

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007915- , Henry County **OFFICE** Preconstruction
CSMSL-0007-00(915)
SR 138 Park and Ride Lot **DATE** March 27, 2006

FROM 
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO *122-* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Michael Henry
Keith Golden
Joe Palladi
Paul Liles
Ben Buchan
Thomas Howell
BOARD MEMBER



**Federal Highway Administration
Georgia Division**

Route Slip

Date: 6/8/06

To: GDOT Office of Preconstruction, ATTN: Johnny Quarles, Rm 368

- | | | | |
|-------------------------------------|----------------------|--------------------------|--------------------------------|
| <input type="checkbox"/> | Per Your Request | <input type="checkbox"/> | For Your Signature |
| <input checked="" type="checkbox"/> | For Your Information | <input type="checkbox"/> | Comment |
| <input type="checkbox"/> | Per Our Conversation | <input type="checkbox"/> | Take Appropriate Action |
| <input type="checkbox"/> | Note and Return | <input type="checkbox"/> | Prepare Reply for Signature of |
| <input type="checkbox"/> | Discuss With Me | <input type="checkbox"/> | |
| <input type="checkbox"/> | For your Approval | | |
| <input type="checkbox"/> | | | |

Remarks: Here is the signed copy of the approved CSMSL-0007-00(915) Concept Report.

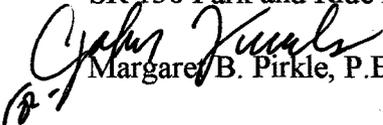
From: Telephone: 404 562-3658

FHWA – Dave Painter

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007915, Henry County **OFFICE** Preconstruction
CSMSL-0007-00(915)
SR 138 Park and Ride Lot **DATE** March 20, 2006

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

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

SUBJECT PROJECT CONCEPT REPORT

This project consists of building a 5.71 acre park and ride lot within the GDOT right-of-way at the interchange of I-75 and SR 138 in Henry 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 356 parking spaces including 12 handicap spaces, drop-off areas and bus pavilions. Access to the site will be from SR 138 for commuter vehicles and from the interstate on-ramp for buses. One right-in entrance with a full length deceleration lane will be provided on westbound SR 138 for all commuter vehicles. Vehicles approaching the lot from the west will be required to do a u-turn from the left turn lane at the existing traffic signal on the eastern side of the interchange. Additional pavement will be added to improve the turning radius for all vehicles making the u-turn at this signal. One right-out driveway onto westbound SR 138 is proposed. This point is the only exit for commuter vehicles. Commuters wishing to travel eastbound on SR 138 must first exit in the westbound direction and then make a u-turn from the left turn lane at the existing traffic signal on the western side of the interchange. Additional pavement will be provided to accommodate u-turns.

A small service structure will be located in the vicinity of the bus pavilions. The main feature of the facility shall be for ticket vending. However, it will house all equipment required to operate the security system and site lights. Bicycle racks and newspaper dispensers will also be located at the shelter.

David Studstill

Page 2

P. I. No. 0007915, Henry

March 20, 2006

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:

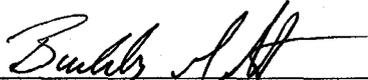
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$3,279,000	\$2,500,000	RRB	2006
Right-of-Way & Utilities	----	----		

I recommend this project concept be approved.

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

State Route 138 Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(915)
PI No. 0007915
County: Henry

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 138, SR 401
COUNTY ROUTE NO: N/A

Recommendation for Approval:

DATE 2/24/06

Marlo S. Chaves
Project Manager

DATE 2/28/06

James B. Bush
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	Division Administrator, FHWA
DATE	State Transportation Planning Administrator
DATE	Financial Management Administrator
DATE	State Environmental / Location Engineer
DATE	Project Review Engineer
<u>3-3-06</u>	<u>Heath Doherty</u> State Traffic Safety and Design Engineer
DATE	State Bridge & Structural Design Engineer
DATE	District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

State Route 138 Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(915)
PI No. 0007915
County: Henry

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 138, SR 401
COUNTY ROUTE NO: N/A

Recommendation for Approval:

DATE 2/24/06

Marlon S. Chaves
Project Manager

DATE 2/28/06

James B. Bush
State Urban Design Engineer

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3/3/06
DATE

Division Administrator, FHWA
Joseph P. Pineda
State Transportation Planning Administrator

*Subject to approval of
TIP update by Governor/BRTA
and FHWA (pending)*

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

State Route 138 Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(915)
PI No. 0007915
County: Henry

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 138, SR 401
COUNTY ROUTE NO: N/A

Recommendation for Approval:

DATE 2/24/06 Mark S. Chaves
Project Manager

DATE 2/28/06 James B. Bush
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	Division Administrator, FHWA
DATE	State Transportation Planning Administrator
DATE	Financial Management Administrator
<u>3.8.06</u> DATE	<u>Thomas B. Taylor</u> State Environmental / Location Engineer
DATE	Project Review Engineer
DATE	State Traffic Safety and Design Engineer
DATE	State Bridge & Structural Design Engineer
DATE	District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

State Route 138 Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(915)
PI No. 0007915
County: Henry

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 138, SR 401
COUNTY ROUTE NO: N/A

Recommendation for Approval:

DATE 2/24/06

Mark S. Chivers
Project Manager

DATE 2/28/06

James S. Bell
State Urban Design Engineer

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DATE	Division Administrator, FHWA
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 or Structural Design Engineer
<u>2-13-06</u> DATE	<u>J. M. Handley</u> District Engineer



U.S. Department
of Transportation

**Federal Highway
Administration**

61 Forsyth Street, S.W.
Suite 17T100
Atlanta, Georgia 30303

In Reply Refer To:
HTM-GA

Georgia Division

March 27, 2006

Mr. Harold Linnenkohl, Commissioner
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

Subject: Approval of CSMSL-0007-00(915) Park and Ride lot concept in Henry County.

Dear Mr. Linnenkohl:

We have reviewed the Concept Report submitted on March 20, 2006 for the proposed Park and Ride lot at I-75 and SR 138 in Henry County. As discussed with your staff, the concept is approved with the understanding that the storage length for the east bound and westbound left turn lanes will be maximized to improve capacity.

If you have any questions, feel free to contact David Painter, P.E. at (404) 562-3658.

Sincerely,

RM
Robert M. Callan, P.E.
Division Administrator



3-2-06

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

State Route 138 Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(915)
PI No. 0007915
County: Henry

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 138, SR 401
COUNTY ROUTE NO: N/A

Recommendation for Approval:

DATE 2/24/06

Mark S. Clucas
Project Manager

DATE 2/28/06

James B. Bush
State Urban Design Engineer

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DATE _____	Division Administrator, FHWA
DATE _____	State Transportation Planning Administrator
<u>3-31-06</u>	<u>James T. Simpson</u> 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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

State Route 138 Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(915)
PI No. 0007915
County: Henry

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 138, SR 401
COUNTY ROUTE NO: N/A

Recommendation for Approval:

DATE 2/24/06

Marlon S. Chaves
Project Manager

DATE 2/28/06

James B. Bush
State Urban Design Engineer

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DATE _____	Division Administrator, FHWA
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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

State Route 138 Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(915)
PI No. 0007915
County: Henry

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 138, SR 401
COUNTY ROUTE NO: N/A

Recommendation for Approval:

DATE 2/24/06

Marlo S. Chaves
Project Manager

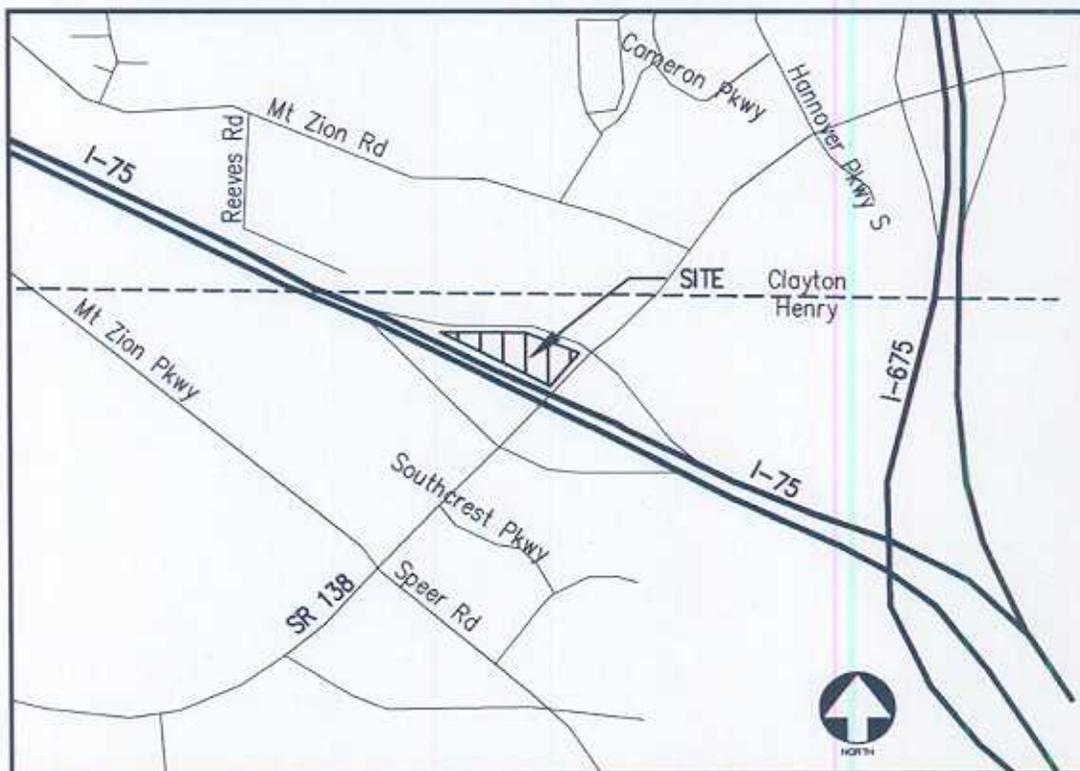
DATE 2/28/06

James B. Bush
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 _____	Division Administrator, FHWA
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
<u>6/4/06</u> DATE	<u>Paul V. Hill Jr.</u> District Engineer

Project Concept Report - SR 138 Park and Ride Lot
Project Number: CSMSL-0007-00(915) Henry County
P.I. Number:0007915



Location Map

Project: CSMSL-0007-00(915) Henry **PI No.:** 0007915

Description: SR 138 Park and Ride Lot

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 SR 138 Park and Ride Lot. This facility would be located in a 5.71-acre area within the GDOT right-of-way at the interchange of Interstate 75 and SR 138, in Henry County, Georgia.

Description of the proposed project: The proposed project consists of constructing a park and ride lot facility on a 5.71-acre site located in Henry County, Georgia. The parcel is bordered by SR 138 to the east, Interstate 75 to the south, and the Interstate 75 northbound entrance ramp to the north and west. The park and ride facility infrastructure would consist of 356 parking spaces including 12 handicap spaces, drop-off areas and bus pavilions. Access to the site will be from SR 138 for commuter vehicles and from the interstate on-ramp for buses.

Site Access for Commuter Vehicles

Entrance to parking lot:

- One right-in entrance with a full length deceleration lane will be provided on westbound SR 138 for all commuter vehicles. Vehicles approaching the lot from the west will be required to do a u-turn from the left turn lane at the existing traffic signal on the Eastern side of the interchange. Additional pavement will be added to improve the turning radius for all vehicles making the u-turn at this signal. A traffic study investigated the additional stacking generated from the facility at this location and is included in the attachments.

Exit from parking lot:

- One right-out driveway onto westbound SR 138 is proposed. This point is the only exit for commuter vehicles.
- Commuters wishing to travel eastbound on SR 138 must first exit in the westbound direction, and then make a u-turn from from the left turn lane at the existing traffic signal on the Western side of the interchange. Additional pavement to accommodate U-turns will be added. As in the above mentioned u-turn, a traffic study investigated the additional stacking generated from the facility at this location and is included in the attachments.
- Left turns into and out of the site at this entrance will be restricted by means of a 1 foot raised concrete median on SR138.

Site Access for Buses

Entrance to parking lot:

- A bus entrance will be provided from the I-75 northbound on-ramp. Signage will direct buses into the bus pavilion area.
- Striping across the bus entrance will be added to deter commuter vehicles from accidentally/purposefully entering the site through this entrance.
- During the AM approach, the bus will be traveling north on I-75 from McDonough. At the interchange, the bus will cross over SR-138 at the traffic light and proceed directly to the pickup/drop-off location.
- During the PM approach, the bus will be traveling south on I-75 from downtown Atlanta. At the interchange, the bus will turn left onto SR-138 east, proceed to the traffic light on the east side of I-75, turn left onto the Northbound I-75 entrance ramp and proceed to the pickup/ drop-off area.

Project Concept Report - SR 138 Park and Ride Lot
Project Number: CSMSL-0007-00(915) Henry County
P.I. Number:0007915

Exit from parking lot:

- During the AM exit, buses will exit the bus pavilion area by proceeding through the pickup/ drop-off area and merging back onto the I-75 northbound entrance ramp.
- During the PM exit, buses will follow the bus lane and circulate through the parking lot reaching the right-turn only exit at SR 138. From there, the buses will proceed west on SR 138 to the traffic signal and turn left to enter the I-75 southbound entrance ramp. The access point into the parking lot from the pick-up area will be restricted to bus use only. Raised concrete curbs and signage will be added to deter commuter vehicles from using the opening as an access point to/from the site. A prewired mounting pedestal will be also added in this area should a gate ever need to be installed.

The Concept Plan also designates a possible area for stormwater detention. A dry detention pond 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. The pond can be located in either the Southwest or Southeast quadrant of the existing highway interchange. This decision will be made following completion of a survey which will illustrate the area most suited for such a pond.

Finally, GRTA is considering adding a small service structure in the vicinity of the bus pavilions. The main feature of the facility shall be for ticket vending. However, it will also house all equipment required to operate the security system and site lights. Bicycle racks and newspaper dispensers will also be located at the shelter.

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: SR138 - Major Arterial
Interstate 75 - Interstate/Freeway

U.S. Route Number(s): I-75

State Route Number(s): SR 138 - Stockbridge Hwy, SR 401 (I-75)

County Route Number(s): N/A

Traffic (2005 AADT): SR 138 - 38,400

I-75 Northbound entrance ramp - 3,204 (AM)

I-75 Southbound entrance ramp - to be determined (PM)

Existing design features:

- Typical Section: SR 138 is a 4-lane suburban roadway with a center turn lane at the interchange. It has curb and gutter and sidewalks on each side.
- Posted speed: 45 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: 80 feet
- Major structures: I-75 bridge over SR 138
- Major interchanges or intersections: I-75 at SR 138
- Existing length of roadway segment: 0 miles in length

Proposed Design Features:

- Proposed typical section(s): There are two proposed access points. One for the bus from the I-75 Northbound entrance ramp and one proposed access point for vehicles from SR 138. A 12-foot wide deceleration lane will be provided at the proposed driveway on SR 138. The lane will include 30" curb and gutter, and a 16-foot grassed shoulder with a 5-foot sidewalk located 2 feet behind the back of curb. The 2 foot strip will be grassed . (This is the total width of the shoulder and meets traffic volume and speed requirements for clear zone distance with 4:1 slopes).
- 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: N/A
- Minimum Radius allowable: N/A
- Proposed Superelevation rate for curves: N/A
- Right of way
 - Width: The project area is within GDOT right of way. No additional right of way impacts are anticipated.
 - 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:
 - Retaining walls: 600 feet long X 20 feet maximum height wall along I-75 (south side of parking lot)
 - Small Service Building for ticket vending
- Major intersections: SR 138 at I-75 Northbound Entrance Ramp
- Traffic control during construction: Minimal traffic control is anticipated for the construction of the driveways and the sidewalks. All work will be staged and constructed under traffic. However, more involved traffic control will be required during installation of stormwater piping across SR138.

Project Concept Report - SR 138 Park and Ride Lot
 Project Number: CSMSL-0007-00(915) Henry County
 P.I. Number:0007915

• 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 (09/15/05)
- 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, N/A
- Relocation of Utilities, GDOT
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor

Coordination

- Concept meeting date and brief summary: June 29, 2005
- 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: *I-75 HOV lanes from Eagles Landing to SR54 (Henry/Clayton) MSL-0003-00(167), P.I. No. 0003167 Widening of SR 138 – Clayton County*
- Other coordination to date: *Meetings with FHWA (09/26/05, 12/01/05, 02/02/06) Minutes included.*
- Railroad Coordination: *Not required*

Project Concept Report - SR 138 Park and Ride Lot
Project Number: CSMSL-0007-00(915) Henry County
P.I. Number:0007915

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: Complete
- Time to complete preliminary construction plans: 3 Months
- Time to complete right of way plans: 0 Months
- Time to complete the Section 404 Permit: 0 Months
- Time to complete final construction plans: 2 Months
- Time to purchase right of way: 0 Months
- List other major items that will affect the project schedule: None anticipated

Alternates considered:

1. Left turn entrance onto site directly from SR138 eastbound.
2. Separate entrance points for vehicles and buses on northbound ramp to I-75.

Comments:

1. The left turn entrance mentioned in the alternates above was eliminated due to the fact that there was insufficient room to add a dedicated left turn lane for this movement. Such a left turn lane would interfere with the existing turn lanes on each side of the interchange.
2. The separate entrance point for vehicles on the northbound ramp to I-75 was eliminated due to concerns that it may cause confusion for drivers that may be proceeding onto the highway and ultimately cause undesired congestion resulting in increased delays at the signal to enter the ramp.

Attachments:

1. Preliminary Cost Estimate
2. Concept Meeting Minutes
3. FHWA Meeting Minutes (09/26/05, 12/01/05, 02/02/06)
4. Notice of Location and Design Approval
5. Traffic Data Memorandum
6. Queue Length Memorandum
7. Concept Plan

Estimate Report for file "SR 138 Park and Ride Lot"

Section CONSTRUCTION

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1010	1	LS	50000.00	TRAFFIC CONTROL -	50000.00
153-1300	1	EA	55864.42	FIELD ENGINEERS OFFICE TP 3	55864.42
210-0100	1	Lump Sum	325000.00	GRADING COMPLETE - CS-MSL-0007-00(915)	325000.00
318-3000	100	TN	17.21	AGGR SURF CRS	1721.00
500-3101	10	CY	464.02	CLASS A CONCRETE	4640.20
615-1000	350	LF	455.00	JACK OR BORE PIPE -	159250.00
621-3020	465	LF	59.66	CONCRETE BARRIER, TYPE 20	27741.90
627-1000	2731	SF	41.47	MSE WALL FACE, 0 - 10 FT HT, WALL NO -	113254.57
627-1010	5138	SF	42.48	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	218262.24
627-1100	773	LF	64.28	COPING A, WALL NO -	49688.44
643-1152	1200	LF	14.12	CH LK FENCE, ZC COAT, 6 FT, 9 GA	16944.00
Section Sub Total:					\$1,022,366.77

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-6216	9600	LF	12.18	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	116928.00
550-1180	1123	LF	45.18	STORM DRAIN PIPE, 18 IN, H 1-10	50737.14
550-1240	846	LF	55.05	STORM DRAIN PIPE, 24 IN, H 1-10	46572.30
550-1360	152	LF	92.04	STORM DRAIN PIPE, 36 IN, H 1-10	13990.08
550-1365	379	LF	200.00	STORM DRAIN PIPE, 36 IN, H 30-35	75800.00
550-4218	1	EA	477.99	FLARED END SECTION 18 IN, STORM DRAIN	477.99
550-4236	1	EA	1168.42	FLARED END SECTION 36 IN, STORM DRAIN	1168.42
573-2006	300	LF	13.04	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	3912.00
668-1100	11	EA	2474.27	CATCH BASIN, GP 1	27216.97
668-1110	2	LF	231.47	CATCH BASIN, GP 1, ADDL DEPTH	569.42
668-2100	2	EA	2040.01	DROP INLET, GP 1	4080.02
668-4300	2	EA	2613.20	STORM SEWER MANHOLE, TP 1	5226.40
668-4300	1	EA	3000.00	MODIFIED STORM SEWER MANHOLE, TP 1 - OUTLET CONTROL STRUCTURE	3000.00
Section Sub Total:					\$349,678.74

Section PAVEMENT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	9040	TN	17.11	GR AGGR BASE CRS, INCL MATL	154674.40
402-3121	3315	TN	60.06	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	199098.90
402-3131	1657	TN	70.64	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	117050.48
402-3190	2210	TN	65.02	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	143694.20
441-0104	3000	SY	31.48	CONC SIDEWALK, 4 IN	94440.00
Section Sub Total:					\$708,957.98

Section HARDSCAPE ITEMS:

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-9000	8	EA	135.34	PRECAST BUMPER BLOCK	1082.72
763-0100	Lump	Lump Sum	234100.00	FARE SYSTEM SHELTER	234100.00
763-0110	Lump	Lump Sum	218424.00	BUS PAVILION	218424.00
900-0526	9	EA	526.41	BOLLARD	4737.69
Section Sub Total:					\$458,344.41

Section LANDSCAPE ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
702-0030	25	EA	619.55	ACER RUBRUM -	15488.75
702-0358	9	EA	31.32	ILEX CORNUTA -	281.88
702-0470	19	EA	33.70	ILEX VOMITORIA -	640.30
702-0542	19	EA	173.59	LAGERSTROEMIA INDICA -	3298.21
702-0559	653	EA	11.20	LIRIOPE MUSCARI - VARIEGATA	7313.60
702-0559	370	EA	11.20	LIRIOPE MUSCARI	4144.00
702-0905	32	EA	1470.00	QUERCUS PHELLOS -	47040.00
702-0977	58	EA	33.00	RHAPHIOLEPIS INDICA -	1914.00
Section Sub Total:					\$80,120.74

Section LIGHTING ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
681-4210	30	EA	3350.00	LIGHTING STD, 30 FT MH, POST TOP	100500.00
681-6364	11	EA	1005.00	LUMINAIRE, TP4, 400W METAL HALIDE	11055.00
681-6464	20	EA	1005.00	LUMINAIRE, TP3, 400W METAL HALIDE	20100.00
682-1405	1490	LF	1.05	CABLE, TP XHHW, AWG NO 8	1564.50
682-1406	8955	LF	2.13	CABLE, TP XHHW, AWG NO 6	19074.15
682-6110	2035	LF	9.52	CONDUIT, RIGID, 1 IN	19373.20
682-6115	30	LF	10.63	CONDUIT, RIGID, 1 1/2 IN	318.90
Section Sub Total:					\$171,985.75

Section EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	6	AC	15000.00	EROSION CONTROL ITEMS	90000.00
Section Sub Total:					\$90,000.00

Section SIGNING AND MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	5	AC	2000.00	SIGNING AND MARKING ITEMS	10620.00
Section Sub Total:					\$10,620.00

Section UTILITY - TELEPHONE/DATA ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
682-6344	333	LF	78.30	CONDUIT, ENCASED, TP 1, 4-IN 4WAY	26073.90
682-9020	2	EA	670.00	ELECTRICAL JUNCTION BOX	1340.00
Section Sub Total:					\$27,413.90

Section UTILITY - WATER ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
670-1080	270	LF	50.00	WATER MAIN, 8 IN	13500.00
670-2009	1	EA	320.00	GATE VALVE, 3/4 IN	320.00
670-3170	1	EA	16652.67	TAPPING SLEEVE & VALVE ASSEMBLY, 16 IN X 16 IN	16652.67
670-4000	1	EA	2936.00	FIRE HYDRANT	2936.00
670-5620	274	LF	17.40	WATER SERVICE LINE, 3/4 IN	4767.60
670-9732	1	EA	2403.00	INSTALL BACKFLOW PREVENTION ASSEMBLY, WITH VAULT - DOMESTIC	2403.00
670-9732	1	EA	18630.00	INTALL BACKFLOW PREVENTION ASSEMBLY, WITH VAULT - FIRE	18630.00
Section Sub Total:					\$59,209.27

Section UTILITY - POWER ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
682-1407	339	LF	1.68	CABLE, TP XHHW, AWG NO4	569.52
682-6344	20	LF	78.30	CONDUIT, ENCASED, TP 1, 4-IN 4 WAY	1566.00
Section Sub Total:					\$2,135.52

Total Estimated Cost: \$2,980,833.08

Subtotal Construction Cost	\$2,980,833.08
E&C Rate 10.0 %	\$298,083.31
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
Total Construction Cost	\$3,278,916.38
Right Of Way	\$0.00
ReImb. Utilities	\$0.00
Grand Total Project Cost	\$3,278,916.38



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:** 15284006
From: David McKinney, PE **Copy:** Brian Bolick-URS
Date: June 29, 2005
Subject: CONCEPT MEETING MINUTES – State Route 138 Park & Ride Lot - GRTA

Purpose:

The purpose of this memo is to document the Concept Meeting held on Wednesday May 25, 2005 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
Jonathon Cox	GDOT/OEL	404-699-3475	
Kerry Gore	GDOT-Utilities	706-696-6552	
Daryl Cranford	GDOT/Planning	404-656-3360	
Scott Zehngraff	GDOT/TS&D	404-635-8127	
Art Buckley	GDOT/ROW	770-986-1553	
Jerry Milligan	GDOT/ROW	770-986-1541	
Barry Baynes	GDOT/ROW	404-657-8490	
David McKinney	URS	678-808-8917	David.McKinney@URSCorp.com
David Morgan	URS	678-808-8867	Dave.Morgan@URSCorp.com
Eddie Cannon	Cobb County	770-528-8827	
Jimmy Gisi	Cobb County Parks	404-463-2437	jgisi@cobbcounty.org
Marvin Woodward	GRTA	404-463-3099	
David Jackson	Cobb DOT	770-528-1660	David.Jackson@cobbcounty.org
Terry L. McMickle	Henry County	770-8987112	tmcickle@co.henry.ga.us

Meeting agenda and items discussed are as follows:

A. Description of Project by URS

- 1. Attendee Introductions**
- 2. Highlights of design:** Park & Ride lot with approximately 359 parking spaces, bus pickup/drop-off adjacent to highway ramp, security cameras and a ticket vending shelter.
- 3. Points of ingress/egress for Buses and for Vehicles:** A right-in-right-out driveway will be added on SR 138 and for both bus and commuter vehicle use. In most cases, the buses will enter the bus loading area via the on-ramp to I-75 Northbound. Buses can access the I-75 on-ramp, or circulate through the parking lot and turn right onto

SR 138. All commuter vehicles shall exit the lot by making a right turn onto SR 138. Those wishing to travel east on SR 138 can make a u-turn at the existing signalized intersection of I-75 south and SR 138. Additional pavement is required to allow for the turning radius of larger vehicles making the u-turn.

4. **Misc. Features:** One large retaining wall is proposed. Stormwater detention will be considered within either the southeastern or southwestern quadrant of the interchange. Bus lanes to and from the access ramp will be restricted to buses only. Site lighting, security and landscaping are included in the project.

B. Discussion:

1. **Utilities:**

No Comments

2. **Traffic Ops:**

Comment: GDOT discussed the need for ramp meter(s).

Response: If there is a problem then provide for a que-jump queue or plan ahead for one if possible.

Comment: Henry County official was concerned about how people wanting to travel northbound on SR 138 will know they have to go south then make a u-turn as mentioned above.

Response: A signing and marking plan will take this into consideration

Comment: Henry County and GDOT are concerned about stacking of cars in the left turn lane onto I-75 south created by the need to make the U-turn to travel SR 138 north. The intersection is signalized. GDOT wants to see the numbers used to estimate stacking generated from the facility, and investigate this issue further.

Response: URS indicated the traffic study says there is enough storage for stacking in the left turn lane where the u-turn will be required. URS will research adjusting striping in the turn lane to create enough stacking during design.

Comment: GDOT wants to consider a narrow median in the center of SR 138 to restrict left turns into the facility through the right-in/right-out access. Also, as an alternate, the use of a raised concrete island at the right-in/right-out access should be considered.

Response: A raised concrete island at the right-in/right-out access will be included in the design. The feasibility of adding a median will be considered during the design process.

Comment: GDOT suggested using 6" raised curb painted yellow on the I-75 on ramp to prevent crossover at the facility entrance from the ramp.

Response: A 6" raised curb painted yellow on the I-75 on ramp will be included in the design.

Comment: GDOT wants URS to consider lengthening the deceleration lane at the right-in/right-out access and providing a large enough radius for trucks.

Response: The deceleration lane will follow the guidelines stated in the GDOT driveway manual.

Comment: GDOT agrees that it's a bad idea for cars to enter directly onto I-75 access ramp from the facility.

Response: The design will not provide direct access for commuter vehicles to the access ramp.

3. Bus Ingress/Egress

Comment: GDOT questioned the width of the bus lane to access the I-75 N on-ramp. GDOT wants to URS to consider limiting the lane to 20 feet to allow for a bus to pass but also be more restrictive to cars.

Response: URS explained the lane width was designed at 25 feet to allow for a bus to pass another bus if one broke down. URS will implement the 20-foot lane into the design.

Comment: GDOT asked if there are breakdowns can a tow truck enter the site.

Response: URS confirmed a tow truck could enter and maneuver around the site.

4. General Discussion

- Site is owned by GDOT so Right-of-Way group had no comments.
- CE will be completed in a week or two.
- GRTA plans for 8 buses in the morning and 8 buses in the evening.
- GRTA stated that, with I-675 nearby, they estimate that the facility will get good usage.
- GDOT stated that the corridor has plans for improvements so the park & ride facility could be temporary. Possibly 10-15 years of use.
- SR 138 widening plan should be shown on the design documents.
- **Q:** GDOT asked if HOV, vanpools, and car poolers could access ramp from the facility since they will probably use the bus drop-off area for loading.
- **A:** The precedence set at Mansell Road will be investigated and put into action if applicable.

C. Action Items:

1. Revisions to the Concept Report:

Comments received at this meeting will be incorporated into the concept report and resubmitted to Darrell Richardson at the DOT

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



MEMORANDUM

400 Northpark Town Center
1000 Abernathy Road, Suite 900
Atlanta, GA 30328
Phone: (678) 808-8800
Fax: (678) 808-8400

To: Attendees of GRТА FHWA Revision **File:** 15284006
From: David McKinney, PE **Copy:** Faye DiMassimo, URS
Date: September 09, 2005
Subject: FHWA MEETING MINUTES – State Route 138 Park & Ride Lot - GRТА

Purpose:

The purpose of this memo is to document the Concept Review Meeting held with FHWA on Friday, August 26, 2005 starting at 10:39 AM at FHWA headquarters. Contained herein is a summary of items discussed at this meeting.

List of Attendees:

Moderator			
David Painter, FHWA			
Name	Organization	Phone No.	Email
David McKinney	URS	678-808-8917	David.McKinney@URSCorp.com
Marvin Woodward	GRТА	404-463-3099	MWoodward@GRТА.org
Shaun Green	GRТА	404-463-2437	SGreen@GRТА.org

Meeting agenda and items discussed are as follows:

A. Description of Project by URS

- Highlights of design:** Park & Ride lot with approximately 359 parking spaces, bus pickup/drop-off adjacent to highway ramp, security cameras and a ticket vending shelter.
- Points of ingress/egress for Buses and for Vehicles:** A right-in-right-out driveway will be added on SR 138 and for both bus and commuter vehicle use. In most cases, the buses will enter the bus loading area via the on-ramp to I-75 Northbound. Buses can access the I-75 on-ramp, or circulate through the parking lot and turn right onto SR 138. All commuter vehicles shall exit the lot by making a right turn onto SR 138. Those wishing to travel east on SR 138 can make a u-turn at the existing signalized intersection of I-75 south and SR 138. Additional pavement is required to allow for the turning radius of larger vehicles making the u-turn.
- Misc. Features:** One large retaining wall is proposed. Stormwater detention will be provided within either the southeastern or southwestern quadrant of the interchange. Bus lanes to and from the access ramp will be restricted to buses and vanpools only. Site lighting, security and landscaping are included in the project.

B. Discussion:

1. FHWA:

Comment: Please provide information on the proposed bus circulation patterns/routes and indicate why would the buses go southbound on I-75 if they were taking commuters to and from Atlanta

Response: INBOUND BUS CIRCULATION: The bus will be traveling north on I-75 from McDonough. At the interchange, the bus will cross over SR-138 at the

traffic light and proceed directly to the pickup/drop-off location. After picking up passengers, the bus will proceed back onto the northbound I-75 entrance ramp and continue towards downtown.

OUTBOUND BUS CIRCULATION: The bus will be traveling south on I-75 from Downtown. At the interchange, the bus will turn left onto SR-138 east, proceed to the traffic on the east side of I-75 and turn left onto the Northbound I-75 entrance ramp. From there, the bus will enter the bus pickup/drop-off area. After dropping off passengers the bus will circulate through the site, reaching the right-turn only exit at SR-138. From there the bus will proceed west on SR 138 to the traffic signal where it enters the interstate and will continue southbound on I-75.

Comment: The document states under "site access for buses" that one right-in entrance will be provided on westbound SR 138. The site map, CP-1 shows this entrance for commuter vehicles only. Please resolve this discrepancy.

Response: The bullet item stating "right-in" entrance off of SR-138 will be removed from the "Site access for buses" segment of the report

Comment: What is the distance from the end of the right-out radius to the beginning of the left-turn bay on SR 138 W leading to I-75S?

Response: Approx. 275 LF

Comment: How will the department address long-term maintenance of the permanent detention ponds in either the northwest or southwest quadrant?

Response: GRTA and GDOT will be responsible for the long term maintenance of the lot and consequently shall be responsible for the long term maintenance of any detention ponds associated with the lot. This maintenance will be programmed prior to the opening of the lot.

Comment: In the proposed design features, is the driveway on SR 138 actually 28 feet wide? The description states that the driveway has a 12-foot deceleration lane plus a 16-foot shoulder. Is this the structure depicted as a right-turn lane/bay into the Park and Ride lot on CP-1? If so a 28-foot width may be excessive.

Response: The right-turn lane shown on CP-1 is only intended to have a 12 foot paved section plus curb and gutter. There will be no paved shoulder. The 16 foot shoulder mentioned in the description will actually be grassed w/a sidewalk as typical of existing conditions in this area of the site. The description of the shoulder in the Concept Report has been changed to clarify that the shoulder is grassed.

Comment: Please provide a response to the comment "GDOT agrees that it is a bad idea for cars to enter directly onto I-75 access ramp from the facility".

Response: The response has been added.

Comment: Should the bus lane be 25 feet rather than 20 feet? The justification for reducing the width to 20 feet seems to be that the 20 foot wide lane is more restrictive to cars. The proposed 20-foot wide lane will not restrict cars anymore than a 25 wide lane will; however, the 20-foot wide lane could restrict the ability of a bus to pass another broken down bus.

Response: We do not believe that a broken down bus will present a problem here, as the length of this narrow drive is very short and the bus will likely be able to coast through it. However, additional directional signs and pavement paint have been added to the design in an effort to further restrict cars from this area.

Comment: What is the Mansell road precedent mentioned on page 3 of this report?

Response: This is regarding Vanpool's use of the bus drop-off at the existing Mansell Road Park and Ride lot on GA. 400. Presently vanpools are allowed to use the bus only area for loading and drop-off.

Comment: In the traffic data instead of having a base year = 2006 and a future year = 2006 would it be simpler to compare 2006 no build versus 2006 build?

Response: This will be corrected

Comment: Would GDOT consider a loop in the SE quadrant to solve the LOS E at the I-75 northbound entrance ramp?

Response: This option will be discussed with GDOT

Comment: In response to the comment on the URS traffic data report annex, this project should provide geometric improvements like additions to enhance safe U-turn movements on SR 138 rather than giving consideration to providing them.

Response: URS will restate to indicate that the U-turn movements "will" be enhanced rather than "should" be enhanced.

Comment: Please provide a discussion of I-75 northbound entrance ramp length that includes a discussion of how the bus traffic will merge with the automobile traffic on the ramp. It should also include a description of how the combined traffic stream enters the interstate.

Response: The buses will merge onto the I-75 northbound entrance ramp approximately 630 feet from the entrance of the ramp leaving approximately 1500 feet of remaining ramp before the taper ends and merges with I-75. Buses will merge with automobile traffic on the ramp at the point where the two-lane width has narrowed to one lane, leaving only one stream of traffic to navigate when entering the ramp. In addition, the traffic signal at the entrance of the ramp on SR-138 will supply gaps in traffic to give buses the opportunity to safely enter the ramp. The bus should be fully up to speed by the time it reaches the merge onto I-75 North.

C. Action Items:

1. Revisions to the Concept Report:

Comments received at this meeting will be incorporated into the concept report and resubmitted to Darrell Richardson at the DOT

The concept report is currently being revised to address these comments, and it will be forwarded immediately upon its completion. However, in the meantime, please contact myself or Faye DiMassimo should you have any questions. Thank you for your time.



MEMORANDUM

400 Northpark Town Center
1000 Abernathy Road, Suite 900
Atlanta, GA 30328
Phone: (678) 808-8800
Fax: (678) 808-8400

To: Attendees of GRTA – SR 138 Coord. Meeting **File:** 15284006
From: David McKinney, PE **Copy:** Faye DiMassimo, URS
Date: December 11, 2005 **File:**
Subject: MEETING MINUTES – SR 138 Coordination Meeting

Purpose:

The purpose of this memo is to document the Coordination Meeting held with GDOT and GRTA on Thursday, December 01, 2005 starting at 01:00 PM at GDOT headquarters. Contained herein is a summary of items discussed at this meeting.

List of Attendees:

Moderator			
Darrell Richardson, GDOT			
Name	Organization	Phone No.	Email
Buddy Gratton	GDOT	404-656-5187	buddy.gratton@dot.state.ga.us
David Studstill	GDOT	404-656-2577	david.studstill@dot.state.ga.us
Thomas Howell	GDOT-District 3	706-646-6500	thomas.howell@dot.state.ga.us
David Painter	FHWA	404-562-3630	david.painter@fhwa.dot.gov
Marlo Clowers	GDOT-U.D.	404-463-0495	marlo.clowers@dot.state.ga.us
Mike Dover	GDOT-U.D.	404-463-0523	mike.dover@dot.state.ga.us
Darryl VanMeter	GDOT-U.D.	404-656-5436	darryl.vanmeter@dot.state.ga.us
Shaun Green	GRTA	404-463-2437	SGreen@GRTA.org
Marvin Woodward	GRTA	404-463-3099	MWoodward@GRTA.org
Jeff Henninger	URS	678-808-8980	Jeff_Henninger@URSCorp.com
David McKinney	URS	678-808-8917	David_McKinney@URSCorp.com

Meeting items discussed are as follows:

A. Purpose of Meeting:

Discuss concerns with the proposed SR-138 Park and Ride Lot design.

B. Discussion:

1. The meeting began with URS and GRTA presenting the current, proposed site layout to GDOT and giving a brief summary of how the plans were derived. Recent alterations to the proposed layout (mostly suggestions made by other agencies during previous reviews) were also explained to GDOT. Some of these alterations included:

- Addition of 2'(w)x8"(h) curbing at the bus exit adjacent to the Northbound I-75 on-ramp and along the deceleration lane at the right-in entry from SR 138 to further prevent undesired movements into and out of the GRTA lot.

- Addition of a "jug-handle" type turn-out at the intersection of SR-138 and the Southbound I-75 entry ramp to accommodate the potential need for stacking of vehicles doing u-turns during peak traffic times.
- Extending the throat of the automobile entryway into the GRTA lot at the Northbound I-75 entry ramp in order to provide unobstructed entry and more stacking room for entering vehicles within the site, rather than on the ramp.

2. U-Turn Concerns:

- GDOT expressed concern over the effects of proposed U-turn movements on the westbound left turn lane of SR-138.
- In addition, they also expressed concern over the proposed use of a "jug handle" turn-out. It has not been used very much in the Atlanta area and may cause confusion to drivers. GDOT proposed using an "eye-brow" in place of the "jug handle", but suggested making it longer than standard turnouts by extending the lane to approximately 100' in length. This would give some room for stacking and merging back into traffic. However, GDOT also suggested that it not be longer than 100' due to concerns of transfer trucks parking in the eyebrow at night.
- URS mentioned that recent field observations at the proposed location of the U-turn indicate that stacking of eastbound vehicles during peak hours on SR138 does not extend back to a point which would interfere with the operation of the proposed U-turn.

3. New Concept Proposed:

- GDOT also discussed other alternatives that may be considered to resolve the need for a U-turn on SR-138. Several alternatives focused on utilizing other open "quadrants" of the I-75 and SR 138 interchange to construct a second parking lot. The thought being that a bus could drive a circuit between the two lots and riders would park in one or the other lot based on the direction in which they would be leaving at the end of the day. The best quadrant for a second lot would be located on the southwest side of the interchange.
- GDOT and GRTA decided that it was best to go forward with the current plan of constructing only one lot at this time in order to get a lot open. It is hoped that operation of the lot and u-turn will be problem free. However, a schematic layout for a second lot will be prepared separately. It will not be a part of the present design or concept report. Should the U-turn operation become a problem, the layout can be included in a new concept report and implemented under a new project number.

4. Future HOV Concerns:

- GDOT expressed concern that the proposed location of the lot would no longer be feasible once the center lane, barrier separated HOV lanes are constructed on I-75 in the future. An HOV exit is not planned for SR138 and buses/vehicles in the HOV lane would not be able to access the site on SR138 without proceeding to the next HOV exit at Fielder Road.
- GDOT suggested that a lot be installed at Fielder Road instead. Since the SR 138 location would be isolated in the future, the lot would have to be relocated to the new intersection at Fielder Rd, so why not build at Fielder Road now.
- GRTA noted that Fielder Road was investigated initially for the location of the lot, but the location was ruled out since there was not an existing interchange at that road nor would there be for another 10 to 15 years (when the HOV system would be built). Ridership would be difficult to obtain due to decreased convenience for access. Additionally, a lot built now at Fielder Road would most likely need to be destroyed and rebuilt when the HOV lane is added in the future. Therefore, GRTA believed this option was not any

more attractive than the SR 138 location, because both lots could be perceived as "temporary" lots.

- Finally, GDOT noted that the proposed retaining wall that will run parallel to I-75 along the west boundary of the parking lot would have to be destroyed during future HOV expansion of I-75 (even though a 36 ft offset from I-75 is being provided). Therefore, it was suggested by GDOT that a minimum suitable height be used for the retaining wall and not to bring the wall height up to the elevation of the highway.

5. Other Suggestions:

- GDOT also suggested adding a concrete curb under the SR-138/I-75 bridge. This would further ensure prevent left turns into or out of the lot at SR138. The curb would be located in the existing center lane gore striping of SR 138.

Should you have any questions or comments regarding the above information, please do not hesitate to contact us at 678-808-8800. Thank you for your time.



MEMORANDUM

400 Northpark Town Center
1000 Abernathy Road, Suite 900
Atlanta, GA 30328
Phone: (678) 808-8800
Fax: (678) 808-8400

To: Attendees of GRTA – SR 138 Coord. Meeting **File:** 15284006
From: David McKinney, PE **Copy:** Faye DiMassimo, URS
Date: February 3, 2006 **File:**
Subject: MEETING MINUTES – SR 138 Coordination Meeting

Purpose:

The purpose of this memo is to document the Coordination Meeting held with GDOT, FHWA, and GRTA on Thursday, February 02, 2006 starting at 01:00 PM at GDOT headquarters. Contained herein is a summary of items discussed at this meeting.

List of Attendees:

Moderator			
Darrell Richardson, GDOT			
Name	Organization	Phone No.	Email
David Painter	FHWA	404-562-3630	david.painter@fhwa.dot.gov
Marlo Clowers	GDOT-U.D.	404-463-0495	marlo.clowers@dot.state.ga.us
Mark Bartlett	FHWA		mark.bartlett@fhwa.dot.gov
Darryl VanMeter	GDOT-U.D.	404-656-5436	darryl.vanmeter@dot.state.ga.us
Shaun Green	GRTA	404-463-2437	SGreen@GRTA.org
Marvin Woodward	GRTA	404-463-3099	MWoodward@GRTA.org
David McKinney	URS	678-808-8917	David_McKinney@URSCorp.com
Charles Crowell	URS	678-808-8861	charles_crowell@urscorp.com
Darrell Richardson	GDOT-U.D.	404-657-9872	darrell.richardson@dot.state.ga.us

Meeting items discussed are as follows:

A. Purpose of Meeting:

Discuss concerns with the proposed SR-138 Park and Ride Lot design.

B. Discussion of SR-138 Park and Ride Lot:

URS presented a revised concept plan for the SR-138 Park and Ride Lot which incorporated comments that were previously provided by GDOT and FHWA. The following items were discussed at the meeting:

- The 12" wide median in SR-138 will be extended southward to the intersection of SR-138 and the I-75 ramps.
- GRTA agreed to install a concrete pad and conduit at the entrance into the parking lot from the bus pick-up/drop-off area so that a gate could be installed in the future if passenger cars started using the bus lane as a cut through into the parking lot.
- A wide stripe and reflectors will be added to the bus entrance to deter unfamiliar drivers from entering the bus lane.
- URS will study the need for, and provide if necessary, a guardrail and attenuator for the wall at the intersection of the parking lot exit and SR-138.

- URS will provide an estimate of the queue length for left turns onto the southbound ramp of I-75 during the peak hour.
- URS will study and provide an estimate for the rate of vehicle departure from the parking lot and see how it may impact the intersection of SR-138 and the southbound ramp of I-75.
- URS will revise the concept report to include the issues discussed at this meeting and resubmit it on February 10, 2006.

Should you have any questions or comments regarding the above information, please do not hesitate to contact us at 678-808-8800. Thank you for your time.

NOTICE OF LOCATION AND DESIGN APPROVAL

**STATE ROUTE 138 PARK AND RIDE LOT
HENRY COUNTY**

**Project # CSMSL-0007-00(915) Henry County
P. I. No. 0007915**

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: MARCH 27, 2006

This project provides a 5.71 acre park and ride lot located inside the Northeast quadrant of the I-75/SR138 interchange. The project lies entirely within Henry County and within Land District 12, Land Lot 56.

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.

**Marc Mastronardi, District 3 Area 5 Engineer
Department Of Transportation
Griffin Area Office
1001 Highway 19 South
Griffin, GA 30223
(770) 228-7205**

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) 656-5436
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: Sonny Smoak
DATE: January 21, 2005
Revised September 09, 2005
SUBJECT: Traffic Data for Concept Report
SR 138 Park and Ride Lot

The GRTA Park and Ride lot to be located in the northeast quadrant of the I-75/SR 138 interchange is proposed to have access for vehicular traffic on SR 138 and on the northbound I-75 On Ramp. The driveway accessing SR 138 will allow right-in/right-out turning maneuvers only. The I-75 On-ramp access will be limited to entering traffic only, thus no exiting vehicles will be able to access the On-ramp directly.

To determine traffic levels in the area of the park and ride lot, Average Annual Daily Traffic (AADT) traffic information was obtained from the Georgia Department of Transportation (GDOT) and Henry County. The most recent available information is for 2005 when the AADT was recorded as 38,400 vehicles. To determine the annual growth rate of traffic in this area, the volume data collected by GDOT and projected for the year 2025 were evaluated. It was estimated that a growth rate of 3.7% would be reasonable to anticipate. Under the assumption that the park and ride lot would be functional next year, traffic in the area was projected by one (1) year using the estimated growth rate and applied to the existing volumes.

Under the current proposal, the park and ride lot will be comprised of 356 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 1,527 trips on an average weekday. During the morning peak hour there would be 258 trips and during the evening peak hour there would be 214 generated trips.

To understand traffic operations in the area, turning movement counts were performed at the intersections comprising the I-75 / SR 138 interchange. Based upon these counts, capacity analyses were performed for the AM and PM peak periods for 2006 no-build volumes and 2006 built volumes. Future volumes were calculated by distributing trips generated by the proposed GRTA Park and Ride lot in relation to base year volumes. It was assumed that trips generated by this development would be primarily comprised of existing base year trips with five (5) percent of the total generated trips being additional trips from surrounding areas. The following tables summarize capacity analysis results.

SR 138 at SB I-75 On/Off Ramp				
	SB	WB	EB	Intersection
AM Peak No Build 2006 (Delay / LOS)	28.7 sec C	9.7 sec A	7.3 sec A	12.0 sec B
AM Peak Built 2006 (Delay / LOS)	29.9 sec C	9.6 sec A	8.4 sec A	12.4 sec B
PM Peak No Build 2006 (Delay / LOS)	43.4 sec D	6.6 sec A	24.3 sec C	28.0 sec C
PM Peak Built 2006 (Delay / LOS)	42.8 sec D	10.3 sec B	25.4 sec C	28.0 sec C

SR 138 at NB I-75 On/Off Ramp				
	NB	WB	EB	Intersection
AM Peak No Build 2006 (Delay / LOS)	34.5 sec C	13.0 sec B	91.1 sec F	52.4 sec D
AM Peak Built 2006 (Delay / LOS)	34.8 sec C	15.1 sec B	107.2 sec F	61.5 sec E
PM Peak No Build 2006 (Delay / LOS)	51.3 sec D	9.1 sec A	14.8 sec B	15.0 sec B
PM Peak Built 2006 (Delay / LOS)	52.8 sec D	9.5 sec A	16.5 sec B	16.3 sec B

These analyses indicate that there will be a moderate impact during the AM peak period at the intersection of SR 138 and NB I-75 On/Off Ramp, but no other significant increases in delay experienced as a result of the Park and Ride development. It appears that the amount of intersection delay experienced during the AM peak period at the intersection of SR 138 and NB I-75 On/Off Ramp will increase by 9.1 seconds and the eastbound approach will increase by 16.1 seconds which results in an intersection LOS E from a LOS D.

The proposed access on SR 138 will restrict entering and exiting vehicles to right-in/right-out only movements. By restricting vehicles to right-in/right-out only movements, the risks involved with conflicting vehicular movements are avoided. In addition, by restricting exiting vehicles from directly accessing the I-75 On-ramp, potential conflicts are also minimized.

By utilizing a right out only exit on SR 138, there will be a significant increase in U-turns on the westbound approach at SR 138 and the SB I-75 On/Off Ramp. Currently, roadway geometrics do not sufficiently allocate for this movement. Thus, the measures will be taken to upgrade this intersection with signage, signalization, and geometric additions to safely enhance U-turning movements.



TO: David McKinney
FROM: Sonny Smoak
DATE: February 15, 2006
SUBJECT: Queue Length Study
SR 138 Park and Ride Lot

The following analysis was conducted in order to quantify queue-based impacts to the adjacent roadway network due to the development of a GRTA park and ride lot on SR138. Specific attention was given to the left-turn lanes at the southbound and northbound on ramps to I-75, where proposed U-turns maneuvers are to be introduced.

Access to the SR 138 park & ride lot is proposed via a right-in/right-out only driveway approximately 340 feet west of the I-75 northbound on-ramp. As a result of this configuration, a significant percentage of u-turn maneuvers are expected to occur at both ends of the interchange. During the morning commute, vehicles approaching from the west must perform U-turns at the eastern side of the interchange to reach the site entrance. During the evening commute, vehicles wishing to head eastbound or northbound must first leave the site heading west and then perform a U-turn at the western side of the interchange.

It is uncertain how many u-turn maneuvers will occur after the lot is open, but it is believed that the ultimate distribution of traffic from the lot will approximately mimic that of existing traffic at the interchange. Given this assumption, it is expected that 48% of the vehicles entering the park & ride lot in the morning hours will be approaching from the west and will perform a u-turn maneuver in order to reach the lot entrance. Similarly, 45% are expected to be approaching from the east and the remaining 7% are expected to approach from the south. The latter two approaches will not need to perform a u-turn. During the evening commute, it is expected that 68% of the vehicles exiting the park & ride lot will perform a u-turn maneuver so as to ultimately head toward points north along I-75 or east along SR 138. Similarly, 28% are expected to continue west along SR 138 and 4% are expected to proceed South on I-75. No trips were assumed to head south along I-75.

Peak hour trip generation for the lot is assumed to be a function of the number of buses, and their seating capacity, serving the lot during the morning and evening peak hours. Assuming that one empty/full bus arrives every 15-minutes during that time, approximately 50 people will either enter the site to board the bus or exit the bus and then leave the site. Therefore, 200 vehicles per hour are assumed to be entering/exiting the lot, all of which are assumed to be new trips to the corridor for simplicity.

The A.M queue for the SR 138 eastbound left-turn lane at the I-75 northbound ramp signal was measured to average 35 cars per cycle. Queues of 35 cars indicate significant congestion with no expected clearing. The queues are expected to lengthen, though not significantly, with the addition of the park & ride lot traffic to the system.

The PM queue for the SR 138 westbound left-turn lane at the I-75 southbound ramps signal was measured to average 2 cars per cycle, but cleared every cycle. Again, the queues are expected to lengthen with the addition of the park & ride lot traffic to the system, but not to the point of blocking the thru lanes or egress from the lot. Also, the turn-lane is still expected to be able to clear every cycle. This also includes occasional buses that are expected to use the lane as they continue southbound in the evenings.

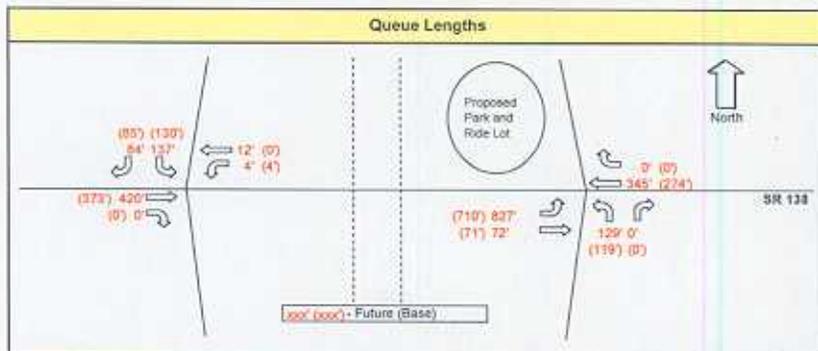
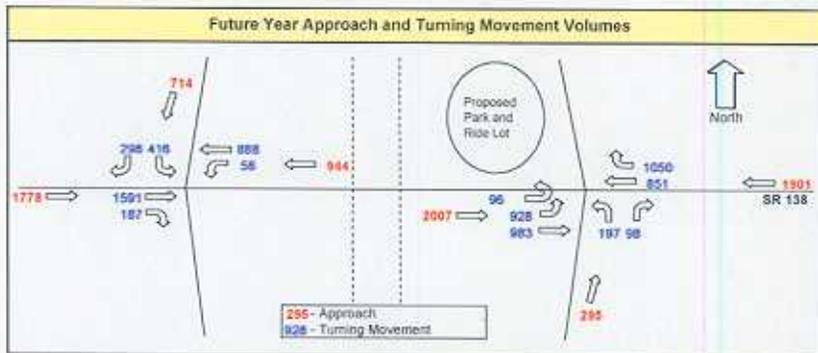
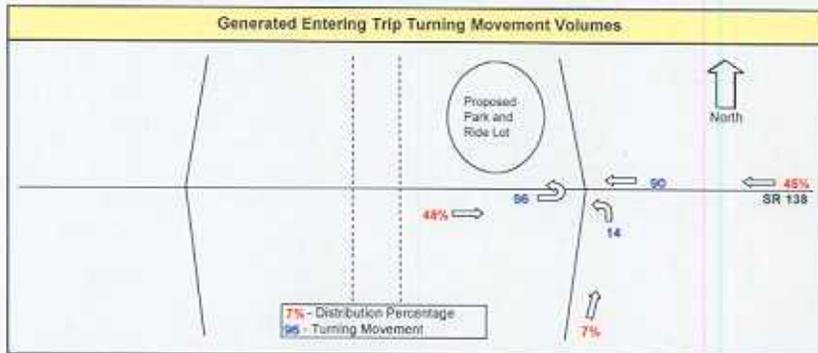
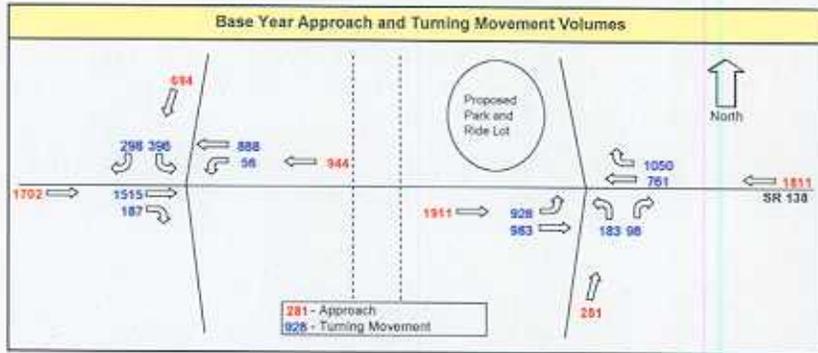
It will likely be appropriate to retime the traffic signals at this interchange to account for the new operations associated with the park & ride lot to ensure efficient operations within the interchange.

The following table summarizes forecast queue lengths in the left turn on both sides of the interchange. The methodology used for evaluating forecast queue lengths at each intersection is based on criteria set forth in the Transportation Research Board's Highway Capacity Manual, 2000 Edition (HCM 2000). Synchro software, which emulates HCM 2000 methodology, was used for this analysis.

Forecast Queues at SR 138 and NB I-75 On Ramp					
Eastbound Queues at SR 138 and SB I-75 On Ramp (Morning Commute)					
Approach	Percentile	Queue Length	Bus Length	Total Required	L/T storage
EB LT	50th	827' (41 cars)	n/a	827'	200'
Westbound Queues at SR 138 and SB I-75 On Ramp (Evening Commute)					
Approach	Percentile	Queue Length	Bus Length	Total Required	L/T storage
WB LT	50th	153' (8 cars)	45'	197'	200'

Volume data and analysis results are attached.

AM Peak



PM Peak

