



Interoffice Memo
Office of Design Policy & Support

DATE: 3/11/2019

FILE: P.I.# 0015019
Fulton County / GDOT District 7 - Metro Atlanta
New Construction – 15th Street Extension From SR9 / West Peachtree Street
To CS 673 / Williams Street

FROM:  Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Paul Tanner, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Kathy Zahul, District Engineer
Paul DeNard, District Preconstruction Engineer
Shun Pringle, District Utilities Manager
Eka Okonmkpaeto, Project Manager
BOARD MEMBER - 5th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: New Construction P.I. Number: 0015019
 GDOT District: 7 County: Fulton
 Federal Route Number: N/A State Route Number: N/A
 Project Number: N/A

15TH STREET EXTENSION FROM SR 9/WEST PEACHTREE STREET TO CS 673/WILLIAMS STREET

Concept Report resubmitted on 02/11/2019 (OB)

Submitted for approval:

Hatem Aly

Digitally signed by Hatem Aly
 DN: cn=Hatem Aly, c=US,
 email=hatem.aly@jacobs.com
 Date: 2018.12.17 08:31:30 -
 05'09'

~~12/17/2018~~ 02/08/2019 (OB)

Consultant Designer & Firm: Hatem Aly, Jacobs Engineering Group

Date 02/08/2019 (OB)

Local Government Sponsor: Ibrahim Abousaud, Project Manager, City of Atlanta

Date 12/18/2018

State Program Delivery Administrator:

Date 12-20-18

Ekaokpaoto

KE8D

Date 12/19/2018

GDOT Project Manager:

Date

Recommendation for approval:

Eric Duff (OB)

12/28/2018 (OB)

State Environmental Administrator:

Date

Christopher Raymond (OB)

01/14/2019 (OB)

for State Traffic Engineer:

Date

Bill DuVall (OB)

12/26/2018 (OB)

State Bridge Engineer:

Date

Kathy Zahul (OB)

01/04/2019 (OB)

District Engineer:

Date

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

R. Paul Tanner (OB)

01/09/2019 (OB)

State Transportation Planning Administrator:

Date

APPROVALS

Concur: Hiral Patel
 GDOT Director of Engineering:

3-8-19
 Date

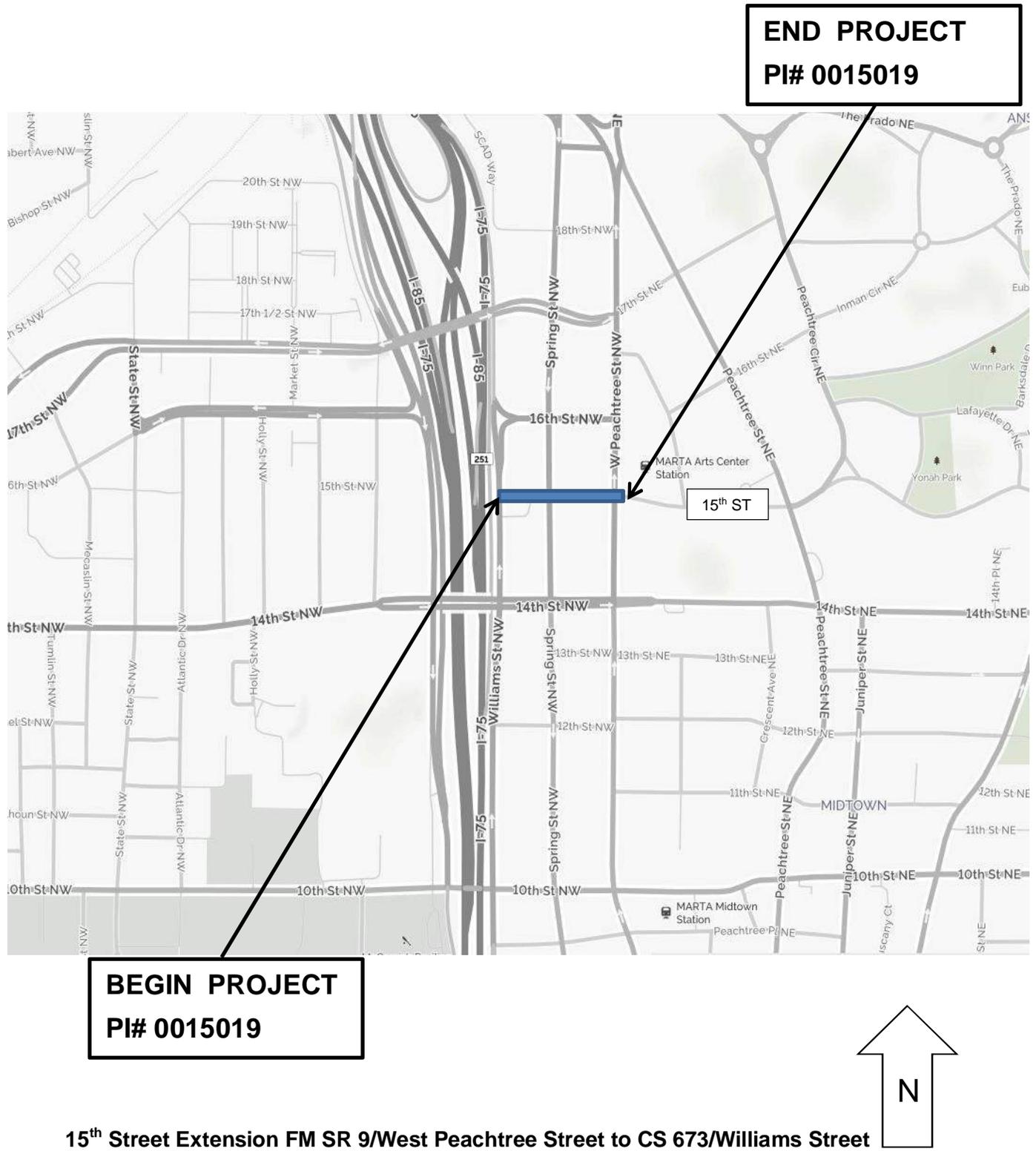
Approve: Margaret B. Pinkel
 GDOT Chief Engineer:

3.11.19
 Date

Recommendations were also received from the following and are on file:

Joseph Cavins, District 7 Design Engineer (OB) 01/04/2019 (OB)
Erik Rohde, State Project Review Engineer (OB) 02/18/2019 (OB)
Stevonn Dilligard, Utility Preconstruction Specialist (OB) 02/25/2019 (OB)

PROJECT LOCATION MAP



PLANNING & BACKGROUND DATA

Project Justification Statement: (Provided by Midtown Alliance)

The Midtown district is one of the most densely and economically significant activity centers in the Atlanta region, supporting 65K jobs and 20K+ residents within a 1 sq mile area. This project is to extend 15th St. west two blocks from West Peachtree St. to Spring St. and Williams St. An extended 15th St. will provide better circulation for vehicles, bicycles, and pedestrians through the Midtown area. The proposed extension will improve traffic circulation and connectivity for both existing and future developments and will alleviate traffic congested parallel streets such as 14th and 16th Streets, in particular 14th Street, during the peak traffic periods. Today, the 14th Street corridor experiences major traffic congestion leading to lost productivity, stress, and excessive vehicle emissions. 14th Street is overtaxed as one of only three Interstate access points serving Midtown and the only connection north of 10th Street. It is also the only east/west street north of 10th St that connects from Peachtree St to Williams St. 14th Street intersections currently operate at LOS D or worse during peak periods, with an AADT between Spring Street and Williams Street of 30,694. The high peak period traffic volumes cause major disruptions along 14th Street itself (such as conflicts with turning vehicles or traffic stopped by police officers to let traffic exit a driveway) and spillback from congestion along other major corridors such as I-75/I-85, Spring Street or Peachtree Street.

Based on just those projects currently under construction and proposed to date, the 15th Street, and the 14th Street corridors east of the Connector will experience unprecedented growth over the next five years with an additional 3,114 residential units, 151K sf of retail, 200K sf of office space, and 340 hotel rooms

Existing conditions: N/A

Other projects in the area:

- PI# 0012595 Spring Street Pedestrian Mobility and Safety Improvement Project from Peachtree to 17th Street
- Art Center MARTA TOD
- 13th Street one-way to two-way operation from Juniper St. to Piedmont Ave.

MPO: Atlanta TMA

TIP #: AT-306

Congressional District(s): 5

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: AADT 24 HR T: 6.0%
Current Year (2018): N/A Open Year (2023): 9,725 Design Year (2043): 11,825
Open Year + 2 (2025) : 9,950 Design Year +2 (2045) : 12,075

Traffic Projections Performed by: Jacobs
Date approved by the GDOT Office of Planning: 10/23/2018

Functional Classification (Mainline): Urban Local Road

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: None Bicycle Pedestrian Transit
Pedestrian Warrant #1 & 4, Bicycle Warrant #1 & 3

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? No Yes
Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: The project is a multi-modal connection that extends 15th Street from its current end point at West Peachtree two blocks west to Williams Street. The entire extension will be implemented on GDOT right-of-way eliminating the need for costly and time consuming land acquisition. The project is designed as a three lane section between West Peachtree Street and Spring Street with one through lane, a dedicated left turn lane at Spring Street and one through lane and a dedicated left turn lane at West Peachtree Street. There is a single through lane in each direction between Spring Street and Williams Street. Travel lanes are planned to be 11-feet wide. New traffic signals are proposed at 15th and Spring Street and at Williams Street. The corridor will have 10-foot sidewalks with a 5-foot furniture zone with trees and street lights, and striped 5-foot wide bike lanes providing a direct connection to the Arts Center MARTA station. Total length of the project is approximately 0.16 miles.

Major Structures:

Structure ID	Existing	Proposed
Underground detention vault	The vault is 18' X 40' X 3' deep and is located next to the sidewalk on the east side of Spring Street.	The existing vault is unable to support traffic loads and therefore will be demolished. The cost to fill structure with concrete is estimated to be \$60,000.

*The project will coordinate with City of Atlanta Department of Watershed Management regarding the underground detention vault.

Accelerated Bridge Construction (ABC) techniques anticipated: No Yes

Mainline Design Features: 15th Street: Urban Local Road

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	3 (15th Street east of project)		2
- Lane Width(s)	N/A (new constr)	10 to 12 FT	11 FT
- Median Width & Type	N/A		N/A
- Border Area Width	N/A	10' – 16'	15'-6"
- Outside Shoulder Slope	N/A (new constr)	2%	2%
- Inside Shoulder Width	N/A		N/A
- Sidewalks	N/A (new constr)		10'
- Auxiliary Lanes	N/A	11' – 12'	11'
- Bike Accommodations	N/A (new constr)	4 FT	5 FT
Posted Speed	25 MPH (15 th Street east of the project)		25 MPH
Design Speed	Unknown		25 MPH
Minimum Horizontal Curve Radius	N/A (new constr)	154 FT	500 FT
Maximum Superelevation Rate	N/A (new constr)	4.0%	3.0%
Maximum Grade	N/A (new constr)	11.0%	11.0%
Access Control	By Permit	By Permit	By Permit
Design Vehicle			S-BUS-40
Check Vehicle			S-BUS-40
Pavement Type	HMA (connecting Streets)		HMA

*According to current GDOT design policy if applicable

Is the project located on a NHS roadway? No Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter- Mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Design Loading Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Horizontal Curve Radius	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Maximum Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Superelevation Rate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter- mined	Yes	Appvl Date (if applicable)
1. Access Control	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Shoulder Width	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Sight Distance (Due to proposed trees along 15 th Street contained in Midtown's SPI-16 zoning)	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Tangent Lengths on Reverse Curves	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Lateral Offset to Obstruction (Due to lighting poles and trees in the furniture zone contained in Midtown's SPI- 16 zoning)	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Safety Edge	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Pedestrian, Bicycle, and Transit Warrants	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. ADA requirement in PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14. GDOT Drainage Manual (Due to the CoA Combined Sewer Outflow system)	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Lighting required: No Yes

The lighting design will follow the Midtown's SPI-16 zoning requirements and the allowable photometric design.

Off-site Detours Anticipated: No Undetermined Yes

If yes: Roadway type to be closed: Local Road State Route

Detour Route selected: Local Road State Route

District Concurrence w/Detour Route: No/Pending Received

Transportation Management Plan [TMP] Required: No Yes
If Yes: Project classified as: Non-Significant
TMP Components Anticipated: TTC

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections:

US 19/SR 9 NB (West Peachtree Street, 5 lanes, one way): The signal modification on West Peachtree Street will allow a single left turn onto 15th Street. A signal will be added for 15th Street eastbound to allow for a single left turn onto West Peachtree and a single through movement for 15th Street.

US19/SR 9 SB (Spring Street, 4 lanes, one way): A signal will be added to this intersection to allow for a through movement on 15th street (a single lane), a right turn for Spring Street onto 15th Street westbound, and a single left turn for Spring Street onto 15th Street.

Williams St. (2 lanes, one way): A signal will be added to this intersection to allow for a right turn for 15th Street onto Williams Street northbound, and a single right turn for Williams Street onto 15th Street.

Intersection Control Evaluation (ICE) Required: No Yes
See Attachment #8 which includes the following:

- ICE Stage 1
- ICE Stage 2
- Approved Waiver Request

Roundabout Peer Review Required: No Yes Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements:

Gas: Southern Co. Gas (formerly AGL)
Power: Georgia Power Company
Water: City of Atlanta Department of Watershed Management
Communication:
Level 3 Communications, Inc.
Comcast
Fiberlight, LLC
AT&T
XO/AGLN
ZAYO Fiber Solutions
Verizon/MCI

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: 75 to 95 ft. Proposed width: 75 to 95 ft.
Required Right-of-Way anticipated: None Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other (Driveway)

Anticipated total number of impacted parcels: 3
Displacements anticipated: Businesses: 0

Residences: 0
Other:
Total Displacements: 0

Impacts to USACE property anticipated? No Yes Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: The AMLI development on the north side of 15th Street constructed the buildings with the new 15th Street in mind. There are three locations that are very sensitive to the elevations of the final roadway and sidewalk layout. The first being the main entrance to the building on the northwest corner of the intersection of 15th and West Peachtree Street. The second is a bicycle facility for the residents that is mid-block on 15th Street. The third is an access point for the new parking deck that is about 100 feet from the Spring Street intersection.

Other developments in the area may be impacted by the 15th Street project; such as the new Hampton Inn at the southeast corner of West Peachtree and 15th Street. The exit for this development (which will be only 50 feet from the intersection) will most likely be deemed unsafe for left turns onto 15th Street.

The owners of the parking garages between Spring Street and West Peachtree on the south side of the project have expressed interest in obtaining access to 15th Street.

The other issue of concern is crosswalk slopes for wheelchair access. All of the north-south crosswalks need to have a maximum cross slope of 2%. This will affect the vertical alignment of 15th Street.

Context Sensitive Solutions Proposed: The vertical alignment of 15th Street will need to be designed to match the existing elevations of the AMLI development; and be designed to meet ADA requirements for the north-south cross walks.

The stakeholders will also be engaged during the design process to identify issues and concerns.

Signage and/or bollards on 15th Street just east of the intersection with West Peachtree may be needed to help prevent left turns out of the Hampton Inn.

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA: PCE CE EA-FONSI
GEPA: Type A Type B None

Level of Environmental Analysis:

- The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Compliance – Is the project located in an MS4 area? No Yes

The implementation of post-construction stormwater BMPs is infeasible due to its cost compared to the total project cost. The cost of providing bioretention basin is more than 10% of the total project cost. See Attachment #8 which includes the following:

- MS4 Drainage Area Layout
- Preliminary estimated costs for MS4 post construction stormwater BMP's
- MS4 Concept Report Summary for the project.

Is Non-MS4 water quality mitigation anticipated? No Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. 33 USC 408 Decision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	One built resource identified as eligible for the NRHP with SHPO concurrence, AOE underway.
13. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Air Quality:

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

Carbon Monoxide hotspot analysis required? No Yes

Waiting for the LOS at the signalized intersections to determine the Carbon Monoxide hotspot analysis required. The LOS will be determined when the traffic study is done. Traffic study still waiting for the ICE Phase II approval.

NEPA/GEPA Comments & Information:

NEPA/GEPA: Currently coordinating with FHWA to validate that a Categorical Exclusion is the appropriate documentation level. Air and Noise is being finalized.

Ecology: An ecology minor template (ecology resource survey and assessment of effects overview) was submitted to FHWA by GDOT on July 11, with a request for no effect determination. FHWA has given their no effects determination. Ecology complete.

History: There were two properties (details listed in table above) that were 50 years of age or older identified within the proposed project's APE (Area of Potential Effect) during the field survey. SHPO concurred with this finding on July 6, 2018.

The project is not anticipated to have an adverse effect to any eligible resources. Historian currently writing Assessment of Effects as part of the Section 106 to submit to GDOT in September. Waiting on Air and Noise figures.

Archeology: An archaeological short report was submitted to GDOT on July 17 with a result of negative findings. GDOT approved Short Form on 8/8/2018. Archeology complete.

County: Fulton

Noise Effects: A noise evaluation will be required for this new location roadway. If noise impacts are identified, mitigation measures will be evaluated. Mitigation measures, such as noise walls and berms, will likely not be reasonable or feasible.

Public Involvement: Midtown Alliance has begun stakeholder meetings with stakeholders such as building owners and current developments. A Public Information Open House was held on November 8, 2018. Forty-six people attended and 22 people completed comment cards. Additionally, six people provided comments during the online comment period. Responses mailed January 3, 2019

Major stakeholders: Pollack Shores; AMLI; Hampton Inn; King & Spaulding; Regions Plaza; MARTA; Midtown Alliance, City of Atlanta.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? No Yes

Project Meetings:

Initial Concept Meeting: Meeting was held on 09-22-2017-Minutes attached.

Concept Meeting: Concept Team Meeting was held July 27, 2018.

Other coordination to date:

- Project Coordination meeting with GDOT, City of Atlanta, and Midtown Alliance was held September 22, 2017; minutes are attached
- Stakeholder meeting with Pollack Shores and Amli was held February 28, 2018, minutes are attached.
- FHWA meeting held March 01, 2018; minutes are attached
- Stakeholder meeting with Hampton Inn and King & Spaulding was held on March 21, 2018, minutes are attached
- MARTA meeting was held March 26, 2018; minutes are attached
- Public Information Open House (PIOH) was held November 8, 2018

Other coordination to date:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Jacobs
Design	Jacobs
Right-of-Way Acquisition	Midtwon Alliance
Utility Coordination (Preconstruction)	Midtown Alliance/City of Atlanta
Utility Relocation (Construction)	Utility Owners
Letting to Contract	Midtown Alliance/ City of Atlanta
Construction Supervision	Midtown Alliance/ City of Atlanta
Providing Material Pits	Contractors
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Jacobs/ Midtown Alliance/City of Atlanta
Environmental Mitigation	No mitigation requirements are expected at this time.
Construction Inspection & Materials Testing	Midtown Alliance/City of Atlanta

Project Cost Estimate and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	Federal /Midtown Alliance	N/A	Midtown Alliance	Midtown Alliance/City of Atlanta	Federal/ Midtown Alliance/City of Atlanta	
\$ Amount	445,623	N/A	**126,000	**0.00	3,729,737	4,301,360
Date of Estimate	01/05/2018	N/A	01/28/2019	02/07/2019	02/08/2019	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment

** Estimated ROW and Utilities Cost developed by design consultant.

ALTERNATIVES DISCUSSION

Alternative selection: There are only two options for this project: build or no-build. There has been a tremendous influx of newly planned office, retail, and residential spaces constructed along this corridor. The current concept allows for easier access to I-75 North, Spring Street, West Peachtree Street, and Peachtree Street. This will help to relieve congestion on 14th Street and so therefore is greatly needed. The no-build option is eliminated as an option because it doesn't meet the need and purpose of the project.

Preferred Alternative: 15 th Street new construction from West Peachtree St. to Williams Street			
Estimated Property Impacts:	3	Estimated Total Cost:	4,301,360
Estimated ROW Cost:	\$126,000	Estimated CST Time:	1 to 2 yrs
Rationale: This meets future needs of access to planned expansion and construction of new offices and residential spaces to I-75 North, Peachtree Street, West Peachtree Street, Spring Street and Williams Street; and will help to alleviate congestion on 14 th Street.			

No-Build Alternative: no build			
Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0
Rationale: This alternative will cause greater congestion on existing streets, especially 14 th Street.			

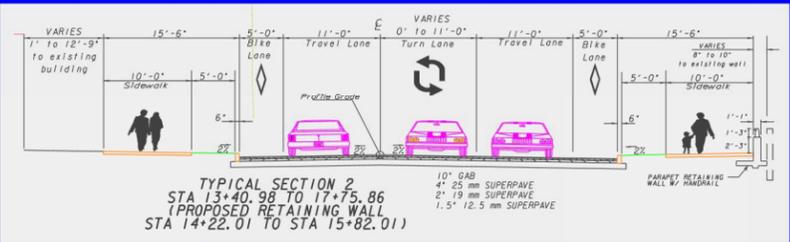
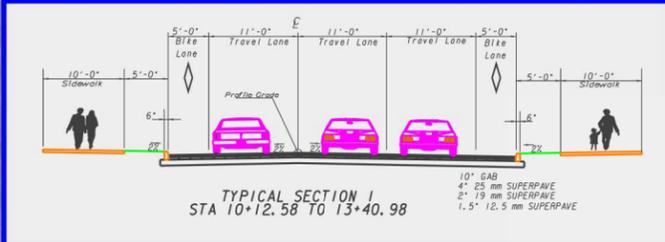
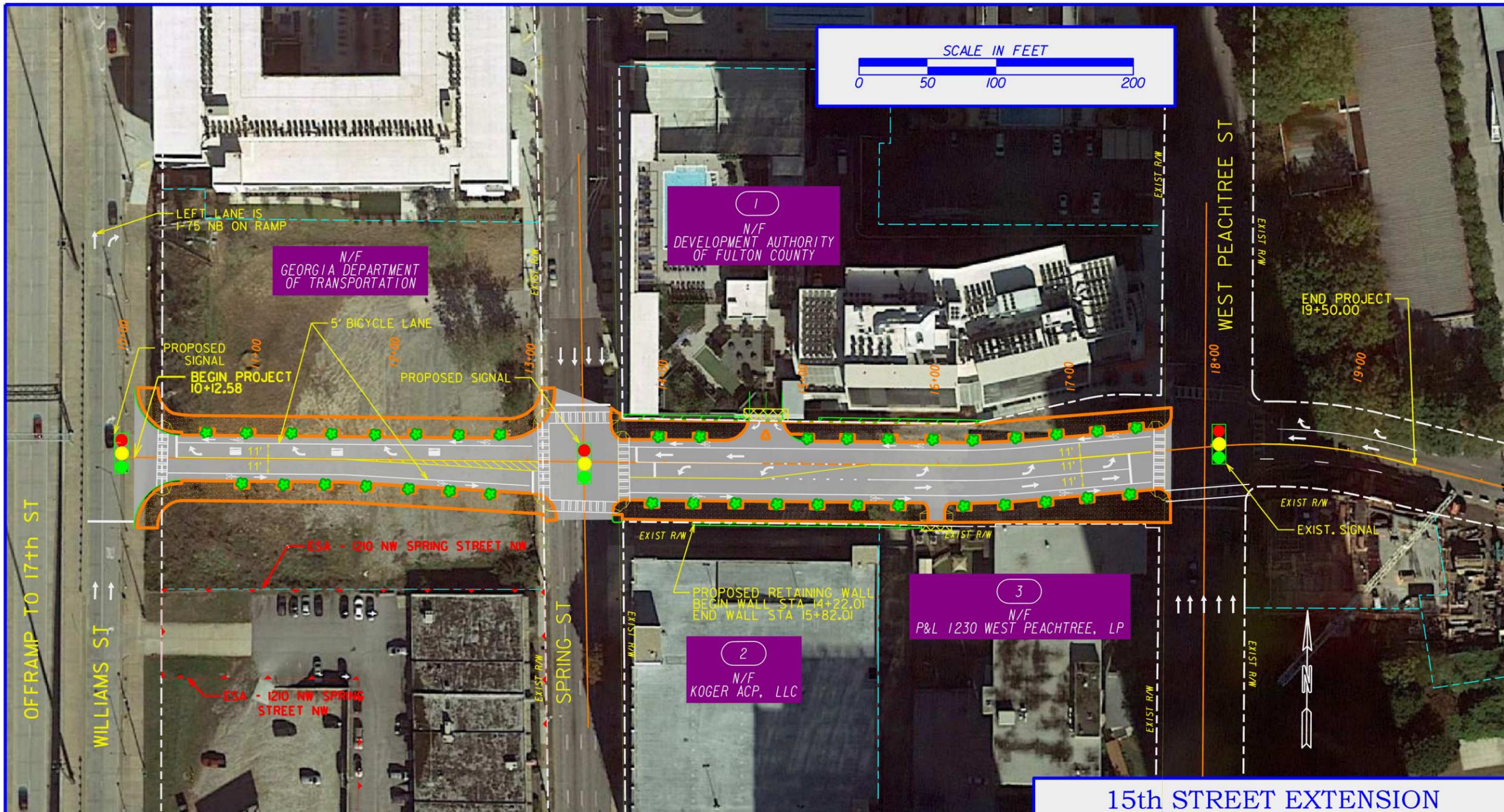
LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical Section
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection and Contingencies
 - b. Completed Liquid AC Cost Adjustment forms
 - c. Utilities
 - d. Right of Way
4. Concept Utility Report
5. Crash summaries
6. Design Traffic diagrams
7. Capacity analysis summary *
8. Summary of TE Study and/or Signal Warrant Analysis*
9. ICE Report(s) *
 - a. Stage 1 Screening Decision Record
 - b. Concurrence Memo
 - c. Stage 2 Alternative Selection Decision Record
 - d. Approved Waiver Request
10. MS4 Concept Report Summary
11. Minutes of Initial Concept Meeting
12. Minutes of Stakeholder Meetings
13. Minutes of Concept Team Meeting

*Items to be submitted before Concept Approval

Attachment #1

Concept Plan



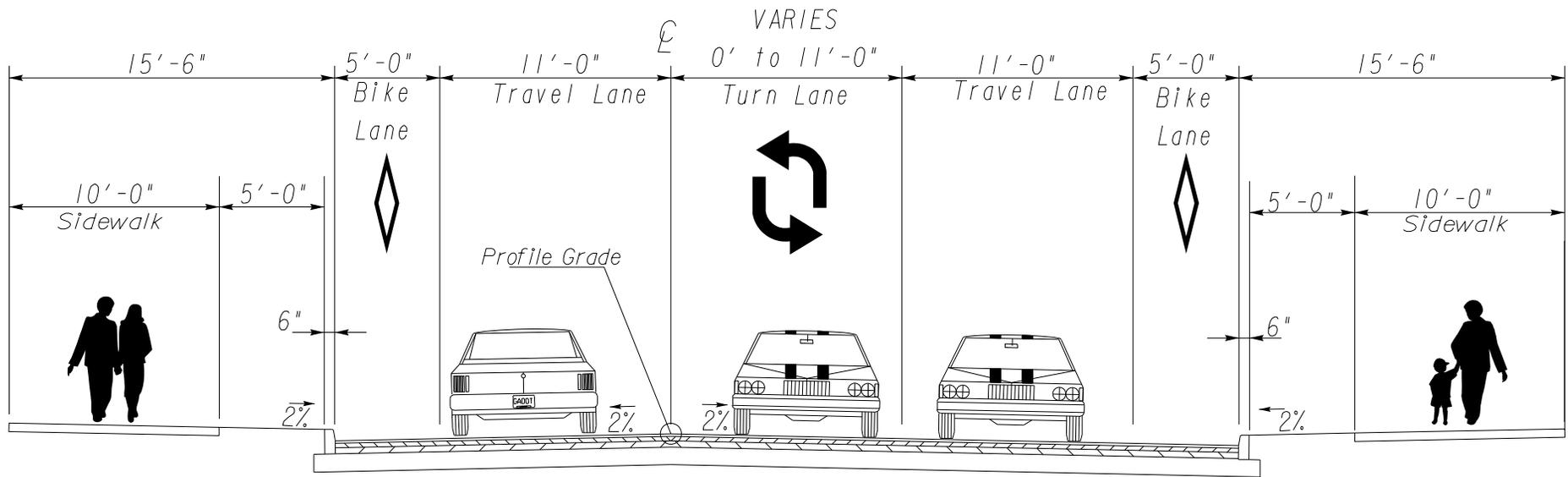
15th STREET EXTENSION
11' LANES
5' BICYCLE LANES
SIGNAL AT WILLIAMS STREET
AND SPRING STREET

JACOBS

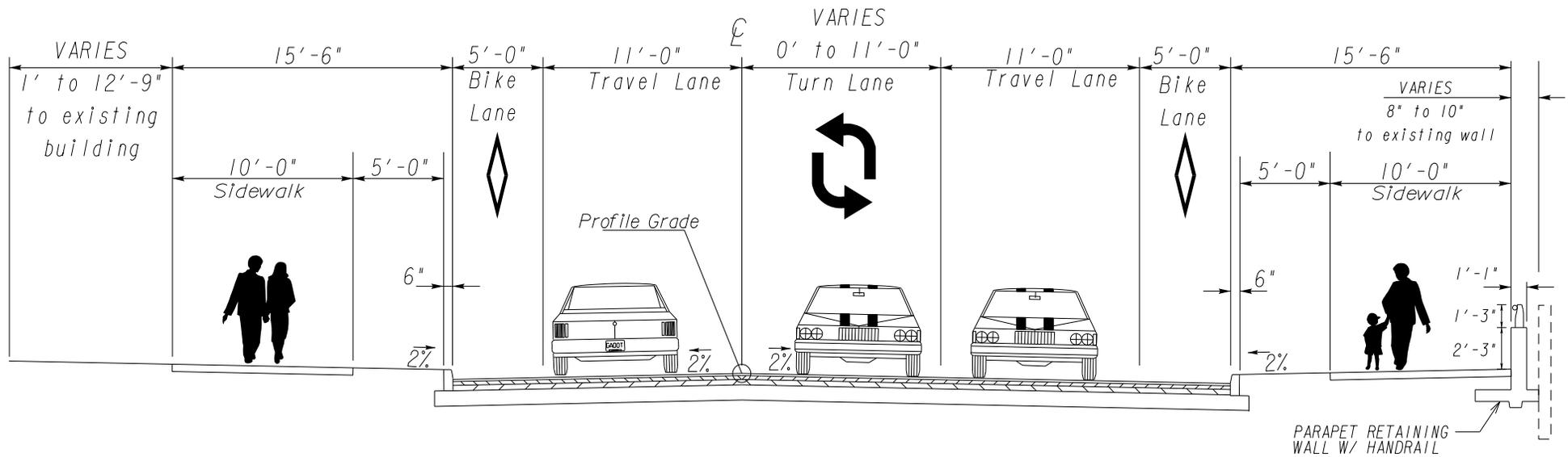
Attachment #2

Typical Sections

TYPICAL SECTIONS
15TH STREET EXTENSION
PI 0015019



TYPICAL SECTION I
STA 10+12.58 TO 13+40.98



TYPICAL SECTION 2
 STA 13+40.98 TO 17+75.86
 (PROPOSED RETAINING WALL
 STA 14+22.01 TO STA 15+82.01)

Attachment #3
Detailed Cost
Estimates

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0015019

OFFICE Office of Program Delivery

PROJECT DESCRIPTION

15th Street Extension from S(9 to CS 673/Williams Street

DATE February 8, 2019

From: Kimberly W. Nesbitt, State Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Eka Okonmkpaeto

MGMT LET DATE 5/15/2021

MGMT ROW DATE 2/15/2020

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 3,112,981.00

DATE 4/17/2017

RIGHT OF WAY \$ 15,000.00

DATE 4/17/2017

UTILITIES \$ 25,000.00

DATE 4/17/2017

REVISED COST ESTIMATES

CONSTRUCTION* \$ 3,729,737.06

RIGHT OF WAY \$ 126,000.00

UTILITIES \$ 0.00

*Cost Contains 20 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

The proposed construction cost increased due to increase to Rock excavation, the cost to fill the underground detention structure with concrete, the construction of vibration monitoring, and retaining wall quantities.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	2,942,028.66	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	147,101.43	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	617,826.02	Base Estimate (A) + E & I (B) x 20 % See % Table in "Risk Based Cost Estimation" Memo
D. TOTAL LIQUID AC ADJUSTMENT:	\$	22,780.95	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	3,729,737.06	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
TOTAL	\$ -

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

PSR and CES

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

COMPANY NAME: Jacobs

VALIDATION OF FINAL QC/QA

PRINTED NAME: Hatem Aly

TITLE: Project Manager

SIGNATURE: Hatem F. ALY

DATE: 2/8/2019

PROJ. NO. [REDACTED]
P.I. NO. 0015019
DATE 1/23/2019

CALL NO. 0/00/2016

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jan-19	\$ 2.076
DIESEL		\$ 2.984
LIQUID AC		\$ 515.00

Link to AC Index:
<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				22309.8	\$	22,309.80
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	824.00		
Monthly Asphalt Cement Price month project let (APL)			\$	515.00		
Total Monthly Tonnage of asphalt cement (TMT)				72.2		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	289	5.0%	14.45
9.5 mm SP		5.0%	0
25 mm SP	770	5.0%	38.5
19 mm SP	385	5.0%	19.25
	1444		72.2

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	471.15	\$	471.15
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	824.00		
Monthly Asphalt Cement Price month project let (APL)			\$	515.00		
Total Monthly Tonnage of asphalt cement (TMT)				1.524760827		

Bitum Tack

Gals	gals/ton	tons
355	232.8234	1.52476083

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	824.00		
Monthly Asphalt Cement Price month project let (APL)			\$	515.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf. Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ 22,780.95

JOB ESTIMATE REPORT

JOB NUMBER : 0015019-CONCEPT SPEC YEAR: 13
 DESCRIPTION: 15TH STREET EXTENSION FROM US 19-SR 9/WEST PEACHTREE ST
 TO CS 673/WILLIAMS STREET

COST GROUPS FOR JOB 0015019-CONCEPT

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
ASPH	ASPHALT (TN)				Y
ACTIVE COST GROUP TOTAL				0.00	
INFLATED COST GROUP TOTAL				0.00	

ITEMS FOR JOB 0015019-CONCEPT

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0015019	1.000	90000.00	90000.00
0009	154-1000		LS	CONSTRUCTION VIBRATION MONITORING	1.000	177601.69	177601.69
0010	163-0232		AC	TEMPORARY GRASSING	1.000	427.99	428.00
0015	163-0240		TN	MULCH	3.000	443.43	1330.30
0020	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	12.000	163.79	1965.51
0025	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	500.000	0.95	479.20
0030	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	24.000	50.72	1217.44
0033	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	1023.01	24552.32
0034	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	6.000	216.47	1298.84
0035	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	1000.000	4.32	4320.00
0040	205-0210		CY	EXCAVATION - ROCK	12800.000	48.00	614400.00
0045	210-0100		LS	GRADING COMPLETE - 0015019	1.000	220000.00	220000.00
0050	310-1101		TN	GR AGGR BASE CRS, INCL MATL	2800.000	32.85	91980.84
0059	610-7015		EA	REM VAULT	1.000	20000.00	20000.00
0060	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	770.000	95.07	73206.39
0065	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	289.000	103.12	29803.88
0070	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	385.000	98.63	37975.76
0075	413-0750		GL	TACK COAT	355.000	2.62	930.10
0079	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	500.000	8.79	4396.22
0080	437-1300		LF	ST GRANITE CURB,5 X 16,TP A	1368.000	53.00	72504.00
0085	437-2600		LF	CI GRANITE CURB,5 X 16,TP A	327.000	97.00	31719.00
0090	441-0104		SY	CONC SIDEWALK, 4 IN	1765.000	80.85	142716.61
0095	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	76.000	59.46	4519.06
0099	516-1100		LF	ALUM HANDRAIL, STD 3626	160.000	80.00	12800.00
0100	550-1180		LF	STM DR PIPE 18,H 1-10	800.000	51.12	40897.40
0105	550-1240		LF	STM DR PIPE 24,H 1-10	100.000	77.49	7749.05
0119	643-8300		LF	ORNAMENTAL FENCE	550.000	65.00	35750.00
0120	668-1100		EA	CATCH BASIN, GP 1	2.000	2698.11	5396.24
0125	668-2100		EA	DROP INLET, GP 1	10.000	2568.65	25686.55
0129	670-4000		EA	FIRE HYDRANT	4.000	5375.00	21500.00
0130	681-3600		EA	LIGHTING STD, SPCL DES	24.000	5000.00	120000.00
0133	681-6418		EA	LUM,TP4,185 W, LED	24.000	2500.00	60000.00

JOB ESTIMATE REPORT

0134	682-8525	EA	ELEC PWR SVC ASSBLY (UNDERG SERV POINT)	24.000	5820.69	139696.56
0135	702-0905	EA	QUERCUS PHELLOS - 0015019	40.000	914.58	36583.20
0140	702-9025	SY	LANDSCAPE MULCH	225.000	10.46	2353.50
0145	708-1000	CY	PLANT TOPSOIL	160.000	71.88	11500.80
0150	754-4000	EA	WASTE RECEPTACLE UNIT	8.000	1500.00	12000.00
0155	754-5000	EA	BENCH	10.000	1200.00	12000.00
0160	754-6000	EA	BICYCLE RACK	6.000	1100.00	6600.00
0165	900-0037	SF	CONCRETE PAVERS	4700.000	10.25	48175.00
0170	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	100.000	17.60	1760.93
0175	636-1041	SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	100.000	41.39	4139.15
0180	636-2070	LF	GALV STEEL POSTS, TP 7	120.000	9.08	1090.32
0185	647-1000	LS	TRAF SIGNAL INSTALLATION NO - WETS PEACHTREE ST-UPGRADE	1.000	100000.00	100000.00
0190	647-1000	LS	TRAF SIGNAL INSTALLATION NO - SPRING STREET	1.000	200000.00	200000.00
0195	647-1000	LS	TRAF SIGNAL INSTALLATION NO - WILLIAMS STREET	1.000	200000.00	200000.00
0199	653-0110	EA	THERM PVMT MARK, ARROW, TP 1	17.000	85.50	1453.59
0200	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	10.000	90.54	905.46
0209	653-0210	EA	THERM PVMT MARK, WORD , TP 1	3.000	166.65	499.97
0210	653-0320	EA	THERM PVMT MKG, SYM, TP 4	10.000	362.25	3622.50
0215	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	1300.000	0.76	994.98
0220	653-1704	LF	THERM SOLID TRAF STRIPE,24,WH	150.000	8.22	1234.43
0225	653-1804	LF	THERM SOLID TRAF STRIPE, 8,WH	1240.000	2.42	3009.67
0230	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	250.000	0.44	111.76
0235	653-6006	SY	THERM TRAF STRIPING, YELLOW	55.000	5.77	317.61
0240	654-1003	EA	RAISED PVMT MARKERS TP 3	40.000	4.32	172.85
0245	668-4400	EA	STORM SEW MANHOLE, TP 2	1.000	3808.48	3808.48
0250	668-4412	LF	ST SEW MANHOLE,TP 2,A DEP,CL 2	10.000	340.00	3400.00
0254	500-3800	CY	CL A CONC, INCL REINF STEEL	120.000	912.27	109473.50
0255	999-3050	LS	UNDERGROUND STORAGE CHAMBERS	1.000	60000.00	60000.00

ITEM TOTAL 2942028.68
 INFLATED ITEM TOTAL 2942028.68

TOTALS FOR JOB 0015019-CONCEPT

ESTIMATED COST: 2942028.66
 CONTINGENCY PERCENT (0.0): 0.00
 ESTIMATED TOTAL: 2942028.66

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 1/28/2019 Project: 15 Street Extension
 Revised: County: Fulton
 PI: 15019

Description: Streetscape
 Project Termini: Williams Street to West Peachtree Street

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 3

Land and Improvements \$35,283.60

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$15,000.00

Legal Services \$39,525.00

Relocation \$6,750.00

Demolition \$0.00

Administrative \$28,500.00

TOTAL ESTIMATED COSTS \$125,058.60

TOTAL ESTIMATED COSTS (ROUNDED) \$126,000.00

Preparation Credits	Hours	Signature

Prepared By:  CG#: _____ (DATE) _____
 Approved By: _____ CG#: _____ (DATE) _____

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Attachment #4
Concept Utility
Report

Concept Utility Report

Project Number: N/A

District: 7

County: Fulton

Prepared by: Lee E Upkins, Jacobs

P.I. # 0015019

Date: February 7, 2019

Project Description: 15TH STREET EXTENSION FROM SR 9/WEST PEACHTREE STREET TO CS
673/WILLIAMS STREET

The information provided herein has been gathered from Georgia811 and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? Yes

Level: A B C D

Public Interest Determination (PID):

Automatic Mandatory Consideration No Use Exempt

Is a separate utility funding phase recommended? No

Potential Project (Schedule/Budget) Impacts: There is medium impact to the project due to possible pole relocation, fire hydrant, water vault and handholes relocations.

Capital Improvement Projects (Utilities) Anticipated in the Area: Power, Water, Sewer, Gas, Cable and Cable Fiber

Project Specific Recommendations for Avoidance/Mitigation: Adjustment of water vaults and Handhole in place to eliminate relocation. Work around utility poles to eliminate relocation.

Right of Way Coordination: [Click here to enter text.](#)

Environmental Coordination: [Click here to enter text.](#)

Additional Remarks: [Click here to enter text.](#)

Utilities have facilities within the project limits.

Utilities have been identified using Georgia811 and/or field visits.

Facility Owner	Facility Owner Contact Email Address	Existing Facilities/ Appurtenances	General Description of Location	Facilities to Avoid <i>approx. limits</i>	Facilities Retention Recommended <i>approx. limits</i>	Comments
Georgia Power Underground	Wondwossen Haile-WHAILE@southernco.com	Underground Power	Sidwalk area on left side of project near Marta and Building	Click here to enter text.	Projects limits near Marta Station	Facilities can be Retained if no major subgrade work is preformed
Georgia Power Distribution	Chadwick Marlow-cmarlow@southernco.com	Overhead Distribution	Left side of project	Click here to enter text.	Project limits and at intersections.	Construct sidewalk in front of pole to provide 5 feet area.
City of Atlanta Water	Joseph Carpenter - jcarpenter@AtlantaGA.Gov	Water	Sidwalk area on both side of the project	Click here to enter text.	Prpject limits	Adjustment of fire hydrants or relocation
City of Atlanta Sewer	Joseph Carpenter - jcarpenter@AtlantaGA.gov	Sewer	Manholes Inside Roadway	Click here to enter text.	Project limits	Adjustments of Manholes.
XO/AGLN	Barry.long@xo.com	Underground Fiber Network	Left side of the project in sidewalk area	Click here to enter text.	Project Limits	Adjustment of Handholes
Zayo Fiber Solution	Rusty Perdieu - rusty.perdieu@zayo.com	Underground Fiber Network	Left side of the project in sidewalk area	Click here to enter text.	Project limits	Adjustment of Handholes
Verizon/MCI	Michael Walker-Michael.Walker4@Verizon.com	Underground Fiber Network and overhead Network	Left side of the project in handhole and Power pole	Click here to enter text.	Project Limits	Adjustment of Handhole(XO, Verizon Zayo and Fiberlight in same Handhole location)
Southern Company Gas	Victoria Cawthon-vcawthon@southernco.com	Gas	Inside Roadway and service lines.	Click here to enter text.	Project Limits	In roadway and outside sidewalk area of the project

ATT	Hunter Spinks-cs0477@att.com	Overhead and Underground Communication	Alone Pole Line	Click here to enter text.	Project limits and at intersections.	Can avoid relocation if power line stays in location.
Comcast	Reggie Arney-Reginald_Arney@comcast.com	Overhead Cable Network	Along Pole line	Click here to enter text.	Project limits and at intersections.	Can be avoided if power pole location stays the same.
Level 3 Communication	Michael Mayes-Mayes@Level3.com	Underground Fiber Network	Left side of the sidewalk area	Click here to enter text.	Project Limits	Adjustment of hand Holes
Fiberlight	Troy Gaeta - troy.gaeta@fiberlight.com	Underground Network	Left side of the sidewalk area	Click here to enter text.	Project Limits	Adjustment of Hand Holes

Note: To add additional rows, click the bottom right corner of the box above, then click the blue + that will appear. Please add additional rows prior to entering text.

Attachment #5

Crash Data

Crashes along 15th Street between Peachtree Street and West Peachtree Street

Manner of Collision	Column Labels						
Row Labels	2013	2014	2015	2016	2017	2018	Grand Total
Angle	3	2	6	5	3	1	20
Head On	0	2	0	1	0	0	3
Not A Collision with Mo	0	0	1	1	1	0	3
Rear End	6	6	11	4	7	4	38
Sideswipe-Opposite Dir	0	0	0	1	1	0	2
Sideswipe-Same Directi	6	8	5	4	8	1	32
(blank)	0	0	0	0	1	0	1
Grand Total	15	18	23	16	21	6	99

Fatality	Column Labels						
Row Labels	2013	2014	2015	2016	2017	2018	Grand Total
No Fatalities	15	18	23	16	21	6	99
Grand Total	15	18	23	16	21	6	99

Injury	Column Labels						
Row Labels	2013	2014	2015	2016	2017	2018	Grand Total
No Injuries	14	15	20	14	19	6	88
Multiple	1	3	3	2	2		11
Grand Total	15	18	23	16	21	6	99

Attachment #6

Traffic Diagrams



Interoffice Memo

FILE: Fulton County
P.I. # 0015019

DATE: October 23, 2018

FROM: Paul Tanner, State Transportation Planning Administrator

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attention: Eka Okonmkpaeto

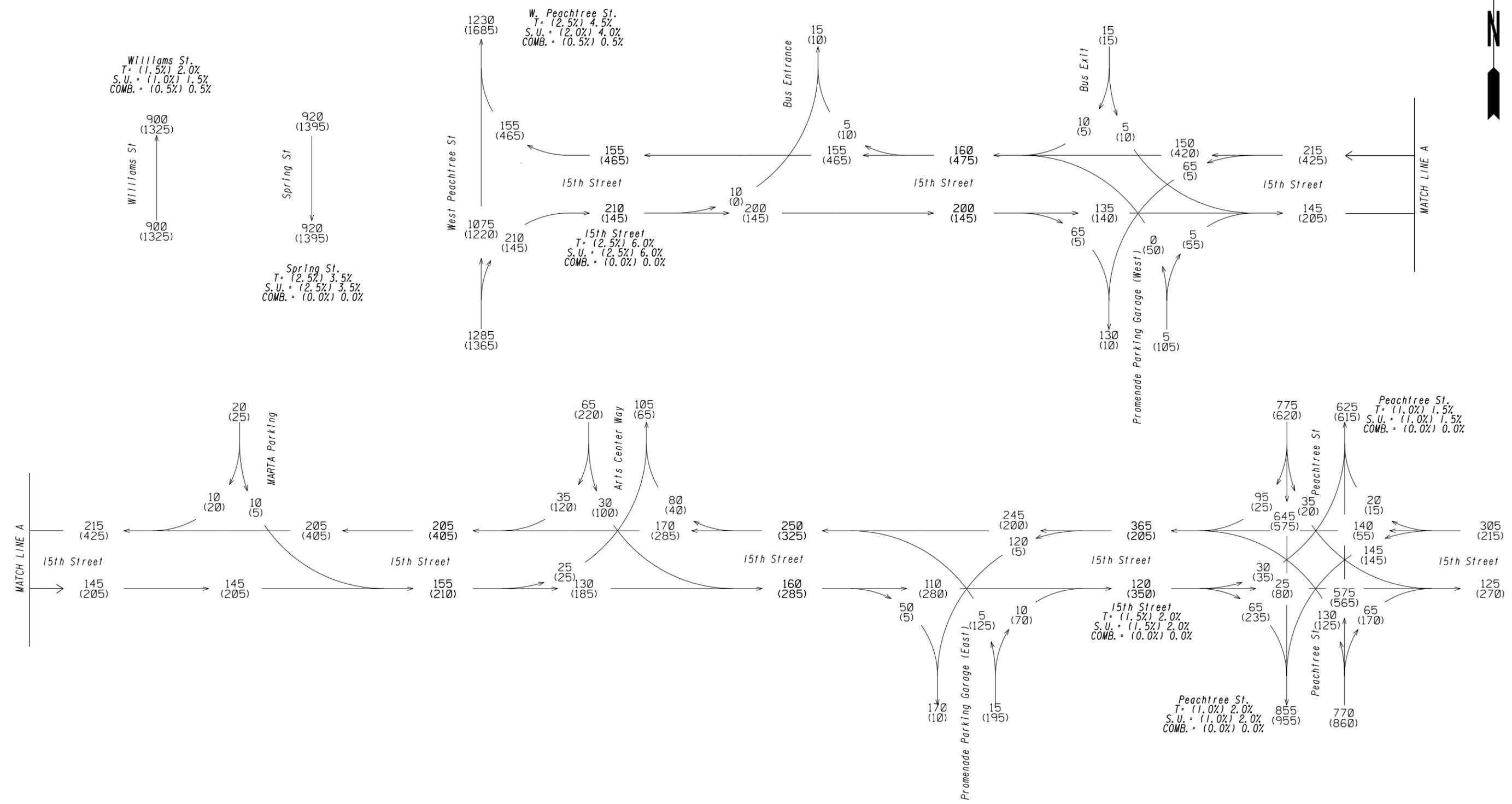
SUBJECT: Design Traffic Forecasts for 15TH STREET EXTENSION FROM SR 9
TO CS 673/WILLIAMS STREET

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecasts for the above project are attached in 0015019_10.pdf and 0015019_10.dgn.

If you have any questions concerning this information please contact Andre Washington at 404-631-1925.

Nithin Gomez
Gresham Smith
Design Traffic Review Consultant to GDOT
678-478-3350

RPT/NMG



PI #: 0015019
FULTON COUNTY
CITY OF ATLANTA - MIDTOWN

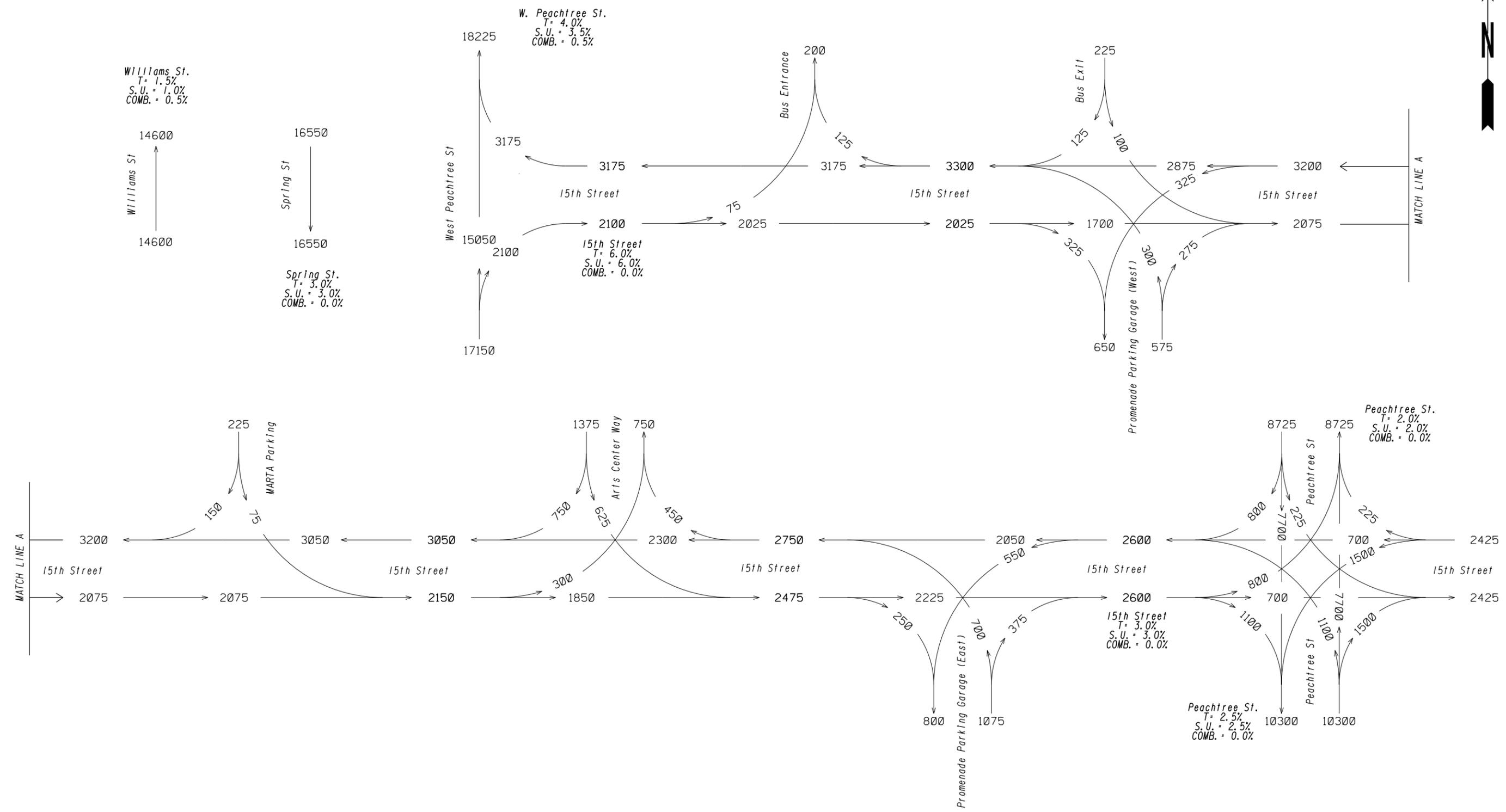
000 = AM
(000) = PM
MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
EXISTING 2018			
DHV			
CHECKED:	T.M.	DATE:	09/17/18
BACKCHECKED:	G.W.	DATE:	09/17/18
CORRECTED:		DATE:	
VERIFIED:		DATE:	
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			10-0001



PI#: 0015019
FULTON COUNTY
CITY OF ATLANTA - MIDTOWN

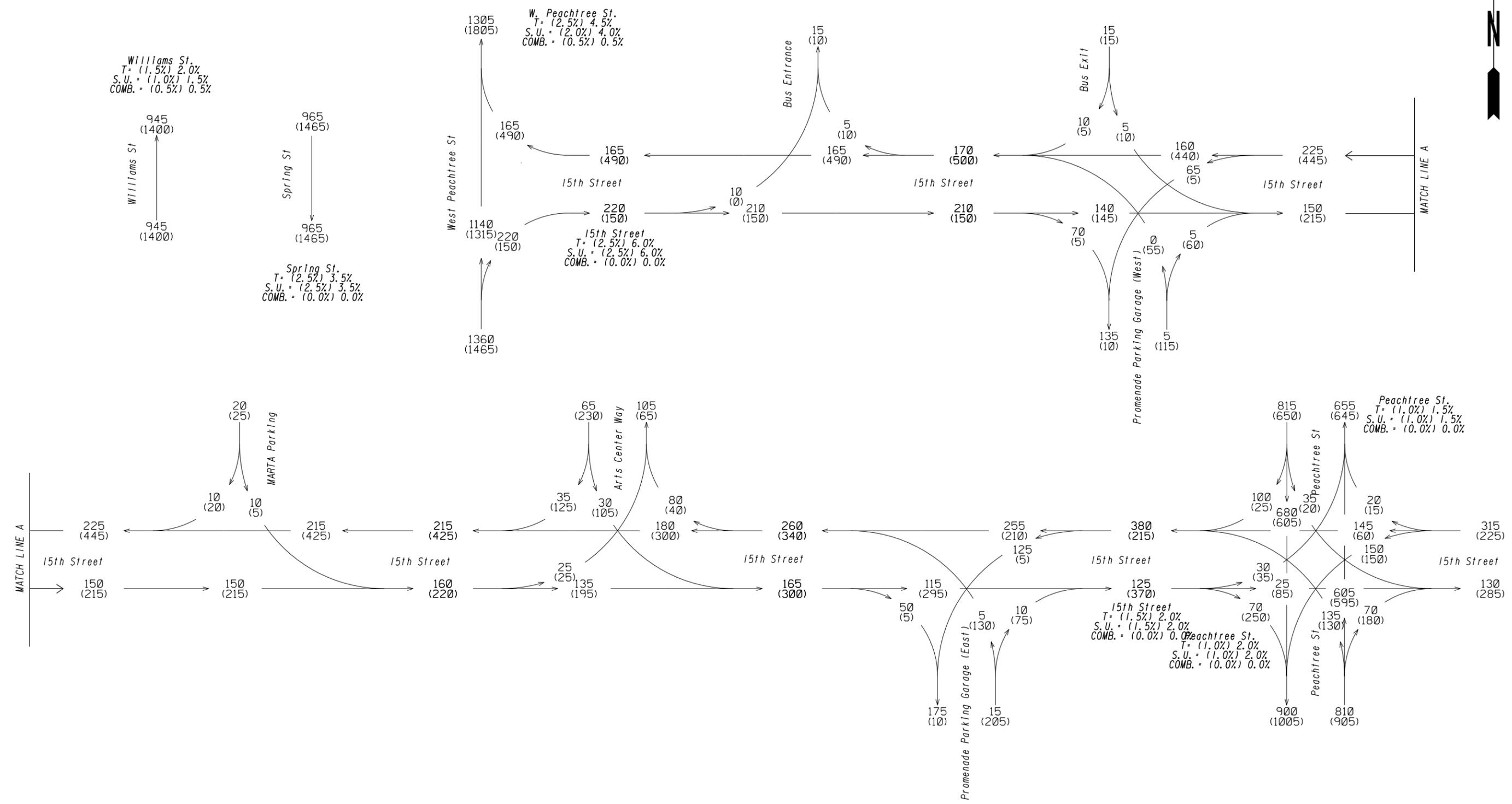
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MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
EXISTING 2018			
AADT			
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			10-0002



PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

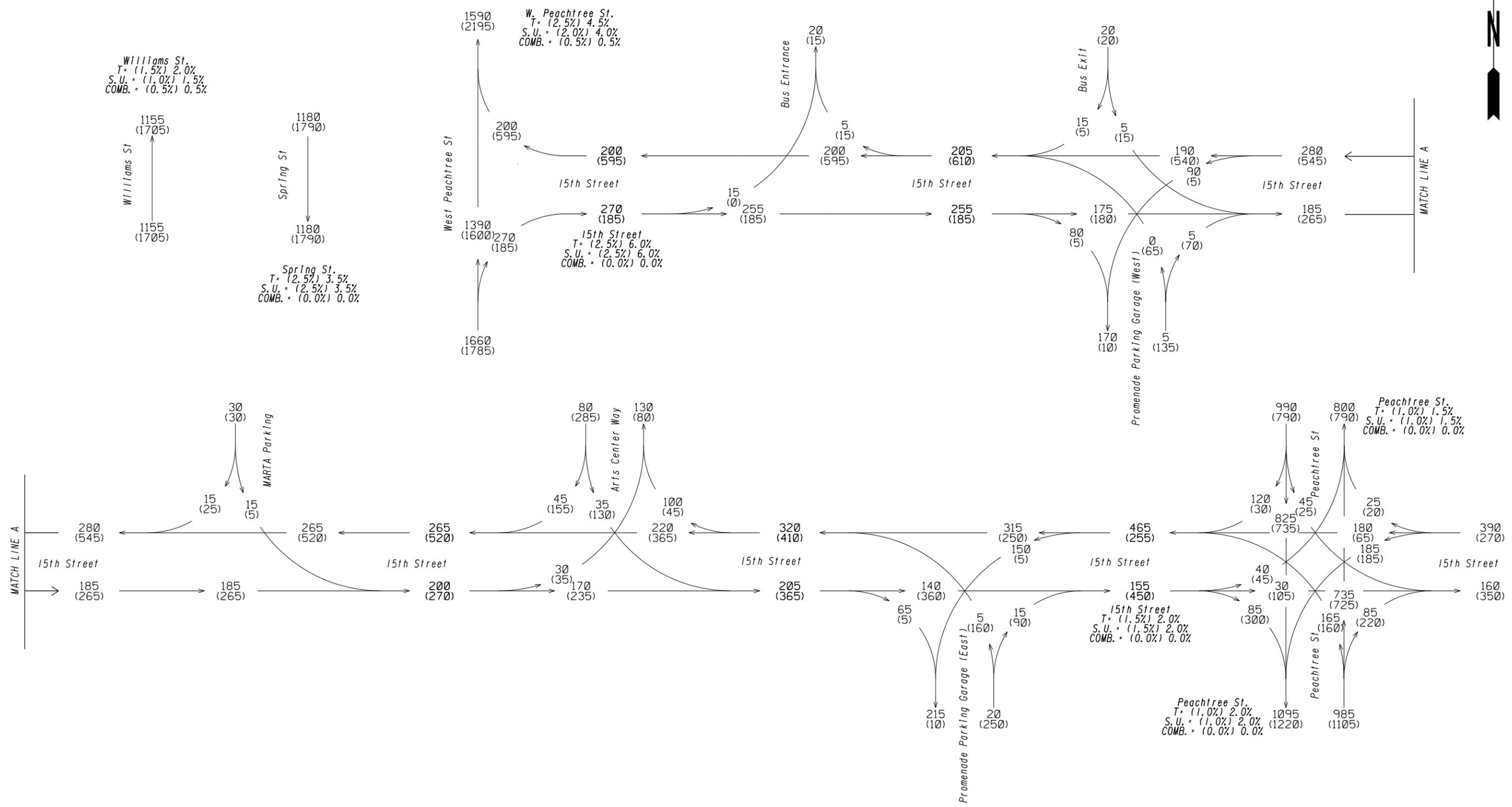
000 = AM
 (000) = PM
 MM - Minor Movement



NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
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BACKCHECKED:	G.W.	DATE:	09/17/18
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			10-0003



PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

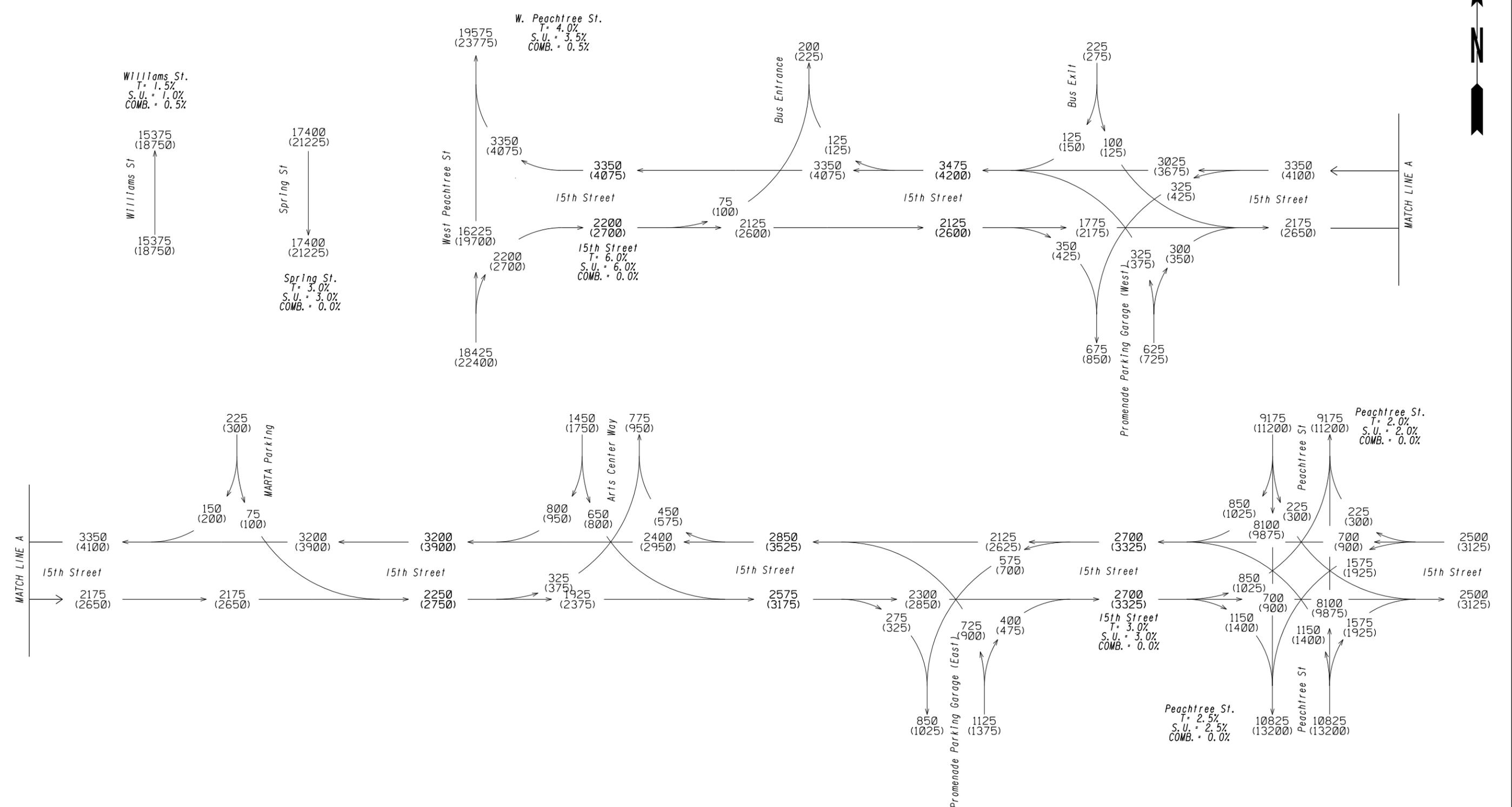
000 = AM
 (000) = PM
 MM - Minor Movement



NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
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PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

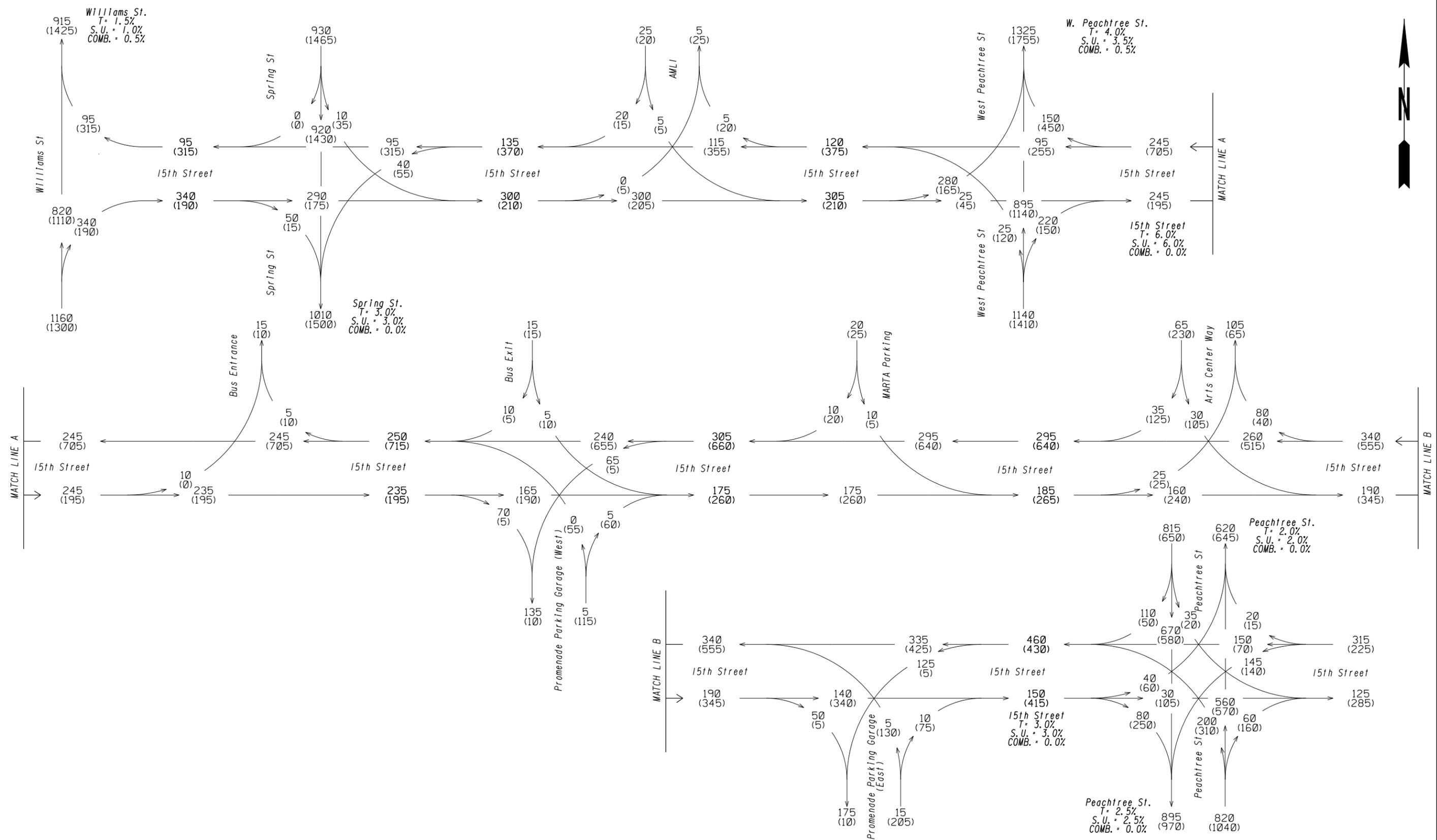
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 (000) - 2043 AADT
 MM - Minor Movement



NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
OPENING YEAR (2023) AND DESIGN YEAR (2043) NO BUILD AADT			
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BACKCHECKED:	G. W.	DATE:	09/17/18
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PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

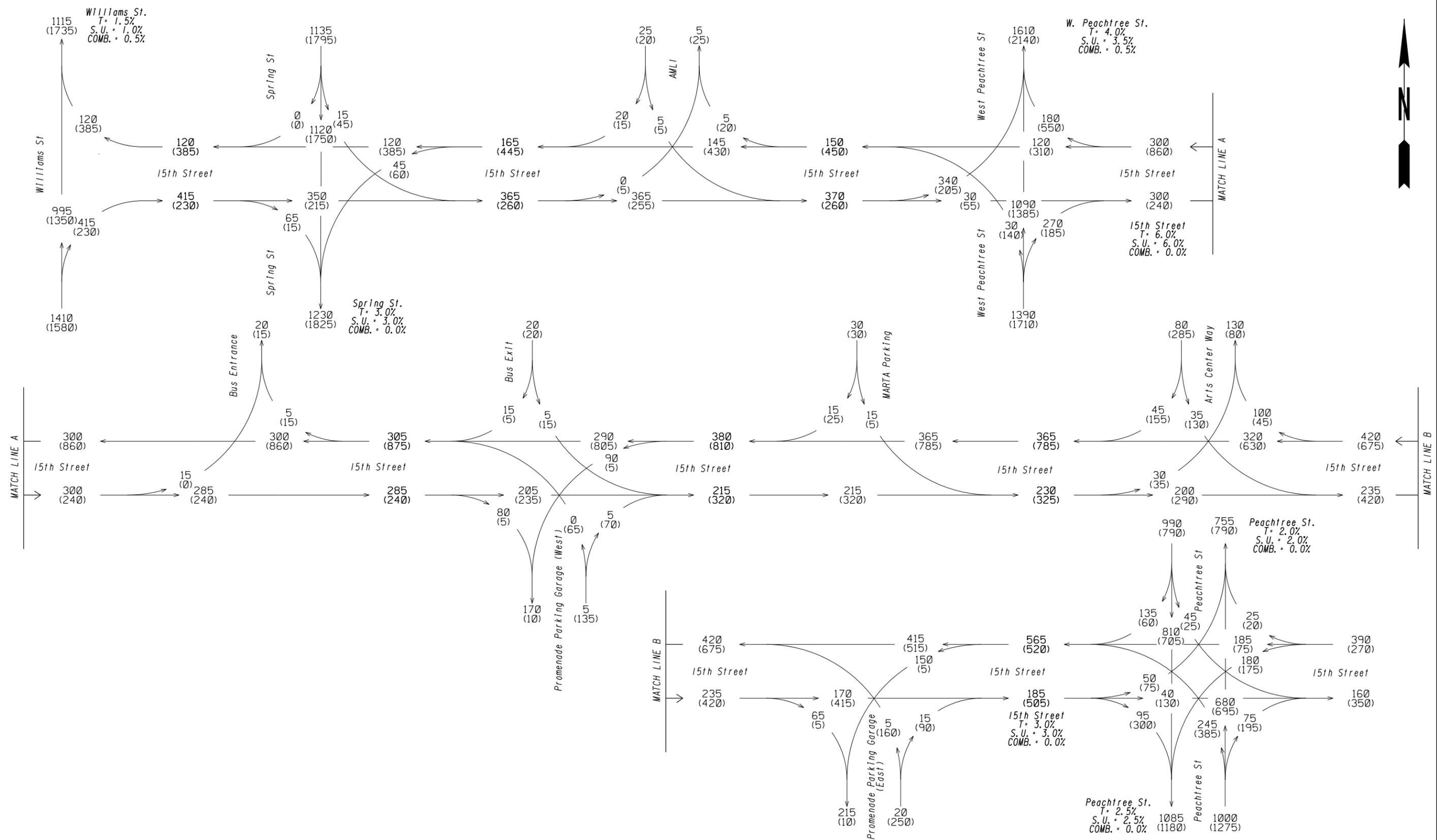
000 = AM
 (000) = PM
 MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
OPENING YEAR (2023) BUILD DHV			
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BACKCHECKED:	G. W.	DATE:	09/17/18
CORRECTED:		DATE:	
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PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

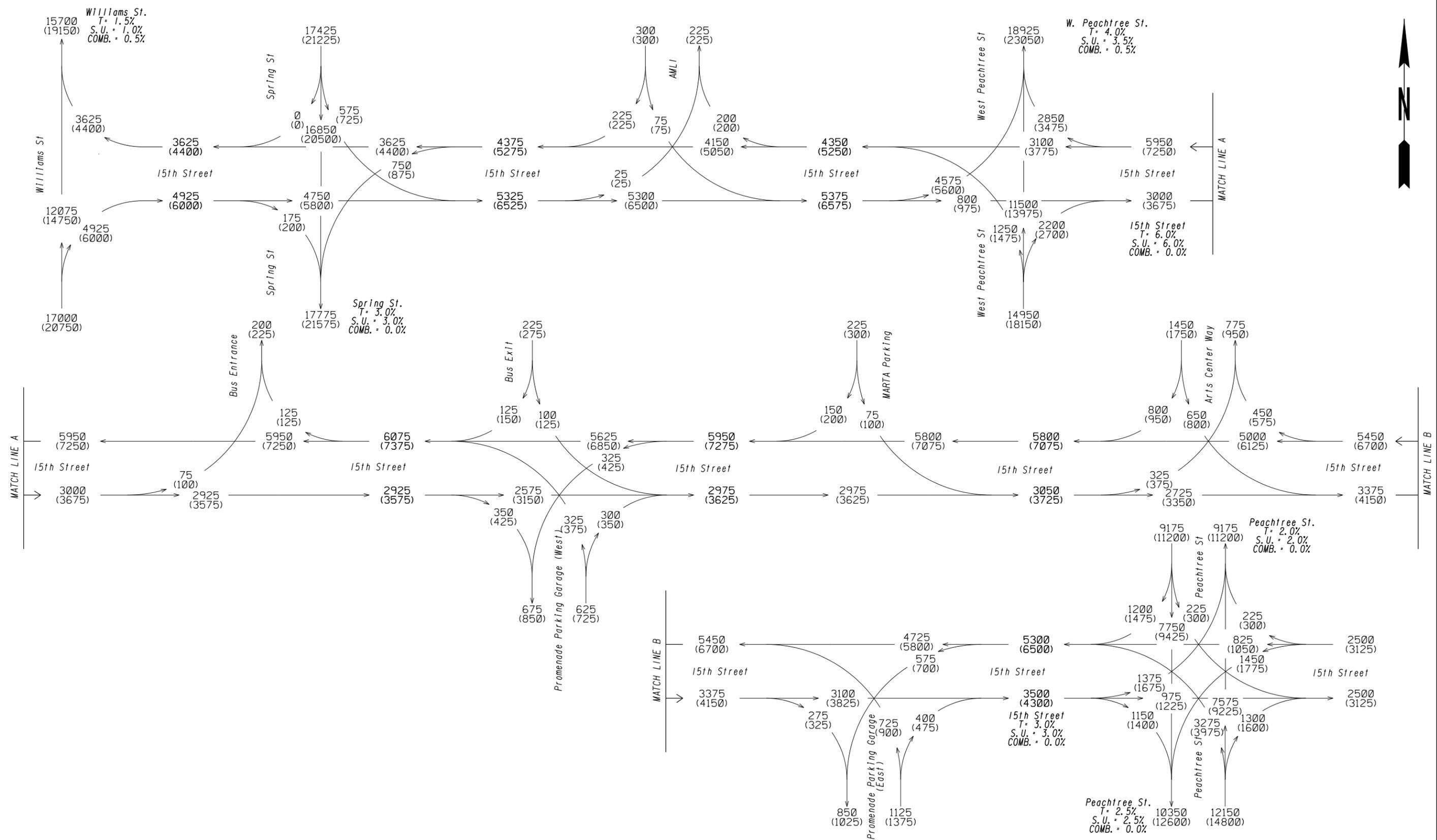
000 = AM
 (000) = PM
 MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
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BACKCHECKED:	G. W.	DATE:	09/17/18
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			10-0007



PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

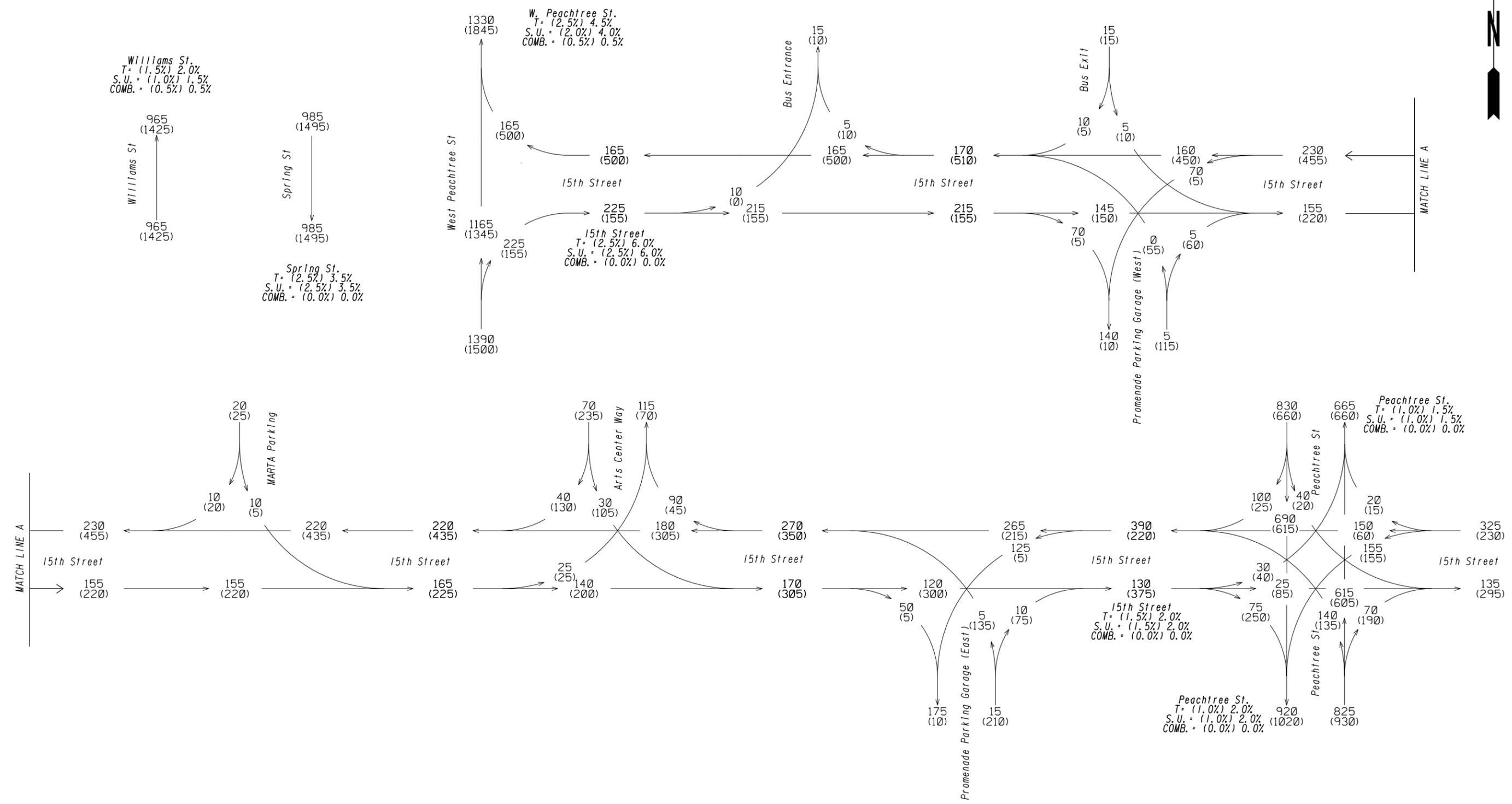
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 (000) - 2043 AADT
 MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
OPENING YEAR (2023) AND DESIGN YEAR (2043) BUILD AADT			
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BACKCHECKED:	G. W.	DATE:	09/17/18
CORRECTED:		DATE:	
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PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

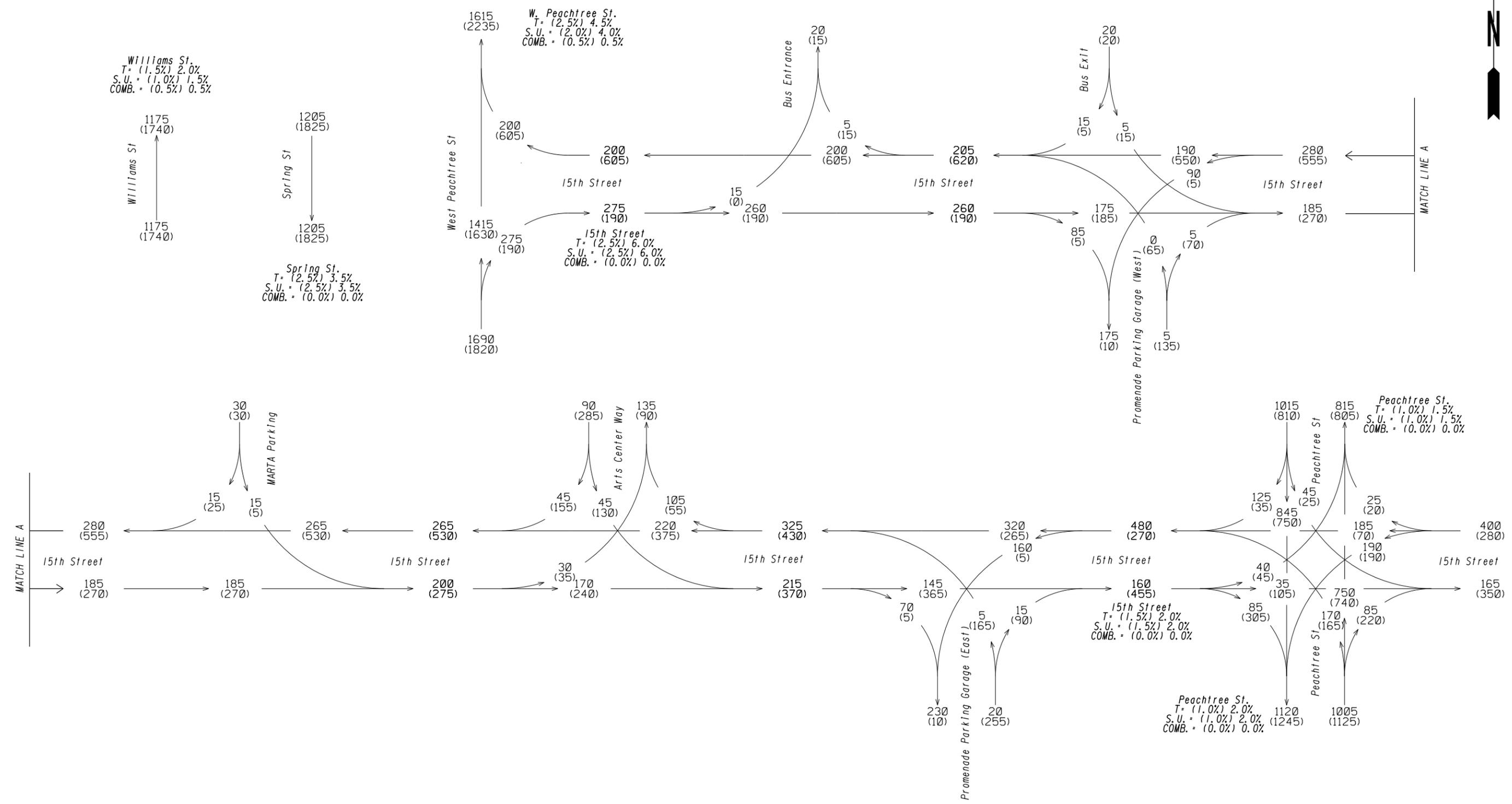
000 = AM
 (000) = PM
 MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
OPENING YEAR +2 (2025) NO BUILD DHV			
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BACKCHECKED:	G.W.	DATE:	09/17/18
CORRECTED:		DATE:	
VERIFIED:		DATE:	
			DRAWING No.
			10-0009



PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

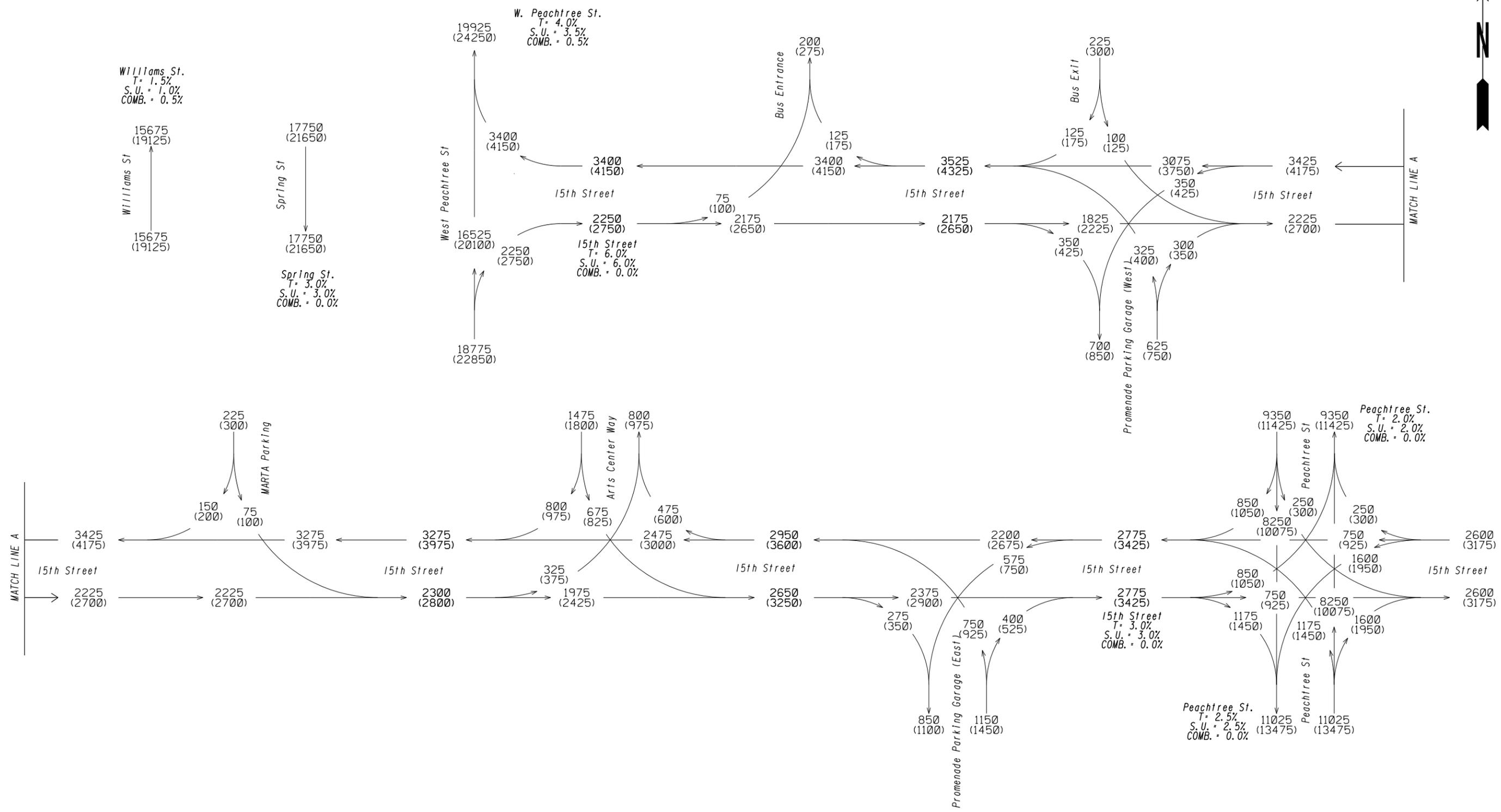
000 = AM
 (000) = PM
 MM - Minor Movement



NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
DESIGN YEAR +2 (2045) NO BUILD DHV			
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BACKCHECKED:	G.W.	DATE:	09/17/18
CORRECTED:		DATE:	
VERIFIED:		DATE:	
			DRAWING No.
			10-0010



PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

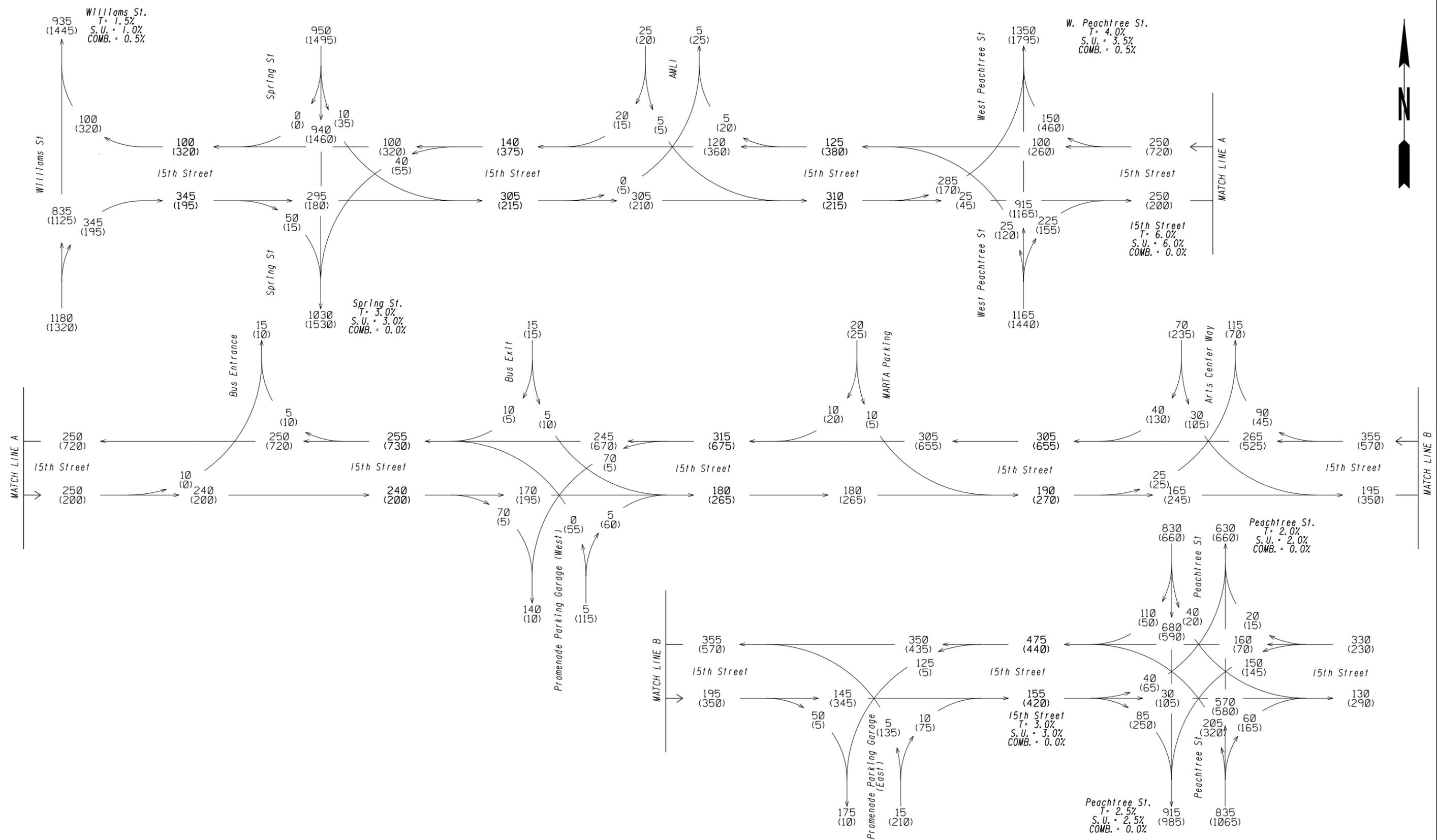
000 - 2025 AADT
 (000) - 2045 AADT
 MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
OPENING YEAR +2 (2025) AND DESIGN YEAR +2 (2045) NO BUILD AADT			
CHECKED:	T.M.	DATE:	09/17/18
BACKCHECKED:	G.W.	DATE:	09/17/18
CORRECTED:		DATE:	
VERIFIED:		DATE:	
			DRAWING No.
			10-0011



PI #: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

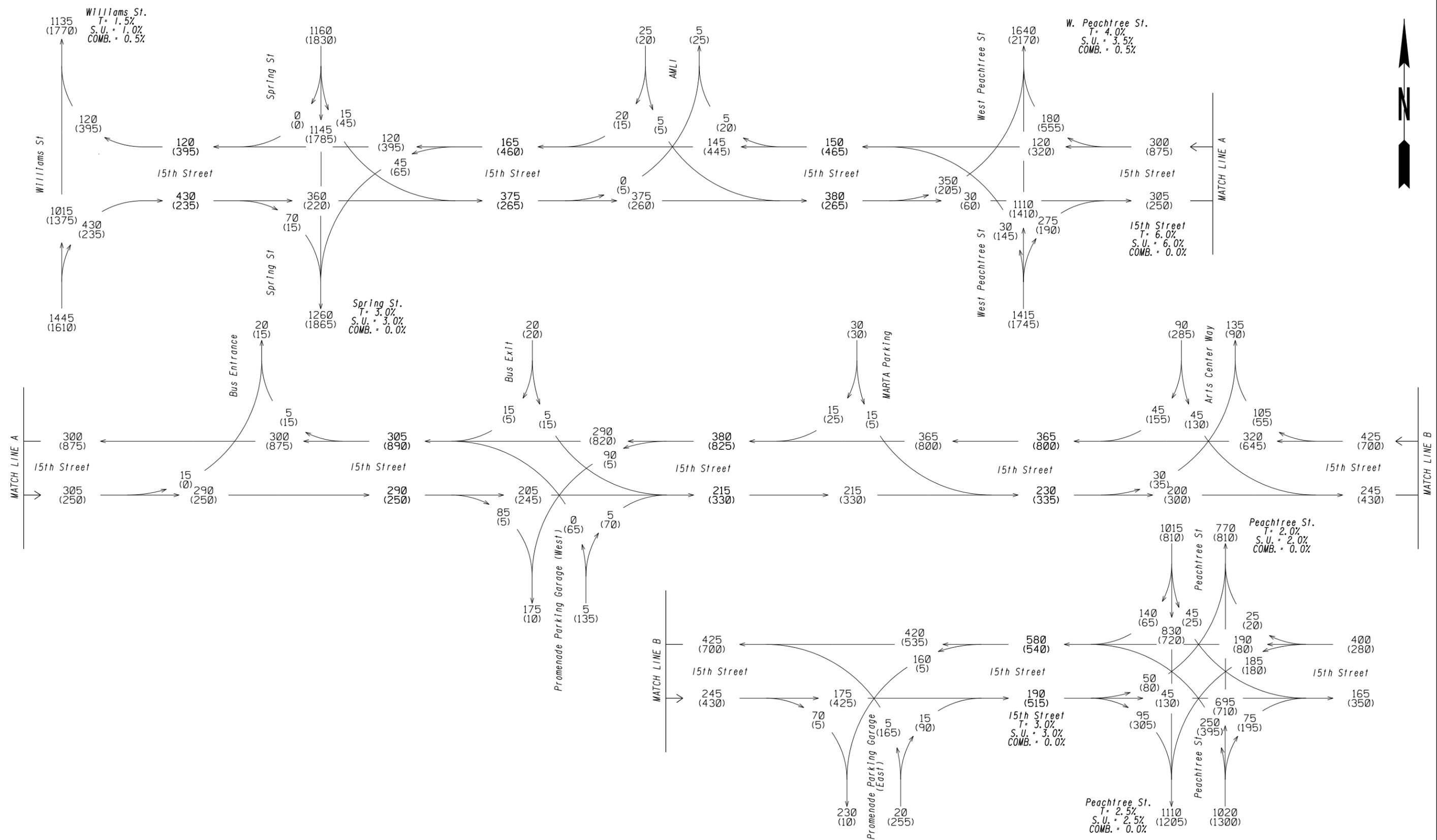
000 = AM
 (000) = PM
 MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
OPENING YEAR +2 (2025) BUILD DHV			
CHECKED:	T.M.	DATE:	09/17/18
BACKCHECKED:	G.W.	DATE:	09/17/18
CORRECTED:		DATE:	
VERIFIED:		DATE:	
			DRAWING No.
			10-0012



PI #: 0015019
FULTON COUNTY
CITY OF ATLANTA - MIDTOWN

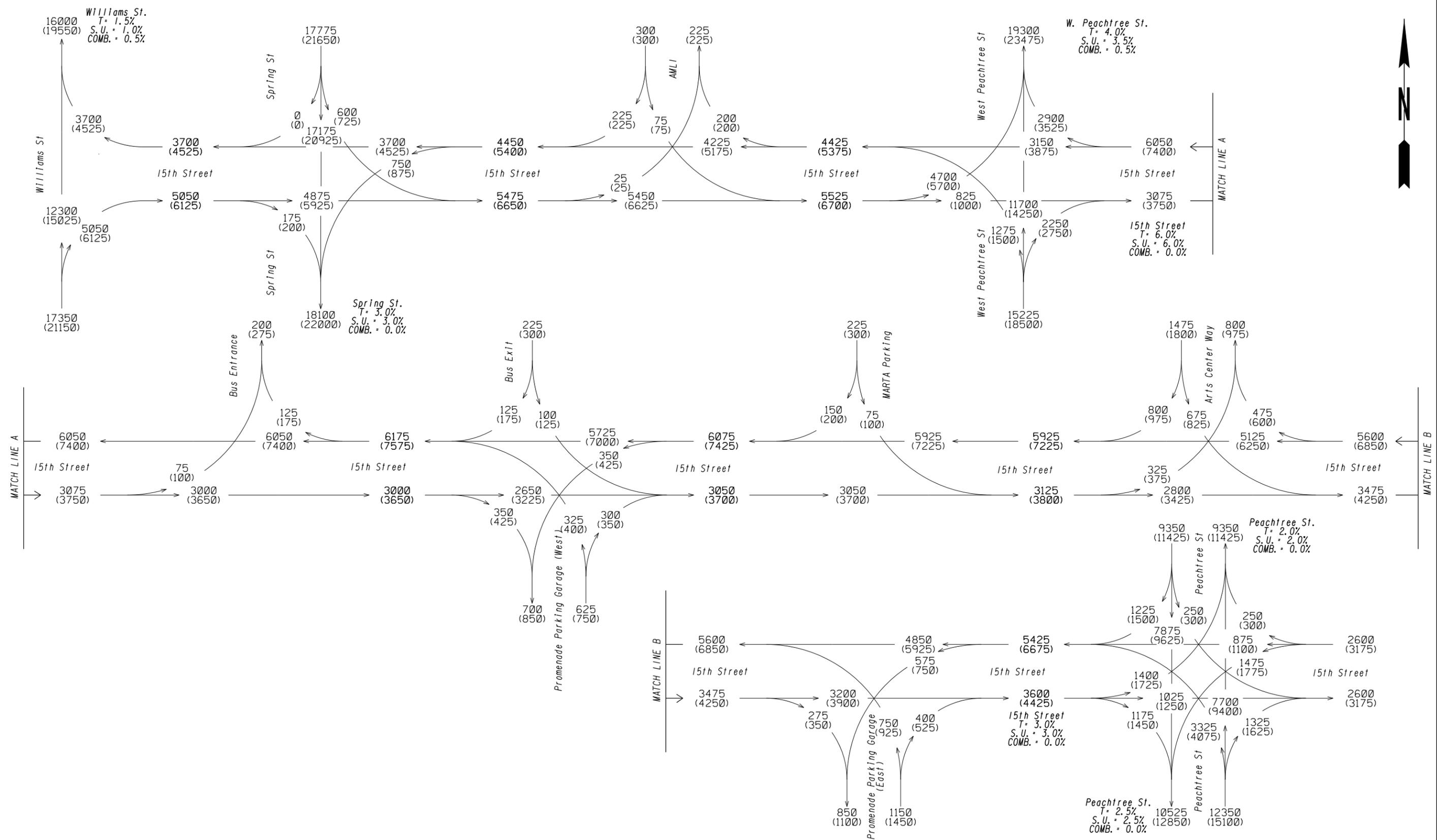
000 = AM
(000) = PM
MM - Minor Movement

JACOBS

NOT TO SCALE

REVISION DATES	
09/17/18	

TRAFFIC DIAGRAM			
DESIGN YEAR +2 (2045) BUILD DHV			
CHECKED:	T. M.	DATE:	09/17/18
BACKCHECKED:	G. W.	DATE:	09/17/18
CORRECTED:		DATE:	
VERIFIED:		DATE:	
			DRAWING No.
			10-0013



PI#: 0015019
 FULTON COUNTY
 CITY OF ATLANTA - MIDTOWN

000 - 2025 AADT
 (000) - 2045 AADT
 MM - Minor Movement

JACOBS

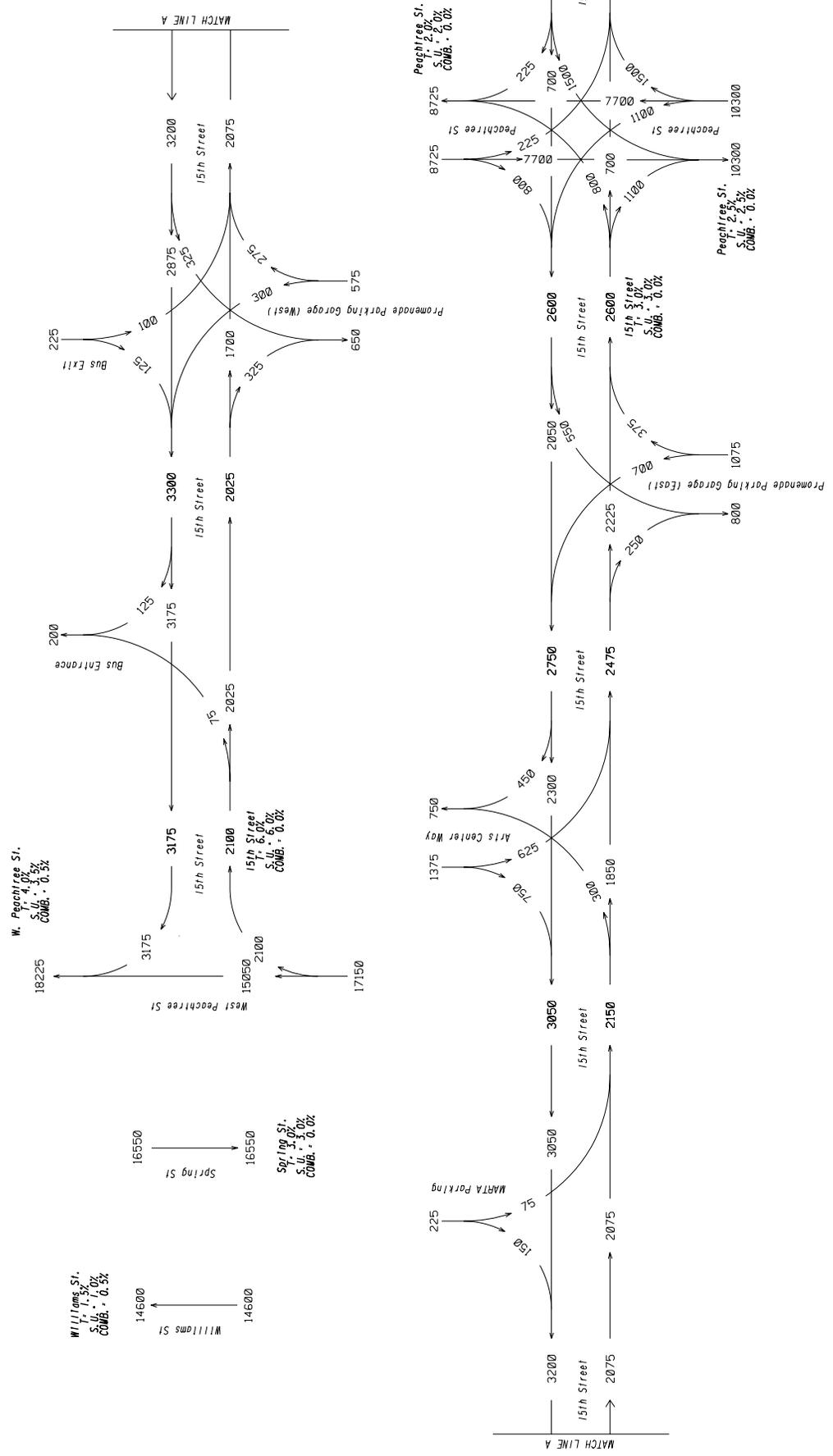
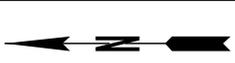
NOT TO SCALE

REVISION DATES	
09/17/18	

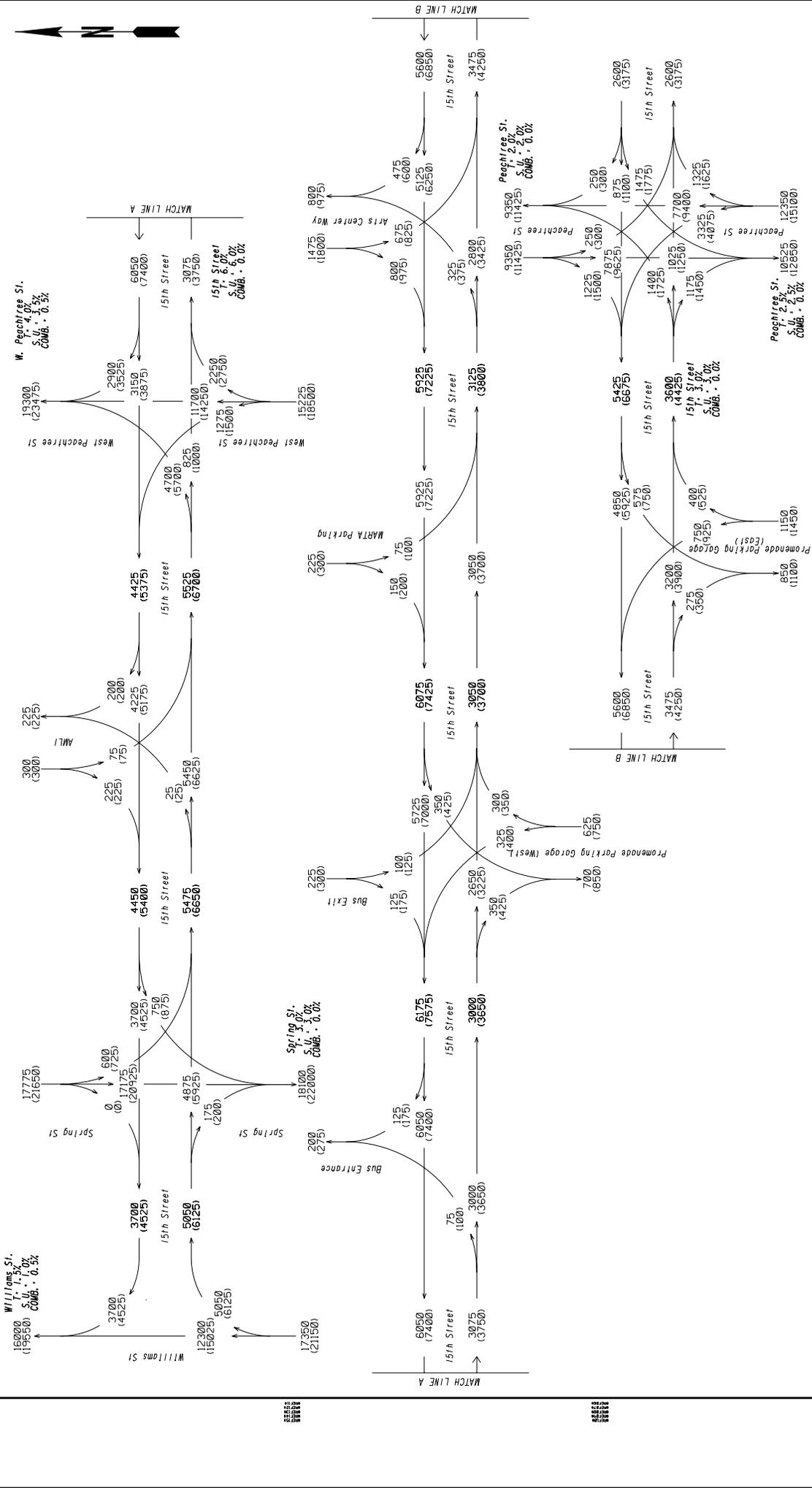
TRAFFIC DIAGRAM
 OPENING YEAR +2 (2025) AND
 DESIGN YEAR +2 (2045) BUILD AADT

CHECKED:	T. M.	DATE:	09/17/18	DRAWING No.
BACKCHECKED:	G. W.	DATE:	09/17/18	
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10-0014



PI #: 0015019 FULTON COUNTY CITY OF ATLANTA - MIDTOWN		000 - AADT MM - Minor Movement		NOT TO SCALE		TRAFFIC DIAGRAM EXISTING 2018 AADT	
JACOBS		REVISION DATES		CHECKED: J. W. BACKCHECKED: G. W. CORRECTED:		DRAWING No. DATE: 08/17/18 DATE: 08/17/18 DATE:	
						10-0002	



PI # : 0015019
FULTON COUNTY
CITY OF ATLANTA - MIDTOWN

000 - 2025 AADT
(000) - 2045 AADT
MM - Minor Movement

NOT TO SCALE

JACOBS

TRAFFIC DIAGRAM
OPENING YEAR +2 (2025) AND
DESIGN YEAR +2 (2045) BUILD AADT

DATE	REVISION	DATE	REVISION
09/11/18	09/11/18	09/11/18	09/11/18

Attachment #9

ICE Reports

GDOT PI #	0015019	<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> <i>1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety for pedestrians and accessibility for bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</i> </p>							
Project Location:	Williams Street @ 15th Street								
Prepared by:	Jacobs								
Analyst:	Joshua Brown								
Date:	11/9/2018	<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p> <p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p> <p style="text-align: right;">Screening Decision Justification:</p>							
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p> <p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	Yes	Yes	Yes	Yes	No	Multiple stop-controlled alternatives analyzed as Other Unsignalized
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Not selected due to high volumes on roadway
	Mini Roundabout	No	No	No	No	No	No	No	NA. 2-Lane mainline approach.
	Single Lane Roundabout	No	No	No	No	No	No	No	NA. 2-Lane mainline approach.
	Multilane Roundabout	No	No	No	Yes	No	No	No	Not selected due to ROW constrains
	RCUT (stop control)	No	No	No	No	No	No	No	NA. One-way mainline; left turns not feasible.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	NA. One-way mainline; U-turns not feasible.
	High-T (unsignalized)	No	No	No	No	No	No	No	NA. One-way mainline; left turns not feasible.
	Offset-T Intersections	No	No	No	No	No	No	No	NA. Three-legged intersection.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	NA. Intersection will not be grade-separated.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	NA. Intersection will not be grade-separated.
	No LT Lane Improvements	No	No	No	No	No	No	No	NA. One-way mainline with existing right turn bay.
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other unsignalized (provide description):	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Various RIRO Alternatives to be analyzed. See Attached.
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	No	Yes	Yes	Yes	May help vehicular flow and prevent excessive stacking
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	NA. One-way mainline; left turns not feasible.
	RCUT (signalized)	No	No	No	No	No	No	No	NA. One-way mainline; left turns not feasible.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	NA. One-way mainline; left turns not feasible.
	Continuous Green-T	No	No	No	No	No	No	No	NA. One-way mainline; left turns not feasible.
	Jughandle	No	No	No	No	No	No	No	NA. One-way mainline; left turns not feasible.
	Quadrant Roadway	No	No	No	No	No	No	No	NA. One-way mainline; left turns not feasible.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	NA. Intersection will not be grade-separated.
	Diverging Diamond	No	No	No	No	No	No	No	NA. Intersection will not be grade-separated.
	Single Point Interchange	No	No	No	No	No	No	No	NA. Intersection will not be grade-separated.
	No LT Lane Improvements	No	No	No	No	No	No	No	Not used.
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other Signalized (provide description):	No	No	No	No	No	No	No	No	Not used.

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT PI #	0015019	<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> <i>1. Does alternative address the project need in a balanced manner and in scale with the project?</i> <i>2. Does alternative improve safety performance in terms of reducing severe crashes?</i> <i>3. Does alternative incorporate safety performance in operations for pedestrians and/or bicyclists?</i> <i>4. Does alternative improve (or preserve) traffic characteristics, delay, reliability, etc. ?</i> <i>5. Does alternative appear feasible given the site respect to other project factors?</i> <i>6. Does alternative appear feasible with respect to other project factors?</i> <i>7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</i> </p>							
Project Location:	Spring Street @ 15th Street								
Prepared by:	Jacobs								
Analyst:	Joshua Brown								
Date:	11/9/2018								
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p> <p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>		Screening Decision Justification:							
Unsignalized Intersections	Conventional (Minor Stop)	No	Yes	Yes	No	No	No	No	Intersection met signal warrant
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Intersection met signal warrant
	Mini Roundabout	No	No	No	No	No	No	No	NA. 4-Lane mainline approach.
	Single Lane Roundabout	No	No	No	No	No	No	No	NA. 4-Lane mainline approach.
	Multilane Roundabout	Yes	No	No	Yes	No	No	No	Not chosen due to ROW constraint
	RCUT (stop control)	No	Yes	Yes	Yes	No	No	No	Not chosen due to ROW constraint
	RIRO w/down stream U-Turn	Yes	Yes	Yes	Yes	No	No	No	Not chosen due to ROW constraint
	High-T (unsignalized)	No	No	No	No	No	No	No	NA. Intersection is 4-legged
	Offset-T Intersections	No	No	No	No	No	No	No	NA. Intersection is 4-legged
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
Other unsignalized (provide description):	No	No	No	No	No	No	No		
Signalized Intersections	Traffic Signal	Yes	No	Yes	Yes	Yes	Yes	Yes	Chosen due to ease of implementation with site characteristics and restraints
	Median U-Turn (Indirect Left)	Yes	Yes	Yes	Yes	No	No	No	Not chosen due to ROW constraint and distance from other intersections
	RCUT (signalized)	Yes	Yes	Yes	Yes	No	No	No	Not chosen due to ROW constraint
	Displaced Left Turn (CFI)	Yes	Yes	No	Yes	No	No	No	Not chosen due to ROW constraint
	Continuous Green-T	No	No	No	No	No	No	No	NA. Intersection is 4-legged
	Jughandle	No	Yes	Yes	Yes	No	No	No	Not chosen due to ROW constraint
	Quadrant Roadway	No	No	Yes	No	No	No	No	Not chosen due to ROW constraint
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	Diverging Diamond	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	Single Point Interchange	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT PI #	0015019	<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> <i>1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic characteristics, delay, reliability, etc. ? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</i> </p>							
Project Location:	W. Peachtree St @ 15th St.								
Prepared by:	Jacobs								
Analyst:	Joshua Brown								
Date:	11/9/2018								
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p> <p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>		Screening Decision Justification:							
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	No	Yes	Yes	No	No	Not chosen due to project volumes
	Conventional (All-Way Stop)	Yes	Yes	Yes	No	Yes	No	No	Not chosen due to project volumes
	Mini Roundabout	No	No	No	No	No	No	No	NA. 5-Lane mainline approach.
	Single Lane Roundabout	No	No	No	No	No	No	No	NA. 5-Lane mainline approach.
	Multilane Roundabout	No	No	No	Yes	Yes	No	No	Not chosen due to feasibility (5 lane approach, ROW)
	RCUT (stop control)	Yes	Yes	Yes	Yes	No	No	No	Not chosen due to ROW constraints
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	Not chosen due to ROW constraints
	High-T (unsignalized)	No	No	No	No	No	No	No	NA. Intersection is 4-legged
	Offset-T Intersections	No	No	No	No	No	No	No	NA. Intersection is 4-legged
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	No LT Lane Improvements	No	No	No	No	No	No	No	Not used.
	No RT Lane Improvements	No	No	No	No	No	No	No	Not used.
Other unsignalized (provide description):	No	No	No	No	No	No	No	Not used.	
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Chosen due to existing control and effectiveness for intersection
	Median U-Turn (Indirect Left)	Yes	Yes	Yes	Yes	No	No	No	Not chosen due to ROW constraints
	RCUT (signalized)	Yes	Yes	No	Yes	No	No	No	Not chosen due to ROW constraints
	Displaced Left Turn (CFI)	Yes	Yes	No	Yes	No	No	No	Not chosen due to ROW constraints
	Continuous Green-T	No	No	No	No	No	No	No	NA. Intersection is 4-legged
	Jughandle	Yes	Yes	Yes	Yes	No	Yes	No	Not chosen due to ROW constraints
	Quadrant Roadway	No	Yes	Yes	Yes	No	No	No	Not chosen due to ROW constraints
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	Diverging Diamond	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	Single Point Interchange	No	No	No	No	No	No	No	NA. Intersection is not part of freeway system
	Add one LT Lane on 15th Street	No	No	No	No	No	No	No	Not used.
	Add one RT Lane on 15th Street	No	No	No	No	No	No	No	Not used.
Other Signalized (provide description):	No	No	No	No	No	No	No	Not used.	

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: Spring Street @ 15th Street
 County: Fulton
 GDOT District: 7 - Metro Atlanta
 Area Type: Urban
 Existing Intersection Control: Other

GDOT PI # (or N/A): 0015019
 Requested By: GDOT
 Prepared By: Jacobs
 Analyst: Joshua Brown
 Date: 11/9/2018

Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	16,550	
Existing Avg Daily Traffic (Minor Street):	0	
Analysis Period:	AM Peak	PM Peak
2023 Opening Yr Peak Hour Intersection Delay:	12.7 sec	14.5 sec
2023 Opening Yr Peak Hour Intersection V/C:	0.47	0.59
2043 Design Yr Peak Hour Intersection Delay:	13.7 sec	16.4 sec
2043 Design Yr Peak Hour Intersection V/C:	0.57	0.72

Crash Data (Required): ¹			
Crash Type	Crash Severity		
	Crash Data :Enter 5 most recent years of intersection crash data	PDO	Injury Crash*
Angle	16	3	0
Head-On	0	0	0
Rear End	11	4	0
Sideswipe - same	13	1	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	6	0	0
TOTALS:	46	8	0

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): A Traffic Signal intersection control would meet the project's scope and ROW constraints as well as provide the necessary safety measures. This proposed intersection control would have the most minimal impact on the existing mainline operation of Spring Street.

Proposed Intersection Control: Traffic Signal

REQUESTED BY: Christopher Pugliese, P.E.

Date: 11/18/18

Title: Traffic Engineer

APPROVED BY: [Signature]

Date: 11/19/18

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: W. Peachtree St @ 15th St.
 County: Fulton
 GDOT District: 7 - Metro Atlanta
 Area Type: Urban
 Existing Intersection Control: Signal (no turn lanes on mainline)

GDOT PI # (or N/A): 0015019
 Requested By: GDOT
 Prepared By: Jacobs
 Analyst: Joshua Brown
 Date: 11/9/2018

Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	17,150	
Existing Avg Daily Traffic (Minor Street):	3,175	
Analysis Period:	AM Peak	PM Peak
2023 Opening Yr Peak Hour Intersection Delay:	9.9 sec	14.4 sec
2023 Opening Yr Peak Hour Intersection V/C:	0.39	0.60
2043 Design Yr Peak Hour Intersection Delay:	11.0 sec	26.6 sec
2043 Design Yr Peak Hour Intersection V/C:	0.47	0.69

Crash Data (Required): ¹			
Crash Type	Crash Severity		
	Crash Data :Enter 5 most recent years of intersection crash data	PDO	Injury Crash*
Angle	20	0	0
Head-On	0	0	0
Rear End	9	1	0
Sideswipe - same	15	3	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	0	0	0
TOTALS:	44	4	0

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

* Number of crashes resulting in Injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): This is an existing signal controlled intersection that currently performs satisfactory and can continue to perform well with the extension of 15th Street.

Proposed Intersection Control: Traffic Signal

REQUESTED BY: Christopher Pugliese, P.E. Date: 11/18/18

Title: Traffic Engineer

APPROVED BY: [Signature] Date: 11/19/18

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

Preliminary Traffic Signal Warrant Analysis ¹					
Major Street: 15th Street	Minor Street: Spring Street				
Project: 15th Street Extension	City/County: Fulton County				
Year: 2023	Alternative: -				
Preliminary Signal Warrant Volumes					
Number of Approach lanes	ADT on major street approaching from both directions				
ADT on minor street, highest approaching volume	Percent of standard warrants				
Major Street	Minor Street				
100	70				
Percent of standard warrants	Percent of standard warrants				
100	70				
Case A: Minimum Vehicular Traffic					
1	500				
2 or more	600				
2 or more	600				
1	500				
Case B: Interruption of Continuous Traffic					
1	750				
2 or more	900				
2 or more	900				
1	750				
X	100 percent of standard warrants				
	70 percent of standard warrants ²				
Preliminary Signal Warrant Calculation ³					
Standard 1	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met?
Case A	Major	2	600	995	Y
	Minor	1	150	511	
Case B	Major	2	900	995	Y
	Minor	1	75	511	
Standard 2	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met?
Case A	Major	2	480	995	
	Minor	1	120	511	
Case B	Major	2	720	995	Y
	Minor	1	60	511	

Major Street: 15th Street
Minor Street: Spring Street
Project Name: 15th Street Extension
City/County: Fulton County
Analysis Year: 2023
Alternative #: -
Meet 70% Warrants?: No

100%

Approach Lanes:

Major	2
Minor	2

Approach Volumes (VPD):

Major 17,775 veh / day

Minor Approach:

Approach Volume (VPD):	9,300 veh / day
Right Turn Volume (VPD):	175 veh / day
Right Turn Reduction:	100%
Minor Volume in Warrant:	9,125

0 vpd

98.1%

Major Eighth Highest Hour:	995 vph
Minor Eighth Highest Hour:	511 vph

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

³ Used 5.6% of daily traffic volume to calculate 8th highest hour for major and minor movements.

Preliminary Traffic Signal Warrant Analysis ¹					
Major Street: 15th Street	Minor Street: West Peachtree Street				
Project: 15th Street Extension	City/County: Fulton County				
Year: 2023	Alternative: -				
Preliminary Signal Warrant Volumes					
Number of Approach lanes	ADT on major street approaching from both directions	ADT on minor street, highest approaching volume			
Major Street	Minor Street	Percent of standard warrants			
100	70	100			
70		70			
Case A: Minimum Vehicular Traffic					
1	1	500			
2 or more	1	600			
2 or more	2 or more	600			
1	2 or more	500			
Case B: Interruption of Continuous Traffic					
1	1	750			
2 or more	1	900			
2 or more	2 or more	900			
1	2 or more	750			
X		100 percent of standard warrants			
		70 percent of standard warrants ²			
Preliminary Signal Warrant Calculation ³					
Standard 1	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met?
Case A	Major	2	600	837	Y
	Minor	1	150	475	
Case B	Major	2	900	837	N
	Minor	1	75	475	
Standard 2	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met?
Case A	Major	2	480	837	
	Minor	1	120	475	Y
Case B	Major	2	720	837	
	Minor	1	60	475	

Major Street: 15th Street
Minor Street: West Peachtree Street
Project Name: 15th Street Extension
City/County: Fulton County
Analysis Year: 2023
Alternative #: -
Meet 70% Warrants?: No

100%

Approach Lanes:

Major	2
Minor	2

Approach Volumes (VPD):

Major 14,950 veh / day

Minor Approach:

Approach Volume (VPD):	11,325 veh / day
Right Turn Volume (VPD):	2,850 veh / day
Right Turn Reduction:	100%
Minor Volume in Warrant:	8,475

Major Eighth Highest Hour:	837 vph
Minor Eighth Highest Hour:	475 vph

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

³ Used 5.6% of daily traffic volume to calculate 8th highest hour for major and minor movements.

Subject	ICE Stage 1 - Supplemental Information	Project Name	15 th Street Extension
Date	November 9, 2018	Project No.	PI# 0015019

The purpose of this memorandum is to provide additional information regarding the ICE Stage 1 screening decisions. The Multi-File ICE Summary with ICE Phase 1 outputs and supporting material (also attached) serve as the concurrence memo for the project alternatives and waivers. If the project team agrees with the intersection alternatives, the Concurrence Memo will need to be signed by the Chief Engineer (or delegate) to carry on to ICE Stage 2.

Project Background:

The proposed project would extend the existing 15th Street from West Peachtree Street to Williams Street. The purpose of this study is to evaluate the extension of 15th Street to provide better circulation for vehicular, transit, bicycle, and pedestrian modes through the Midtown area. The proposed extension will improve traffic circulation and connectivity for both existing and future developments and has the potential to alleviate traffic on congested parallel facilities, particularly 14th Street, during the peak traffic periods.



Figure 1 – Project Concept

15th Street at Williams Street:

As it exists today, the inside lane on Williams Street continues to I-75 North while the outside lane terminates as a right-turn only lane at 16th Street. This causes a significant amount of weaving between 14th Street and 16th Street and poor lane utilization south of 14th Street. To address the safety and operational concerns for future motorists turning from 15th Street onto this segment of Williams Street, the following alternatives have been considered:

Unsignalized Alternative A (Drop Lane at 15th St and 16th Street):

This alternative would drop the outside northbound lane as a right-turn only at the 15th Street intersection. This would allow westbound motorists (turning from 15th Street) to yield to a single lane of northbound traffic (reducing conflict areas and shifting the weave area away from the intersection). Further north of the 15th Street intersection, the northbound approach would taper out to accommodate the existing right turn lane at the 16th Street intersection as a deceleration lane.

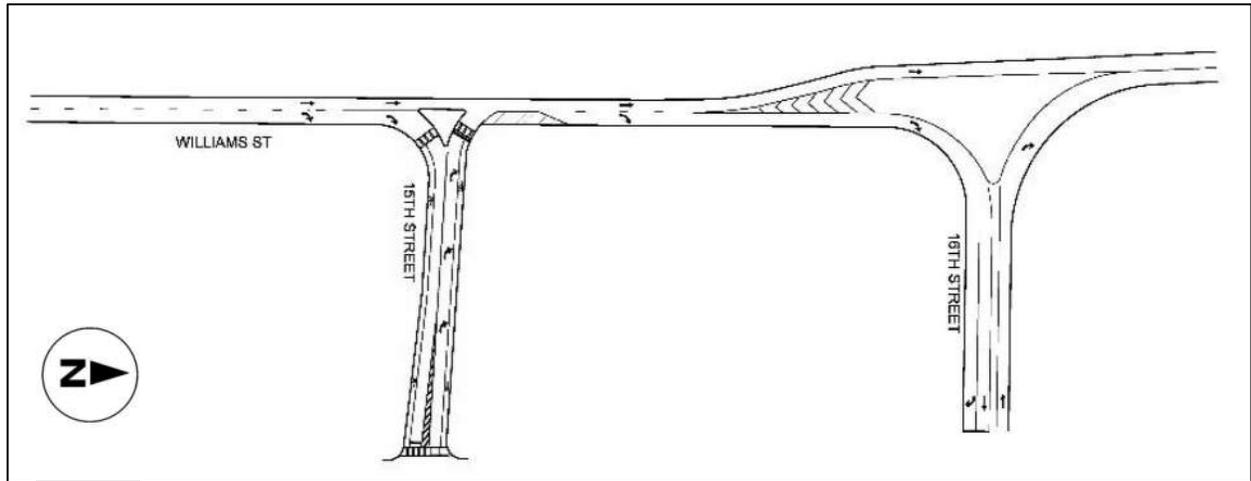


Figure 2 – Drop Lane Concept (Alternative A)

Unsignalized Alternative B (Two through lanes past 16th Street):

This alternative would continue the outside northbound through the 15th Street and 16th Street intersections. North of 16th Street, the outside lane would merge into a single lane before the I-75 North onramp (as it does today). This would remove the need for vehicles to weave between 14th Street and 16th Street. The concrete island and striping for the 16th Street intersection would need to be modified to permit the northbound movement from the outside lane and enforce a yield condition for westbound 16th Street motorists.

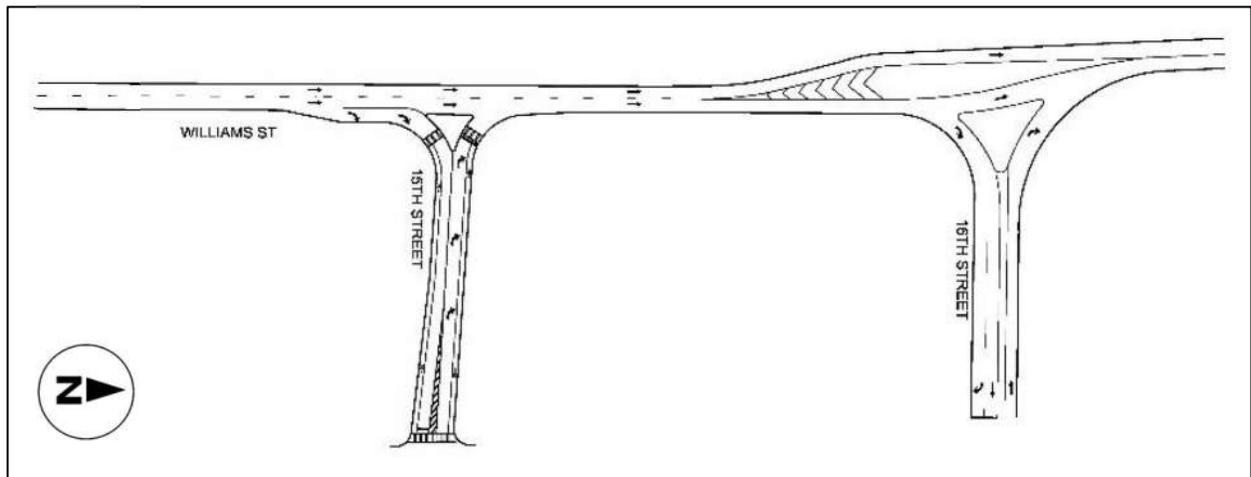


Figure 3 – Through Lane Concept (Alternative B)

Signalized Alternative A (Drop Lane at 15th St and 16th Street):

Similar to the unsignalized alternative, signalization of the intersection would include a right-turn lane drop on Williams Street at 15th Street and deceleration lane at 16th Street. This alternative would also provide a protected right turn for motorists turning from 15th Street onto Williams Street to reduce queuing along the 15th Street block.

Signalized Alternative B (Two through lanes past 16th Street):

Similar to the unsignalized alternative, signalization of the intersection would carry two northbound lanes through both 15th Street and 16th Street, merging to one lane before the I-75 North onramp (as it does today). This alternative would also provide a protected right turn for motorists turning from 15th Street onto Williams Street to reduce queuing along the 15th Street block.

15th Street at Spring Street:

A preliminary analysis indicates that the future intersection will likely meet MUTCD warrants for a traffic signal. A Traffic Signal intersection control would meet the project's scope and ROW constraints as well as provide the necessary safety measures. This proposed intersection control would have the most minimal impact on the existing mainline operation of Spring Street and is recommended for approval by ICE waiver as the only feasible alternative.

A roundabout alternative would not be recommended here due to the mainline (Spring Street) having four lanes of traffic and there being limited right-of-way with building structures in two of the intersection corners. Other alternative screening decisions are documented in the ICE Stage 1 Screening Decision Record.

15th Street at W Peachtree Street:

The intersection is currently controlled by an existing traffic signal. The existing signal-controlled intersection currently performs satisfactorily and is anticipated to perform well with the extension of 15th Street. This proposed intersection control would have the most minimal impact on operations and is recommended for approval by ICE waiver as the only feasible alternative.

A roundabout alternative would not be recommended here due to the mainline (W Peachtree Street) having five lanes of traffic and there being limited right-of-way with building structures in three of the intersection corners. Other alternative screening decisions are documented in the ICE Stage 1 Screening Decision Record.



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI # (or N/A) 0015019

GDOT District: 7 - Metro Atlanta

Date: 12/3/2018

County: Fulton

Area Type: Urban

Agency/Firm: Jacobs

Project Location: Williams Street @ 15th Street

Analyst: Joshua Brown

Existing Intersection Control: Conventional (Minor Stop)

Type of Analysis: **Conventional Non-Safety Funded Project**

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 9	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2023 Opening Yr No-Build Peak Hr Intersection Delay	12.9 sec	36.0 sec
2023 Opening Yr No-Build Peak Hr Intersection V/C	0.18	0.78
2043 Design Yr No-Build Peak Hr Intersection Delay	15.1 sec	128.8 sec
2043 Design Yr No-Build Peak Hr Intersection V/C ratio	0.27	1.15

Complete Streets Warrants Met?

- PEDESTRIANS
- BICYCLES
- TRANSIT

Crash Data: Enter 5 most recent years of intersection crash data	Crash Severity			
	PDO	Injury Crash*	Fatal Crash*	
Angle	1	0	0	25%
Head-On	0	0	0	0%
Rear End	3	0	0	75%
Sideswipe - same	0	0	0	0%
Sideswipe - opposite	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0%
TOTALS:	4	0	0	4

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:

Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Conventional (Minor Stop)	Other Unsignalized (provide description):	Traffic Signal	N/A	N/A

Project Cost: (From CostEst Worksheet)

	Alternative A	Alternative B	Traffic Signal		
Construction Cost	\$35,500	\$53,300	\$189,000		
ROW Cost	\$0	\$0	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$0	\$9,000		
Design & Contingency Cost	\$1,925	\$8,155	\$66,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$37,425	\$61,455	\$264,000		

Traffic Operations:

User Cost Override *User Cost Override*

Traffic Analysis Software Used	Synchro 9		Synchro 9		Synchro 9			
	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr		
Analysis Period								
2043 Design Yr Build Intersection Delay	31.3 sec	500.0 sec	15.1 sec	128.8 sec	9.0 sec	21.4 sec		
2043 Design Yr Build Intersection V/C	0.49	2.67	0.27	1.15	0.65	0.94		

Safety Analysis:

Predefined CRF: PDO	0%	0%	39%		
Predefined CRF: Fatal/Inj	0%	0%	40%		
Predefined CRF Source:	N/A	N/A	FHWA Clearinghouse #s 7982 / 7984		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet

¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Negative	Negative	Supportive		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	-0.2	3.6	4.6		
Rank of Control Type Alternatives:	3	2	1		

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): 2023 Opening Year No Build assumes conventional two-way stop control since intersection does not exist today. Estimated construction costs for unsignalized alternatives include traffic control and mobilization.

Subject	ICE Stage 2 - Supplemental Information	Project Name	15 th Street Extension
Date	December 14, 2018	Project No.	PI# 0015019

The purpose of this memorandum is to provide additional information regarding the ICE Stage 2 decision for a signalized intersection.

Project Background:

The proposed project would extend the existing 15th Street from West Peachtree Street to Williams Street. The purpose of this study is to evaluate the extension of 15th Street to provide better circulation for vehicular, transit, bicycle, and pedestrian modes through the Midtown area. The proposed extension will improve traffic circulation and connectivity for both existing and future developments and has the potential to alleviate traffic on congested parallel facilities, particularly 14th Street, during the peak traffic periods.



Figure 1 – Project Concept

15th Street at Williams Street:

As it exists today, the inside lane on Williams Street continues to I-75 North while the outside lane terminates as a right-turn only lane at 16th Street. This causes a significant amount of weaving between 14th Street and 16th Street and poor lane utilization south of 14th Street. Figure 2 shows the poor lane utilization and weaving north of 14th Street.



Figure 2 – Looking North along William Street (from 14th Street Intersection)

To address the safety and operational concerns for future motorists turning from 15th Street onto this segment of Williams Street, the following alternatives have been considered:

Unsignalized Alternative A (Drop Lane at 15th St and 16th Street):

This alternative would drop the outside northbound lane as a right-turn only at the 15th Street intersection. This would allow westbound motorists (turning from 15th Street) to yield to a single lane of northbound traffic (reducing conflict areas and shifting the weave area further south away from the intersection). Further north of the 15th Street intersection, the northbound approach would taper out to accommodate the existing right turn lane at the 16th Street intersection as a deceleration lane.

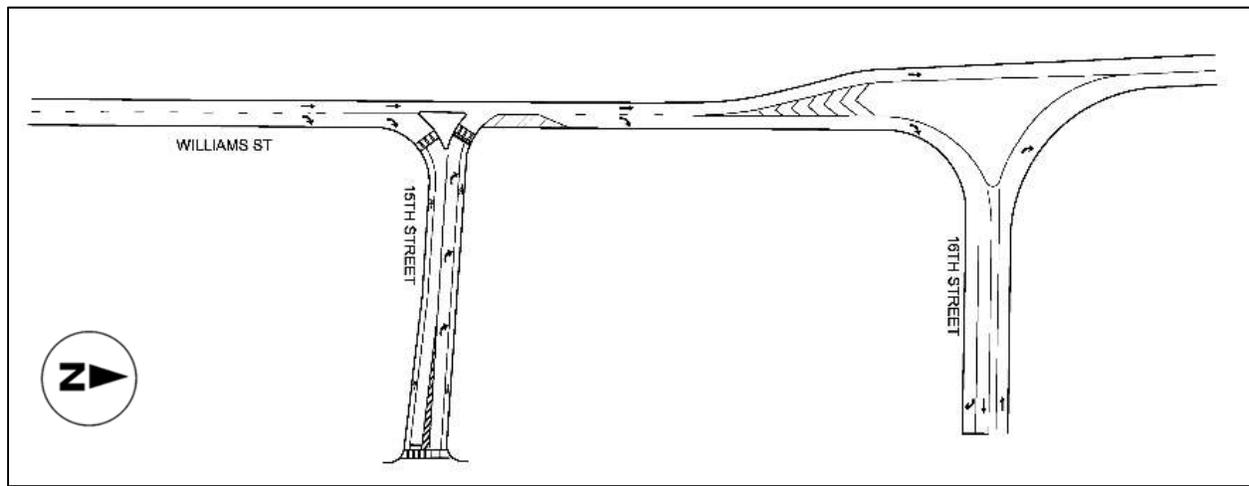


Figure 3 – Drop Lane Concept (Alternative A)

Unsignalized Alternative B (Two through lanes past 16th Street):

This alternative would continue the outside northbound through the 15th Street and 16th Street intersections. North of 16th Street, the outside lane would merge into a single lane before the I-75 North onramp (as it does today). This would remove the need for vehicles to weave between 14th Street and 16th Street. The concrete island and striping for the 16th Street intersection would need to be modified to permit the northbound movement from the outside lane and enforce a yield condition for westbound 16th Street motorists. Without modification to the island at 16th Street, lane utilization strongly favoring the inside lane on Williams Street will force operations to function identical to Alternative A.

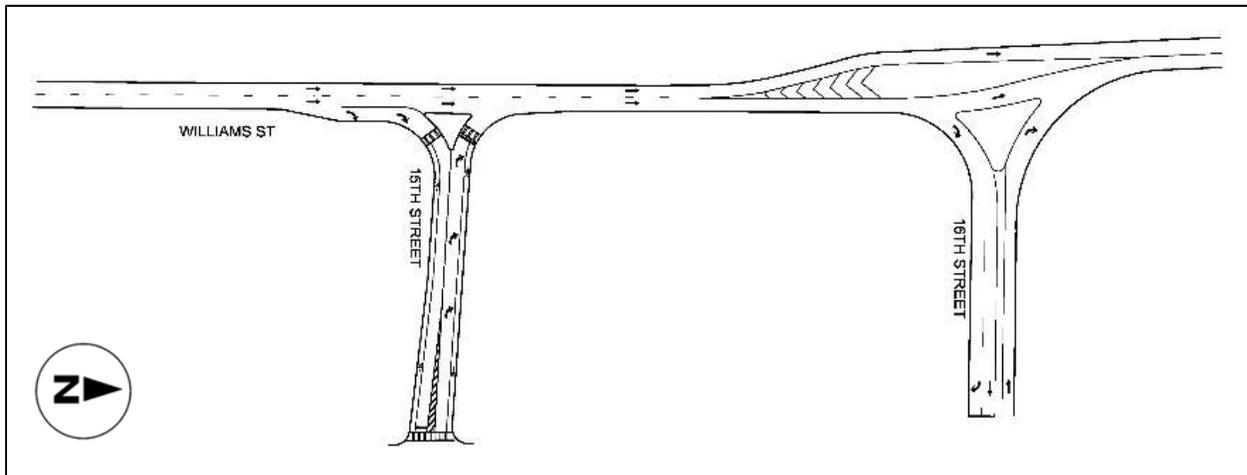


Figure 4 – Through Lane Concept (Alternative B)

Signalized Alternative C:

The signalized alternative of the intersection would carry two northbound lanes through 15th Street, merging to one lane before the I-75 North onramp (as it does today). 15th Street would operate with a single lane in each direction.

Signal Warrant Results:

The ICE Phase II analyzed the three intersection alternatives described above to determine which offers the best operational benefits for the 15th Street extension. Several assumptions were made for the signal warrant analysis:

- Hourly volume distributions for 15th Street were assumed to be similar to 14th Street between Spring Street and Williams Street.
- Signal warrant volumes used Opening Year (2023) DHV and AADT.
- Signal warrant assumed hourly right turn reductions which varied with traffic volumes throughout the day.

The right turn reduction calculations were taken from the methodologies presented in NCHRP 457 which reduces right-turn volume on the bases of consideration of the major-road volume that conflicts with the right turn movement, the number of lanes, and the geometry of the approach. Given the unequal lane distribution of traffic on Williams Street (vehicles heavily favor the leftmost lane to travel onto I-75 NB), the calculations assumed 1 effective travel lane for Williams Street to account for the lane volume imbalance. The results of the NCHRP 457 Right Turn Volume analysis, indicate that (at times) the mainline and side-street volumes are high enough to result in a significant number of vehicular conflicts and limited gaps for

side-street movements. These assumptions result in the volumes and right turn reduction factors displayed in Table 1.

Table 1. Williams Street at 15th Street Volumes (2023) used for Signal Warrant Analysis

Hour	Williams Street Volume	15 th Street Volume	% RT Reduction	Adjusted 15 th Street Volume
12:00 AM	166	51	100%	0
1:00 AM	108	30	100%	0
2:00 AM	88	21	100%	0
3:00 AM	80	15	100%	0
4:00 AM	50	14	100%	0
5:00 AM	100	34	100%	0
6:00 AM	1160	95	0%	95
7:00 AM	854	156	30%	110
8:00 AM	1104	170	0%	170
9:00 AM	678	162	100%	0
10:00 AM	574	167	100%	0
11:00 AM	712	201	93%	13
12:00 PM	764	214	63%	78
1:00 PM	849	220	23%	168
2:00 PM	1001	219	0%	219
3:00 PM	1368	246	0%	246
4:00 PM	1300	315	0%	315
5:00 PM	1467	253	0%	253
6:00 PM	1483	258	0%	258
7:00 PM	1157	226	0%	226
8:00 PM	678	173	100%	0
9:00 PM	550	147	100%	0
10:00 PM	409	134	100%	0
11:00 PM	303	103	100%	0
Total	17,000	3,625	-	2,152

Using the above assumptions, the intersection of Williams Street with 15th Street is expected to meet signal warrants 1 (eight-hour), 2 (four-hour), and 3 (peak hour). The projected volumes satisfy the following MUTCD Thresholds:

- Warrant 1 (Eight-Hour Warrant): **SATISFIED**
 - Standard 1, Conditions A (8 hours) and B (8 hours)
 - Standard 2, Conditions A (8 hours) and B (11 hours)
- Warrant 2 (Four-Hour Warrant): **SATISFIED** (See Figure 5)
 - Standard 1 (8 Hours / 4 required)
- Warrant 3 (Peak-Hour Warrant): **SATISFIED** (See Figure 6)
 - Standard 1 (11.27 vehicle-hours of delay)
 - Standard 2 (4 hours / 1 required)

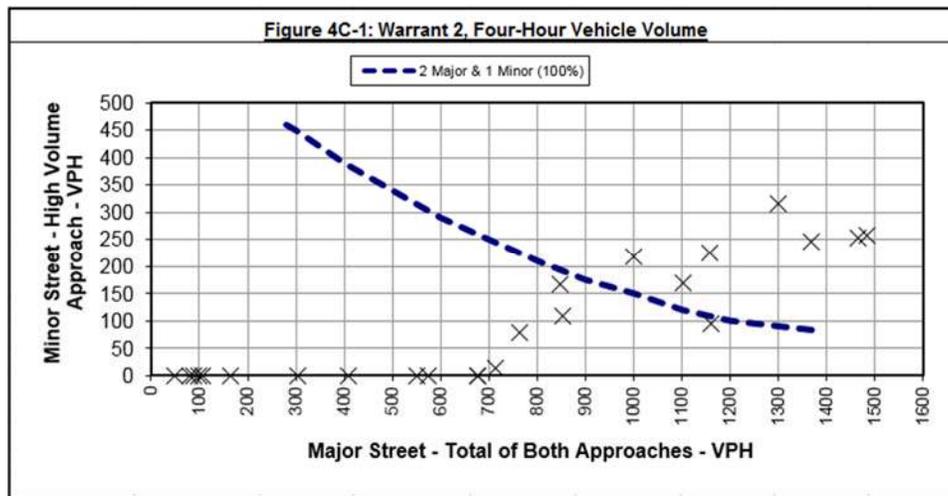


Figure 5. Warrant 2, Four-Hour Signal Warrant

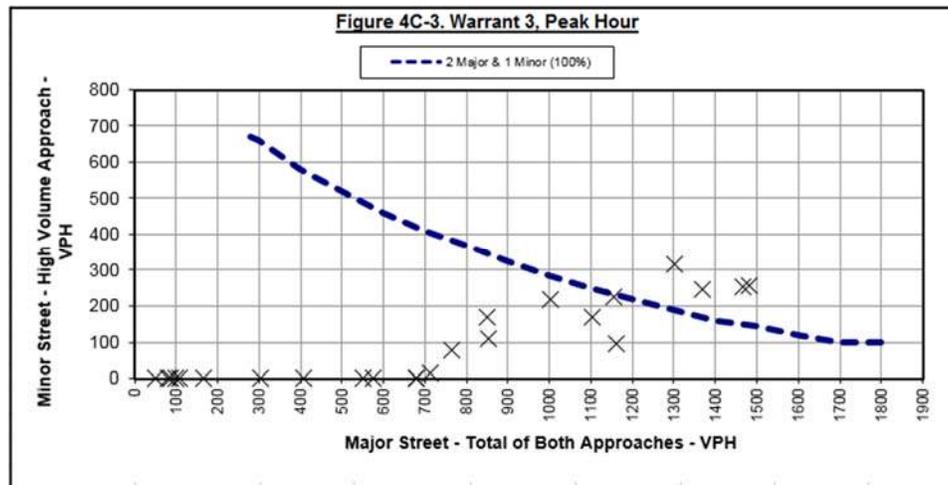


Figure 6. Warrant 3, Peak-Hour Signal Warrant

ICE Phase II Results:

Delay for 15th Street with a stop-controlled approach is expected to be LOS F with volume-to-capacity ratios greater than 1.0. Intersection capacity results for design year (2043) PM peak are presented in Table 2.

Table 2. Operational Summary – LOS (Delay in Seconds)

Operational Measures	Alternative A Unsignalized with Drop Lane	Alternative B Unsignalized with Two Through Lanes	Alternative C Signalized with Two Through Lanes
15 th Street Delay and LOS (2043 PM)	F (812.4)*	F (128.8)	D (37.3)
15 th Street 95 th Percentile Queue (2043 PM)	923 ft	413 ft	109 ft
Williams Street 95 th Delay and LOS (2043 PM)	-	-	B (17.6)
Williams Street 95 th Percentile Queue (2043 PM)	-	-	343 ft

While the unsignalized alternatives remain less expensive than the signalized alternative, and while all turning movements at this intersection are right turns, the signalized option provides the greatest operational benefit. Results of the ICE Stage II scoring are provided below in Table 3. Further details are provided in the ICE Stage II Alternative Selection Decision Record.

Table 3. ICE Stage II Scoring Results

ICE v2.14 Evaluation Criteria	Alternative A Unsignalized with Drop Lane	Alternative B Unsignalized with Two Through Lanes	Alternative C Signalized with Two Through Lanes
Cost Estimate (20%)	2.00	1.99	0.00
Operations (32%)	-3.29	0.52	1.68
Safety (33%)	0.00	0.00	1.50
Environmental (10%)	1.00	1.00	1.00
Project Support (5%)	0.10	0.10	0.40
Total	-0.19	3.61	4.58

Intersection spacing for the recommended signal is approximately 650 feet north of the signal at 14th Street at Williams Street. This signal spacing is not any less than typical signal spacing in Midtown Atlanta and would meet driver expectation in the area.

APPENDIX

Intersection

Int Delay, s/veh 180.3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↑	↖		
Traffic Vol, veh/h	0	385	1350	230	0	0
Future Vol, veh/h	0	385	1350	230	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	418	1467	250	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	1467	0	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	~ 157	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	~ 157	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	\$ 812.4	0
HCM LOS	F	

Minor Lane/Major Mvmt NBTWBLn1

Capacity (veh/h)	-	157
HCM Lane V/C Ratio	-	2.665
HCM Control Delay (s)	-	\$ 812.4
HCM Lane LOS	-	F
HCM 95th %tile Q(veh)	-	36.9

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 28.6

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	385	1350	230	0	0
Future Vol, veh/h	0	385	1350	230	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	50	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	418	1467	250	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	734	0	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	~ 363	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	~ 363	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	128.8	0
HCM LOS	F	

Minor Lane/Major Mvmt NBTWBLn1

Capacity (veh/h)	-	363
HCM Lane V/C Ratio	-	1.153
HCM Control Delay (s)	-	128.8
HCM Lane LOS	-	F
HCM 95th %tile Q(veh)	-	16.5

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
121: Williams St & 15th St

30 PM w Signal.syn
12/13/2018



Lane Group	WBR	NBT
Lane Configurations		
Traffic Volume (vph)	385	1350
Future Volume (vph)	385	1350
Lane Group Flow (vph)	418	1717
Turn Type	Prot	NA
Protected Phases	4	2
Permitted Phases	4	
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	15.0	22.0
Total Split (s)	44.0	76.0
Total Split (%)	36.7%	63.3%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	35.9	72.1
Actuated g/C Ratio	0.30	0.60
v/c Ratio	0.94	0.91
Control Delay	33.4	17.1
Queue Delay	3.9	0.4
Total Delay	37.3	17.6
LOS	D	B
Approach Delay		17.6
Approach LOS		B
Queue Length 50th (ft)	42	324
Queue Length 95th (ft)	#109	m343
Internal Link Dist (ft)		595
Turn Bay Length (ft)		
Base Capacity (vph)	469	1883
Starvation Cap Reductn	21	24
Spillback Cap Reductn	0	23
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.93	0.92

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 26 (22%), Referenced to phase 2:NBT and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Timings

121: Williams St & 15th St

30 PM w Signal.syn

12/13/2018

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 121: Williams St & 15th St



JACOBS ENGINEERING

SIGNAL WARRANT ANALYSIS DETAILED REPORT: Williams Street @ 15th Street

Analyst : CMP
Major Street : Williams Street
Minor Street : 15th Street
Speed on Major Street : 35

Report Date : December 13, 2018
Counts Date : N/A
Lanes @ Intersection : Major Street - 2
Minor Street - 1

24-HOUR TRAFFIC VOLUME

TABLE 1

Time	Major Street				Minor Street			
	Northbound				Southbound			
24 Hours	Total Approach Volume	Right Turn	% Right Turn	With 0 % RT Turn Reduction	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	166	0	0	166	0	0	0	0
1:00 AM	108	0	0	108	0	0	0	0
2:00 AM	88	0	0	88	0	0	0	0
3:00 AM	80	0	0	80	0	0	0	0
4:00 AM	50	0	0	50	0	0	0	0
5:00 AM	100	0	0	100	0	0	0	0
6:00 AM	1160	340	29	1160	0	0	0	0
7:00 AM	854	0	0	854	0	0	0	0
8:00 AM	1104	0	0	1104	0	0	0	0
9:00 AM	678	0	0	678	0	0	0	0
10:00 AM	574	0	0	574	0	0	0	0
11:00 AM	712	0	0	712	0	0	0	0
12:00 PM	764	0	0	764	0	0	0	0
1:00 PM	849	0	0	849	0	0	0	0
2:00 PM	1001	0	0	1001	0	0	0	0
3:00 PM	1368	0	0	1368	0	0	0	0
4:00 PM	1300	190	15	1300	0	0	0	0
5:00 PM	1467	0	0	1467	0	0	0	0
6:00 PM	1483	0	0	1483	0	0	0	0
7:00 PM	1157	0	0	1157	0	0	0	0
8:00 PM	678	0	0	678	0	0	0	0
9:00 PM	550	0	0	550	0	0	0	0
10:00 PM	409	0	0	409	0	0	0	0
11:00 PM	303	0	0	303	0	0	0	0
Total				17000				0

JACOBS ENGINEERING

24-HOUR TRAFFIC VOLUME

TABLE 2

Time	Minor Street				Major Street			
	Eastbound				Westbound			
24 Hours	Total Approach Volume	Right Turn	% Right Turn	With 100% RT Turn Reduction	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	0	0	0	0	51	51	100	0
1:00 AM	0	0	0	0	30	30	100	0
2:00 AM	0	0	0	0	21	21	100	0
3:00 AM	0	0	0	0	15	15	100	0
4:00 AM	0	0	0	0	14	14	100	0
5:00 AM	0	0	0	0	34	34	100	0
6:00 AM	0	0	0	0	95	95	100	95
7:00 AM	0	0	0	0	156	156	100	110
8:00 AM	0	0	0	0	170	170	100	170
9:00 AM	0	0	0	0	162	162	100	0
10:00 AM	0	0	0	0	167	167	100	0
11:00 AM	0	0	0	0	201	201	100	13
12:00 PM	0	0	0	0	214	214	100	78
1:00 PM	0	0	0	0	220	220	100	168
2:00 PM	0	0	0	0	219	219	100	219
3:00 PM	0	0	0	0	246	246	100	246
4:00 PM	0	0	0	0	315	315	100	315
5:00 PM	0	0	0	0	253	253	100	253
6:00 PM	0	0	0	0	258	258	100	258
7:00 PM	0	0	0	0	226	226	100	226
8:00 PM	0	0	0	0	173	173	100	0
9:00 PM	0	0	0	0	147	147	100	0
10:00 PM	0	0	0	0	134	134	100	0
11:00 PM	0	0	0	0	103	103	100	0
Total				0				2152

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WARRANT ANALYSIS RESULTS - Williams Street @ 15th Street

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME (100% Thresholds)

WARRANT 1* SATISFIED

STANDARD 1	SATISFIED	CONDITION A	8	HOURS
		CONDITION B	8	HOURS
STANDARD 2	SATISFIED	CONDITION A	8	HOURS
		CONDITION B	11	HOURS

24-HOUR TRAFFIC VOLUME EVALUATION

TABLE 3

HOUR OF DAY	MAJOR ST TOTAL OF BOTH APPROACHES	MINOR ST HIGH VOLUME APPROACH	WARRANT 1			
			STANDARD 1		STANDARD 2	
			CONDITION A	CONDITION B	CONDITION A	CONDITION B
12:00 AM	166	0	0	0	0	0
1:00 AM	108	0	0	0	0	0
2:00 AM	88	0	0	0	0	0
3:00 AM	80	0	0	0	0	0
4:00 AM	50	0	0	0	0	0
5:00 AM	100	0	0	0	0	0
6:00 AM	1160	95	MAJOR	BOTH	MAJOR	BOTH
7:00 AM	854	110	MAJOR	MINOR	MAJOR	BOTH
8:00 AM	1104	170	BOTH	BOTH	BOTH	BOTH
9:00 AM	678	0	MAJOR	0	MAJOR	0
10:00 AM	574	0	0	0	MAJOR	0
11:00 AM	712	13	MAJOR	0	MAJOR	0
12:00 PM	764	78	MAJOR	MINOR	MAJOR	BOTH
1:00 PM	849	168	BOTH	MINOR	BOTH	BOTH
2:00 PM	1001	219	BOTH	BOTH	BOTH	BOTH
3:00 PM	1368	246	BOTH	BOTH	BOTH	BOTH
4:00 PM	1300	315	BOTH	BOTH	BOTH	BOTH
5:00 PM	1467	253	BOTH	BOTH	BOTH	BOTH
6:00 PM	1483	258	BOTH	BOTH	BOTH	BOTH
7:00 PM	1157	226	BOTH	BOTH	BOTH	BOTH
8:00 PM	678	0	MAJOR	0	MAJOR	0
9:00 PM	550	0	0	0	MAJOR	0
10:00 PM	409	0	0	0	0	0
11:00 PM	303	0	0	0	0	0
TOTAL	17000	2152				

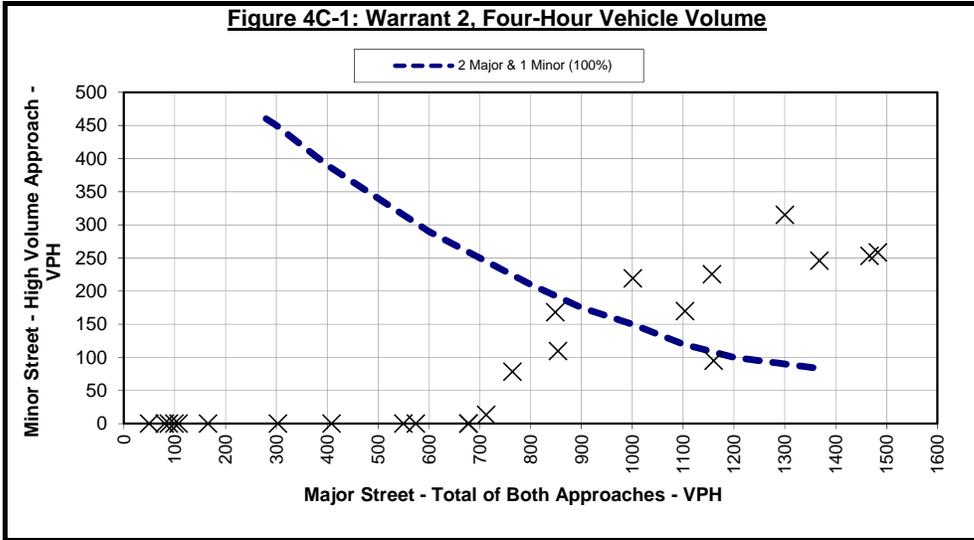
CRITERIA**	STANDARD 1 - 100%		STANDARD 2 - 80%	
	CONDITION A	CONDITION B	CONDITION A	CONDITION B
MAJOR ST	600	900	480	720
MINOR ST	150	75	120	60
NO. OF HOURS MET	8	8	8	11

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WARRANT 2, FOUR-HOUR VEHICULAR VOLUME (100% Thresholds)

WARRANT 2* SATISFIED

7 HOURS



*Note: Curves for minimum volumes are based on the curves from FIGURES 4C-1 & 4C-2, MUTCD Section 4C.04

WARRANT 3, PEAK HOUR (100% Thresholds)

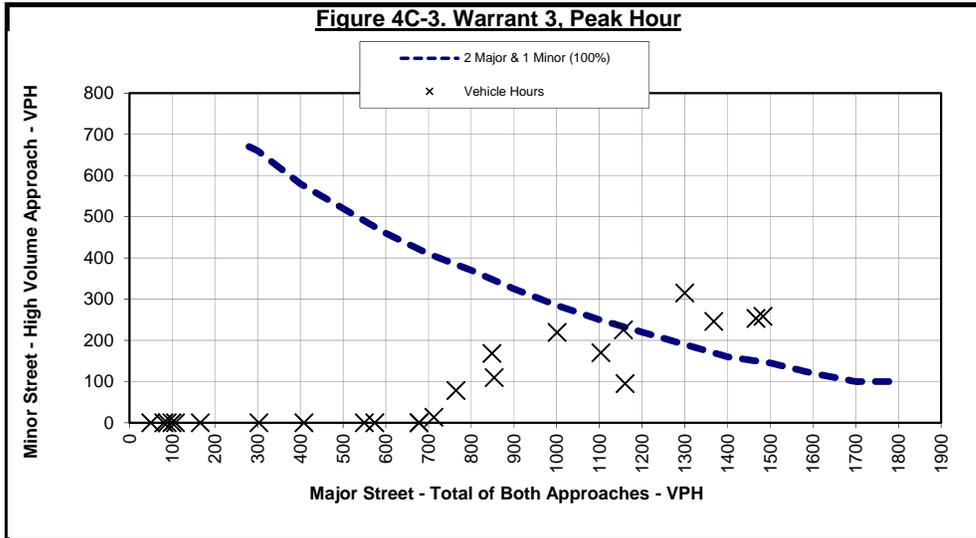
STANDARD A SATISFIED

11 VEHICLE HOURS

- 315 Peak Hour Minor-Street Volume
- 129 Average Minor-Street Delay (seconds)
- 1 Number of Approach Lanes (Minor Street)

STANDARD B* SATISFIED

4 HOURS



*Note: Curves for minimum volumes are based on the curves from FIGURES 4C-3 & 4C-4, MUTCD Section 4C.04

Attachment #10
MS4 Concept Report
Summary



N/F
GEORGIA DEPARTMENT
OF TRANSPORTATION

BEGIN PROJECT
10+12.58

1
N/F
DEVELOPMENT AUTHORITY
OF FULTON COUNTY

AREA 2

END PROJECT
17+75.86

AREA 1
ESA - 1210 NW SPRING STREET NW

PROPOSED RETAINING WALL
BEGIN WALL STA 14+22.01
END WALL STA 15+82.01

2
N/F
KOGER ACP, LLC

3
N/F
P&L 1230 WEST PEACHTREE, LP

OFFRAMP TO 17th ST

WILLIAMS ST

SPRING ST

WEST PEACHTREE ST

AREA 1

0.668 AC
PRE: 0.5052 AC dirt
PRE: 0.1628 AC paved
POST: 0.0452 AC VEGETATED
POST: 0.6228 AC paved
Tc=5min

AREA 2

0.7344 AC
PRE: 0.0761 AC vegetated
PRE: 0.6583 AC paved
POST: .0532 AC VEGETATED
POST: 0.6812 AC paved
Tc=5min

**15th STREET EXTENSION
PI 0015019**

MS4 DRAINAGE AREAS

JACOBS

MS4 Concept Report Summary

Attach the following checklist information to the Concept Report Template:

- Is there a Project Level Exclusion that applies to this project: No Yes
- If yes, please indicate which of the following exclusions apply:
- Roadways that are not owned or operated (maintained) by GDOT may not require post-construction BMPs. Coordinate with the appropriate local government or entity to determine stormwater management requirements.
 - The project location is not within a designated MS4 area.
 - Maintenance and safety improvement projects whereby the sites are not connected and disturbs less than one acre at each individual site. This includes projects such as repaving, shoulder building, fiber optic line installation, sign addition, and sound barrier installation.
 - Projects that have their environmental documents approved or right-of-way plans submitted for approval on or before June 30th, 2012.
 - Road projects that disturb less than 1 acre or for site development projects that add less than 5,000 ft² of impervious area.

Drainage Area Summary									
Outfall Area	Pre-Development			Post-Development			Water Quality Volume (Cubic Feet)	Channel Protection Volume (Cubic Feet)	Required Detention Volume (Cubic Feet)
	Tc	Weighted CN	Area (Acres)	Tc	Weighted CN	Area (Acres)			
1	5	91	0.668	5	94	0.668	1803	N/A	N/A
2	5	97	0.7344	5	96	0.7344	N/A	N/A	N/A

BMP Selection and Feasibility Summary						
Outfall Area	Outfall Level Exclusion?		BMP Selected	Is the BMP Feasible?		
	Y/N	Exclusion No.		Y/N	Infeasibility Criteria No.	¹ Feasibility of an Infiltration BMP
1	N		Bioretention	N	1,7	Infeasible
2	Y	6	N/A	N/A	N/A	N/A

1 - For outfall areas considering an infiltration BMP indicate if an infiltration BMP is well-suited, potentially suitable, has limited suitability, or is unsuitable for the outfall area.

DISCUSSION: There are only 2 outfall areas on this project. Area 1 is delineated from Spring Street westward to Williams Street. The drainage area is 2/3 of an acre in size. The existing bedrock is going to have to be blasted down to the proposed grade in order to construct this road. Therefore the site conditions are such that it is impossible to construct any kind of bioretention system due to this bedrock.

Area 2 is delineated from West Peachtree Street westward to Spring Street. A bioretention system is not needed because the increase in impervious area is only a little over two hundredths of an acre. The composite CN will remain the same so there is also no increase in runoff.

MS4 Concept Level Feasibility Assessment

1. Outfall Level Exclusions

Using the information from step 2, consider Outfall Level Exclusions 3, 5, and 6 below. Outfall Level Exclusions 1, 2, and 4 require more detail than is available at the concept level. See pages 10-14 and 10-15 in the Drainage Manual for a complete list of the Outfall Level Exclusions.

1. Change in existing roadway alignment that would create a safety concern
2. Installation of BMP causes realignment or piping of a stream
3. Installation of BMP impacts a stream buffer or wetland
4. Discharge exits right-of-way as sheet flow
5. Flows that originate offsite
6. Reduction or no change (or negligible increase) in impervious area

2. Infeasibility Criteria

Utilize appropriate Infeasibility Criteria to eliminate drainage areas for treatment. See pages 10-29 and 10-30 in the Drainage Manual for a complete list of the Infeasibilities. See Section 2.3 Phase 1: Feasibility Screening of Appendix J of the Drainage Manual to evaluate infeasibility criteria associated with infiltration (Criterion 7, 8, and 9). After the BMPs are selected the Infeasibility Criteria can be used again to evaluate the suitability of the BMPs.

1. Cost
2. Delay – Starting the planning process at this point should eliminate this as a viable option unless no other right-of-way is going to be acquired on the project.
3. Impact to Threatened or Endangered Species
4. Impact to a Cultural Resource
5. Displacement of Resident or Business
6. Violation of State or Federal Law
7. Site Limitations
8. Limited Hydraulic Conductivity
9. Site Size
10. No Gravity Flow to BMP

3. BMP Selection

Basins that have not been excluded in steps 3 and 4 will require BMPs to be selected and sized. Use the results from the MS4 Concept Level Design Spreadsheet to further review basins that have not been excluded in steps 3 and 4.

Initially, use the drainage basin area to limit your choices. BMPs for an individual drainage basin can be selected or excluded based on the size of the area draining to the proposed BMP location. Note depending on the unified sizing criteria applicable to the drainage basin, BMPs do not necessarily need to be placed at the outfall of each drainage basin. Because GDOT calculates water quality volume based on new impervious area, a BMP can be placed upstream of the outfall. The runoff that the BMP receives does not need to come from the new impervious area; the volume of runoff the BMP receives just needs to be equal to or greater than the water quality volume calculated from the new impervious area.

Potential BMPs for drainage areas greater than 10 acres:

- a. Stormwater Wetland
- b. Wet Detention Pond
- c. Dry Detention Basin*

Potential BMPs for drainage areas greater than 5 acres but less than 10 acres:

- a. Sand Filter
- b. Dry Detention Basin*

Potential BMPs for drainage areas less than 5 acres:

- a. Grass Channel*
- b. Dry Enhanced Swale
- c. Wet Enhanced Swale
- d. Infiltration Trench
- e. Sand Filter
- f. Bioretention Basin
- g. Dry Detention Basin*

The bioslope and filter strip* are not limited by drainage area size.

See Table 10.3-2 of the Drainage Manual for additional BMP screening criteria.

*These BMPs do not remove 80% of the total suspended solids and must be used in a treatment train.

Attachment #11
Minutes of Initial
Concept Team
Meeting



Date of meeting : 9/22/2017
 Project: 15th Street Extension
 Project #: 0015019

GDOT/City of Atlanta (CoA)/Midtown Alliance (MA) -Project Coordination Meeting
 15th Street Extension

Item #	Item Topic	Comments	BIC	Due	Status
	Introductions	All present introduced themselves and completed the attached attendees list			Closed
1	Single design option	GDOT stated the project design will <u>not</u> need to address the potential future "aspirational" 15th Street bridge.	MA		Open
2	Survey	MA should transmit the survey electronically (InRoads format) that they had procured and it should include the control package. GDOT will review and if acceptable approve. Eka will transmit to all Departments and individuals needed within GDOT.	MA/GDOT		Open
3	Public Involvement	At this time we are to assume only one open house. PIOH will follow GDOT requirements. Court reporter, summary of comments, and written responses are required.	MA		Open
4	CE	MA must prepare a detailed environmental in order to get FHWA buy in. Since this is a "new road" we must prepare Capacity Analysis and explain in detail. All agreed it is only a two block new road but we must prepare a strong argument to get CE approval. Consider a preliminary meeting with FHWA's Jennifer Guest to get a preliminary indication on CE appropriateness. The more detailed the environmental documentation the better (pros, cons, users, traffic impacts, etc.)	MA		Open
5	Environmental	Suggested MA perform an Environmental Screening. GDOT will handle all submissions to FHWA.	MA		Open
6	Outreach	Marta must be contacted and review the project with their plans at the Arts Center station. Need to coordinate. Eka to transit previous meeting summary where this discussed.	MA		Open

Item #	Item Topic	Comments	BIC	Due	Status
7	Public Involvement	Public Outreach should not take place until CE is decided as acceptable. PIOH - Do Not show traffic signals. Possible "aspirational " signals. Can show number of lanes	MA		Open
10	ROW	Easement issues - ROW and acquisition. Need to address permanent and temporary easments. Also to avoid any acquisitions. Signal poles and signal boxes in permanent easement; acceptability needs to be addressed.	MA		Open
11	Utility	COA Renew team will take lead and assist in utility coordination	CoA		Open
12	Utility	Need to consider future use of sidewalks in utility coordination	CoA		Open
13	PFPR	PFPR needs to include draft ROW plans	MA		Open
14	ROW	MA should apply for preliminary ROW permit now. Some of the project area is being leased by third parties. The ROW permit will let all know of the impending project on these areas.	MA		Open
15	ROW	If ROW requires acquisition the process goes to 12 months approx. Largely depends on CoA.	MA		Open
16	ROW	GDOT owned property - will still need ROW permit	MA		Open
17	Process	Documentation submittals to GDOT should be addressed to Eka, cc COA, cc Peter, cc MA	MA		Open
18	Concept Report	Use limited scope template for Concept Report. Review format on GDOT website. Team may meet after Concept Report is drafted.	MA		Open
19	Concept Report	GDOT Declared this meeting as the Project Kickoff and Initial Concept team meeting			Closed
20	PDP	MA/Jacobs need to check PDP checklist for their submittal completeness and requirements.	MA		Open
21	Traffic	Need traffic counts updated. Need approved count map first. Suggest that we submit to Eka to get reviewed.	MA		Open
22	Traffic	Traffic signals will require warrant analysis	MA		Open
23	Traffic	Must Perform Intersection Control Evaluation (ICE). Show in Concpt Report. GDOT indicated this does help with traffic analysis	MA		Open
24	PIOH	PIOH - Do Not show traffic signals on any exhibits shared with public. Possible "aspirational " signals. Can show number of lanes	MA		Open
25	Process	Review process - First Midtown then CoA (Renew Atlanta who will coordinate with CoA DPW, Planning etc.) then to GDOT via Eka.	MA		Open
26	LLAF	Local let form to be submitted and approved at appropriate time by CoA to GDOT.	CoA/GDOT		Open

Item #	Item Topic	Comments	BIC	Due	Status
27	Ownership & Maintenance	GDOT currently owns the land, but road extension not expected to be a state route. CoA will own and maintain traffic signals and sidewalks. Back of Curb to back of curb is indeterminate who maintains, but from the Curb to ROW is COA per executed PFA. Permit language will determine maintenance.	CoA		Open
28	Ownership & Maintenance	GDOT will likely deed the land over to CoA.	CoA/GDOT		Open
29	Construction	Jacobs (if selected) will need to provide Construction services	MA		Open
30	Construction	CoA RA will provide CEI and construction inspections. GDOT expects Local to submit forms for approval. Full time inspections are likely to be needed during heavier work (rock blasting), but less during majority of scope (hardscape/landscape construction).	CoA		Open
31	Construction	LLAF - COA will need to complete Construction Material Inspection forms and get GDOT approval.	CoA		Open
32	Maintenance	If GDOT does not deed the land what happens?	CoA/GDOT		Open
33	Utilities	GDOT utility coordinator wishes to assist with costs prior to finalization of Concept Report and see all the coordination activities. CoA RA contact Jerry Wiley.	CoA/GDOT		Open
34	Next Steps	MA expects to have design consultant under contract within 2-3 weeks. Keep Eka posted.	MA		Open
35	Next Steps	MA will prepare record of this meeting and send to Eka for her to review and comment and distribute as needed.	MA		Closed



CONSTRUCTION PROGRAM MANAGEMENT

PROJECT NAME: MA- 15th Street Ex

DATE: 9.22.17

LOCATION: GA DOT 4th → Room 408

NOTES BY:

- PHONE CALL:
- MEETING:
- OTHER:
- PARTICIPANTS:

- Arnic Silverman	SCPM	as.silverman@silvermancpm.com
- Hatem ALY	Jacobs	Hatem.Aly@Jacobs.com
EKA OKONMKPAETO	GDOT/OPD	eokonmkpaeto@dot.ga.gov
Dan Hourigan	Midtown Alliance	dan@midtownatl.com
Chris Raymond	GDOT-D7AI	cdraymond@dot.ga.gov
Nithin Gomez	GDOT Planning (GSP)	nithin.gomez@gspnet.com
Reagan Hammond	Renew Atlanta	rhammond@renewatlanta.ga.gov
Floyd Williams	GDOT-ROW	frowilliams@dot.ga.gov
Nicholas Fields	GDOT-UTILITIES	nfields@dot.ga.gov
Peter Emmanuel	GDOT-OPD	pemmanuel@dot.ga.gov
Sam Samu	GDOT-OPD	ssamu@dot.ga.gov
Michael Munded	GDOT-OES	mmunded@dot.ga.gov
Amber Barlow	GDOT-OES	abarlow@dot.ga.gov
SHUNIL PRINGLE	GDOT-D7 CONST	SPRINGLE@DOT.GA.GOV
Cladie Washburn	Midtown Alliance	cladie@midtownatl.com

COPY TO:

FILE LOCATION:

Attachment #12
Minutes of
Stakeholder
Meetings

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Atlanta, Georgia 30309
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Purpose	15th Street Stakeholder Meetings		
Project	15 th Street Extension	Project No.	0015019
Prepared by	Hatem Aly	Phone No.	404-978-7511
Location	Midtown Alliance, 999 Peachtree St, Ste. 730, ATL 30309	Date/Time	February 28, 2018; 12:00 PM

In attendance:

- Cladie Washburn, Midtown Alliance Director of Capital Projects
- Dan Hourigan, Midtown Alliance Director of Transportation
- Phil Meador, Silverman Construction Program Management, Inc. Project Manager
- Alison Hunt, Pollack Shores
- Ben Skidmore, KH
- Annie Evans, AMLI
- Dean Killer, JE Dunn
- Brad Stolz, JE Dunn
- Melissa Clark, Stream Realty
- Kevin Driver, Stream Realty
- Simon Arpiarian, Stream Realty
- Anna Ingwersen, Jacobs, Environmental Group
- Tom Kuzmeskus, Jacobs Lead Engineer
- Hatem Aly, Jacobs PM
- Chris Puglisi, Jacobs Traffic Engineer

Pollack Shores:

- Pollack Shores is looking to make William Street area more of a public space, although legal requirements may prove difficult as it's a public right-of-way.
- Hatem mentioned the 15th Street bridge project is not a programmed project and not even shown in GDOT TPRO.
- Hatem requested the utility files to be sent to Jacobs to incorporate in the 15th Street design.
- Alison will send Midtown Alliance/Jacobs the site plan and underground utilities.
- Alison mentioned Pollack Shores has access to Williams Street, right-in right-out only.
- Chris stated there is a weaving issue along Williams Street between 15th and 16th street. He continued a traffic signal should be proposed at the intersection of 15th street and Williams Street to fix the weaving issue. The traffic signal will be for safety not capacity. The traffic study will determine whether 15th Street/Williams Street signal will impact the existing signal at 14th street or not.
- Chris is suggesting a roundabout at 16th street and Williams Street to allow traffic from Pollack Shores property to get onto the interstate.

- Pollack Shores prefers a green space between 15th Street and their development on land currently owned by GDOT. The green space should be kept at the existing elevation.
- Concern raised that people will try to cross over a striped island in front of Pollack Shores driveway on Williams to get to I-75.
- Timeline for construction of apartments is late summer, early fall.
- Phil will request additional survey to survey the area between 15th Street and Pollack Shores property.
- Tom mentioned the kink in the alignment between the two segments of 15th street is to provide enough right turn bay storage for the right lane on Williams Street onto 15th Street. Jacobs will look into straightening up the alignment and eliminate the dedicated right turn lane onto 15th Street
- Signalized intersection at 15th Street and Williams Street will potentially cause vehicles to stack up on Williams Street behind vehicles turning right onto 15th Street.

AML:

- Jacobs asked about the function of the Old Vault at Spring Street and requested additional survey to determine the inlets and outlet for the underground storage. Ben mentioned the Old Vault surfaced the existing parking lot. AMLI has their own storm water detention system that ties to the combined storm/sewer system along Spring Street and runs to 16th street, then to Williams Street
- AMLI mentioned the existing vault can't handle 15th Street traffic as it was not designed for vehicles' load.
- Jacobs will evaluate if the existing vault can be demolished without affecting the stormwater runoff.
- Jacobs requested clarification on the parking deck circulation to determine if the proposed right in – right out driveway would work with the parking circulation.
- The existing utility needs to be revised on the survey file to show the correct combined storm/sewer lines on Spring Street.
- AMLI asked for the timeline and the project funding. Phil responded that the funding is combined from the city, Midtown Alliance, and the Feds with a two-year design process. Concept fits within what is understood to be GDOT ROW. No ROW acquisition is anticipated for roadway.
- Kimley Horn will send Jacobs the old concept report and grading plans. Kimley Horn will also provide the elevation of the sidewalk along proposed 15th Street extension.
- 15th Street design should comply with ADA requirements at West Peachtree Street.
- AMLI requested the existing sidewalk to be retained and not impacted by the 15th Street project.
- Jacobs requested AMLI's frontage along 15th street to be surveyed to show the bike room entrance, the driveway entrance. And the constructed sidewalk and the walls.
- Chris suggested a 5ft curb cut where the bike room and not as wide as a car lane.
- Dan mentioned these bike lanes will be eventually tied to the Juniper Street bike lanes.
- The retaining wall on West Peachtree Street leaks water. Nobody as seen as-builts for this wall, but it's probably cantilevered wall. Tom thinks with differential settling that it should be removed. It is roughly 12-feet tall. King and Spaulding might have as-builts because it is associated with their building.
- Jacobs will investigate if 15th Street drainage can tie to the existing drainage along Spring Street. Jacobs requested the capacity information for the 60" pipe along Springs Street from Kimley Horn.
- Jacobs need to meet with City of Atlanta watershed department to get answers on tying to existing drainage system along Springs Street and Williams Street.
- AMLI requested a temporary decorative fence to be constructed between 15th Street construction and AMLI development during the construction of the project.

- Jacobs will send AMLI the elevations of the proposed 15th Street at West Peachtree intersection by May of 2018.

Stream Realty

- Stream Realty manages Regions Plaza and Regions Plaza parking deck. The parking deck is located at the south-east corner of Springs Street/15th Street. The parking deck is not connected to Regions Plaza building.
- Stream Realty prefers an access from 15th Street, as the current driveway configuration is left-in left-out from Spring Street.
- Stream Realty needs to let us know their agreement with the daycare as soon as possible, if any agreement is reached. They will need to confer and communicate with Midtown Alliance and Jacobs.
- Stream Realty will search the parking deck circulation and send this information to Midtown Alliance and Jacobs to consider in the design.

MEETING SIGN IN SHEET



Subject: 15th St Extension - Stakeholder Meeting - Pollack Shores

Date: 2.28.2018 - AML1

Time: 12:00 pm - 12:30 - 1:30 pm

Location: Midtown Alliance Office - Stream Realty

NAME	ORGANIZATION	TITLE	EMAIL	PHONE
Cladie Washburn	Midtown Alliance	Director Capital Projects	Cladie@midtownatl.com	404-809-2125
Dan Hourigan	Midtown Alliance	Director Transportation	Dan@midtownatl.com	404-809-2113
Chris Puglisi	Jacobs	Traffic Engineer	Chris.puglisi@jacobs.com	4) 978-7563
Anna Ingwersen	Jacobs	Environmental	anna.ingwersen@jacobs.com	41-754-0567
BEN SKIDMORE	KH	Lead Development	ben.skidmore@kimley-horn.com	404 201 6127
Annie Evans	AML1 residential	VP Development	aevans@amli.com	404 691-4469
Dean Killen	JE DUNN	General Superintendent	dean.killen@JEDUNN.COM	919 714 3803
Tom Kuzmeskus	Jacobs	Gr. Engineer	Tom.Kuzmeskus@Jacobs.com	678 557-2895
BRAD STOLZ	JE Dunn	Senior PM	Brad.Stolze@JEDUNN.COM	7737-9052

MEETING SIGN IN SHEET



NAME	ORGANIZATION	TITLE	EMAIL	PHONE
Phil Member	SEPM		pmember@silvermanager	404-603-0022
Hatem Aly	Jacobs	PM	Hatem.Aly@Jacobs.com	41978-7511
Kevin Driver	Stream		kdriver@streamreality.com	
Melissa Clark	Stream	GM	Melissa.clark@stream.com	4.985.8262
Simon Arpicion	Stream	Partner	Simon@streamreality.com	41962-8610
Alison Hunt	Pollack Shores		ahunt@pollackshores.com	

Memorandum



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Subject	FHWA Meeting/15th Street Extension	Project Name	15 th Street Extension
Attention	Hatem Aly	Project No.	EGXK8200
From	Anna Ingwersen		
Date	March 01, 2018		
Copies to	Hatem Ali, Mike, Jonathan Cox, Anna Ingwersen, Jennifer....		

Meeting date: March 1, 2018

- Hatem said there will be no new ROW for this project, the concept is scheduled to be approved by July with a preliminary design by April 2019 and a submission of finalized documents by November 2019. The project has a start date of March 2020.
- Jennifer from FHWA said it is currently scoped as a CE but that it does not fit neatly into CE territory. She wants a 3-D view of cut on Williams, a 30 foot cut between Spring and Williams. Might want an ICI analysis and to ask the question what the extra access could attract? We need public involvement plans and stakeholder meetings and an open house.
- Hatem said purpose and need statement will look at improvements that will occur in other areas and will be completed end of April.
- FHWA wants us to consider other impacts expected and for us to do a noise analysis and air analysis.
- FHWA said it is a CE so far,(tentative) barring any surprises. They want to be kept updated.
- Another meeting coming up with other property owners.
- Mike-take the future "bridge" off the public maps/info (include in document any conversations with GDOT about design needing to stand alone)

Memorandum



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Purpose	15th Street Stakeholder Meetings		
Project	15 th Street Extension	Project No.	0015019
Prepared by	Hatem Aly	Phone No.	404-978-7511
Location	Midtown Alliance, 999 Peachtree St, Ste. 730, ATL 30309	Date/Time	March 21, 2018; 3:00 PM

In attendance:

- Cladie Washburn, Midtown Alliance Director of Capital Projects
- Dan Hourigan, Midtown Alliance Director of Transportation
- Phil Meador, Silverman Construction Program Management, Inc. Project Manager
- Anna Ingwersen, Jacobs, Environmental Group
- Tom Kuzmeskus, Jacobs Lead Engineer
- Hatem Aly, Jacobs PM
- Mike White, North Point Hospitality Group, Project Manager
- John Hicks, North Point Hospitality Group, Vice President
- Mike Jansen, BBC
- Mike Delashmit, BBC
- Kimberly Liddle, King & Spalding
- Bryan Pope, King & Spalding
- Dan Biber, King & Spalding
- Keith Martin, King & Spalding

Hampton Inn:

- Hampton Court had a projected construction timeline of 22 months.
- Hampton building is on a caisson foundation, unsure how much rock underneath the building.
- The new development is not changing curb lines along 15th Street
- Jacobs has a concern regarding the exit driveway being close to the intersection with left out is allowed from the exit driveway. Hampton Inn got permission for this set up from the City
- Tom suggested putting a right turn only sign for cars trying to exit the parking garage, or putting bollards in front of the exit driveway to prevent left turning.
- Jacobs asked if current driveway design can be reversed to show the entrance close to the intersection and the exit further east.
- Balfour Beatty said they discussed this driveway flow intensively and went through several rounds of designs before this layout was accepted.
- Phil remarked that FHWA wants us to look if this project will allow for a rapid transit line.
- Phil remarked that our next benchmark will be the concept meeting at the end of April.
- Hatem asked Balfour Beatty for their CAD files for the Hampton site. They agreed to send to Phil.

Memorandum



15th Street Stakeholder Meetings
March 21, 2018; 3:00 PM

- Phil remarked that we're abandoning the vault at AMLI and tying back into the main sewer system.

King & Spalding

- King & Spalding shares a ramp with Regions Plaza. Ramp to the right is for Regions, ramp to left is for King & Spalding. For King & Spalding, they change the direction of their ramp during the day, in the morning it is entrance only onto Spring, in the evening it is exit only onto Spring.
- King & Spalding questioned whether or not the roads would go to two-way in the future, but Phil said everything is being master planned around a one-way street layout, nothing is in GDOT's plan to change directions.
- King & Spalding is concerned about Spring Street access, Hatem asked about giving King & Spalding 15th Street access, Tom described how it would be possible by having an entrance on 15th Street and an exit on Spring Street.
- Tom explained that with the grade of 15th Street, there would have to be a single lane in and out. Jacobs can accommodate that within the existing ROW.
- King & Spalding and Pope & Land will look at property now and see what they can do. They were told by Jacobs that Jacobs needs their ideas by April 1, 2018 and they agreed to act as quickly as possible.

MEETING SIGN IN SHEET



Subject: Hampton Inn Stakeholder meeting

Date: 8/21/2018

Time: 3:00 PM

Location: Midtown Alliance

NAME	ORGANIZATION	TITLE	EMAIL	PHONE
Hatem Aly	Jacobs	PM	Hatem.Aly@Jacobs.com	4/978.7511
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Anna Ingwersen	Jacobs	environmental arch. historian	anna.ingwersen@jacobs.com	404-754-0567
Dan Hovrigan	Midtown Alliance	Div. Transportation	Dan@MidtownAll.com	4-809-2113
Mike Deshmit	BAC	SI PM	mdelehuit@balfourbeattyus.com	404 438 2581
Mike Jansen	BAC	Gen. Supt.	MJANSEN@BalfourBeattyUS.com	6-300 8398
John Hicks	NPHG	Vice President	john.hicks@northpointhospitality.com	404 797-9870
Mike White	North Point Hospitality Group	Project Manager	mike.white@northpointhospitality.com	770-598-2355
Cladie Washburn	Midtown Alliance	Director, Capital Projects	cladie@midtownatl.com	404-809-2125

MEETING SIGN IN SHEET



NAME	ORGANIZATION	TITLE	EMAIL	PHONE
Kimberly Liddle	KING F SPALDING	Asso. Director of FACILITIES ADMIN OPS	kliddle@ksaw.com	4192-4917
Bryan Pope	King + Spalding	DIRECTOR of Facilities + Admin ops	bpope@ksaw.com	4)572-4907
Don Biber	Pope & Land	Sr Director	dbiber@popeandland.com	4-561-1715
Leith Martin	Pope & Land		kmartin@popeandland.com	404-867-1552
Phil Mowbr	SCPM		pmowbr@silverman.com	404-503-0022

Subject	15 th Street Extension MARTA meeting	Project Name	15 th Street Extension
Attention	Hatem Aly	Project No.	EGXK8200
From	Anna Ingwersen		
Date	March 26, 2018		
Copies to			

Meeting date: March 26, 2018

- MARTA stated they have no interest in using 15th Street for bus use at this time. Cobb link might have some use from Art Center MARTA stop.
- According to MARTA, nothing we're doing could affect them.
- MARTA has no knowledge about any possible future bridge over 15th Street.
- We reported to MARTA that Hampton wouldn't budge on the center turn lane due to budget.
- MARTA would require seismic monitoring as they're required and done for other similar projects to ours.
- MARTA has no unusual turn lane requirements.
- MARTA utilities are north to south in the street on West Peachtree. Hatem requested layout of existing utilities from MARTA.
- Jonathan to tell FHWA that bus drivers do not have any special requests.

Attachment #13
Minutes of
Concept Team
Meeting

Meeting Minutes



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Subject	Concept Team Meeting		
Project	15 th St. Extension from SR 9 / W Peachtree St. to CS 673 / Williams St.	Project No.	0015019
Prepared by	Hatem Aly, P.E.	Phone No.	404-978-7511
Location	GDOT Rm 409	Date/Time	July 27, 2018 / 10:30 AM
Participants	See sign-in sheet	Apologies	
Copies to		File	2018-07-27_0015019_Concept Team Meeting Minutes.docx

Notes	Action
<p>1 Opening</p> <p>Eka Okonmkpaeto (GDOT) welcomed everyone to the meeting and introduced herself as the project manager for GDOT. She then asked others to introduce themselves.</p> <p>Peter Emmanuel (GDOT program manager) clarified that the City of Atlanta / Midtown Alliance are co-sponsors of the project and have hired Jacobs to do the design. City of Atlanta / Midtown Alliance will let the project. This is a locally let, locally designed project. GDOT is solely responsible for project oversight and approval of submitted documents. A goal of this concept team meeting is to help the City of Atlanta / Midtown Alliance to submit to GDOT a quality concept report. Peter noted that the concept report is currently 75% drafted. GDOT wants to QA/QC the report and provide any additional notes that need to be included in the concept report to ensure that the report is better quality when sent to the Department.</p>	
<p>2 Project Description</p> <p>Hatem Aly (Jacobs) opened by summarizing the project justification statement. The project is to extend 15th St. west two blocks from West Peachtree St. to Spring St. and Williams St. An extended 15th St. will provide better circulation for vehicles, bicycles, and pedestrians through the Midtown area. The proposed extension will improve traffic circulation and connectivity for both existing and future developments and will alleviate traffic congested parallel streets such as 14th and 16th Streets.</p>	
<p>3 Funding</p>	



Hatem stated that the PE is funded by Federal and Midtown Alliance funds. Right of way is funded by Midtown Alliance and City of Atlanta. The reimbursable utility is funded by a combination of Federal, Midtown Alliance, and City of Atlanta funds, as is the construction. (Local will contribute per PFA exhibit A and City will contribute per PMA Article 5 section b)

4 **Brief Project Description**

The project is to extend the current 15th St. corridor that ends at West Peachtree St. The entire project will be implemented within GDOT right-of-way. The project is designed as a three-lane section between West Peachtree St. and Spring St. with one through lane in each direction, and dedicated left-turn lanes at Spring St. and West Peachtree St. There is a single through lane in each direction between Spring St. and Williams St. Travel lanes are proposed to be 11-ft. wide. New traffic signals are proposed at 15th and Spring St. and at Williams St. The corridor will have 10-ft. sidewalks with a 5-ft. furniture zone with trees and street lights, and striped 5-ft. wide bike lanes providing a direct connection to the Arts Center MARTA station.

The major intersections along this project are at West Peachtree, Spring St. and Williams St.

Peter clarified that the 15th St. extension is not existing and occurs at new location.

Hatem outlined the design criteria as follows: design speed of 25 mph, 11-ft. lanes, and the design vehicle is S-Bus-40. The maximum grade was chosen to be 11% because of the difference in elevation between West Peachtree and Williams St. Lighting is required for this project.

There are four projects in the area of the new extension: PI 0001298, PI 0012595, Arts Center Transit Oriented Development, and the third is the 13th St. reconfiguration. Due to the grade differential between West Peachtree and Williams a grade of 11% was realized when attempting to tie into existing conditions

5 **Design Variance and Exceptions** Hatem discussed the expected design exceptions and variances to be submitted to GDOT for approval, the design exception being the lateral offset to obstruction. The project proposes lighting fixtures that will be within the eight feet of the edge of travel lane per the City of Atlanta zoning overlay (SPI-16). There might also be design variances for the intersection sight distance and ADA compliance where we are crossing the proposed 15th St. at West Peachtree.



6 Hatem stated that no off-site detours are anticipated during construction.

7 **Major Structures**

Hatem discussed the only major structure along the project, which is an underground detention vault located at Spring St. with dimensions of 18ft. by 40ft. by 3ft. deep. Jacobs is proposing to decommission the vault due to the uncertainty of traffic load impact on the structure integrity of the vault.

8 **Projected Project Traffic Figures**

For traffic analysis, Hatem stated that Jacobs chose the current year of 2018, the open year as 2021, and the design year as 2041. Annual average daily traffic (AADT) for 2021 is 6,750 and the AADT for the design year is 8,200. The map shows the AADT that Jacobs got from Geo-counts and shows the traffic counts for some of the locations surrounding 15th St.

Peter asked Hatem to go back to clarify that the traffic is still currently under review.

Tyler Martin (Jacobs) replied that the traffic methodology report and the growth rate are approved, and Jacobs is working now on the open and design year traffic diagrams.

9 **Alternatives**

- a. Build
- b. No build

10 **Utility and Property**

Hatem detailed the different agencies involved in utilities:

Gas: Southern Company (formerly AGL)

Power: Georgia Power Company

Water: City of Atlanta Department of Watershed Management

Communication: Level 3 Communications, Inc., Comcast, Fiberlight, LLC, AT&T, XO/AGLN, ZAYO, and Verizon.

SUE is required for this project which will be reviewed by The City/Midtown Alliance. SUE information was a part of the topographical survey submission. GDOT has approved the survey control package.

Peter asked Hatem what quality level SUE we had.

Hatem replied QL-B.

11 **Context Sensitive Solutions**

Hatem recounted the context sensitive solutions that will need to be considered during design development starting with the AMLI development located on the north



side of 15th St. Also, there two property owners south of 15th St. that expressed interest in having access along 15th St. Hatem stated that there were multiple stakeholder meetings to discuss access and other concerns. Hatem noted that all the meeting minutes are included in the concept report.

12 **Environmental Concerns**

Anna Ingwersen (Jacobs) reported that Jacobs looked at ecology, archaeology, and history. History includes research of any building within the Area of Potential Effects (APE) that is 50 years or older. The ecologist submitted a minor template with the request for “no effect determination” on July 11. The Ecology AOE was approved by GDOT OES and transmitted to FHWA for concurrence on July 17th, 2018. Waiting for FHWA to concur on the No Effect Determination. For archaeology, a short form report was submitted on July 17 with a result of negative findings, which means no archaeology was found at the proposed site. Jacobs is waiting for GDOT to concur on findings. For history, there are two resources within the APE; one resource was determined ineligible, the other eligible. There are no anticipated issues with the eligible resource, 1210 Spring St. SHPO concurred with the history report on July 6, 2018. The assessment of effect is currently being written for the eligible resource. Anna added, as soon as traffic is finalized, Jacobs will request a finalized Air and Noise study.

13 **Site Photos**

Hatem presented the site photos.

14 **Construction Cost**

Hatem stated that the construction cost is almost \$3.4 million. The reimbursable utility is expected to be around \$75,000, the right of way cost, which is just minor easements will be around \$15,000, plus the PE makes the total cost of the project about \$3.9 million.

Hatem brings the group's attention to the concept report provided. There are two cost estimates; the first has the GDOT format and has the 2017 history pay items. GDOT requested that it be updated to the 2018 history pay items, which is the cost adjusted using the newer pay item summary. The difference between the two was about \$114,000. The attachment also includes the preliminary utility cost estimate sent to GDOT, which shows the reimbursable cost of \$75,000. The concept report also includes minutes from previous meetings.



15 **Schedule**

Hatem discussed the expected project schedule. The concept team meeting (this meeting) is taking place today, July 27, 2018. The expected date for the concept report submittal is October 9, 2018. The Public Information Open House (PIOH) will be held in November or December. Any ROW authorization will take place in 2019 and construction is set to start in 2020.

16 **Potential Construction Concerns**

Hatem noted the area between Spring St. and Williams St. which has a lot of existing rock which will probably require cut and blasting. Jacobs can't quantify the amount of blasting until soil survey is done to determine the location and depth of rocks in this area.

17 **Comments on the Concept Report**

Peter had several comments on the concept report:

1. Peter stated the project is currently behind schedule. The concept report was supposed to be submitted on May 3 with approval on July 10; however, it is now anticipated to be submitted in October. The project can recover to the preferred schedule during the design phase. Peter asked if of the City and Midtown Alliance are having conversations with ARC regarding funding. Construction currently proposed in 2020 should consider being postponed to 2021. However, the lump sum program is still within ARC's 2020, but if that is not the goal of Midtown Alliance to have the Right of Way pushed to 2020, conversations need to take place with ARC to make sure the funding is still valid.

Hatem responded that Jacobs is waiting to get all the traffic studies approved by GDOT before submitting the concept report.

Peter asked Jacobs where we stand with the traffic approvals. Tyler responded that they are currently building the build and no-build future diagrams. Those should be finished early next week.

2. Peter also asked that any design variances and exceptions be submitted separately to GDOT and approved before the final concept report is submitted to GDOT for approval. This should avoid having to submit a revised concept report after the initial concept report was approved.

Hatem noted that one of the design variances is still undetermined and won't be determined until the design phase. He then asked if Jacobs should submit even for



the undetermined or just the ones that are determined at that point.

Peter responded that Jacobs should submit the ones that are known of for sure. But, Jacobs should also evaluate the risk of the ones that are undetermined and submit that to prevent any further delays to the Preliminary Field Plan Review (PFPR).

Peter added, if the design variance is based on lateral obstruction or sight distance, and Jacobs waits to submit until after the concept report is approved, those will most likely require revising the concept report, which will add another two months to the schedule.

3. Peter requested the pavement thickness to be removed from the typical sections. Also noted the concept proposes granite header curb instead of curb and gutter and asked Jacobs to consider the roadway drainage (inlets) during design and comply with the maximum allowable gutter spread. He added, the landscape shown on the layout needs to be shown on the typical section as well.

4. Peter asked Midtown Alliance if a lighting agreement is established with Georgia Power to provide the power source to the lighting fixtures and to state the maintenance agreement after construction.

Hatem asked if the lighting agreement needs to be included in the concept report.

Peter replied that the utility office would like to see an agreement in place, but it is not required to include in the concept.

5. Peter requested the second utility submission to be submitted after Subsurface Utility Engineering (SUE) is approved to give GDOT utility office the time needed for review. Utility companies typically require 90 days for their review.

6. 15th Street would be GDOT off-system road. GDOT owns the existing ROW within the proposed project. Only an access agreement would be needed for GDOT ROW. Temporary easements and driveway easements will likely be required to construct the shoulders and tie to developments along the corridor. All construction will be implemented within the existing ROW and the easement will only be required to allow the contractor to construct sidewalk and driveways. This easement will

Jacobs will submit any known variances with the concept report as well as investigate the risk of undetermined variances.

Jacobs needs to remove pavement thickness from typical section. Landscaped sections also have to be shown in typical sections. Jacobs will also specify where design variance for ADA compliance may be anticipated.



go back to property owners once construction is complete.

Art Bucks (GDOT ROW) asked if the project footprint is subject to change if the design variances are not approved. Peter replied that the additional ROW impact will be part of the justification for the design variance. Cladie added that the City of Atlanta special zoning overlay, SPI-16, dictates the location of the trees and lighting poles from the header curb and the current design follows the local zoning. Peter recommended the special zoning to be added to the design variance when it is submitted. Hatem added, the 5-foot bike lane gives a separation between the travel lane and the trees and the light poles proposed on the shoulder.

7. Peter stated that the project will propose signal modification for the existing signal at West Peachtree and 15th Street. The two other signals at Spring Street and Williams Street are new signals and need a signal warrant and traffic analysis approval during concept and design phase. Peter requested the new signals not to be shown on the PIOH displays because they are not approved yet. Peter added, Jacobs needs to contact GDOT NEPA person to coordinate the PIOH activities and process.

8. Adrian Jackson (GDOT Traffic Ops) requested that Jacobs adjust the traffic open and design year for the construction date being pushed to 2021.

Adrian noted, with the change in construction date, the traffic design year needs to be changed to 2043 (2043+2 years) as does the traffic open year need to be changed to 2023 (+2023 2 years). The traffic request form also needs to be resubmitted with the correct dates.

Hatem replied, the changes will be made and asked if the construction time shown in the concept report needs to be changed to two years instead of one year.

Peter recommended showing 1 to 2 years for the construction time in the concept report.

9. Peter requested any additional comments to be sent to GDOT PM and design team within a week.

10. Peter reminded everyone that while MARTA does not have any current plans to put a bus rapid transit in the project area in the foreseeable future, Midtown Alliance / City of Atlanta should keep MARTA in the loop to be as precautionary as possible.

Midtown Alliance / City of Atlanta will provide the documentation of zoning to Jacobs to incorporate.

Jacobs will update the design and open year to 2023 +2 and 2043 +2.

Jacobs will update and resubmit the Traffic Request form.

GDOT PM to provide JACOBS with UTL Checklist form to complete and submit to GDOT for review.

AGENDA - July 27, 2010

PROJECT: PI 0015019, Fulton County, Concept Team Meeting

TIME: 10:30 AM

LOCATION: GDOT General Office - 4th Floor Conference Room 408-- 600 West Peachtree Street, Atlanta, GA 30308

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