

PEACHTREE ROAD/PEACHTREE BOULEVARD INTERSECTION REALIGNMENT

THE GATEWAY INTERSECTION

The large intersection of Peachtree Boulevard, Peachtree Road, North Shallowford Road, and Parsons Drive is one of the most complex in the CID area, but as one of the first intersections leading into the CID from I-285 corridor, it is also one of the most important in establishing the change from freeway travel to an urban corridor. With additional traffic expected to use this intersection with the Assembly Yards development and the introduction of new traffic from the I-285 Top End managed lanes, it is important for the CID to pursue a safer and more efficient design that can facilitate traffic movement and make the most of the intersection's traffic signal timing to minimize traffic delay.

Reconfiguring this intersection also allows opportunities for aesthetic improvements that help to distinguish the CID's corridors as attractive places, while added landscaping treatments can also improve the overall intersection project's potential for environmental enhancement—especially its ability to manage stormwater impacts by reducing impervious surfaces and adding permeable areas such as medians.

The project is undoubtedly costly and complex, but would address a known challenge in GDOT's overall management of the corridor, allowing that agency potentially to lead the project in partnership with the CID and Cities of Chamblee and Doraville.

CURRENT CONDITIONS

Certain movements through the intersection are also complicated, and potentially confusing and unsafe for motorists. For the Peachtree Road-North Shallowford movements (2 and 3), motorists must navigate a 90-degree turn to drive 'through' the intersection, with limited signage and markings to guide them.

The current intersection design requires three separate patterns of movement to happen independently, with each given its own phase of the traffic signal timing cycle. This extends the overall cycle's length and leads to congestion and delay.



How the Project Promotes Efficient Mobility	Realigns a complex intersection into a four-leg intersection with an angle safer and more efficient for traffic flow; supports projected traffic in the area from I-285 Top End Managed Lanes
Estimated Cost	\$3.6 million
Who Should CID Partners Be?	GDOT likely to lead the project, with support from CID and Cities of Chamblee and Doraville. Chamblee in particular should partner with CID to help advocate for the project with GDOT and identify potential paths for funding, especially with regard to mitigating impacts of MMIP traffic on local Chamblee streets
Complexity to Implement	High Complexity and Impact: the project will require extensive right-of-way acquisition as well as site engineering
Potential Funding Sources	TIP funds; project may be advanced through MMIP if CID can work with GDOT to establish a key link to forecast MMIP traffic patterns.