigned this project, which currently includes 3 intersections that lie within the proposed corridor. The three intersections are Piedmont and Peachtree (long-range), Stratford and Peachtree (long-range), and Tower Place and Peachtree (near-term). Darrell states the City of Atlanta has requested through the ARC that the entire corridor be programmed, and that GDOT is going to move forward with the concept for Peachtree Corridor from Shadowlawn Rd. to Roxboro Rd. Currently there are no let dates. Darrell turns the floor over to Don Harris, a consultant with URS Corporation whose firm is designing the Peachtree Corridor.

### Don Harris:

Don Harris begins by discussing the intent/need and purpose of the project. One of the major enhancements to the roadway corridor will be the addition of a raised median. The raised median will eliminate conflicts with mid-block turners as well as provide refuge for pedestrians.

The typical section includes a raised and landscaped median three 11-foot lanes, and a 4-foot bike lane. The shoulder widths will vary though out the corridor, but typically will include a 6-foot landscaped strip and a 15-foot sidewalk.

There are two historical properties that have been identified in the corridor; Quintessence in the southern part of the corridor and The Bright House (Dante's Restaurant) near Lenox Mall. Initial coordination with SHPO has been initiated for both properties.

There is a proposed addition of dual left turns on Peachtree at Piedmont, both on the northbound and southbound approaches on Peachtree Road.

Mid-block turnouts in the median would be provided at two locations; first to the entrance of Joe Muggs/The Container Store, this would be provided in the SB direction on Peachtree Road; a second mid-block turn would be allowed in the NB direction at Capital One which is near GA 400. Left turns for the driveway would not be permitted.

There is no proposed widening of the bridge over GA 400.

There are no expected impacts to any underground structures. (i.e. parking decks).

The roadway alignment shifts off of the Ritz Carlton property to allow for the typical shoulder section through this area. This cause greater impacts to the Lenox Mall parking lot, there is a possibility that a Mall Plaza will be constructed by others and coordinated with this project, this would further enhance pedestrian improvements in the corridor.

The design speed will remain 35 MPH, and radii exceed the AASHTO standards. No design exceptions or variances will be required for grades.

The design year is 2025. The design year ADT is 55,000

**GDOT Comments:**

A design variance will be needed for the median openings.

Accident history needs to be shown in the concept report. The accident rate for the corridor should also be shown and compared to the statewide average.

Retaining walls may be needed at Lenox Square due to grades, and there is a bridge that serves the entrance into Phipps Plaza. These issues should be addressed in the concept report.

**Joseph Palladi:**

Need to include the cost of a retaining wall at Lenox Square. Assume it to be 5' in height.  
How will the remaining portion of the corridor (from Lenox Drive to Roxboro Rd.) be paid for?

**Scotty Greene:**

The City of Atlanta has increase funding (1.2 million) for sidewalk expansion from Shadowlawn to Tower Place.

There are early indications property owners may contribute 15% to 20% of the R/W.

**GDOT comments:**

ARC will not buy R/W.

GDOT is slated to buy R/W at Piedmont and Tower Place, this is currently programmed.

**Joe Palladi:**

Note: the bridge over SR 400 drains west into wetlands from the SR 400 storm drain system.

**Comments:**

There are no erosion control concerns at this time.  
No 404 permitting is anticipated

Existing utility vaults are a concern. There has been initial coordination with the major utility owners to address utility concerns. The utility vaults will be added to the concept report as an open issue, alternates are to leave in place or to move underneath the new sidewalk.

**Joe Palladi:**

The left turn onto Highland Road needs to be addressed in the concept.  
The outbound right only at Lenox creates pedestrian problems and may need public feedback.

**Scotty Greene:**

Extensive public involvement has occurred and will be continued throughout the course of the project. A mid-block pedestrian crossing on the GA 400 bridge has had good feedback and should be shown as part of this concept.

**Darrell Richardson:**

All public involvement should be included in the NEPA document.  
The City of Atlanta needs to address neighborhood issues with Cul-de-sacing Highland Road.

**Joe Palladi:**

Need input from emergency services (i.e. police, fire, and ambulance) for this project.

Need to include options for Highland Road (should have feedback from neighborhood).

1. Leave in left turn off of Peachtree Road
2. No access for neighborhood. Controlled via signage
3. Cul-de-sacing

Need to include median options to include

1. curb heights

Address available sight distance and ensure adequate sight distance is available.

Note in report that the lighting will be leased.

The lighting will require approval by Georgia Power and agreements with the C.O.A.

**GDOT Comment:**

The median opening variance request will require intersection analysis and justification/benefits for each median opening in the report.

**David Mulling:**

The proposed 22" to 30" high curb-face in the median is currently under review by the DOT.

**GDOT Traffic Ops:**

Question Strain poles: Are new strain poles a part of the proposed improvement?

Response: Strain poles and signals will be upgraded, there will be some mast arm additions at select intersections.

**GDOT District:**

The C.O.A. and BCID must agree to maintain the landscaping.

**Joe Palladi:**

A design variance is needed for plantings that are within 8' of the travel lane.

Suggests that the CID/City submit a design variance request with the concept report for the raised median and the plantings. The maintenance agreement could also be included as part of the concept report.

The remaining portion of the project, from Lenox Drive to Roxboro Rd. should be added to the concept report as a fourth separate project.

Questioned why the raised median was terminated.

**Don Harris:**

Stated that the project was transitioning at that location and that mid-block access was being provided to a joint driveway.

**Scotty Greene:**

Re-iterated that the access point was very important to the affected property owners.

**Joe Palladi:**

Restated that the Department will require that the median be extended to the intersection.

**Eleanor Smith:**

Indicated that the District would not allow full access to this parcel when it is developed and a driveway permit is needed. The District Office only wants right-in-right-out for this parcel.

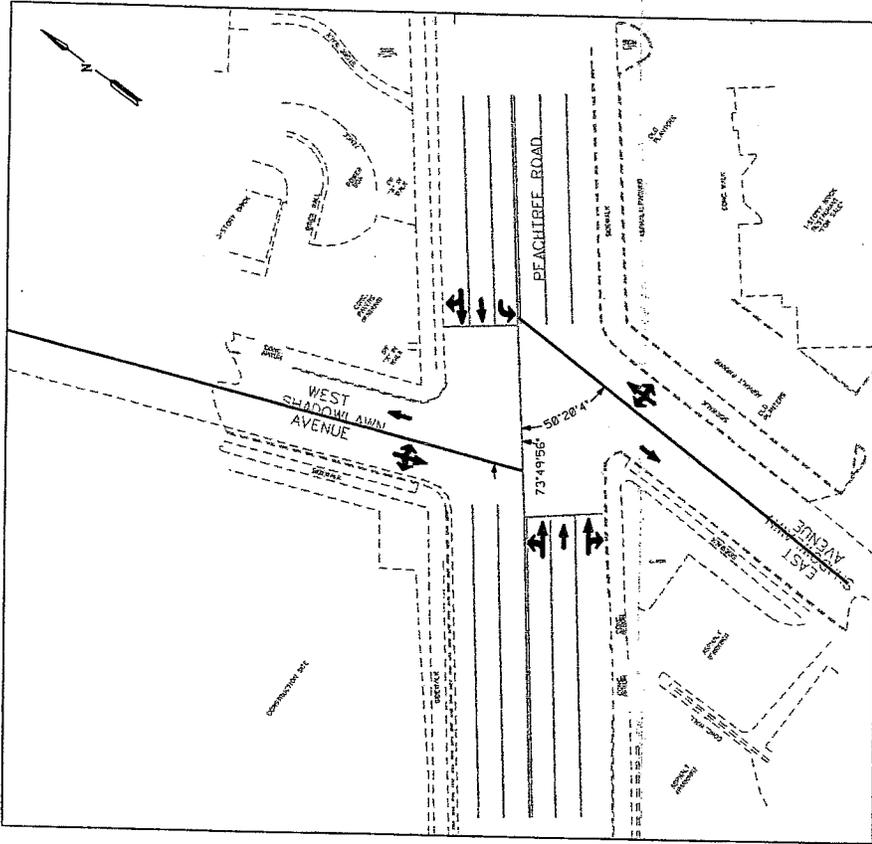
**Art Buckley:**

Will need 4 LGPA's. Requests all transmittals with utilities companies. Indicated that the District would take the lead on coordination with the affected utilities.

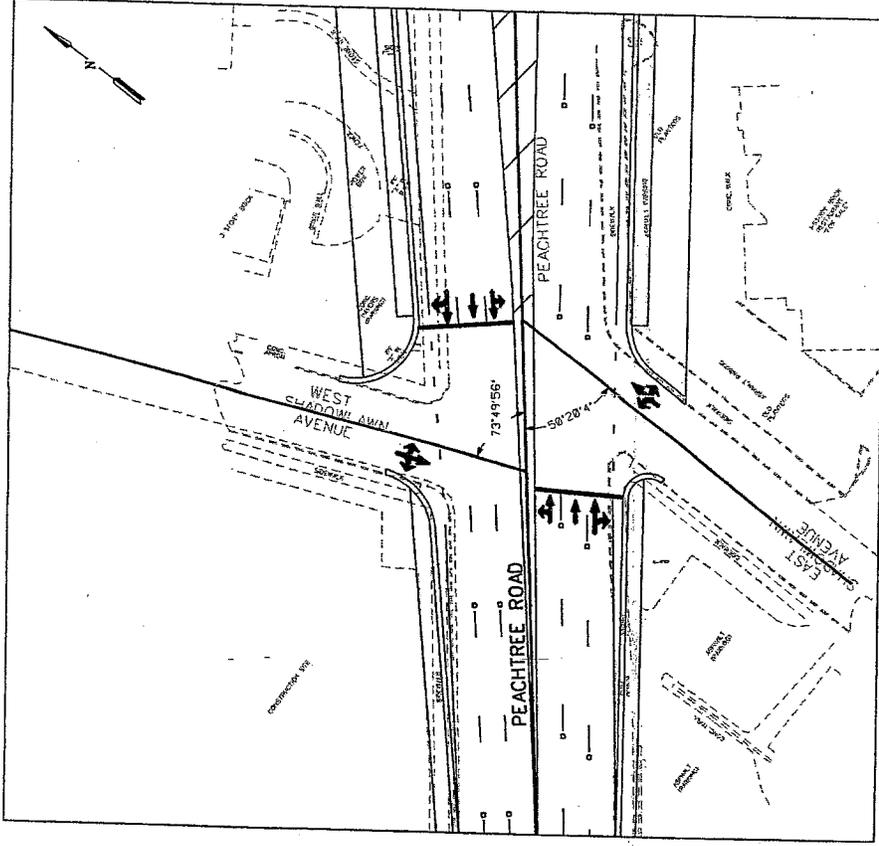
ATTENDEES

CONCEPT TEAM MEETING- June 07, 2001

Darrell Richardson	GDOT-UD	404-656-5440
Mike Malcom	GDOT. DT Preconst	770-986-1050
Rick Ford	GDOT-R/W	404-463-2560
Jerry Milligan	GDOT-R/W	404-463-2514
Brian Rivers	GA Power	404-506-4518
Jim Green	GA Power	404-506-4467
Alex Schorstein	City of Atlanta	404-330-6249
Jerry Wylie	GA Power	770-806-9973
Angela T. Alexander	GDOT-UD	404-657-9872
David Mulling	GDOT-Eng Services	404-657-6846
Eleanor Smith	GDOT Traffic Ops	770-986-1118
Timothy M. Jones	NSG/Level 3	404-872-6788
Porter Dyer	UCI/Bellsouth	770-792-3249
Art Buckley	GDOT Utility	770-986-1090
Scotty Greene	Buckhead CID	404-842-2683
Sean Pharr	URS	404-478-8641
Don Harris	URS	404-478-8058
Joseph Palladi	GDOT-UD	404-656-5446
Harry Boxler	City of Atlanta	404-330-6911
Steve Walker	GDOT-Planning	404-463-4375
Jan C. Hilliard	GDOT-UD	404-656-5440
Kate Mullins	GDOT-Programming	404-651-7043



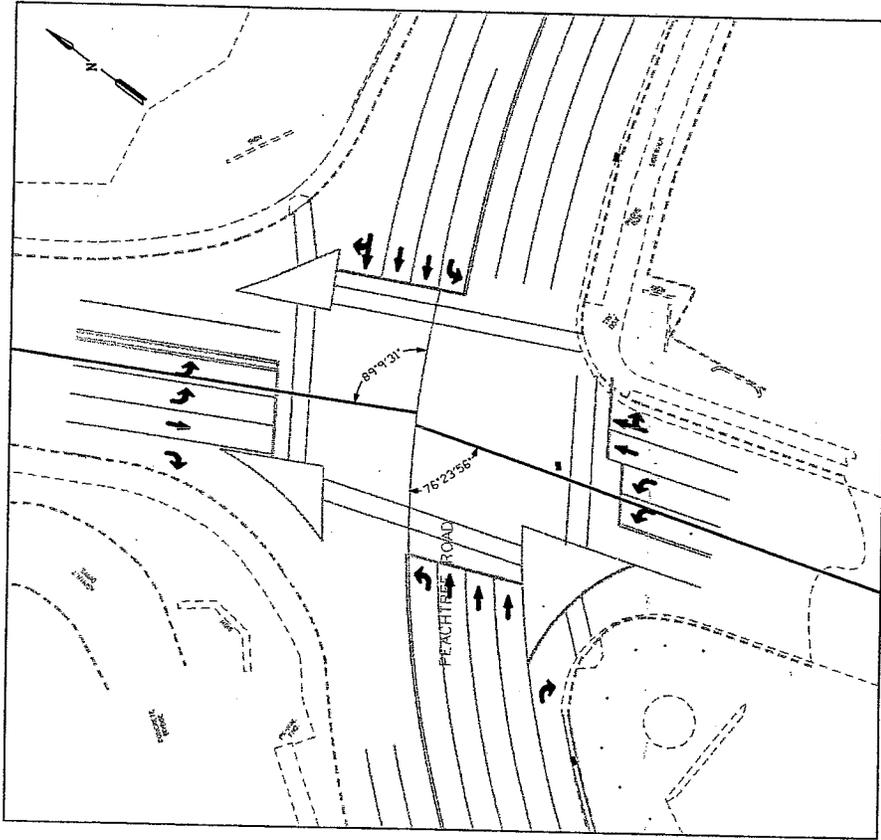
EXISTING CONDITIONS



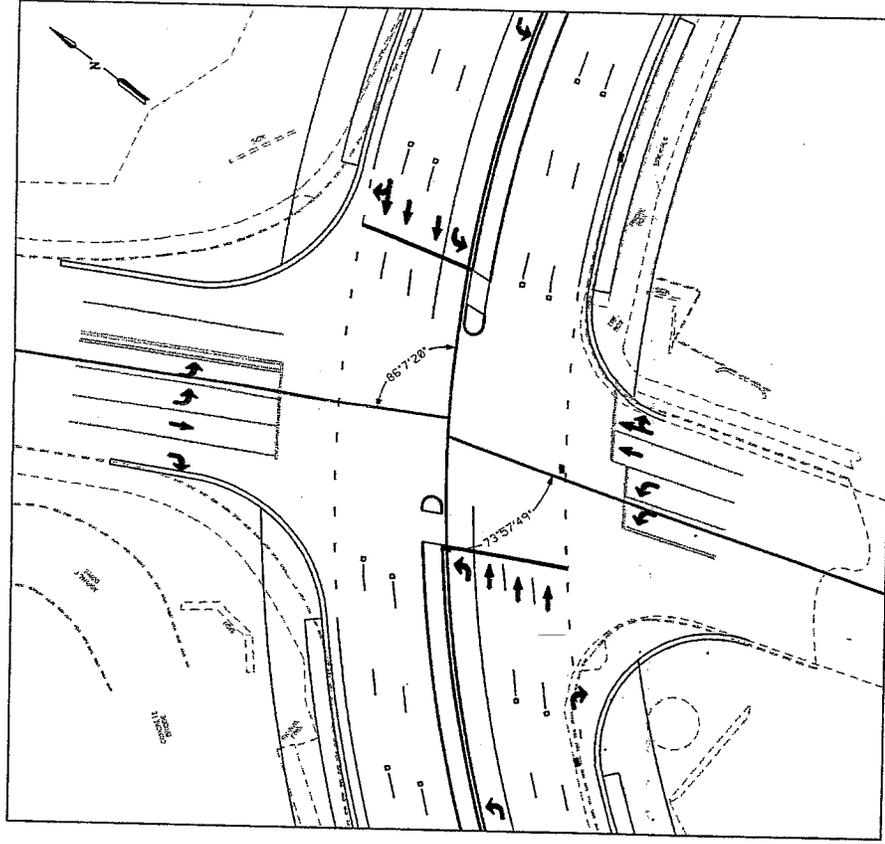
PROPOSED CONDITIONS

PEACHTREE RD. AT SHADOWLAWN AVE.

NOT TO SCALE

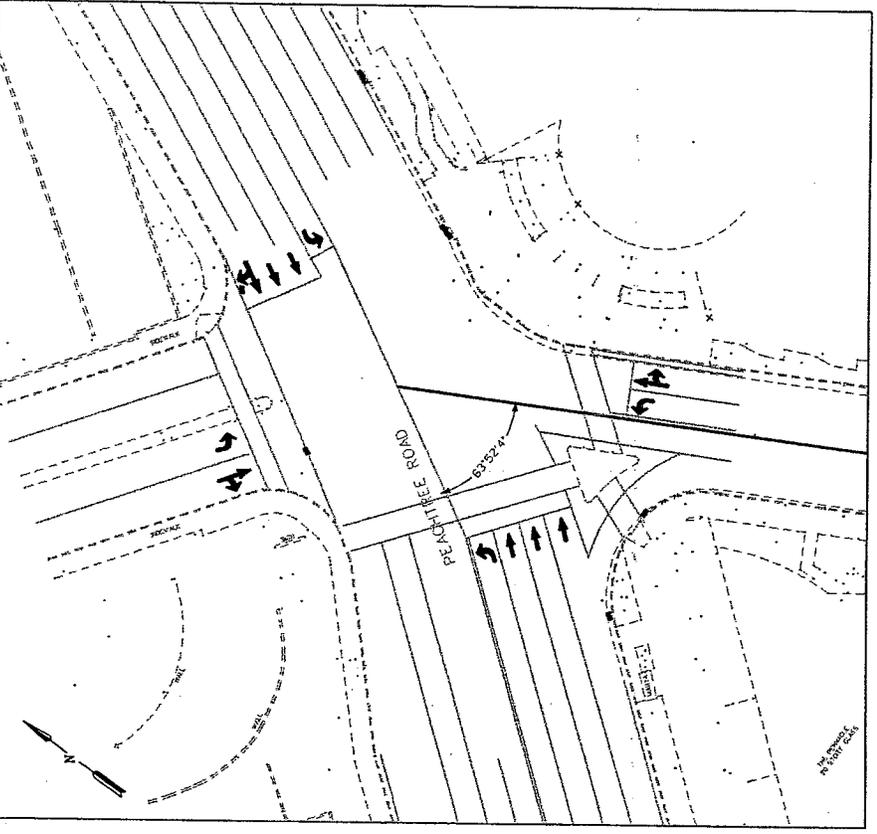


EXISTING CONDITIONS

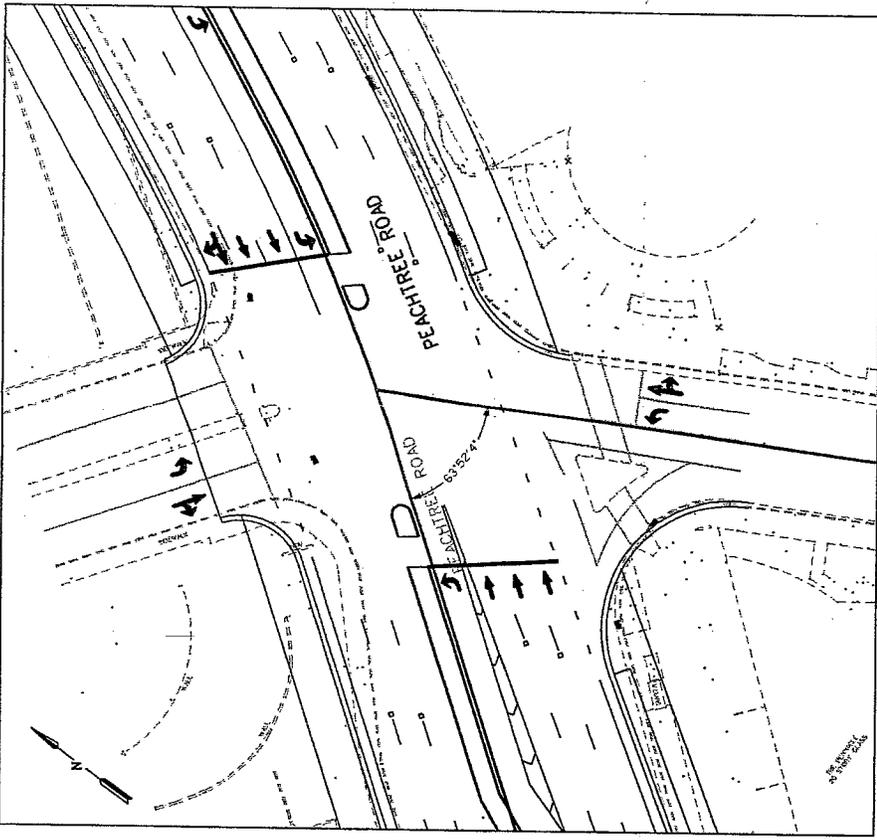


PROPOSED CONDITIONS

PEACHTREE RD. AT WIEUCA RD.



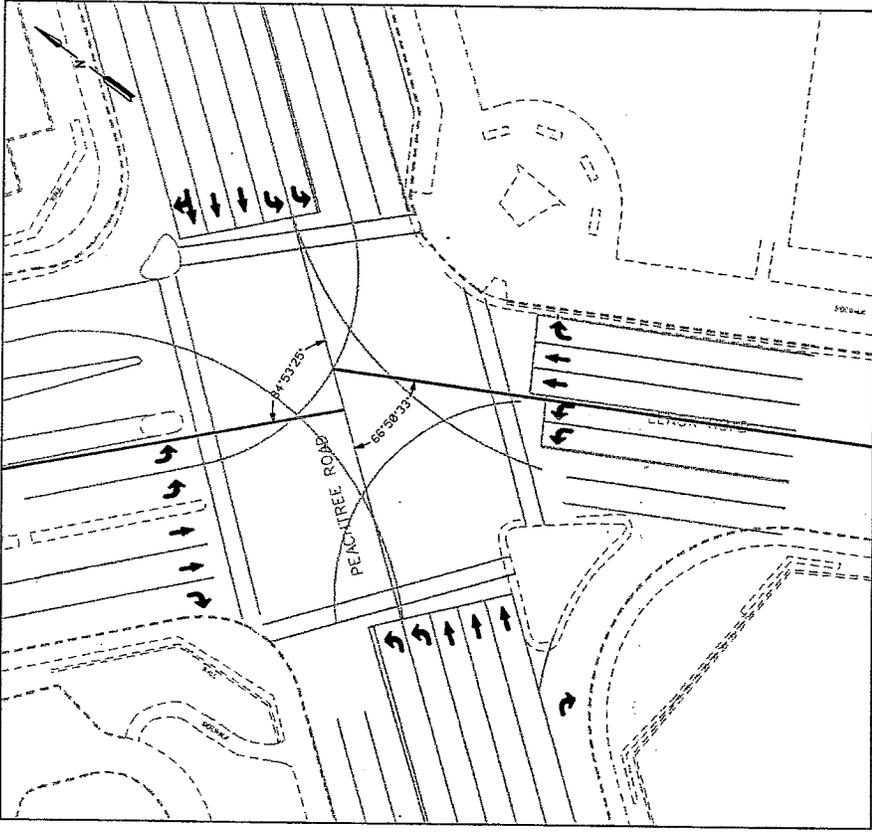
EXISTING CONDITIONS



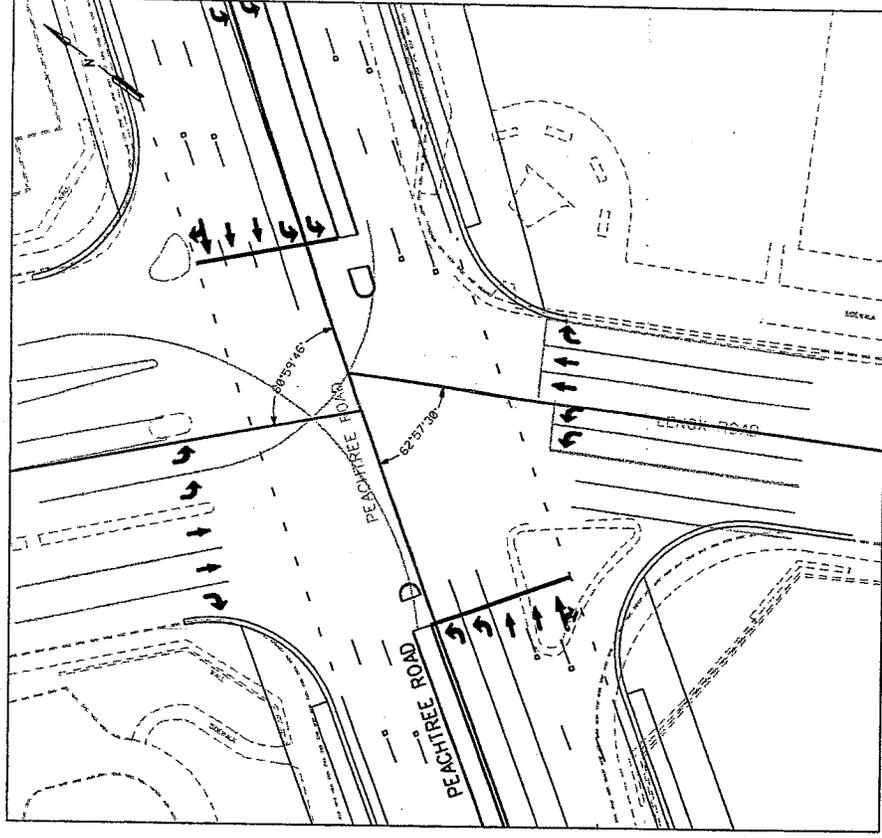
PROPOSED CONDITIONS

PEACHTREE RD. AT OAK VALLEY RD.

NOT TO SCALE



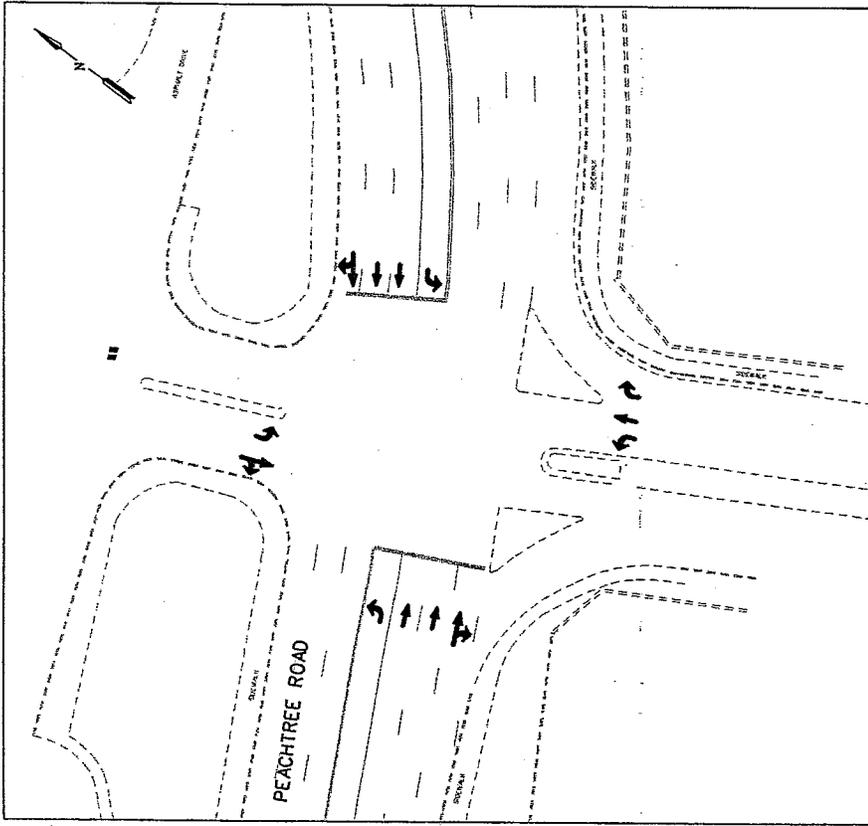
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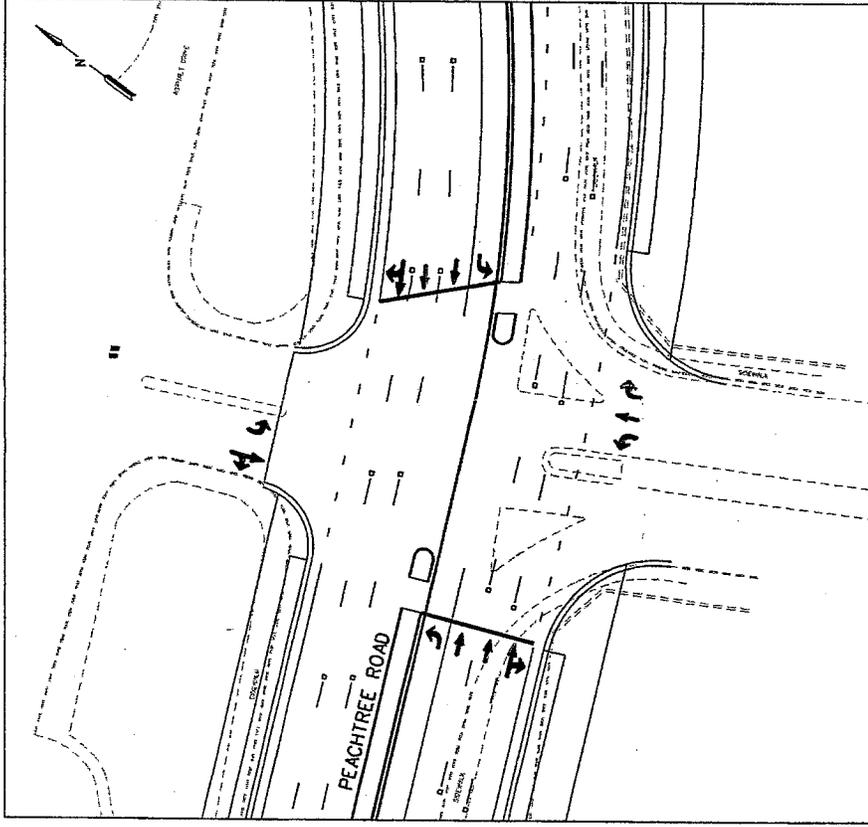
PROPOSED CONDITIONS

PEACHTREE RD. AT LENOX RD.

NOT TO SCALE



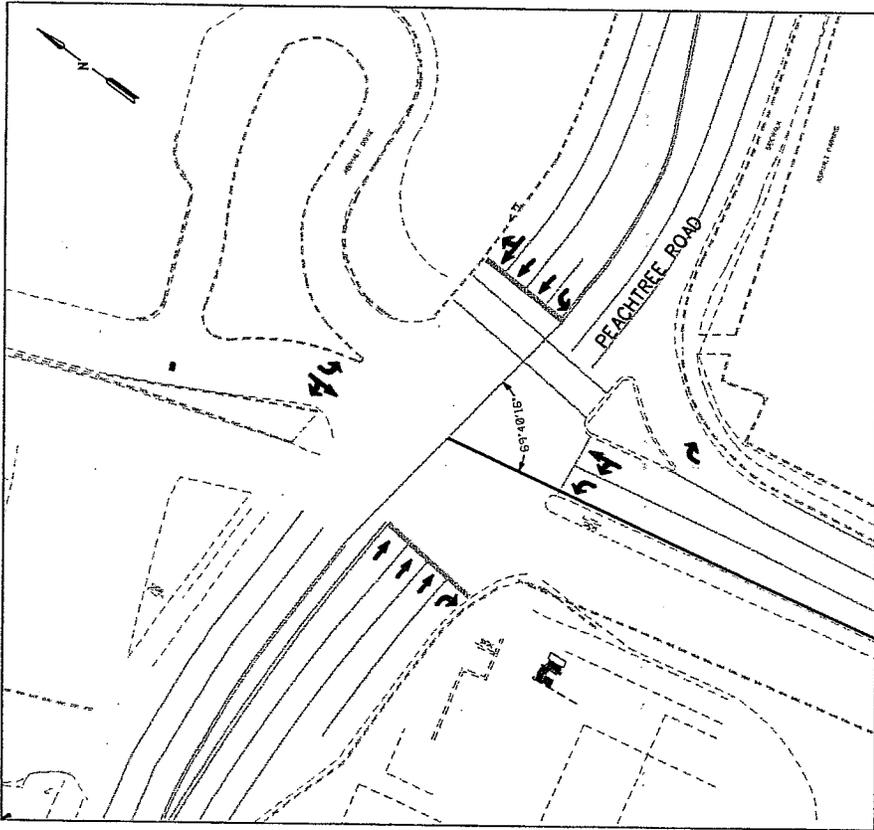
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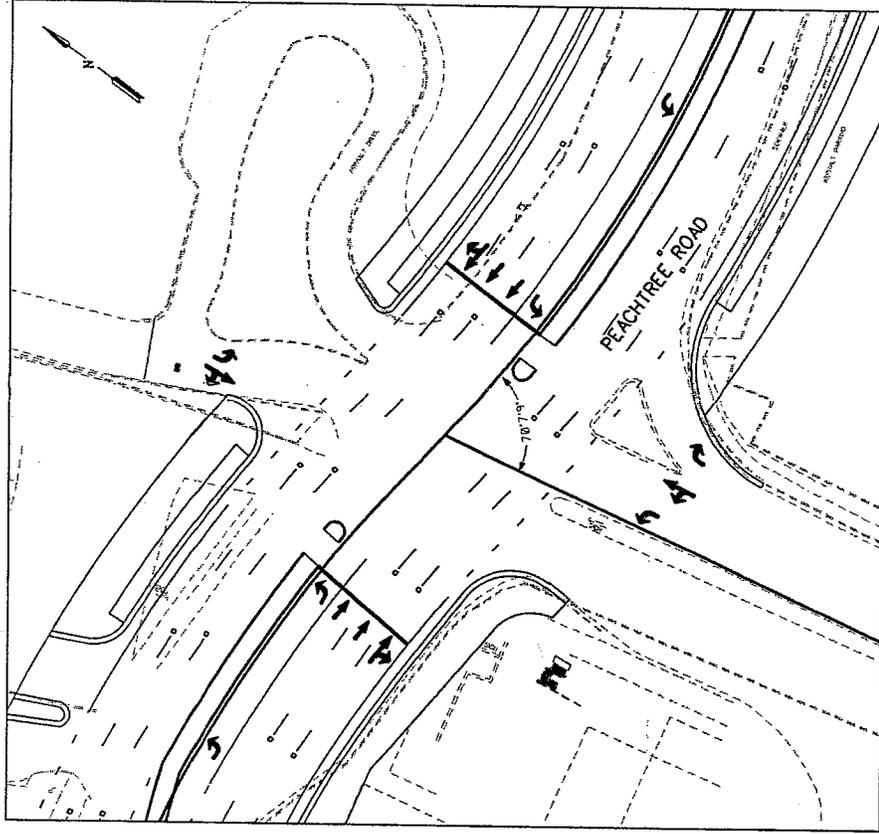
PROPOSED CONDITIONS

PEACHTREE RD. AT LENOX SQUARE ENT.

NOT TO SCALE



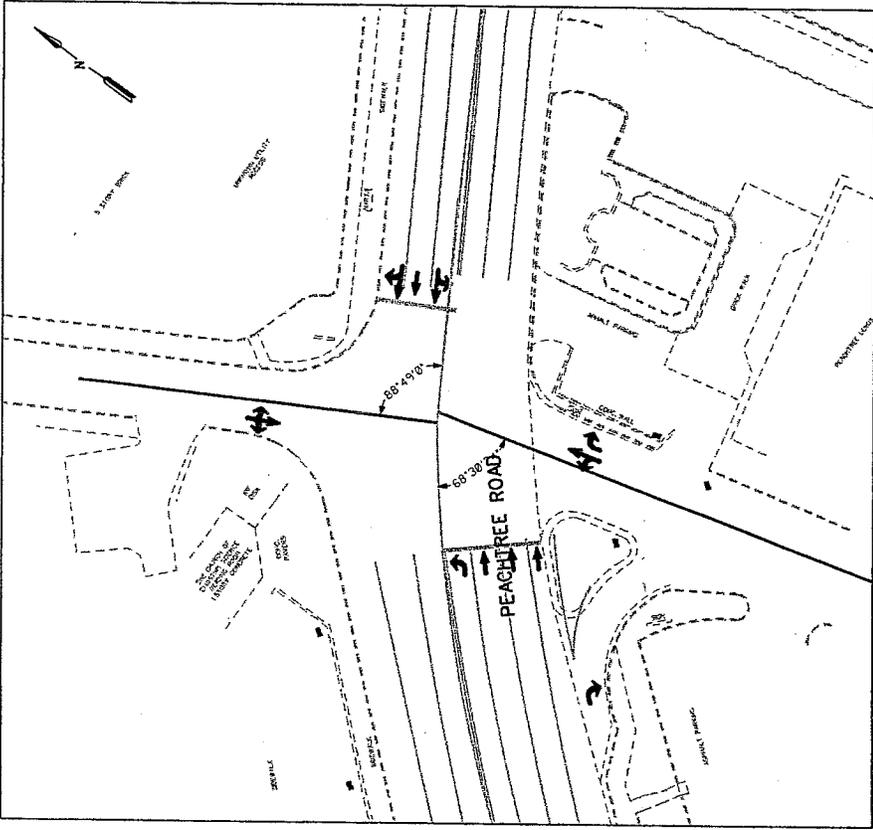
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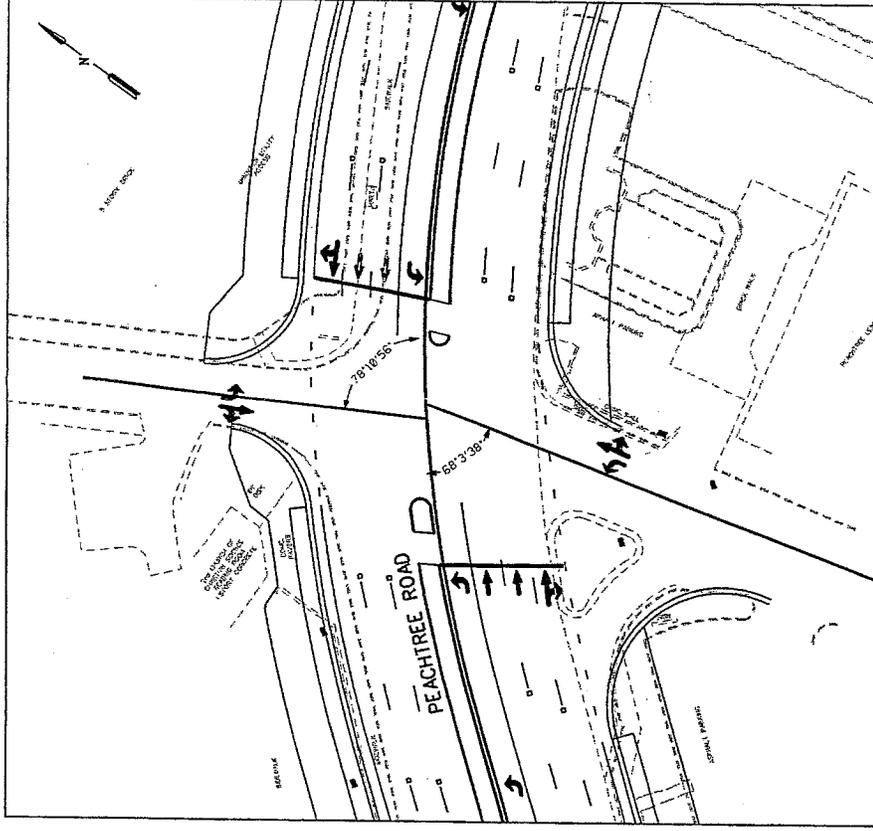
PROPOSED CONDITIONS

PEACHTREE RD. AT LENOX PKY

NOT TO SCALE



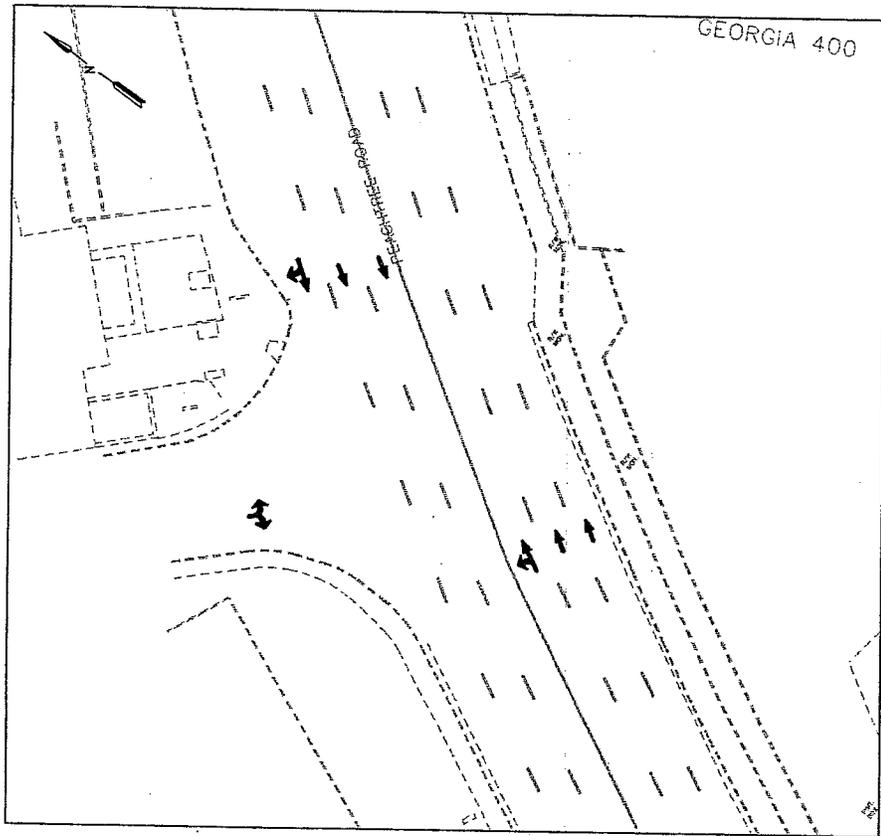
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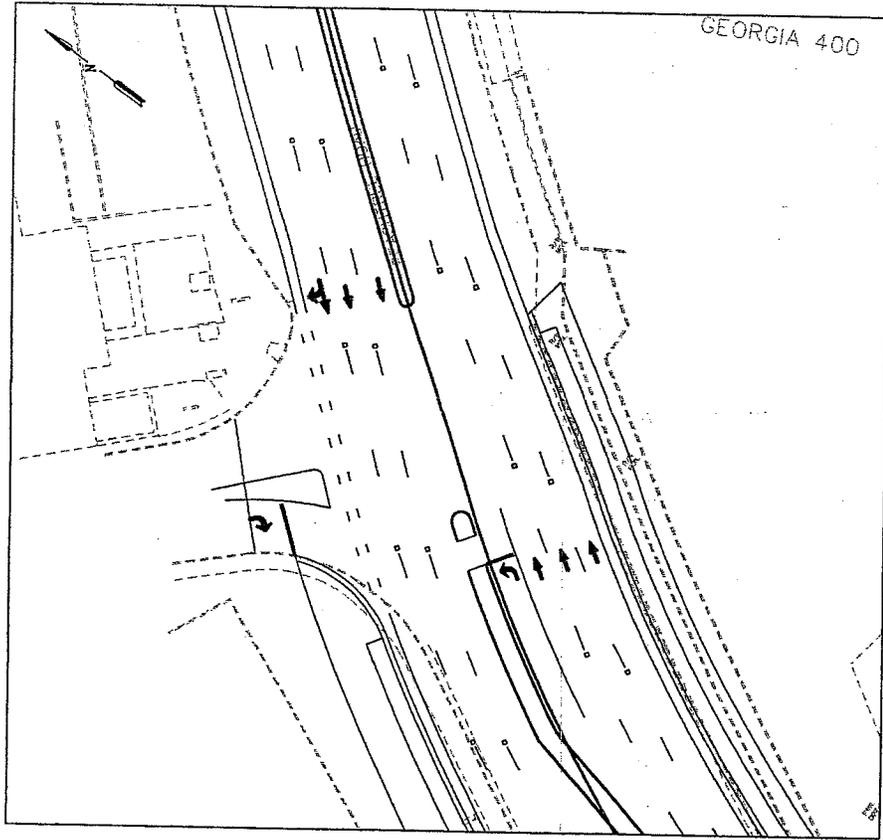
PROPOSED CONDITIONS

PEACHTREE RD. AT STRATFORD RD.

NOT TO SCALE



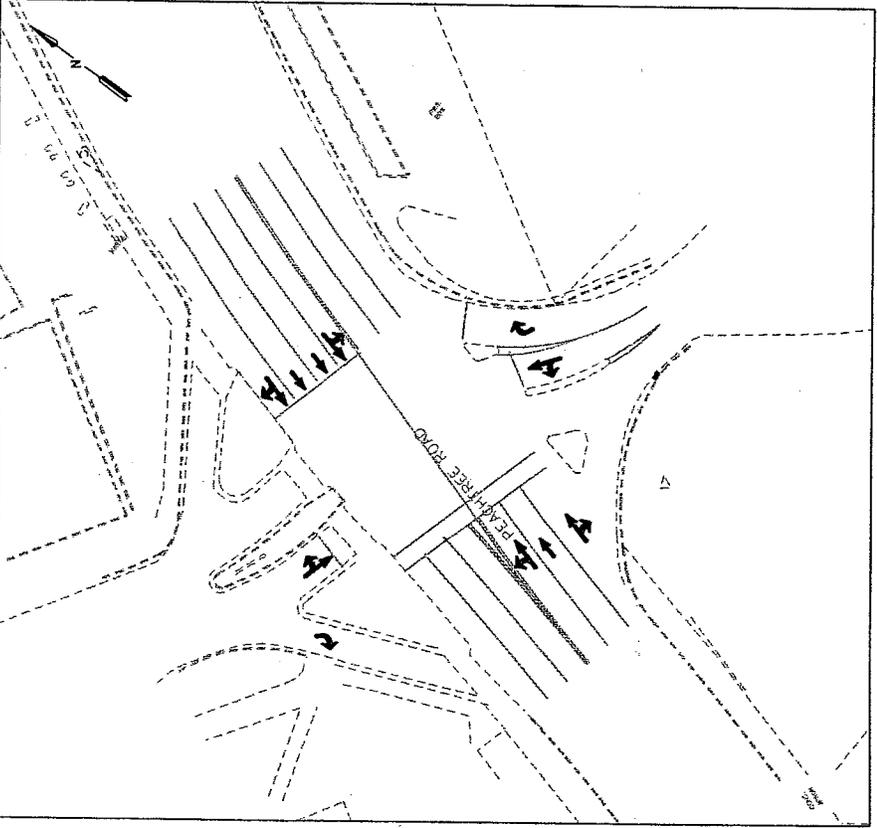
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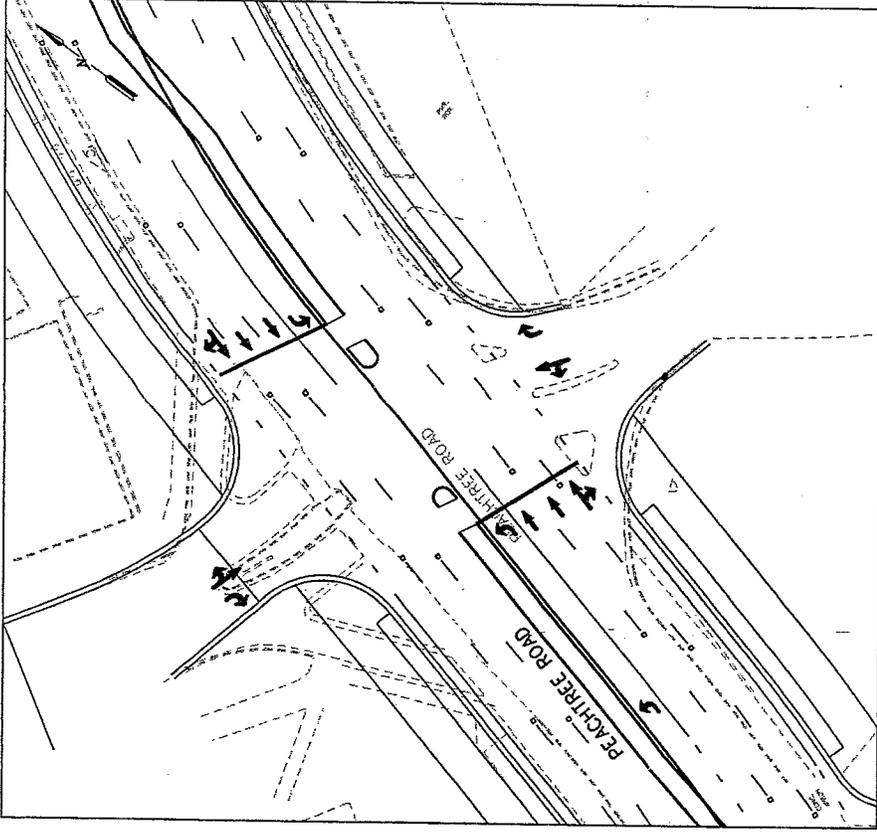
PROPOSED CONDITIONS

PEACHTREE RD. AT CAPITAL CITY PLAZA

NOT TO SCALE



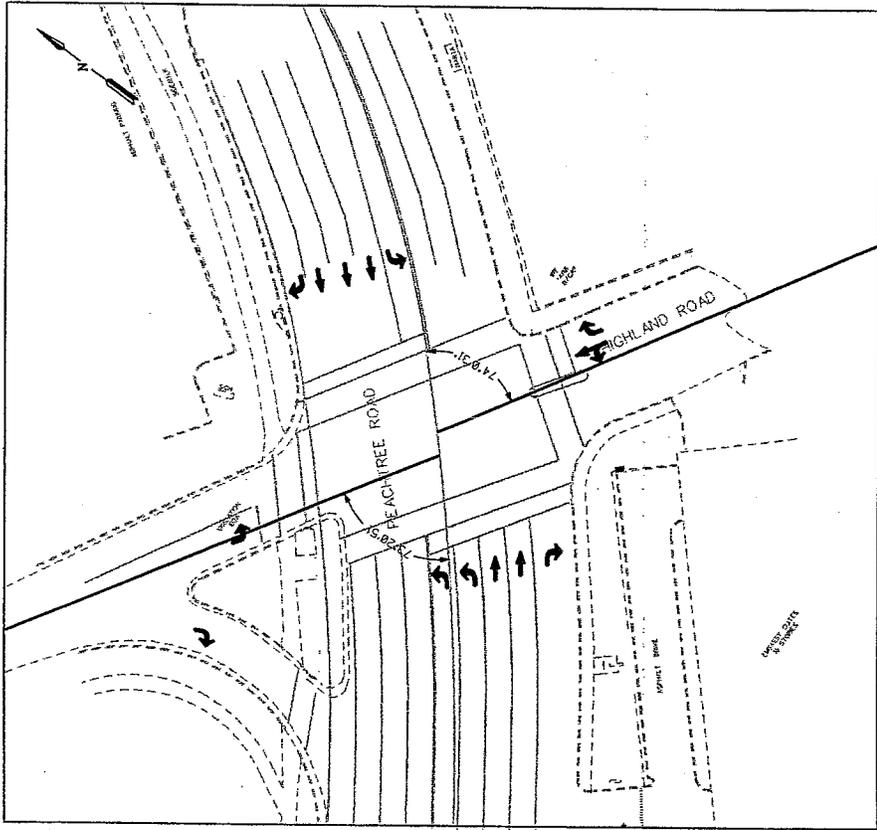
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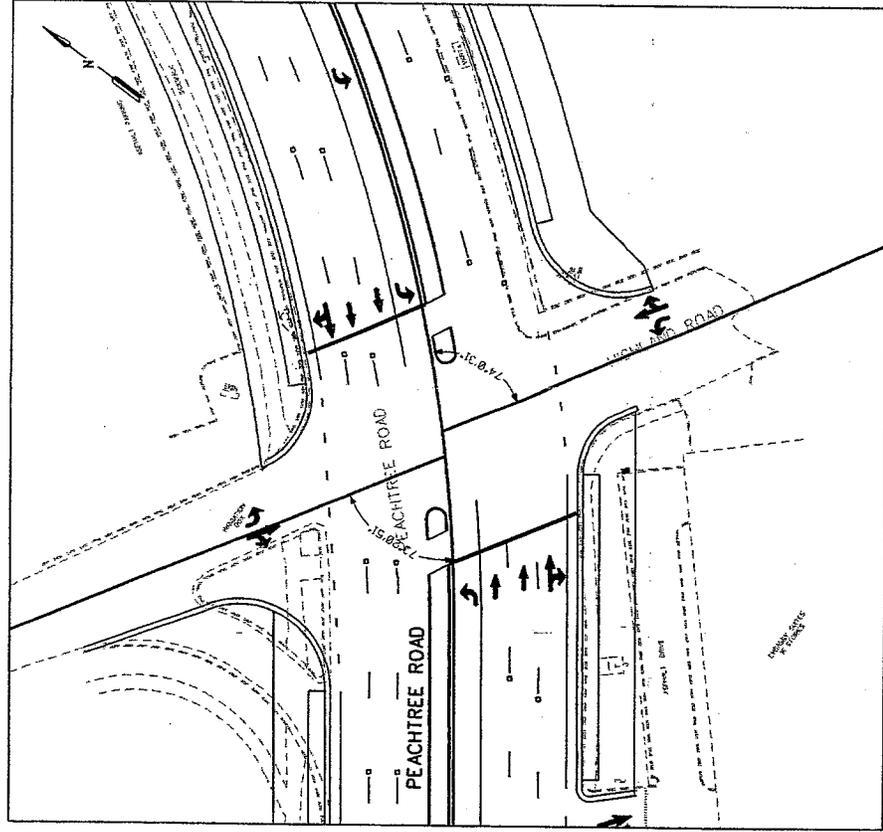
PROPOSED CONDITIONS

PEACHTREE RD. AT TOWER PLACE

NOT TO SCALE



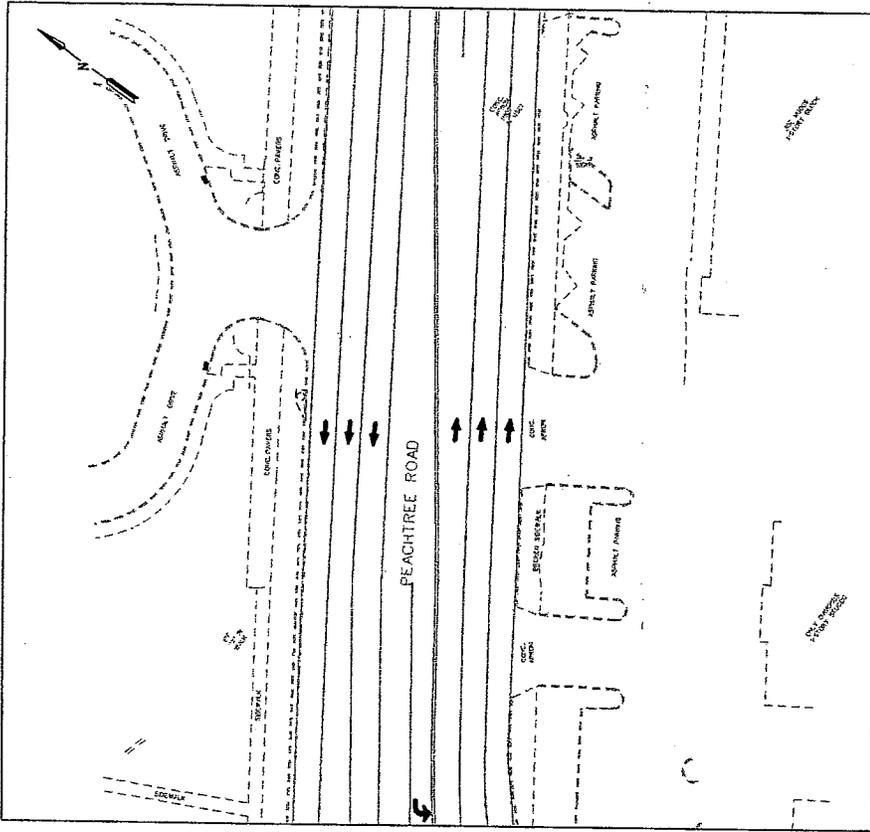
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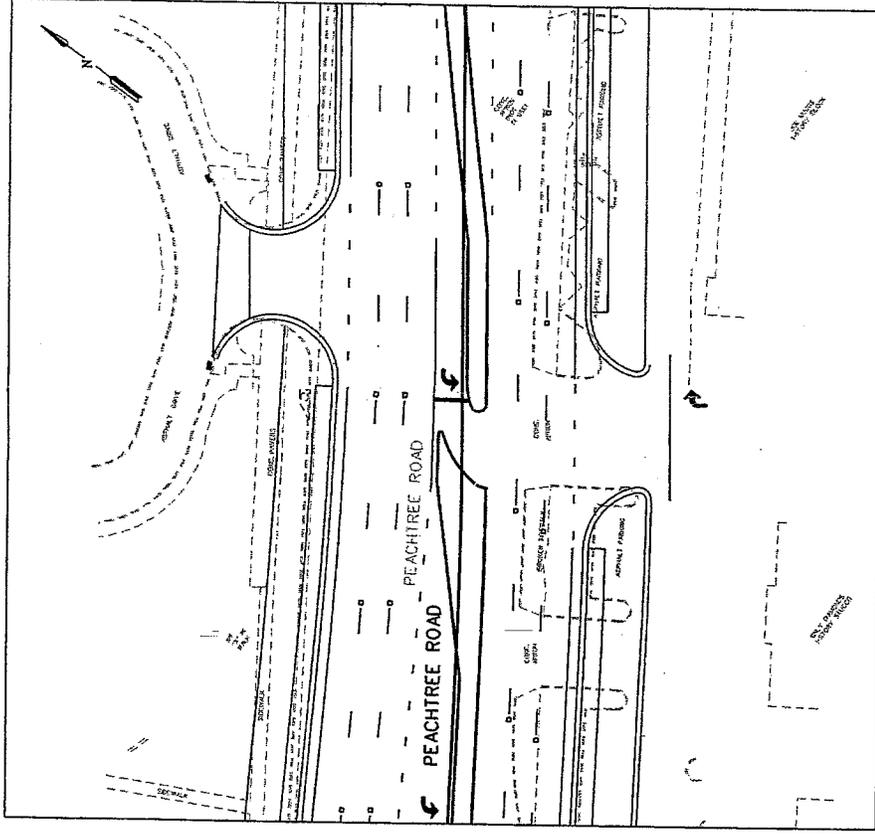
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PEACHTREE RD. AT HIGHLAND RD.

NOT TO SCALE



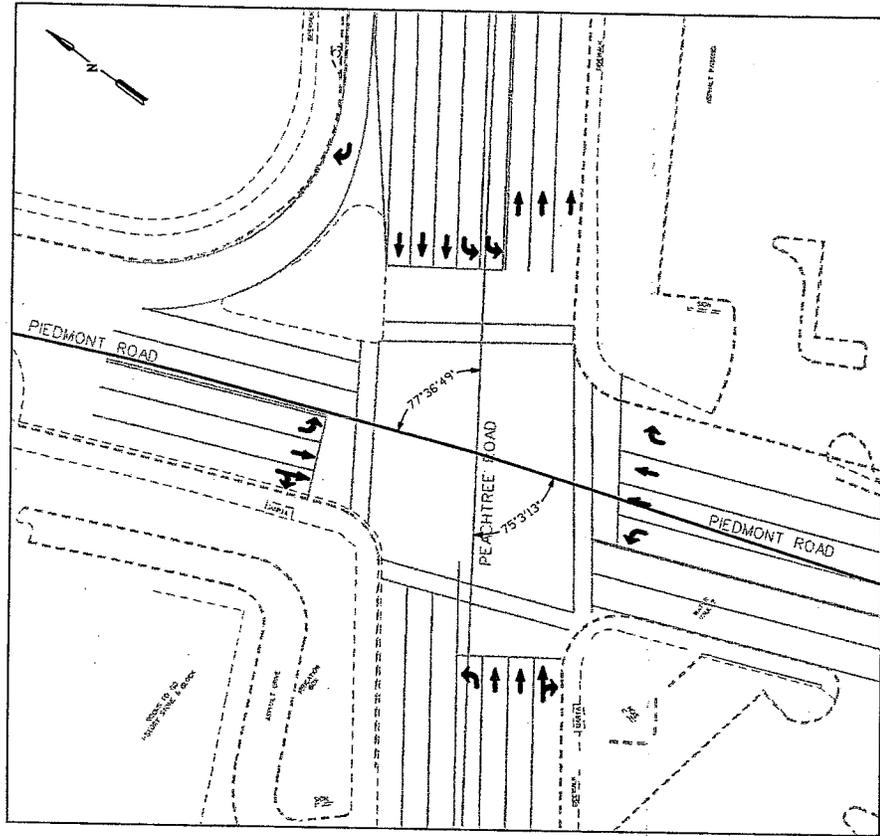
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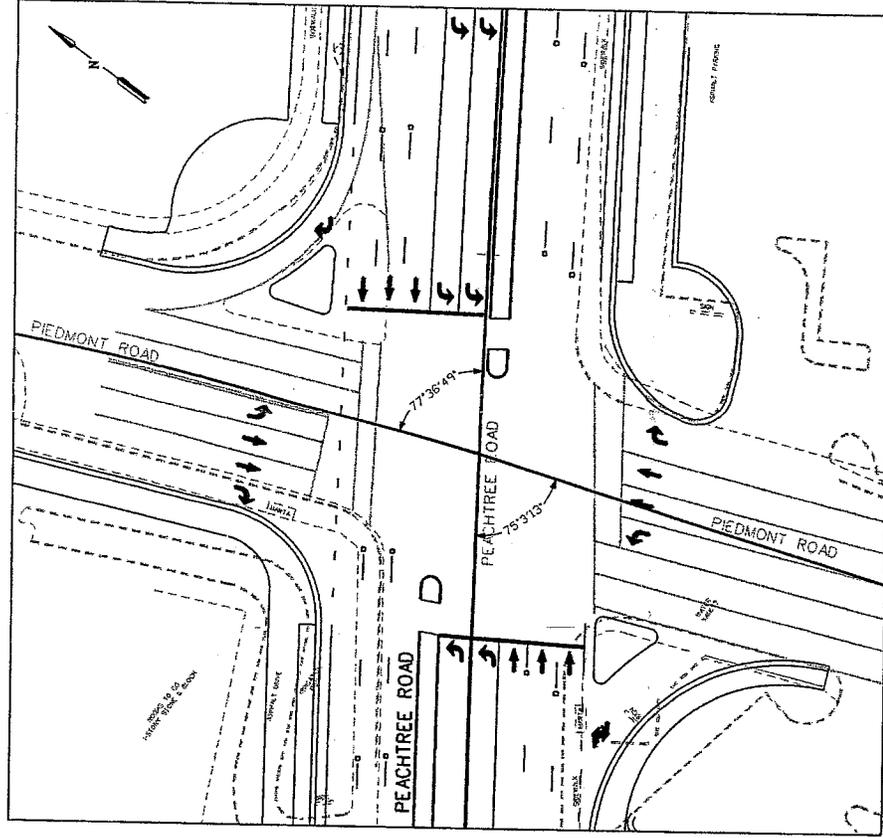
PROPOSED CONDITIONS

PEACHTREE RD. AT JOE MUGGS

NOT TO SCALE



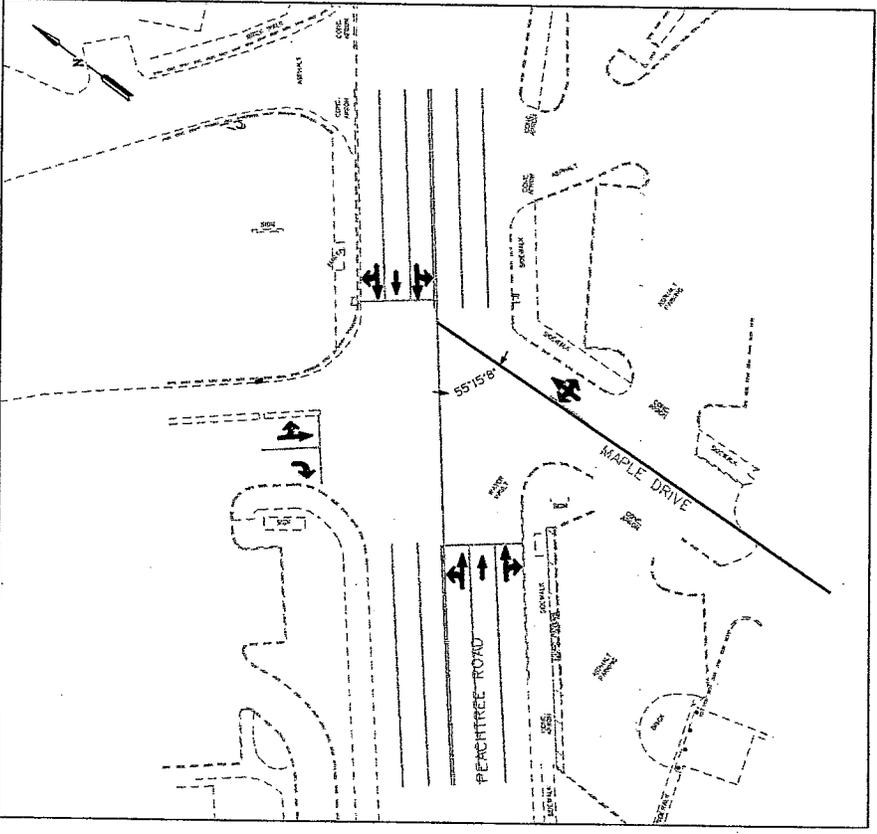
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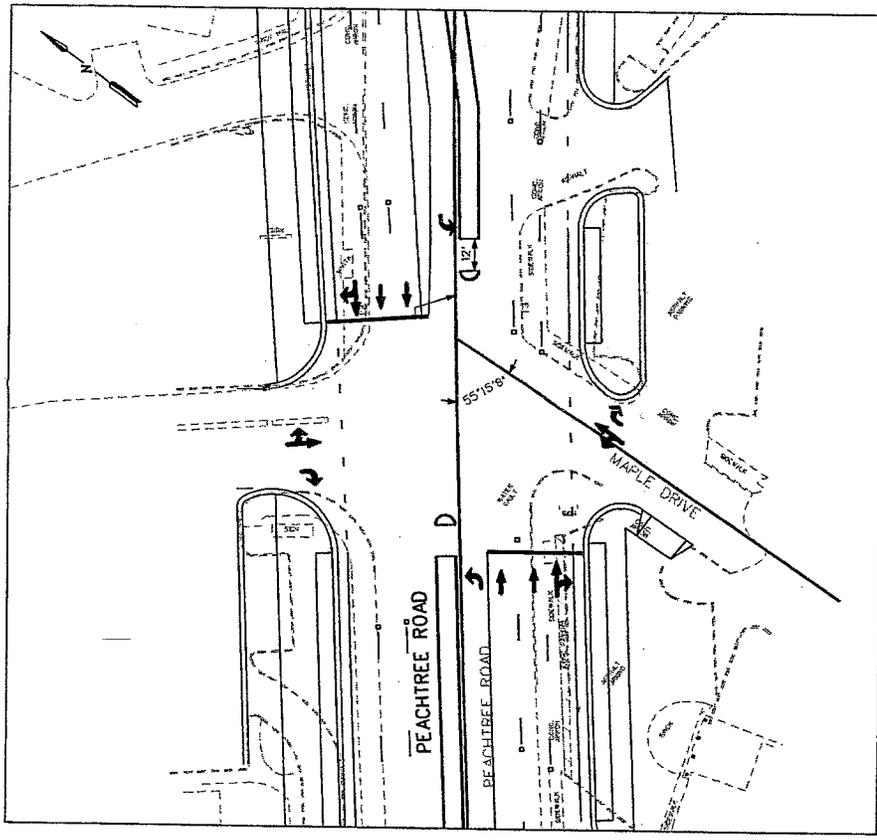
PROPOSED CONDITIONS

PEACHTREE RD. AT PIEDMONT RD.

NOT TO SCALE



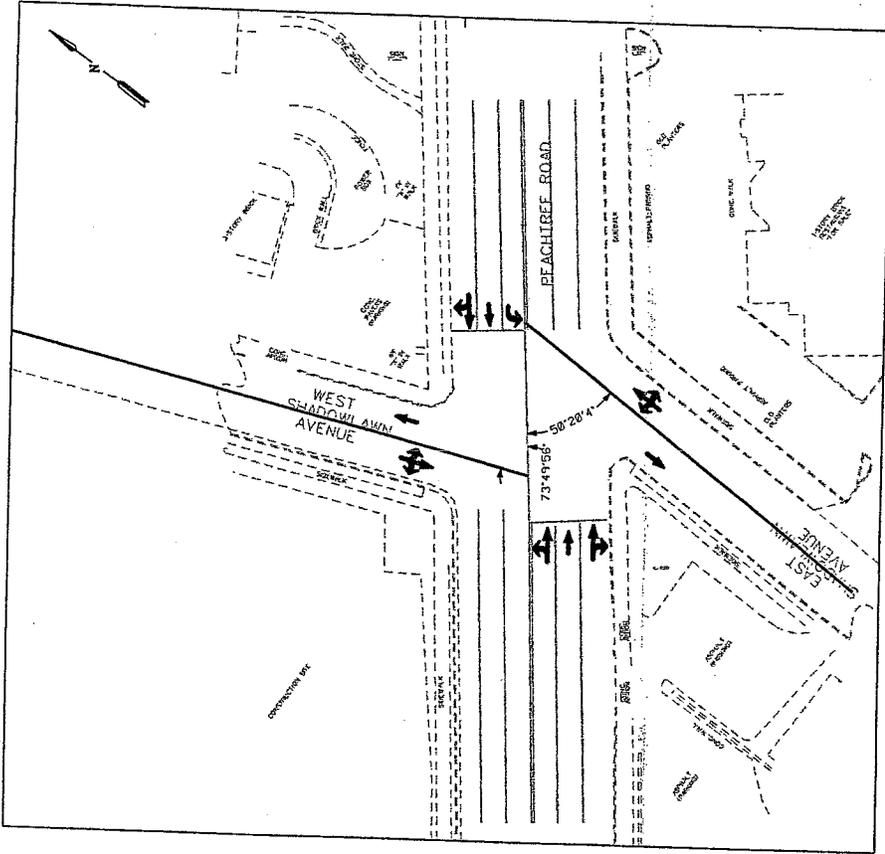
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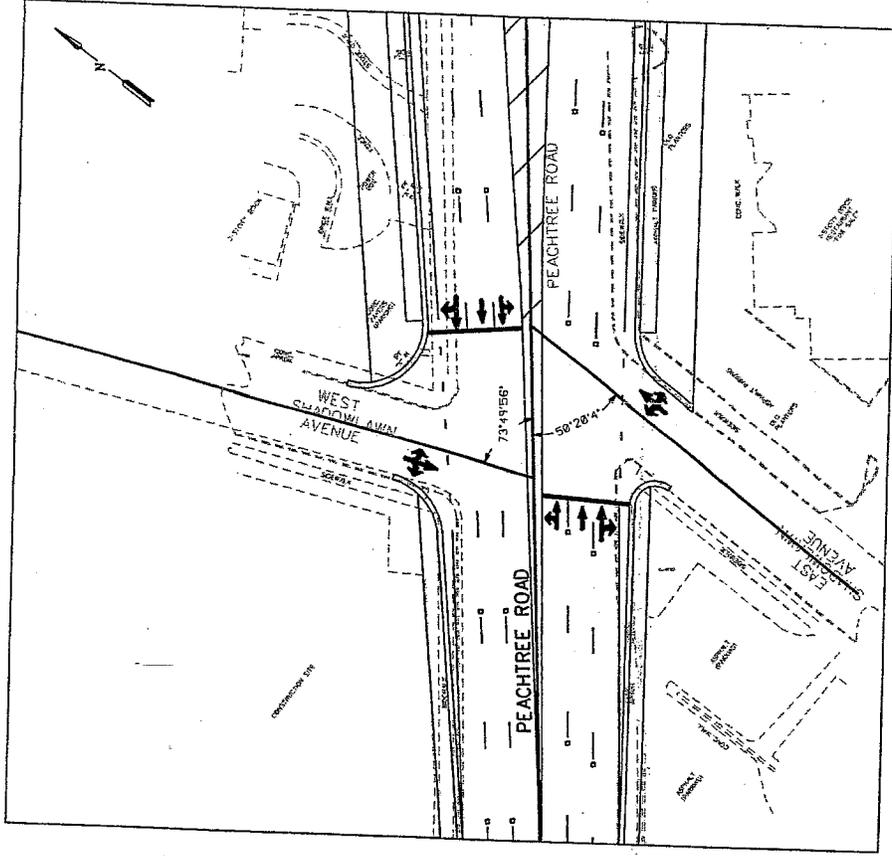
PROPOSED CONDITIONS

PEACHTREE RD. AT MAPLE DR.

NOT TO SCALE



EXISTING CONDITIONS

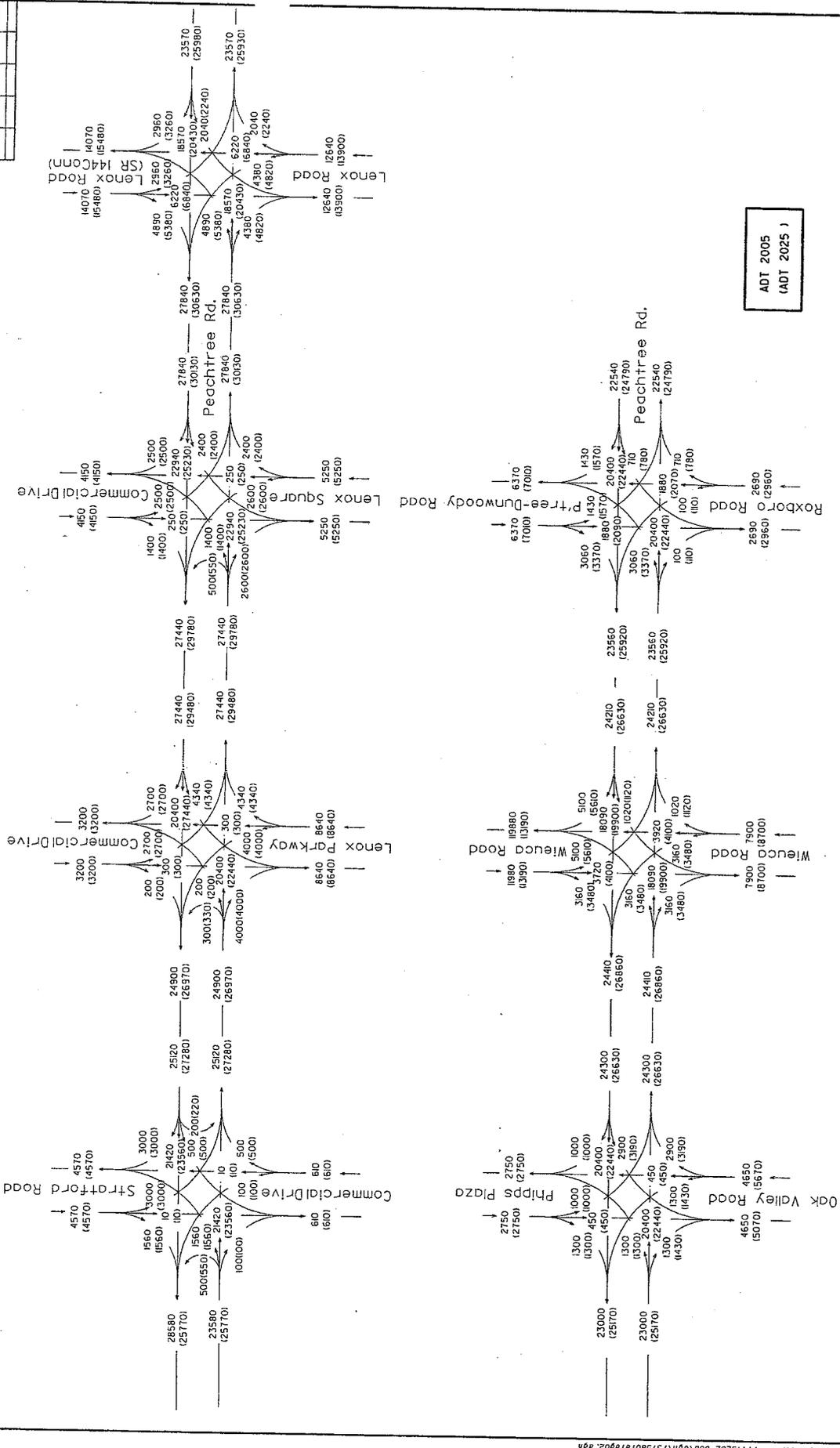


PROPOSED CONDITIONS

PEACHTREE RD. AT SHADOWLAWN AVE.



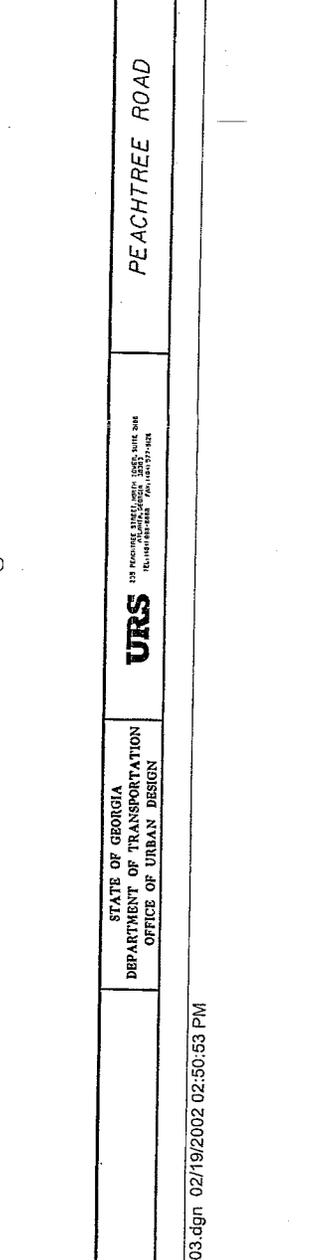
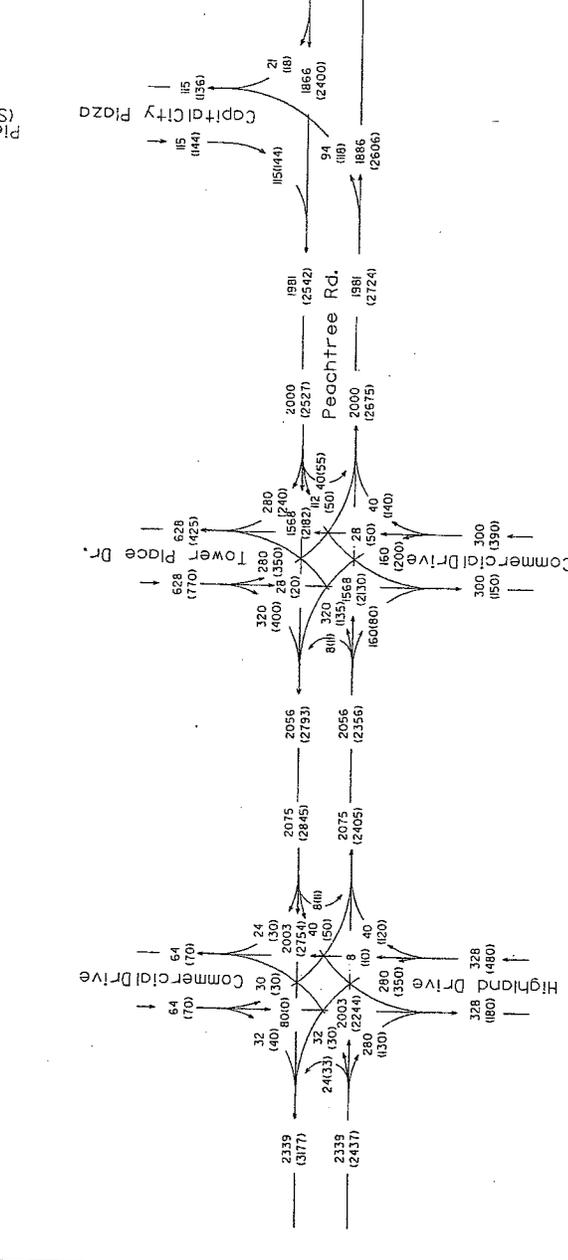
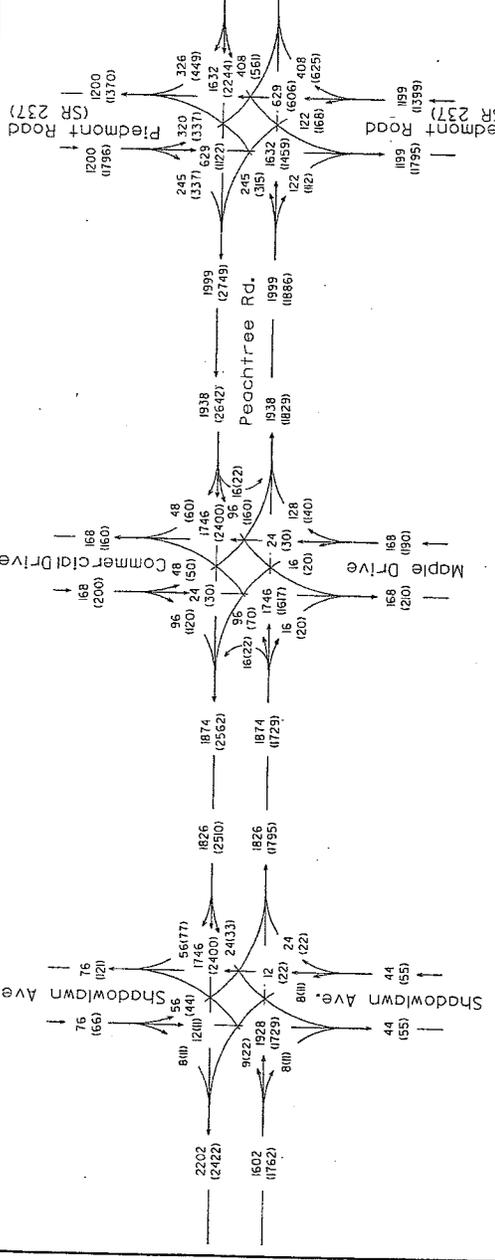
STATE PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
DA.		
REVISION DATES		



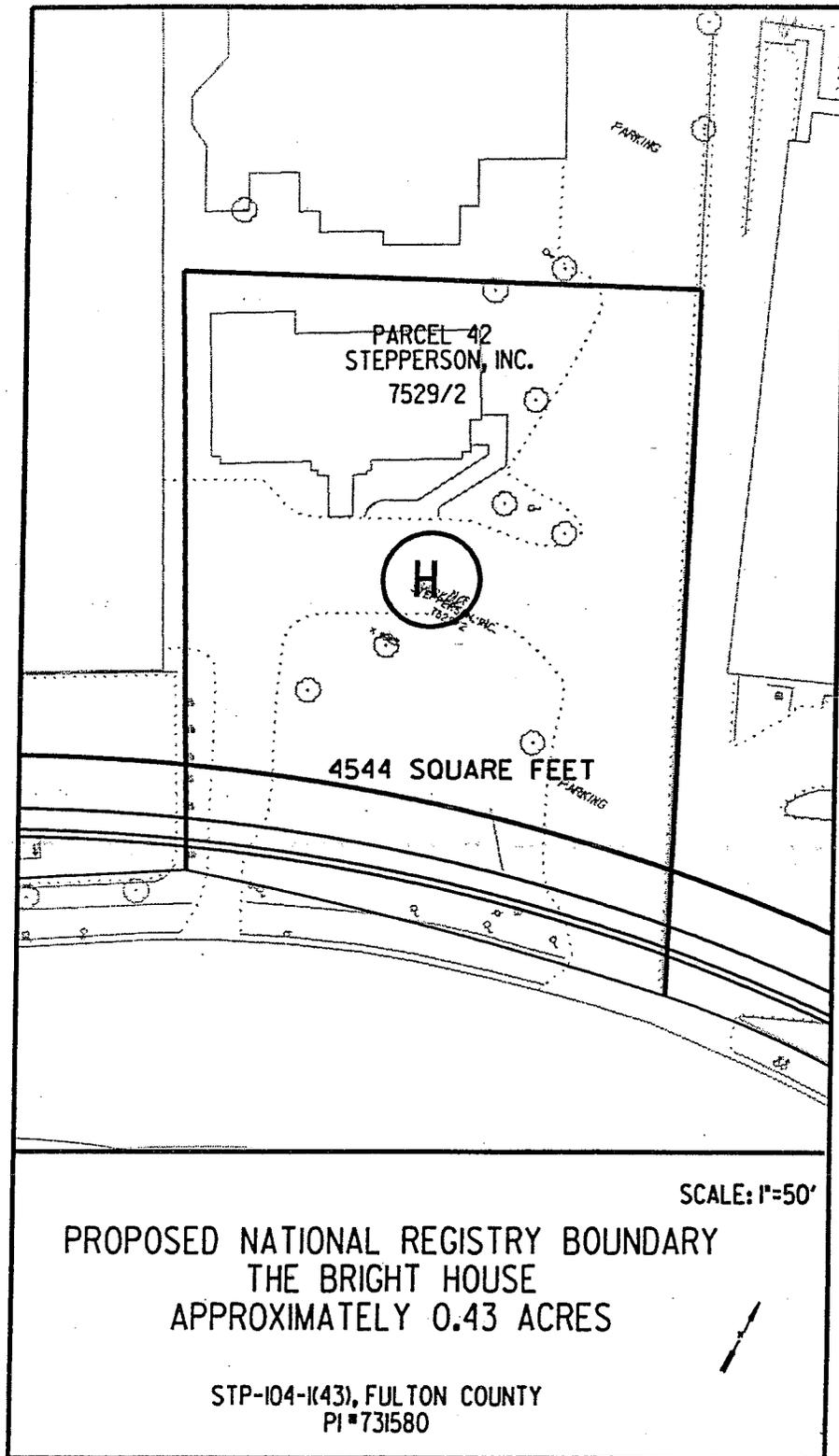
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(ADT 2025)

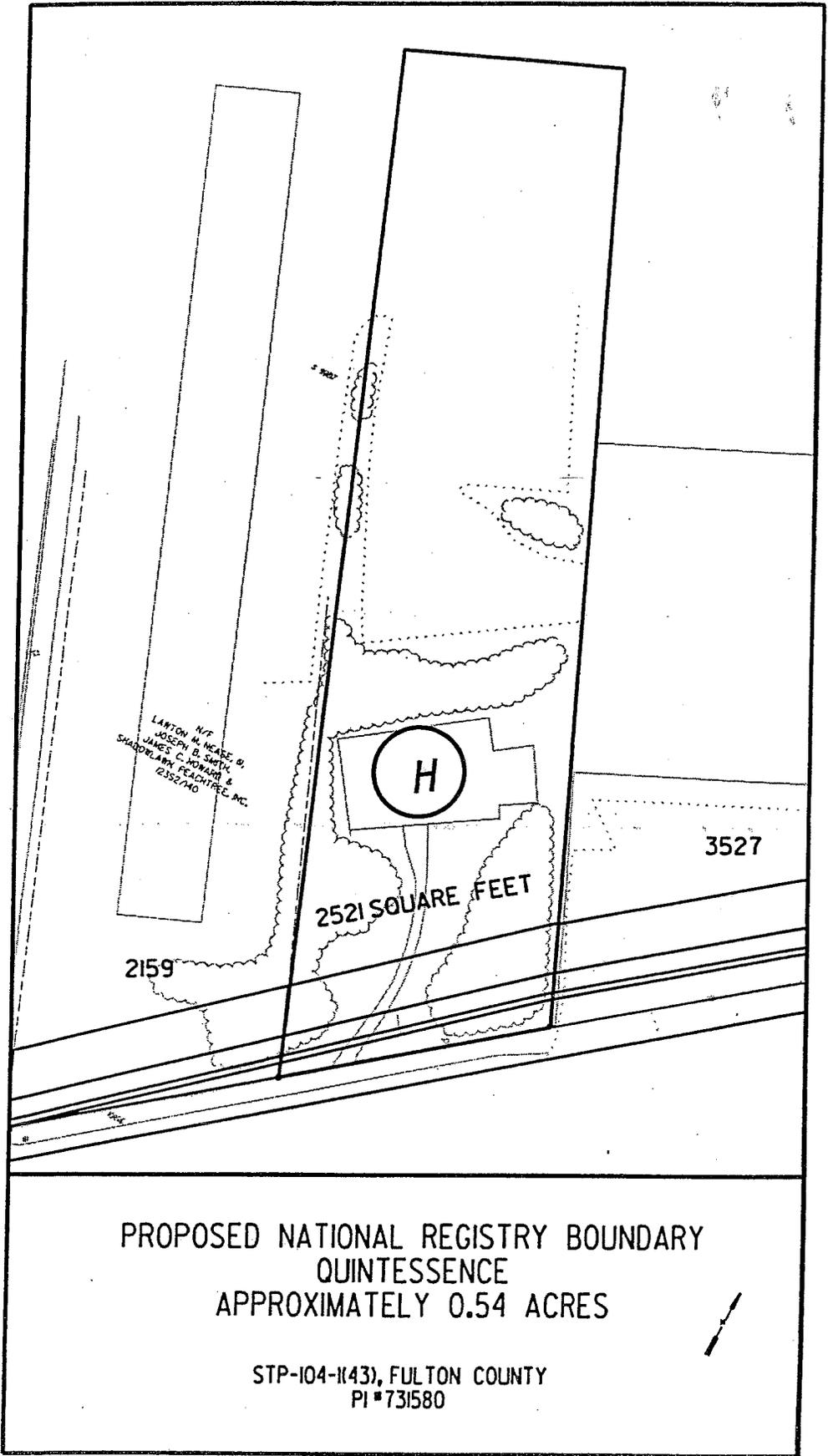
STATE	PROJECT NUMBER	SHEET NUMBER
GA.		

REVISION DATES



DHV AM  
DHV PM





LANTON N/F  
JOSEPH M. HEARSE II  
JOSEPH B. SMITH  
JAMES C. HOWARD &  
SHADDLAWN PEACHTREE, INC.  
2352/140

H

2521 SQUARE FEET

2159

3527

PROPOSED NATIONAL REGISTRY BOUNDARY  
QUINTESSENCE  
APPROXIMATELY 0.54 ACRES

STP-104-1(43), FULTON COUNTY  
PI #731580



2/18/02

State of Georgia  
Department of Transportation

Project Concept Report page 1  
Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
P. I. Number: 731560, 731570, 731580  
County: Fulton

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Numbers: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

County: Fulton  
P. I. Numbers: 731560, 731570, 731580  
Federal Route Number: N/A  
State Route Number: 141



Recommendation for approval:

DATE April 4, 2002

DATE 4/8/02

*Edward P. Rubin*  
Project Manager  
*Joseph P. Allen*  
State Urban Design 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 _____	_____
DATE _____	State Transportation Planning Administrator
DATE _____	_____
DATE _____	State Transportation Programming Engineer
DATE _____	_____
DATE _____	State Environmental/Location Engineer
DATE _____	_____
DATE _____	State Traffic Safety and Design Engineer
DATE _____	_____
DATE _____	District Engineer
DATE <u>4/11/02</u>	_____
	Project Review Engineer
	<u><i>Paul V. Hicks Jr.</i></u>
	State Bridge Engineer

2/18/02

State of Georgia  
Department of Transportation

Project Concept Report page 1  
Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
P. I. Number: 731560, 731570, 731580  
County: Fulton

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Numbers: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

County: Fulton  
P. I. Numbers: 731560, 731570, 731580  
Federal Route Number: N/A  
State Route Number: 141



Recommendation for approval:

DATE April 4, 2002

DATE 4/8/02

*Edward P. ...*  
Project Manager

*Joseph ...*  
State Urban Design Engineer

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DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
State Transportation Programming Engineer

\_\_\_\_\_  
State Environmental/Location Engineer

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Project Review Engineer

\_\_\_\_\_  
State Bridge Engineer

2/18/02

State of Georgia  
Department of Transportation

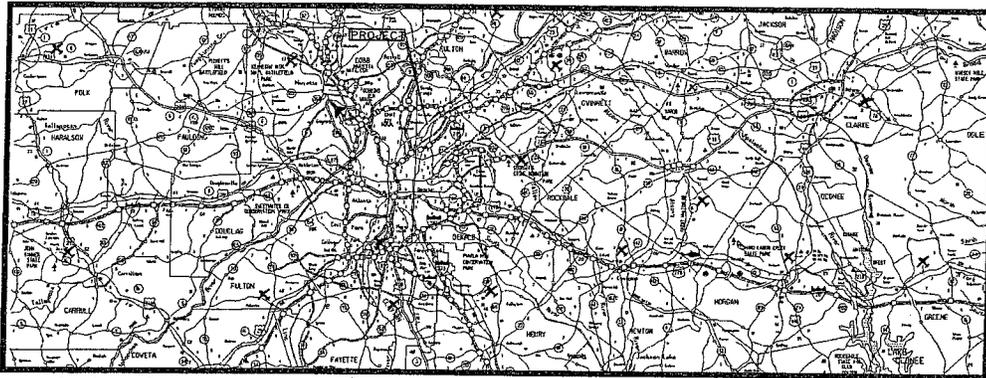
Project Concept Report page 1  
Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
P. I. Number: 731560, 731570, 731580  
County: Fulton

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
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County: Fulton  
P. I. Numbers: 731560, 731570, 731580  
Federal Route Number: N/A  
State Route Number: 141



Recommendation for approval:

DATE \_\_\_\_\_

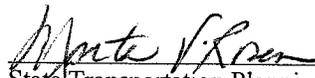
Project Manager

DATE \_\_\_\_\_

State Urban Design Engineer

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DATE 4-16-02

  
State Transportation Planning Administrator

DATE \_\_\_\_\_

State Transportation Programming Engineer

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge Engineer

Department of Transportation  
State of Georgia

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INTERDEPARTMENTAL CORRESPONDENCE

File: STP-104-1(41, 42 &43), Fulton County  
P.I. No. 731560, 731570, 731580

Office: Traffic Safety & Design  
Atlanta, Georgia  
Date: April 18, 2002

From: *PMA/uz* Phillip M. Allen, State Traffic Safety and Design Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

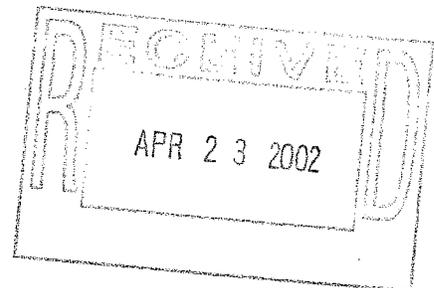
We have reviewed the above referenced concept report for the proposed corridor improvements along SR 141 / Peachtree Road in Fulton County.

The Office of Traffic Safety & Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Keepler, State Environment/Location Engineer  
Joseph Palladi, State Urban Design Engineer  
Attention: Mike Lobdell  
Michael Malcom, District Preconstruction Engineer  
David Mulling, State Review Engineer, w/ attachment  
Marta Rosen, State Transportation Planning Administrator  
Chuck Hasty, TMC  
General Files  
Office Files



2/18/02

State of Georgia  
Department of Transportation

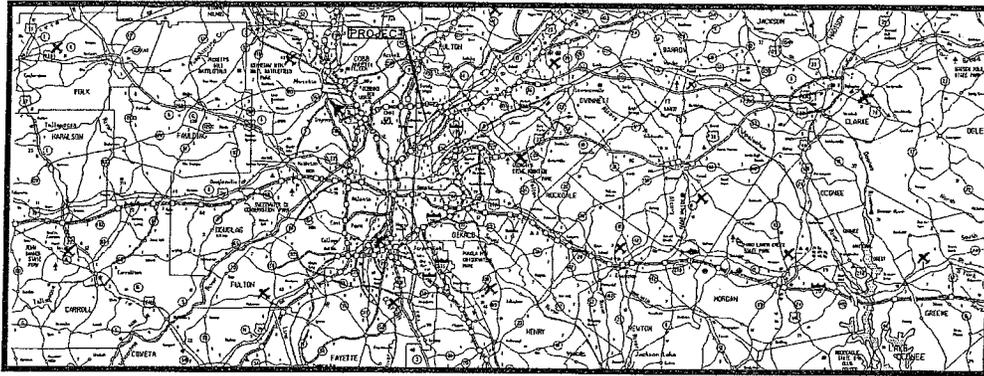
Project Concept Report page 1  
Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
P. I. Number: 731560, 731570, 731580  
County: Fulton

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Numbers: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

County: Fulton  
P. I. Numbers: 731560, 731570, 731580  
Federal Route Number: N/A  
State Route Number: 141



Recommendation for approval:

DATE \_\_\_\_\_

Project Manager

DATE \_\_\_\_\_

State Urban Design Engineer

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DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

State Transportation Programming Engineer

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE 4-18-02

*Phillip M. Allen*  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

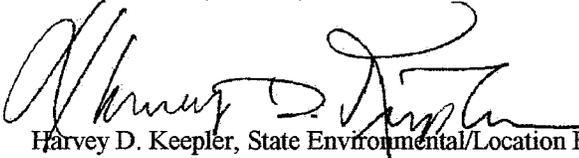
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**INTERDEPARTMENT CORRESPONDENCE**

FILE: **P.I. No. 731560, 731570, 731580**

OFFICE: Environment/Location

DATE: April 29, 2002

FROM:   
Harvey D. Keepler, State Environmental/Location Engineer

TO: Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**  
STP-104-1(41, 42, 43), FULTON COUNTY

The above subject concept report has been reviewed. CE with Programmatic 4(f) & should take one year to complete.

If you have any questions, please contact me at (404) 699-4401.

HDK/rtt

Attachment

cc: David Mulling  
Joseph Palladi, P.E.

2/18/02

State of Georgia  
Department of Transportation

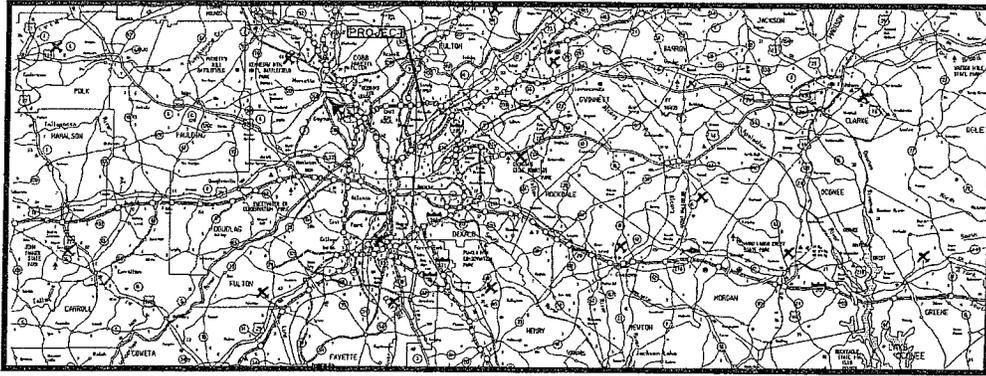
Project Concept Report page 1  
Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
P. I. Number: 731560, 731570, 731580  
County: Fulton

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Numbers: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

County: Fulton  
P. I. Numbers: 731560, 731570, 731580  
Federal Route Number: N/A  
State Route Number: 141



Recommendation for approval:

DATE \_\_\_\_\_

Project Manager

DATE \_\_\_\_\_

State Urban Design Engineer

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DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

State Transportation Programming Engineer

DATE 4/19/02

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge Engineer

2/18/02

State of Georgia  
Department of Transportation

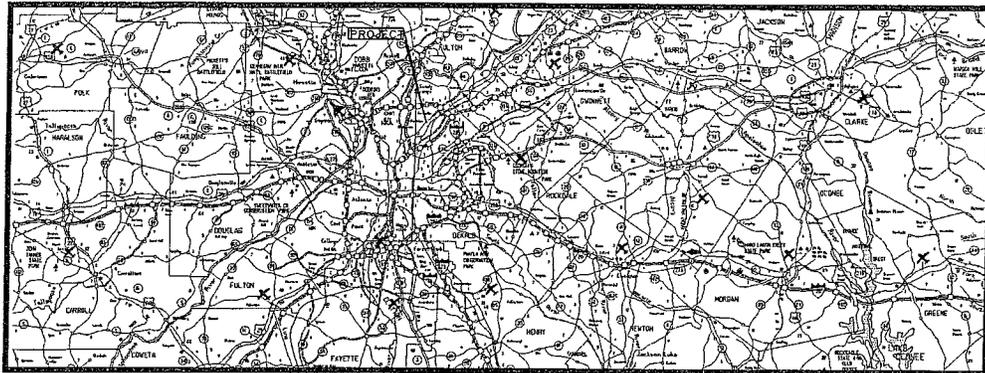
Project Concept Report page 1  
Project Number: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)  
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County: Fulton

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Numbers: STP-104-1 (41), STP-104-1 (42), STP-104-1 (43)

County: Fulton  
P. I. Numbers: 731560, 731570, 731580  
Federal Route Number: N/A  
State Route Number: 141



Recommendation for approval:

DATE \_\_\_\_\_

Project Manager

DATE \_\_\_\_\_

State Urban Design Engineer

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DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

State Transportation Programming Engineer

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE 4-29-02

District Engineer *Debra R. Harvey*

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge Engineer

