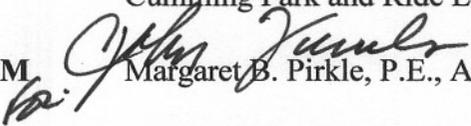


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0003541, All (Statewide) **OFFICE** Preconstruction
MSL-0003-00(541)
Cumming Park and Ride Lot **DATE** August 15, 2005

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

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER
FHWA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0003-00(541) All **OFFICE** Preconstruction
P.I. No. 0003541
Cumming Park and Ride Lot **DATE** March 9, 2005

FROM *John J. Kirk*
Margaret B. Kirkle, P.E., Assistant Director of Preconstruction

TO *for* David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

Project MSL-003-00(541) consists of multiple sites proposed by GRTA to build park and ride lots in the Atlanta region. It is recommended that a separate project be programmed for the Cumming site, leaving the above project in the program with the funding amounts adjusted to reflect this project removal.

This project consists of building a 8.74 acre park and ride lot adjacent to SR 400 and Old Atlanta Road, south of SR 20, in Forsyth County, Georgia. Traffic congestion is the most stubborn barrier to continued economic growth in Georgia and the Metropolitan Atlanta region. From 1990 to 2000, the region added more than 1.0 million residents for a total of 3.7 million. Despite significant investments in freeways and transit systems, radial and suburban cross-town corridors alike are congested. By 2025, the number of daily person trips in the region will rise to 14.6 million, a 36% increase. Until recently, an overall transit plan had not been developed for the region which would address the current and future transit needs. The plan, identified as the Regional Transit Action Plan (RTAP), has been developed over a two year time frame and has provided an integrated public transportation network for the region. The plan lays out a new direction in extending transit services into congested corridors through the implementation of a regional express bus program and the regional bus rapid transit system. As part of the development of such a system, locations throughout the region for supporting infrastructure are being identified. Such supporting infrastructure would include, but not be limited to, park and ride lots, new construction and existing sites, and maintenance facilities.

The park and ride lot will consist of approximately 480 parking spaces, drop-off areas and bus pavilions, and access to the site from various locations. Two driveways on Old Atlanta Road are provided for commuter vehicles entering and exiting the lot. The design also includes separate bus access into the parking lot directly from the on-ramp to southbound SR 400 and SR 20. The entrance drive will be for buses only and will be controlled by a security gate. As buses depart the bus pavilion area, they will exit the site via a separate bus lane that parallels the existing on-ramp to SR 400, passing under the Old Atlanta Road bridge between the existing abutment and bent 1 and merge into SR 400, 2500LF± south of the bridge in the southbound direction.

David Studstill
Page 2

MSL-0003-00(541) All
March 9, 2005

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house is not required; time saving procedures are appropriate.

The estimated costs for this project are:

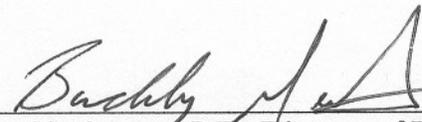
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$2,115,000	\$2,115,000	41539	2004
Right-of-Way & Utilities	-----	-----		

I recommend this project concept be approved and a separate project number be programmed for this siste.

MBP:JDQ/cj

Attachment

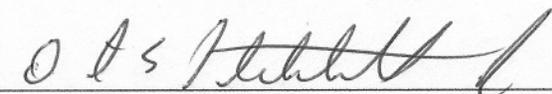
CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


For: Robert M. Callan, Administrator, FHWA

APPROVE


David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Cumming Park and Ride Lot

Project Number: MSL-0003-00(541)
PI No. 0003541
County: All

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: SR400
COUNTY ROUTE NO: CR450

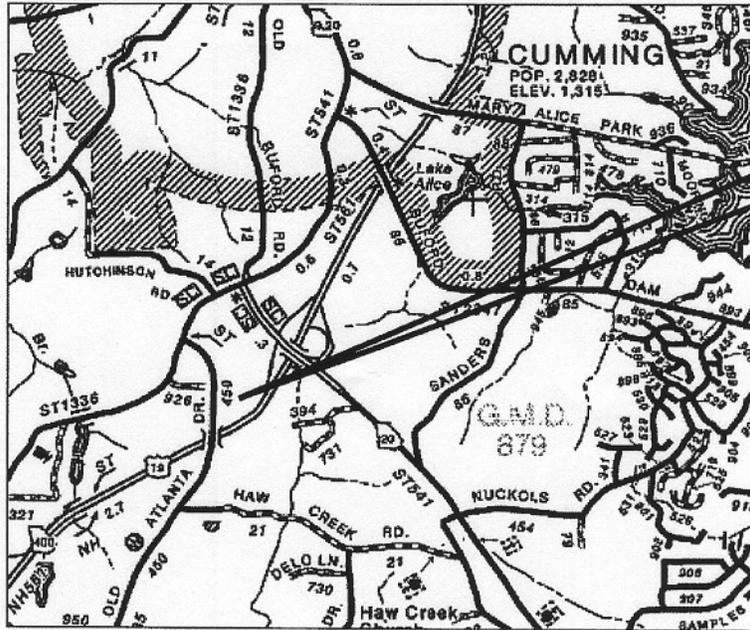
Recommendation for Approval:

DATE _____	_____
	Project Manager
DATE _____	_____
	State Urban Design Engineer

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

DATE _____	_____
	State Transportation Planning Administrator
DATE _____	_____
	Financial Management Administrator
DATE _____	_____
	State Environmental / Location Engineer
DATE _____	_____
	Project Review Engineer
DATE _____	_____
	State Traffic Safety and Design Engineer
DATE _____	_____
	State Bridge & Structural Design Engineer
DATE _____	_____
	District Engineer

Project Concept Report - Cumming Park and Ride Lot
Project Number: MSL-0003-00(541) All County
P.I. Number:0003541



Location Map

Project: MSL-0003-00(541) All PI No.: 0003541

Description: Cumming Park and Ride Lot

Project Concept Report - Cumming Park and Ride Lot
Project Number: MSL-0003-00(541) All County
P. I. Number: 0003541

Need and Purpose: Traffic congestion is the most stubborn barrier to continued economic growth in Georgia and the metropolitan Atlanta region. From 1990 to 2000, the Atlanta region added more than 1.0 million residents to total 3.7 million – almost half of the population of Georgia.

Atlanta's development pattern has increasingly dispersed employment and has generated scattered residential suburbs throughout the region. The dispersed pattern has created suburb-to-suburb transportation needs and has decreased the percentage of the region's jobs located in one central location, downtown Atlanta (from 25% of the jobs in downtown Atlanta to 6%).

The region's road network and trip-making patterns have created corridors with high levels of traffic congestion on a daily basis. Despite significant investments in freeways and transit systems, radial and suburban cross-town corridors alike are congested. By 2025, the number of daily person trips in the region will rise to 14.6 million, a 37% increase. There are 44 congested corridors within the 13-county region, as identified by the Atlanta Regional Commission (ARC).

In recent years, the Atlanta metropolitan region has taken major steps in meeting the transportation challenges for its residents and visitors. Until recently, an overall transit plan had not been developed for the region which would address the current and future transit needs. The plan, identified as the Regional Transit Action Plan (RTAP), has been developed over a two year time frame and has provided an integrated public transportation network for the Atlanta region. The RTAP and associated projects are included in the 2025 Amended RTP and the 2003-2005 TIP as Projects AR-367B, AR-367C, AR-392, and AR-393. The RTAP will be an integral transit component of the 2030 Regional Transportation Plan (RTP) being currently developed by the ARC.

The RTAP concept plan is the regional blueprint which would define the future public transportation network for the Atlanta region. The plan lays out a new direction in extending transit services into congested corridors through the implementation of a regional transit network consisting of 1) the Regional Express Bus Program and 2) the Regional Bus Rapid Transit System. The plan also calls for:

- Preservation and maintenance of existing transit services and infrastructure;
- Expanded local bus service throughout the 13-county region;
- A seamless, integrated fare policy for the region'
- An investment in Intelligent Transportation Systems technologies, and
- Support tools that will enable more people to perceive transit as a viable option for their travel needs;
- Land use plans and regulations should be modified to encourage transit-oriented developments; comprehensive plans should take a strong position on the role of transit in the community.

The RTAP has identified a regional express bus system, supporting circulator systems, arterial Bus Rapid Transit (BRT) corridors, and high speed BRT corridors. The identified system will provide competitive choices to the region's residents, will enhance the customer experience, will invest wisely and optimize value of such a system, and will develop an integrated system.

As part of the development of such a system, locations throughout the region for supporting infrastructure are being identified. Such supporting infrastructure would include, but not be limited to, park and ride lots, new construction and existing sites, and maintenance facilities. One identified facility is the Cumming Park and Ride Lot. This facility would be located in an 8.74-acre parcel adjacent to SR400, just south of Highway 20, in Forsyth County, Georgia.

Description of the proposed project: The proposed project consists of constructing a park and ride lot facility on an 8.74-acre site located in Forsyth County, Georgia. The parcel is bordered by SR400 to the south and east, Old Atlanta Road to the west, and commercial development to the north. The park and ride facility infrastructure would consist of approximately 480 parking spaces, drop-off areas and bus pavilions, and access to the site from various locations.

Two driveways on Old Atlanta Road are provided for commuter vehicles entering and exiting the lot (Refer to the attached Traffic Data Memorandum for information regarding the proposed driveways). The design also includes separate bus access into the parking lot directly from the on-ramp to southbound SR400 from Highway 20. The entrance drive will be for buses only, and will be controlled by a security gate. As buses depart from the bus pavilion area, they will exit the site via a separate bus lane that parallels the existing on-ramp to SR400, passes under the Old Atlanta Road Bridge between the existing abutment and Bent 1 and merges onto SR400 approximately 2500 LF south of the bridge in the southbound direction. Construction of the parallel/independent bus access ramp will minimize the potential for conflict with vehicles on the existing ramp and will improve the ability of bus drivers to focus solely on merging onto the highway. The horizontal and vertical clearances under the Old Atlanta Bridge are large enough and construction of an additional lane under the bridge appears to be feasible based on field measurements. This ramp would be abandoned should an HOV interchange ever be constructed at the Old Atlanta Bridge, which would provide the GRTA buses direct access to the site. The bus paths through the lot are shown on the attached Concept Plan.

The parking lot and bus ramps will both be constructed using an asphalt pavement cross-section typically used for GDOT State Routes. Consideration was also given to using concrete for the bus paths. However, buses will only be traveling the path a maximum of 70 trips per day and the 1.5", 2", 3", 8" State Route cross section appears to hold up to this frequency of travel. The cost of a concrete bus path is substantially greater than asphalt and, per our pavement analysis, the State Route section is only 5% underdesigned. Coupled with the potential for the ramp to be abandoned following construction of the future HOV interchange in 10 to 12 years, the asphalt pavement section appears to be the more cost effective choice. The design also includes two areas reserved for stormwater detention. These dry detention ponds will be designed such that the rate of stormwater leaving the developed site will not exceed that of the pre-developed conditions. Therefore, downstream areas will not be significantly impacted by the development.

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

PDP Classification: Major , or Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Other

Functional Classification: Old Atlanta Road - Rural Major Collector
SR400 - Rural Interstate Principal Arterial

U.S. Route Number(s): US19

State Route Number(s): SR400

County Route Number(s): Old Atlanta Road - CR450

Traffic (2002 AADT): Old Atlanta Road - 10,000
SR400 - 50,000

Project Concept Report - Cumming Park and Ride Lot
Project Number: MSL-0003-00(541) All County
P.I. Number: 0003541

Existing design features:

Typical Section: Old Atlanta Road is a 2-lane rural section. SR400 is a 4-lane divided limited-access section with rural shoulders and a grassed median.

- Posted speed: Old Atlanta Road - 35 mph SR400 - 65 mph
- Minimum radius for curve: N/A
- Maximum superelevation rate for curve: N/A
- Maximum degree of curvature: N/A
- Maximum grade: N/A
- Width of right of way: Old Atlanta Road: R/W varies SR400: R/W varies
- Major structures: Bridge abutment at Old Atlanta Road over SR400
- Major interchanges or intersections: SR400 / Hwy 20 interchange
- Existing length of roadway segment: 0 miles in length

Proposed Design Features:

- Proposed typical section(s): Offsite bus ramps will include one 20-foot wide lane with guardrails, 6-foot paved shoulders on each side and drainage ditches. The bus lanes within the site will be 20-foot wide and have 30" curb & gutter, with grassed shoulders.
- Proposed Design Speed for Ramp: 35mph
- Proposed Maximum grade Ramp: 9%
- Maximum grade allowable Ramp: 10%
- Proposed Maximum grade Side Street: N/A
- Maximum grade allowable Side Street: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius of curve Ramp: 500 ft
- Minimum Radius allowable: 380 ft
- Proposed Superelevation rate for curves: 0.06 max
- Right of way
 - Width: No proposed R/W acquisition
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 0 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: None
 - Retaining walls: Three major retaining walls are included in the design. One is between the exterior bus lane and the adjacent parking areas. Another is behind the bus pavilion area. The third will be located underneath the Old Atlanta Bridge alongside the proposed bus ramp to GA. 400 southbound. These walls are required to maintain desired grades in the parking lot, minimize cut material to be hauled off the site and to shore up the embankment alongside the bus ramp at the Old Atlanta Bridge.
- Major intersections: SR400 / HWY 20 Interchange
- Traffic control during construction: Minimal traffic control is anticipated on Old Atlanta Road

Project Concept Report - Cumming Park and Ride Lot
 Project Number: MSL-0003-00(541) All County
 P.I. Number: 0003541

for the construction of the two driveways. Traffic control measures will be required along SR400 as the bus ramps are constructed. All work will be staged and constructed under traffic.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: None expected
- Environmental concerns: None. CE document approved July 9, 2004
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes , No ,
 - Categorical exclusion ,
 - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
 - Environmental Impact Statement (EIS) .
- Utility involvements: Gas, Water, Power in R/W – Minor adjustments anticipated

Project responsibilities:

- Design, Consultants
- Right of Way Acquisition, - Not Applicable – GRTA already has possession of the site.
- Relocation of Utilities, GDOT
- Letting to contract, GDOT
- Supervision of construction, GDOT.
- Providing material pits, Contractor

Coordination

- Concept meeting date and brief summary. *Additional Concept meeting to be held at discretion of GDOT*
- P. A. R. meetings, dates and results: *Not required*
- FEMA, USCG, and/or TVA: *None*
- Public involvement. *Public meeting not required*
- Local government comments: *None at this time*
- Other projects in the area: *SR20 Interchange Reconstruction (underway)*
- Other coordination to date: *None*
- Railroad Coordination: *None*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 0 Months
- Time to complete preliminary construction plans: 3 Months

Project Concept Report - Cumming Park and Ride Lot
Project Number: MSL-0003-00(541) All County
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- Time to complete right of way plans: 0 Months
- Time to complete the Section 404 Permit: 0 Months
- Time to complete final construction plans: 1 Month
- Time to purchase right of way: 0 Months
- List other major items that will affect the project schedule: None anticipated

Alternates considered:

1. A very similar alternate to the Concept mentioned above also includes separate bus access into the parking lot directly from the on-ramp to southbound SR400 from Highway 20. However, in this alternate, as buses depart from the bus pavilion area, they will exit the site via a bus lane that will merge onto the existing on-ramp for SR400 in the southbound direction. This was not an ideal situation because the existing ramp does not have a long enough taper and will become further complicated with buses trying to merge onto it. Therefore, we did not use this alternate and chose to include an entirely separate on ramp for the buses (as described in the report above).
2. Alternates were considered in which access to the site was limited to proposed driveways on Old Atlanta Road for both buses and commuter vehicles. These alternates are not preferred due to the increased travel time for buses serving the lot. Access to SR400 from Old Atlanta Road is approximately four intersections away, and could add at least ten minutes to any route using Old Atlanta Road for access.
3. There are future plans to build HOV lanes on SR400 that would connect into the bridge at Old Atlanta Road. The feasibility of incorporating those futures improvements into this project are not reasonable, since the HOV lanes are not expected to be constructed within the next 10 years. However, as mentioned in the concept above, the independent bus ramps at GA 400 will be abandoned following the construction of an HOV interchange.

Comments:

Attachments:

1. Preliminary Cost Estimate
2. Concept Meeting Minutes
3. Additional Comments from Darell Richardson on November 16, 2004.
4. Notice of Location and Design Approval
5. Traffic Data Memorandum
6. Concept Plan

CONCEPT COST ESTIMATE

PROJECT TITLE: CUMMING PARK AND RIDE LOT
 PROJECT NUMBER: MSL-0003-00(541)
 DATE: December 06, 2004
 PREPARED BY: DJC

COUNTY: FORSYTH
 ESTIMATED LETTING DATE: FY06
 PROJECT LENGTH: N/A

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () PROJECT DEVELOPMENT

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
A. RIGHT-OF-WAY				
1. PROPERTY (LAND & EASEMENT)				\$0.00
2. DISPLACEMENTS				\$0.00
3. OTHER COSTS (ADM./COST, INFLATION)				\$0.00
SUB-TOTAL A				\$0.00
B. REIMBURSABLE UTILITIES:				
1. RAILROAD				\$0.00
2. TRANSMISSION LINES				\$0.00
3. SERVICES				\$0.00
SUB-TOTAL B				\$0.00
C. CONSTRUCTION:				
1. MAJOR STRUCTURES				
a. RETAINING WALLS (includes: onsite retaining walls and wall below Old Atlanta Bridge)	20,500	SF	\$20.00	\$410,000.00
b. BRIDGES				\$0.00
c. DETOUR BRIDGES				\$0.00
d. BOX CULVERTS				\$0.00
SUB-TOTAL C-1				\$410,000.00
2. GRADING AND DRAINAGE				
a. EARTHWORK	74,000	CY	\$3.00	\$222,000.00
b. DRAINAGE	8.74	AC	\$5,000.00	\$43,700.00
c. CURB & GUTTER	9,692	LF	\$10.00	\$96,920.00
SUB-TOTAL C-2				\$362,620.00
3. PAVEMENT				
a. 8" AGGREGATE BASE	18,000	TN	\$15.00	\$270,000.00
b. 1.5" ASPHALT PAVING - SURFACE, 12.5 mm	2,643	TN	\$40.00	\$105,720.00
c. 2" ASPHALT PAVING - BINDER, 19mm	3,524	TN	\$40.00	\$140,960.00
d. 3" ASPHALT PAVING - BASE, 25mm	5,286	TN	\$40.00	\$211,440.00
e. 8" CONCRETE PAVING	0	SY	\$30.00	\$0.00
f. 4" CONCRETE SIDEWALK	1,310	SY	\$20.00	\$26,200.00
SUB-TOTAL C-3				\$754,320.00
4. LUMP ITEMS:				
a. TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000.00
b. CLEARING AND GRUBBING	8.74	AC	\$5,000.00	\$43,700.00
c. LANDSCAPING	8.74	AC	\$5,000.00	\$43,700.00
d. EROSION CONTROL	8.74	AC	\$4,000.00	\$34,960.00
SUB-TOTAL C-4				\$132,360.00
5. MISCELLANEOUS				
a. LIGHTING	8.74	AC	\$15,000.00	\$131,100.00
b. SIGNING AND STRIPING	8.74	AC	\$1,000.00	\$8,740.00
c. TRAFFIC SIGNAL	0	EA	\$100,000.00	\$0.00
d. BUS ACCESS GATE	2	EA	\$1,000.00	\$2,000.00
e. BUS PAVILLION	3	EA	\$10,000.00	\$30,000.00
f. SERVICE BUILDING	0	SF	\$0.00	\$0.00
SUB-TOTAL C-5				\$171,840.00
PROJECT SUB-TOTAL				\$1,831,140.00
ENGINEERING & CONTIGENCY (10%)				\$183,114.00
PROJECT TOTAL				\$2,014,254.00
1-YEAR INFLATION, 5%PER YEAR				\$100,712.70
PROJECT GRAND TOTAL				\$2,114,966.70



MEMORANDUM

400 Northpark Town
Center
1000 Abernathy Road
Atlanta, GA 30328
Phone: (678) 808-8800
Fax: (678) 808-8400

To: Attendees of GRTA Concept Meeting **File:** 15284002
From: David McKinney, PE **Copy:** Emmy Montanye-URS
Date: July 6, 2004 Brian Bolick-URS
Subject: CONCEPT MEETING MINUTES - Cumming Park & Ride Lot - GRTA

Purpose:

The purpose of this memo is to document the Concept Meeting held on Thursday September 2, 2004 starting at 10:00 AM in Room 352 of the Urban Design Office at GDOT headquarters. Contained herein is a summary of items discussed at this meeting.

List of Attendees:

Moderator			
Darell Richardson, GDOT			
Name	Organization	Phone No.	Email
Rick Reasons	GDOT OCD	404-463-3832	Rick.reasons@dot.state.ga.us
Brent Cook	GDOT-District 1	770-532-5230	Brent.cooke@dot.state.ga.us
Ron Wishon	GDOT-Eng. Services	404-651-7470	Ron.wishon@dot.state.ga.us
John Little	Dekalb County Water & Sewer	770-621-7256	jlittle@co.dekalb.ga.us
Jerry Wylie	Georgia Power	770-806-9973	jawylie@southernco.com
Sharon Witherspoon	GDOT-Utilities	770-986-1090	Sharon.Witherspoon@dot.state.ga.us
Brian Bolick	URS	678-808-8803	Brian_Bolick@URSCorp.com
David McKinney	URS	678-808-8917	David_McKinney@URSCorp.com
Marshall Troup	GDOT, District 7	770-986-1050	Marshall.troup@dot.state.ga.us
Doug Wood	GDOT, Area 1 Constr.	770-535-5759	Doug.Wood@dot.state.ga.us
Shaun Green	GRTA	404-463-2437	sgreen@grta.org
Marvin Woodward	GRTA	404-463-3099	mwoodward@grta.org
Nabil Raad	TS&DES	404-635-2179	Nabil.raad@dot.state.ga.us
Dave Painter	FHWA	Not Provided	Not Provided

Meeting Minutes:

- I. Meeting agenda and items discussed are as follows:
 - A. **Description of Project by URS**
 1. *Orientation of property in relation to adjacent roads and major developments:* Property frontage on Old Atlanta & Hwy 20 Access Ramp to GA 400 south. Property adjacent to large shopping center
 2. *Highlights of design:* Park & Ride lot with approximately 480 parking spaces, centralized bus pickup/drop-off. Considering installation of convenience/retail facility.

3. *Points of ingress/egress for Buses and for Vehicles:* In the immediate future, buses shall enter and leave the site via ramps that tie into the Hwy 20 entrance ramp to GA 400 south. Commuter vehicles will enter and leave the site at Old Atlanta Rd.
4. *Misc. Features:* Two large retaining walls are proposed. Stormwater to be detained on site in two detention ponds. Bus roads to and from access ramp will be restricted to buses only via remote operated gates. Site lighting to be provided. Site landscaping to be provided.

B. Discussion:

1. Utilities:

- **No Comments**

2. Traffic Ops:

- **Q:** Are internal stop control measures for buses and commuter vehicles being considered?

A: They will be addressed in the project design.

3. Bus Ingress/Egress

- **Comment:** The taper on the existing ramp to GA 400 south from Hwy 20 is too short by current standards. The taper is 1400 LF long and ideally should be 1960' long. The departing buses are entering the ramp at the beginning of the taper and proper acceleration/merging time may be difficult to achieve.

Response: Alternate configurations to the bus ramp could include bringing the merging point further up the ramp towards Hwy 20 or creating a separate taper for the buses that will enter GA 400 further south. Both options will be considered and discussed in the modified concept report. However, further discussions regarding feasibility will have to be discussion in the form of another concept meeting.

- **Comment:** Future Hwy 20 interchange modifications include additional lanes on the bridge. Thus, forcing an incoming bus to cross over several busy lanes in only a very short distance to make a turn onto the entrance ramp appears difficult and could create further congestion.

Response: GRTA believes the bus drivers will be able to navigate the lane change without too much of a problem. Additionally, given the minimal frequency with which the buses will be using the exit, we believe that overall congestion will not be affected.

- **Q:** Can a separate bus entrance be constructed through the existing adjacent shopping center?

A: This option was considered, but the owner of the shopping center would not consider the idea.

- **Q:** Could a separate bus taper be constructed that parallels the existing taper to GA 400 south?

A: This is possible. However, the feasibility of this option will depend on whether the bus lane can be constructed under the bridge overpass at Hwy 20. Height clearance is not yet known at this point. Also, the proper lane width between the first bent and the end abutment may be difficult to achieve without substantial bridge retrofitting. The parallel lane will be considered in the concept report. However, further discussions regarding feasibility will have to be discussion in the form of another concept meeting.

- **Q:** Can the design be modified to include a sharper turn on the outbound bus ramp?

A: A sharp turn early on the outbound ramp will allow bus drivers to complete turning movements early and provide more time to focus on acceleration and merging. This will also compliment a parallel bus road as mentioned above. Taper distance and ramp slopes must be considered when making this change. This alternative will be addressed in the concept report.

4. General

- **Comment:** The idea of installing a retail/convenience facility at the site may pose legal problems.
- **Response:** The facility is being considered as a means of winning ridership loyalty through providing convenience services. If feasible, this could be a key component of the GRTA park and ride branding effort. The concept will be further researched by all parties and included in the design only if possible.
- **Comment:** The easternmost onsite retaining wall appears to be located close to the R/W of GA 400. Should GA 400 be widened in the future, GDOT would like to URS ensure that wall is located far enough from the revised R/W that it will not have to be reconstructed.
Response: URS believes that once GA 400 is widened and HOV ramps are constructed, the bus road at the base of the wall will be the only portion of the site affected. This road can be abandoned/removed and the wall will be able to remain in place.
- **Comment:** A large storm drain exists under GA 400 within the vicinity of the site. This may be usable for discharge from the detention facilities.
Response: This will be considered in the design.
- **Q:** Will the bus ingress/egress ramp still be used after future HOV ramps are constructed at the Old Atlanta Rd. bridge?
A: The bus ramp will no longer be required following HOV ramp construction and can be abandoned or removed.
- **Q:** If Old Atlanta Rd were to be widened, the bridge over 400 will have to be widened as well. Will this affect the Park & Ride lot site?
A: The proposed detention pond at the South end of the site may be affected by a bridge widening. The design of the pond will take into account any future widening of the Old Atlanta bridge.

C. Action Items:

1. Revisions to the Concept Report:

- Comments received at this meeting will be incorporated into the concept report and resubmitted to Daryl Richardson at the DOT
- Given the complexity of the bus ingress/egress options discussed above, it is understood that another concept meeting will be required to determine which is the most feasible option for moving forward with the design.

The concept report is currently being revised and will be forwarded immediately upon its completion. However, in the meantime, please contact myself or Emmy Montanye or Brian Bolick should you have any questions. Thank you for your time.



MEMORANDUM

400 Northpark Town
Center
1000 Abernathy Road
Atlanta, GA 30328
Phone: (678) 808-8800
Fax: (678) 808-8400

To: Darell Richardson, GDOT
From: David McKinney, PE
Date: November 14, 2004
File: 15284002
Copy: Emmy Montanye-URS
Brian Bolick-URS
Subject: TELEPHONE CONVERSATION MINUTES - Cumming Park & Ride Lot - GRТА

Purpose:

The purpose of this memo is to document additional comments discussed during a phone conversation between David McKinney, URS Corporation and Darell Richardson, GDOT on November 14, 2004. The comments discussed have been incorporated into the revised concept report sent to GDOT on December 06, 2004. Contained herein is a summary of the items discussed.

Telephone Meeting Minutes:

- I. Items discussed are as follows:
 - A. **Location Map does not have the appropriate project number.**
 - B. **Bus Ramp cross-section shows "Maximum Clearance = 24" under the Old Atlanta Bridge. This is misleading. Should be "Minimum Clearance = 24".**
 - C. **Pavement depths should be included on Bus Ramp cross sections**
 - D. **Estimate included with the revised report does not appear to reflect changes made to the design resulting from the Concept Meeting Comments:**
 1. Does not include pavement for additional ramp length under Old Atlanta Bridge
 2. Does not include wall square footage for wall proposed under the Old Atlanta Bridge.
 3. Shows 8" concrete paving.....should be 12" if using concrete paving.
 - E. **Additional Cost Estimate Changes should be considered:**
 1. Consider using asphalt paving for the bus path instead of concrete if:
 - GRTA intends to abandon the bus ramps following construction of HOV ramps
 - Asphalt can withstand the expected number of bus trips on the ramp per day.
 2. **Pavement design should be:**
 - 1.5" Asphalt Surface Layer
 - 2" Asphalt Binder Layer
 - 3" Asphalt Base Layer
 - 8" GAB layer

NOTICE OF LOCATION AND DESIGN APPROVAL

FORSYTH COUNTY

P. I. No. 0003541

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

Date of Location and Design Approval: AUGUST 15, 2005

This project is a 8.74-acre Park and Ride lot adjacent to SR400 and Old Atlanta Road, south of Highway 20, in the Forsyth County, Georgia. The new parking lot will accommodate approximately 480 parking spaces for riders of the regional bus transit system. The project lies entirely within Forsyth County and within the 2nd District, 1st Section, Land Lot 226 and GMD 879.

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

Brandon Kirby, Area Engineer
Department Of Transportation
Gainesville Area Office
2594 Gainesville Highway
Gainesville, Georgia 30507
(770) 535-5759

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

Ben Buchan, PE, State Urban Design Engineer
Department Of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334
(404) 463-6133
Ben.Buchan@dot.state.ga.us

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



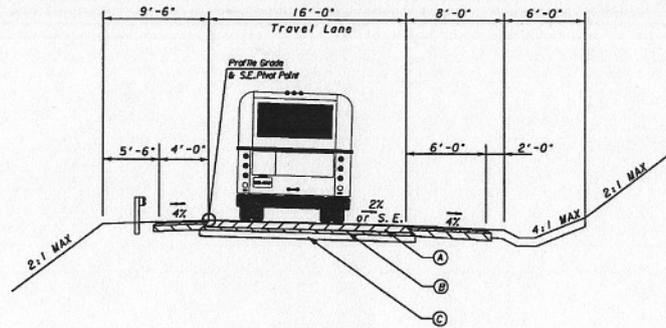
TO: David McKinney
FROM: Daniel B. Dobry, Jr.
DATE: July 21, 2004
SUBJECT: Traffic Data for Concept Report
Cumming Area Park and Ride Lot

The GRTA Park and Ride lot to be located in the southwest quadrant of the GA 400/SR 20 (Buford Highway) interchange will have the access for vehicular traffic (two separate full access driveways are proposed) on Old Atlanta Road. To determine the level of traffic in the area of the park and ride lot, Average Annual Daily Traffic (AADT) traffic information was obtained from the Georgia Department of Transportation.

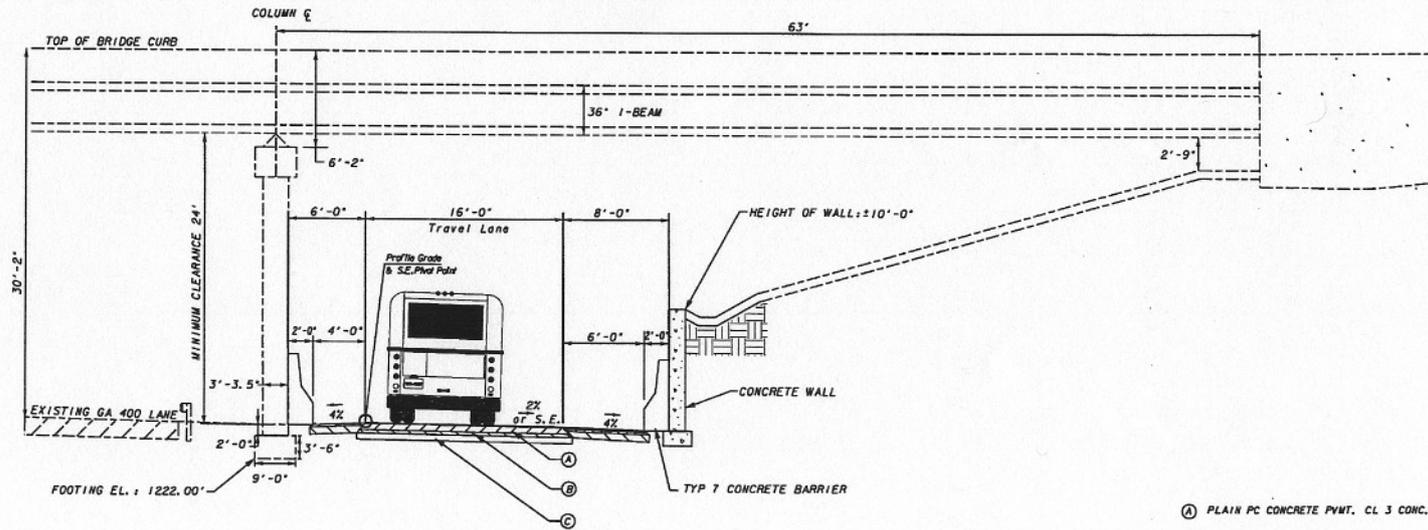
The particular count station that was evaluated was Station No. 5, located on SR 9 (Atlanta Highway) south of SR 20. SR 9 intersects with Old Atlanta Road and would be one of the major roadways traversed by GRTA patrons accessing the park and ride lot. The most recent available information is for 2003 when the AADT was recorded as 12,350 vehicles. To determine the annual growth rate of traffic in this area, the volume data collected at Station No. 5 from 1998 to 2003 were evaluated. Over this five-year time frame, traffic volumes grew at a rate of approximately 3.5%. Under the assumption that the park and ride lot would be fully functional next year, traffic in the area can be projected for a 20 year horizon by applying this growth factor to the existing volumes. Given this scenario, it can be expected that by the year 2025 traffic on SR 9 would reach an AADT of 26,325.

To understand traffic operations in the area, turning movement counts were performed at the intersection of Old Atlanta Road and SR 9. During the morning peak hour, 648 vehicles, bi-directionally, traveled on Old Atlanta Road while there were 716 vehicles during the evening peak hour. If it were assumed that the peak hour traffic on a road represents 10% of that facility's average daily traffic, then the AADT on Old Atlanta Road would approach 7,000 vehicles per day. Applying the same growth factor for SR 9 over the same time period, at the horizon year of 2025, it could be expected that the AADT on Old Atlanta Road would be approximately 14,920 vehicles.

Under the current configuration, the park and ride lot will be constructed with 484 parking spaces. To determine the anticipated amount of traffic to be caused by this facility, trip generation rates were developed using the Institute of Transportation Engineer's reference Trip Generation, 7th Edition. For Land Use Code # 090, Park-and-Ride Lot with Bus Service, it is expected that this lot would generate 2,073 trips on an average weekday. For the adjacent street, during the morning peak hour there would be 372 trips and during the evening peak hour there would be 298 generated trips.



ONE LANE RAMP
TANGENT SECTION



ONE LANE RAMP UNDER BRIDGE
TANGENT SECTION

- (A) PLAIN PC CONCRETE PVMT. CL 3 CONC. 12INCH THK
- (B) 330 lbs/yd³ 25mm SUPERPAVE. GP1 OR GP2 (MDL A)
- (C) 12" GRADED AGGREGATE BASE COURSE

URS

400 NORTHFORK TOWN CENTER
1000 ANDEWORTH ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (478) 508-8500 FAX: (478) 508-8400

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTION

CUMMING PARK AND RIDE LOT

DRAWING NO.
5-01