ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007916, Clayton County
CSMSL-0007-00(916)
Lamar Hutcheson Parkway Park and Ride Lot

OFFICE Preconstruction

DATE January 31, 2006

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

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No.0007916, Clayton County
CSMSL-0007-00(916)
Lamar Hutcheson Parkway Park
And Ride Lot

OFFICE Preconstruction

DATE January 24, 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 3.96 acre park and ride lot facility at an undeveloped parcel along the east side of Lamar Hutcheson Parkway between Roberts Drive and Valley Hill Road. 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 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 facility infrastructure will consist of approximately 262 new parking spaces, three bus pavilions and one fare systems shelter, and access to the site from Lamar Hutcheson Parkway. There are two driveway connections for the site---a combined vehicle-buses entrance at the existing median break and a buses-only right out. Vehicles will enter and exit the site at the combined entrance mentioned above. Refer to the attached Traffic Analysis Report for additional information relative to bus routes and traffic impacts. The design also includes an area reserved for stormwater detention. This dry detention pond will be designed such that the rate of stormwater leaving the developed site will not exceed that of the predeveloped conditions. Therefore, downstream areas will not be significantly impacted by the development. Off site stormwater, which currently flows across the property from the east, will be piped through the site, bypassing the detention pond.

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:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$1,607,000	$1,500,000	RRB	2007
Right-of-Way	$ 201,000	$ 400,000	RRB	2006
Utilities*	-----	-----		

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR _____
Buddy Gratton, P.E., Director of Preconstruction

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Lamar Hutcheson Parkway Park and Ride Lot
Clayton County

Project Number: ~~MSL-0003-00(541)~~ CSMSL-0007-00(916)
PI No. **0007916**
County: **Clayton**

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: C.R. 491

Recommendation for Approval:

DATE 1/11/06 Marlo S. Cleveland
Project Manager

DATE 1/12/06 Jarrod B Barker
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

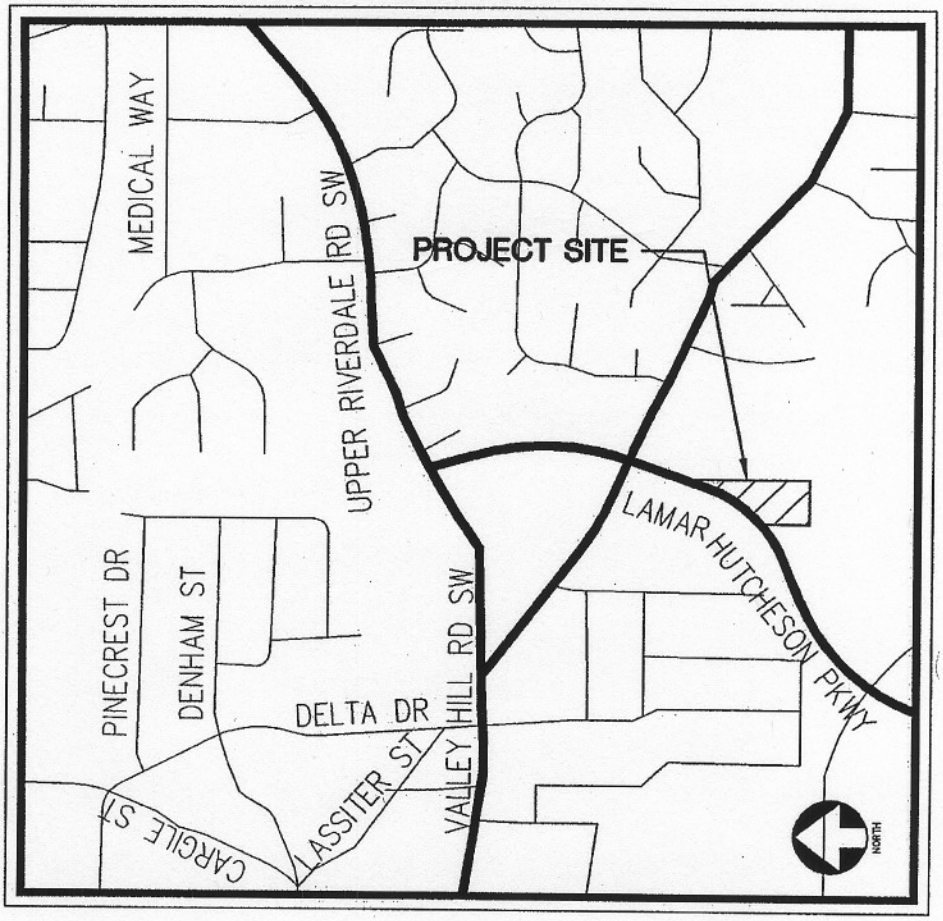
DATE _____ Financial Management Administrator

DATE _____ State Environmental / Location Engineer

DATE _____ Project Review Engineer

DATE _____ State Traffic Safety and Design Engineer

DATE _____ District Engineer



-CSMSL-0007-00(916)

Location Map

Project: ~~**MSL-0003-00(541)**~~ **PI No.: 0007916**

Description: Lamar Hutcheson Parkway Park and Ride Lot

Clayton County

NOTICE OF LOCATION AND DESIGN APPROVAL

LAMAR HUTCHESON PARKWAY PARK AND RIDE LOT
CLAYTON COUNTY

CSMSL-0007-00(916)

Project # ~~MSL-0003-00(541)~~ Clayton County

P. I. No. 0007916

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: JANUARY 31, 2006

This project provides a 3.96-acre park and ride lot on the east side of Lamar Hutcheson Parkway, between Roberts Drive and Valley Hill Road, in Clayton County, Georgia. The project lies entirely within Clayton County and within Land District 13, Land Lot 150.

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.

Michael Lankford, Area Engineer
Department Of Transportation
Virginia Avenue Area Office
940 Virginia Avenue
Hapeville, GA 30030
(404) 559-6658

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.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Lamar Hutcheson Parkway Park and Ride Lot
Clayton County
CSMSL-0007-00(916)
Project Number: ~~MSL-0003-00(541)~~
PI No. **0007916**
County: **Clayton**

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: C.R. 491

Recommendation for Approval:

DATE 1/11/06 Marlo S. Clowers
Project Manager

DATE 1/12/06 James B Beck
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

1-17-06 Thad Bohl
DATE State Traffic Safety and Design Engineer

DATE _____ District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Lamar Hutcheson Parkway Park and Ride Lot
Clayton County

Project Number: ~~MSL-0003-00(541)~~ CSMSL-0007-00(916)
PI No. **0007916**
County: **Clayton**

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: C.R. 491

Recommendation for Approval:

DATE 1/11/06 Marlo S. Clowers
Project Manager

DATE 1/12/06 James B Burch
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).

1/13/05 Joseph P Palladi
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 — District Engineer

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 Lamar Hutcheson Parkway Park and Ride Lot. This facility would be located in a 3.96-acre undeveloped parcel along Lamar Hutcheson Parkway/CR491, between Roberts Drive/CR820 and Valley Hill Road/ST9097 in Clayton County, Georgia.

Description of the proposed project: The proposed project consists of constructing a park and ride lot facility on a 3.96-acre site located in Clayton County, Georgia. The facility will be located at an undeveloped parcel along the east side of Lamar Hutcheson Parkway, between Roberts Drive and Valley Hill Road. The Riverdale Assembly of God is to the east, an undeveloped parcel to the west, apartment homes to the south, and Lamar Hutcheson Parkway to the north border of the parcel. The park and ride facility infrastructure would consist of approximately 262 new parking spaces, three bus pavilions and one fare systems shelter, and access to the site from Lamar Hutcheson Parkway.

There are two driveway connections for the site: a combined vehicle-buses entrance at the existing median break and a buses-only right out. Vehicles will enter and exit the site at the combined entrance mentioned above. Refer to the attached Traffic Analysis Report for additional information relating by bus routes and traffic impacts.

The design also includes an area reserved for stormwater detention. This 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. Offsite stormwater, which currently flows across the property from the east, will be piped through the site, bypassing the detention pond.

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: Lamar Hutcheson Parkway – urban minor arterial

U.S. Route Number(s): N/A
State Route Number(s): N/A
County Route Number(s): CR 491 – Lamar Hutcheson Parkway

Traffic (2004 AADT): Lamar Hutcheson Parkway – 10,827

Existing design features:

- Typical Section: Lamar Hutcheson Parkway is a 4-lane divided urban roadway, with a 20-foot raised median and sidewalk on each side.
- Posted speed: Lamar Hutcheson Parkway - 35 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: Lamar Hutcheson Parkway, R/W varies
- Major structures: None
- Major interchanges or intersections: Lamar Hutcheson Parkway at Valley Hill Road
- Existing length of roadway segment: 0 miles in length

Proposed Design Features:

- Proposed typical section(s): No roadway improvements are expected to the Lamar Hutcheson Parkway itself. The vehicle-bus access point is located immediately across from the existing median opening along Lamar Hutcheson. The bus exit drive, which will be "right turn only," is located near the northeastern most point of the site.
- 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: Acquisition of 3.96 acres for parking lot only.
  - Easements: Temporary ☒, Permanent ☒, Utility ☐, Other ☐.
  - Type of access control: Full ☐, Partial ☐, By Permit ☒, Other ☐.
  - Number of parcels: 1

    Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges: None
  - Retaining walls: Retaining walls may be required along the west and/or east side of the site. In addition, the detention pond may also be constructed of concrete retaining walls on each side.
- Major intersections: Lamar Hutcheson Parkway at Valley Hill Road
- Traffic control during construction: Minimal traffic control is anticipated on Lamar Hutcheson Parkway for the construction of the driveways. All work will be constructed under traffic.
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	☐	☐	☒
ROADWAY WIDTH:	☐	☐	☒
SHOULDER WIDTH:	☐	☐	☒
VERTICAL GRADES:	☐	☐	☒
CROSS SLOPES:	☐	☐	☒
STOPPING SIGHT DISTANCE:	☐	☐	☒
SUPERELEVATION RATES:	☐	☐	☒
HORIZONTAL CLEARANCE:	☐	☐	☒
SPEED DESIGN:	☐	☐	☒
VERTICAL CLEARANCE:	☐	☐	☒
BRIDGE WIDTH:	☐	☐	☒
BRIDGE STRUCTURAL CAPACITY:	☐	☐	☒

- Design Variances: None expected
- Environmental concerns: None. CE document preparation complete and approved.
- 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, Ga. State Properties Board
- Relocation of Utilities, GDOT
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor

Coordination

- Concept meeting date and brief summary: The *Concept Meeting was held on September 07, 2005. The meeting minutes are attached.*
- P. A. R. meetings, dates and results: *Not required*
- FEMA, USCG, and/or TVA: *None*
- Public involvement: *Public meeting not required*
- Local government comments: *GRTA has met several times with the Clayton County Board of Commissioners to discuss this project. Clayton County is not opposed to the project.*
- Other projects in the area: *None*
- Other coordination to date: *None*
- Railroad Coordination: *Not required*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 2 Months
- 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: 1 Month
- Time to purchase right of way: 2 Months
- List other major items that will affect the project schedule: None anticipated

Alternates considered:
There are limited, undeveloped parcels in this immediate area. Alternate sites at this location are still pending at this time.

Comments:
This property is currently owned by Clayton County. A cost estimate to acquire the land is attached.

Attachments:

1. Preliminary Cost Estimate
2. Concept Meeting Minutes
3. Notice of Location and Design Approval
4. Traffic Data Memorandum
5. Concept Plan
6. Preliminary ROW Estimate

CONCEPT COST ESTIMATE - LAMAR HUTCHESON PARKWAY PARK AND RIDE

PROJECT TITLE: LAMAR HUTCHESON PARKWAY PARK AND RIDE
PROJECT NUMBER: MSL-0003-00(541)
DATE: OCTOBER 10, 2005
PREPARED BY: DJC

COUNTY: CLAYTON
ESTIMATED LETTING DATE:
PROJECT LENGTH: N/A

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

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
A. RIGHT-OF-WAY				
1a. PROPERTY (LAND)	3.956	AC	$35,000.00	$138,460.00
1b. PROPERTY (EASEMENT)	0	AC	$0.00	$0.00
2. DISPLACEMENTS	0			$0.00
3. OTHER COSTS (ADM./COST, INFLATION)				$62,307.00
			SUB-TOTAL A	**$200,767.00**
B. REIMBURSABLE UTILITIES: Note - Utility information not available during Concept Development.				
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	1,600	SF	$35.00	$56,000.00
b. BRIDGES	0			$0.00
c. DETOUR BRIDGES	0			$0.00
d. BOX CULVERTS	0			$0.00
e. DETENTION POND RETAINING WALL	3,600	SF	$35.00	$126,000.00
f. 24" RCP BYPASS PIPE	580	LF	$45.00	$26,100.00
g. WATER QUALITY DEVICE/OUTLET	1	EA	$20,000.00	$20,000.00
			SUB-TOTAL C-1	**$228,100.00**
2. GRADING AND DRAINAGE				
a. EARTHWORK	35,500	CY	$3.00	$106,500.00
b. DRAINAGE	3.96	AC	$5,000.00	$19,800.00
c. CURB & GUTTER	3,900	LF	$10.00	$39,000.00
			SUB-TOTAL C-2	**$165,300.00**
3. PAVEMENT				
a. 8" AGGREGATE BASE	6,105	TN	$15.00	$91,575.00
b. 1.5" ASPHALT PAVING - 9.5 mm	1,119	TN	$40.00	$44,771.02
c. 2" ASPHALT PAVING - 19mm	1,492	TN	$40.00	$59,694.69
d. 3" ASPHALT PAVING - 25mm	2,239	TN	$40.00	$89,542.04
e. 4" CONCRETE SIDEWALK	1,800	SY	$20.00	$36,000.00
			SUB-TOTAL C-3	**$321,582.74**
4. LUMP ITEMS:				
a. TRAFFIC CONTROL	1	LS	$20,000.00	$20,000.00
b. CLEARING AND GRUBBING	3.96	AC	$5,000.00	$19,800.00
c. LANDSCAPING	3.96	AC	$5,000.00	$19,800.00
d. EROSION CONTROL	3.96	AC	$5,000.00	$19,800.00
			SUB-TOTAL C-4	**$79,400.00**
5. MISCELLANEOUS				
a. LIGHTING	3.96	AC	$15,000.00	$59,400.00
b. SIGNING AND STRIPING	3.96	AC	$1,000.00	$3,960.00
c. BUS PAVILION	3	EA	$78,000.00	$234,000.00
d. FARE SYSTEMS SHELTER	1	EA	$98,000.00	$98,000.00
			SUB-TOTAL C-5	**$395,360.00**
			PROJECT SUB-TOTAL	**$1,390,509.74**
			ENGINEERING & CONTIGENCY (10%)	$139,050.97
			PROJECT TOTAL	**$1,529,560.72**
			1-YEAR INFLATION, 5%PER YEAR	$76,478.04
			PROJECT GRAND TOTAL	**$1,606,038.75**

URS

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:** 15284009

From: David McKinney, PE **Copy:** Brian Bolick-URS
Date: September 14, 2005

Subject: CONCEPT MEETING MINUTES – Lamar Hutcheson Park & Ride Lot - GRTA

Purpose:
The purpose of this memo is to document the Concept Meeting held on Wednesday September 07, 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**
Andy Adams	Clayton County DOT	770-473-5453	andrew.adams@co.clayton.ga
Jerry Milligan	GDOT/ROW	770-986-1541	
David McKinney	URS	678-808-8917	David_McKinney@URSCorp.com
Marvin Woodward	GRTA	404-463-3099	MWoodward@GRTA.org

Meeting agenda and items discussed are as follows:

A. ***Description of Project by URS***
   1. **Attendee Introductions**
   2. **Orientation of property in relation to adjacent roads and major developments:** Property frontage on Lamar Hutcheson Parkway. Property adjacent to existing church.
   3. **Highlights of design**: Park & Ride lot with approximately 262 parking spaces, 3-bus pickup/drop-off bays, KISS ride, security cameras and a ticket vending shelter.
   4. **Points of ingress/egress for Buses and for Vehicles:** An entrance drive will be added on Lamar Hutcheson Parkway for shared use by commuter vehicles and buses. Vehicles and buses can enter the site from the northbound and southbound lanes of Lamar Hutcheson Parkway. A median break is located directly across from the entrance and will allow southbound vehicles to make a left into the site. A right-out driveway will also be installed along further north along Lamar Hutcheson Parkway for shared use of buses and vehicles leaving the site. The existing median on Lamar Hutcheson Parkway will prohibit left turn movements from this exit.

Therefore, all vehicles and buses wishing to go south must proceed to the intersection at Valley Hill Road, turn left and proceed to SR85 where they will be able to go south.

5. **Misc. Features:** Stormwater detention will be added at the southern end of the site. The pond will most likely be built with cast-in place retaining walls. Site lighting and landscaping are included in the project.

B. ***Discussion:***

1. **Utilities:**
   No Comments (no representation at meeting)
2. **Traffic Ops:**
   No Comments (no representation at meeting)
3. **General Discussion**

Comment: Clayton County DOT questioned whether buses/vehicles will ever need to make left turn movements (i.e. travel south) when leaving the site.
Response: URS explained that all vehicles leaving the site must take a right. Any vehicles wishing to go south must proceed to the intersection of Valley Hill Road and Lamar Hutcheson Parkway, turn left and proceed to SR85 before heading south.

Comment: GDOT expressed concern over the sharp angle of the exit drive in reference to bus drivers not being able to see clearly while looking over their left shoulders.
Response: URS/GRTA believes that bus drivers will have a clear view of oncoming traffic at the present angle of the driveway. However, URS will revise the driveway with a lessened angle.

Comment: GDOT stated that the two lane exit shown on the concept plan may be hazardous. Concern was expressed that two vehicles exiting at the same time, in the same direction may collide with each other.
Response: URS agrees and will modify the concept plan such that vehicles and buses do not share the same exit. In addition, the concept will be revised so that the vehicle and bus *entrances* are also separated. The buses and vehicles will not share any drives in the revised concept.

Comment: GDOT ROW inquired about who will purchase the property.
Response: The Georgia State Properties Board has been given the responsibility of acquiring the property.

Comment: Clayton County DOT requested that the following elements be included in the design:

- Deceleration lane for entering vehicles
- Sidewalks along property frontage. Tie into existing sidewalks
- Relocated vehicle exit to enable commuters to use existing median break for left turn movements.

Response: URS will modify the concept plan according to each of Clayton County's requests (see revised concept plan)

Comment: GDOT requested a copy of the approved NEPA document (if available)
Response: The CE is nearing approval and will be forwarded to the GDOT Urban Design office once finalized.

Comment: GDOT requested that the KISS ride be relocated away from the bus drop-off.
Response: URS agrees and will relocate the KISS ride to a location within the parking area (see revised concept plan).

Comment: Clayton County DOT believes the existing median opening may be too large. They have asked that research be done to see if the opening can be reduced.

Response: The size of the existing median opening is dictated by the path of vehicles leaving the existing library towards the north. These vehicles would most likely hit the curb if the median opening were decreased. No changes are recommended.

C. ***Action Items:***

1. **Revisions to the Concept Report:**

   Comments received at this meeting and the revised concept plan 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.

URS

TO: David McKinney, P.E.

FROM: Scott Younker, E.I.T.

THROUGH: Daniel B. Dobry, Jr., P.E.

DATE: December 13, 2005

SUBJECT: Traffic Analysis for
Lamar Hutcheson Parkway Park and Ride Lot
Project No. 15284009

INTRODUCTION:
The GRTA Xpress Bus park and ride lot to be located in the Riverdale area is currently proposed to be constructed along the east side of Lamar Hutcheson Parkway between Roberts Drive and Valley Hill Road. Lamar Hutcheson Parkway, County Road 491, is a four-lane median divided roadway that connects State Route (SR) 85 to Upper Riverdale Road. According to GDOT's Road Characteristics File, Lamar Hutcheson Parkway is an urban minor arterial, carrying an AADT of 10,827 in 2004; of which approximately 6% are trucks according to Clayton County Traffic Engineering estimates. Under its proposed layout the park and ride lot, which will provide parking for 262 vehicles, will have one entrance/exit driveway aligned at the median break, and one bus only right turn exit driveway.

Information presented in the September 2003 "Regional Express Service Bus Plan" indicates that the initial route serving the Riverdale park and ride lot will be the #442, Riverdale – Downtown Atlanta. This route will provide peak period, peak direction service to this park and ride lot between Clayton County at Pointe South Parkway and downtown Atlanta at McGill Boulevard. SR 85 is the nearest major arterial that will be used for the express portion of the bus trip. During the morning commuting hours from 6-8 A.M., the five inbound trips with 30-minute headway operations will be covered by three buses; the first and second buses that depart will deadhead to make a second inbound run. During the evening commuting hours from 4-6 P.M., the five outbound trips with 30-minute headway operations will again be covered by three buses; the first and second buses departing will deadhead for a second outbound run.

ROUTING:
Buses destined for downtown, from Pointe South Parkway, would access the park and ride lot from SR 85 at Lamar Hutcheson Parkway where they would turn right and travel to the park and ride lot entrance. Exiting buses would turn right onto Lamar Hutcheson Parkway, turn left at the signalized intersection with Valley Hill Road, and proceed to the

signalized intersection with Upper Riverdale Road, where they would again make a left turn. Then after traveling a short distance they would turn right and rejoin SR 85.

Buses destined for Point South Parkway from downtown Atlanta, would access the park and ride lot from SR 85 by making a left turn at the signalized intersection with Valley Hill Road, proceed to the signalized intersection with Upper Riverdale Road where they would turn right, proceed to the signalized intersection with Lamar Hutcheson Parkway where they would turn right and travel a short distance before turning left into the station area.

Vehicles accessing the site from points north are expected to access the site via three possible routes. One route originates from Upper Riverdale Road westbound where vehicles are expected to turn left on Lamar Hutcheson Parkway, turn left into the park and ride lot. Another route, originating from Upper Riverdale Road eastbound, is expected to turn right on Valley Hill Road, turn right on Lamar Hutcheson Parkway, and finally turn left into the park and ride lot. The third alternative, originating from Roberts Drive eastbound, is expected to turn left at Lamar Hutcheson Parkway, and turn right into the park and ride lot. Vehicles are expected to have minimal difficulty negotiating each of these signalized intersections. These patrons would exit the driveway by making a right turn onto Lamar Hutcheson Parkway northbound, where they would proceed to destinations north of the park and ride lot.

Patrons originating south of the site would enter Lamar Hutcheson Parkway at the signalized intersection with Roberts Drive and travel a short distance before turning right into the site parking lot. These patrons would exit the driveway by making a left turn onto Lamar Hutcheson Parkway southbound, where they would proceed to destinations south of the park and ride lot.

CONCERNS:

An exiting maneuver of concern will be for southbound buses exiting the park and ride lot. The exit driveway, which is not aligned with the median break, will require exiting buses to travel north on Lamar Hutcheson Parkway to the signalized intersection with Valley Hill Road, where they will have two options, both requiring left turns at signalized intersections. The first option involves continuing straight through to Upper Riverdale Road, where buses would make a left at the traffic signal before proceeding to SR 85 where they would make a second left turn. The second option involves making a left turn onto Valley Hill Road, before proceeding to the signalized intersection with Upper Riverdale Road, where they will be required to make a second left turn. A third left turn at the signalized intersection with SR 85 will be required before continuing to Pointe South Parkway. Protected permitted left turn phases exist at the intersections of Valley Hill Road at Lamar Hutcheson Parkway and Upper Riverdale Road at SR 85. This circuitous pattern will add travel time to the southbound leg of this express bus route due

to the requirement for buses to backtrack, traveling north away from their destination, and to make repeated left turns.

Another concern with the shared main entrance is the limited storage space for exiting vehicles which creates the potential for exiting vehicles to block access to the bus entrance when only a few vehicles are queued at the exit. Signage should be erected to advise vehicles not to block the bus entrance driveway.

A final concern is the potential for patrons to enter the bus loading area from the main entrance. Signage advising patrons not to enter the bus only area should be implemented to avoid potential conflicts.

ANALYSIS:

To quantify traffic operations in the area and evaluate the impact the park and ride lot and Xpress service may cause, turning movement counts were performed at four intersections in the immediate vicinity of the park and ride lot. Along Lamar Hutcheson Parkway traffic volume counts were performed at Roberts Drive, Valley Hill Road, and Upper Riverdale Road. Additionally, turning movement counts were taken at the intersection of Valley Hill Road with Upper Riverdale Road. These existing peak hour volumes are shown on Figure 1.

During the morning peak period from 7 A.M. to 9 A.M., the following bi-directional volumes were present on the links of the adjacent street network that will be traversed by the Xpress Buses:

Lamar Hutcheson Parkway between:	
Roberts Drive and Valley Hill Road	1136 vehicles
Valley Hill Road and Upper Riverdale Road	873 vehicles
Valley Hill Road between:	
SR 85 and Upper Riverdale Road	1185 vehicles
Upper Riverdale Road and Lamar Hutcheson Pkwy	409 vehicles

During the evening peak from 4 P.M. to 6 P.M., the bi-directional volumes were:

Lamar Hutcheson Parkway between:	
Roberts Drive and Valley Hill Road	1656 vehicles
Valley Hill Road and Upper Riverdale Road	1194 vehicles
Valley Hill Road between:	
SR 85 and Upper Riverdale Road	2099 vehicles
Upper Riverdale Road and Lamar Hutcheson Pkwy	768 vehicles

Under the current proposal, the park and ride lot will be constructed with 262 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 when fully operational would generate 1,176 trips on an average weekday. The adjacent street network would experience generated trips during the morning peak hour on the order of 185 trips and during the evening peak hour 160 trips.

To estimate the distribution of the park and ride lot generated trips, an evaluation was performed that incorporated traffic volumes, connectivity of the adjacent road network, and orientation of trip generators. The distribution of the site generated traffic was assigned per the percentages shown in Figure 2.

The current turning movement count data was used to evaluate the operating conditions at those intersections. The existing traffic volumes were grown at a rate of 3% for one year to an anticipated opening date of the facility in 2006. The Level of Service (LOS) for these background volumes is presented in Table 1. All the intersections are projected to operate at an acceptable LOS, with the exception of Lamar Hutcheson Parkway at Upper Riverdale Road. A review of the capacity analysis revealed the problem at this intersection is delay caused by high northbound right turning traffic volume during both the morning and evening periods. An additional factor contributing to delay during the evening period is the high volume of traffic turning left from Upper Riverdale Road onto Lamar Hutcheson Parkway. These heavy turning movement volumes are likely a result of vehicles traveling to and from I-75, which is only a few miles away.

Next the total future volumes, shown in Figure 3, were calculated by adding park and ride lot generated traffic to the background volumes. Under these future conditions, operations were evaluated and are also shown in Table 1. From the results of the evaluation, the LOS remained the same. Consequently, the introduction of the park and ride lot generated traffic to the adjacent street network will have an insignificant impact to area traffic operations.

Table 1: Summary of Background and Future Intersection Operations

	Background		Future	
Intersection	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS
Lamar Hutcheson Pkwy at Valley Hill Rd.	B	C	B	C
Lamar Hutcheson Pkwy at Upper Riverdale Rd.	F	F	F	F
Lamar Hutcheson Pkwy at Roberts Dr.	B	C	B	C
Valley Hill Rd. at Upper Riverdale Rd.	B	A	B	A

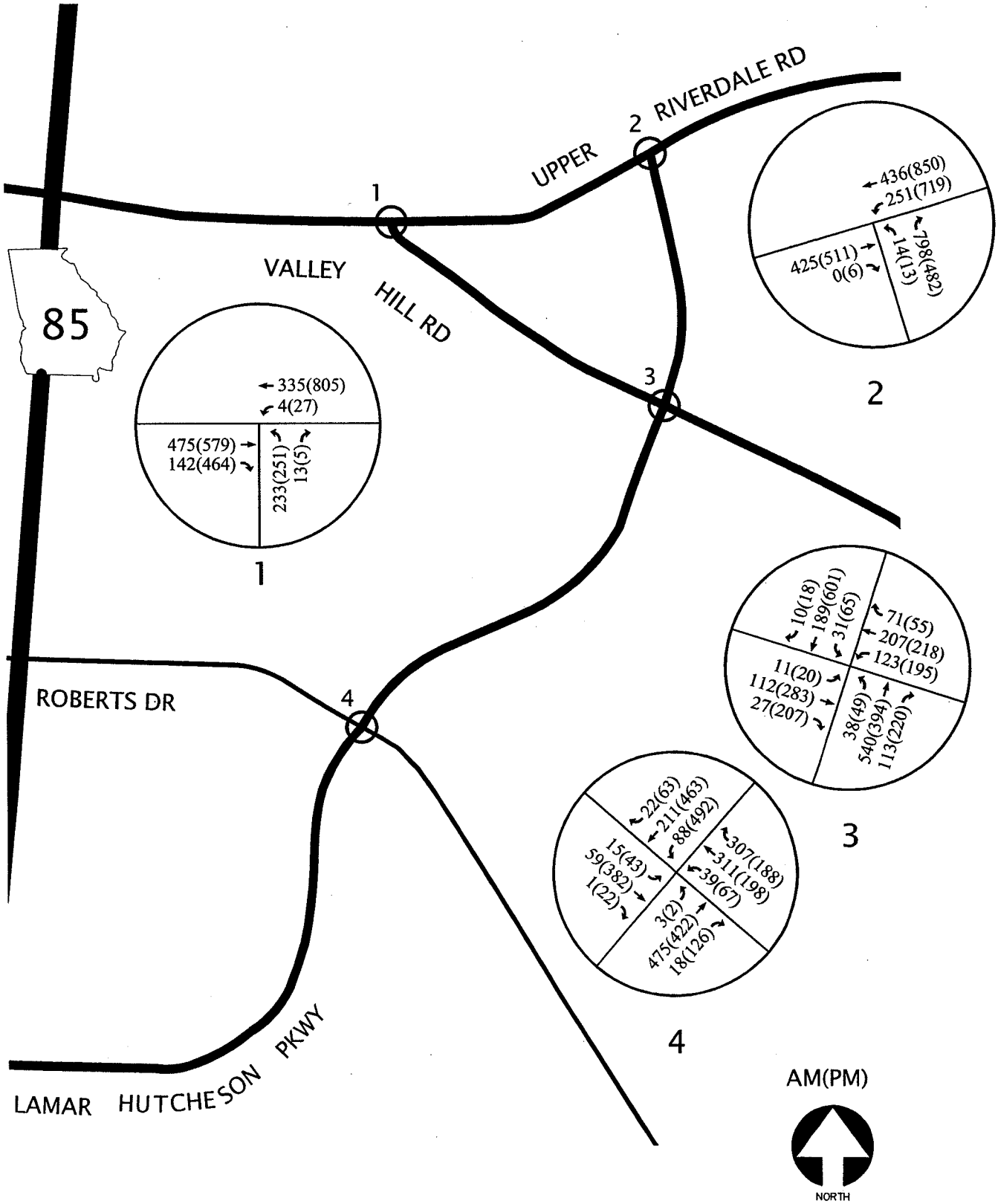
RECOMMENDATIONS:

Despite the imperceptible impact the park and ride lot will have on the area traffic operations, Lamar Hutcheson Parkway at Upper Riverdale Road currently operates below the LOS standard. One recommendation for improving the current and future roadway operations at Lamar Hutcheson Parkway at Upper Riverdale Road includes adding a signal head allowing a protected plus overlap signal phase to accommodate the heavy volume of vehicles making a right turn onto Upper Riverdale Road from Lamar Hutcheson Parkway. An analysis of this operation shows that this change could bring the future LOS including park and ride traffic to within a LOS D. When considering this alternative careful planning should be made to maintain the current pedestrian crossing safety.

CONCLUSION:

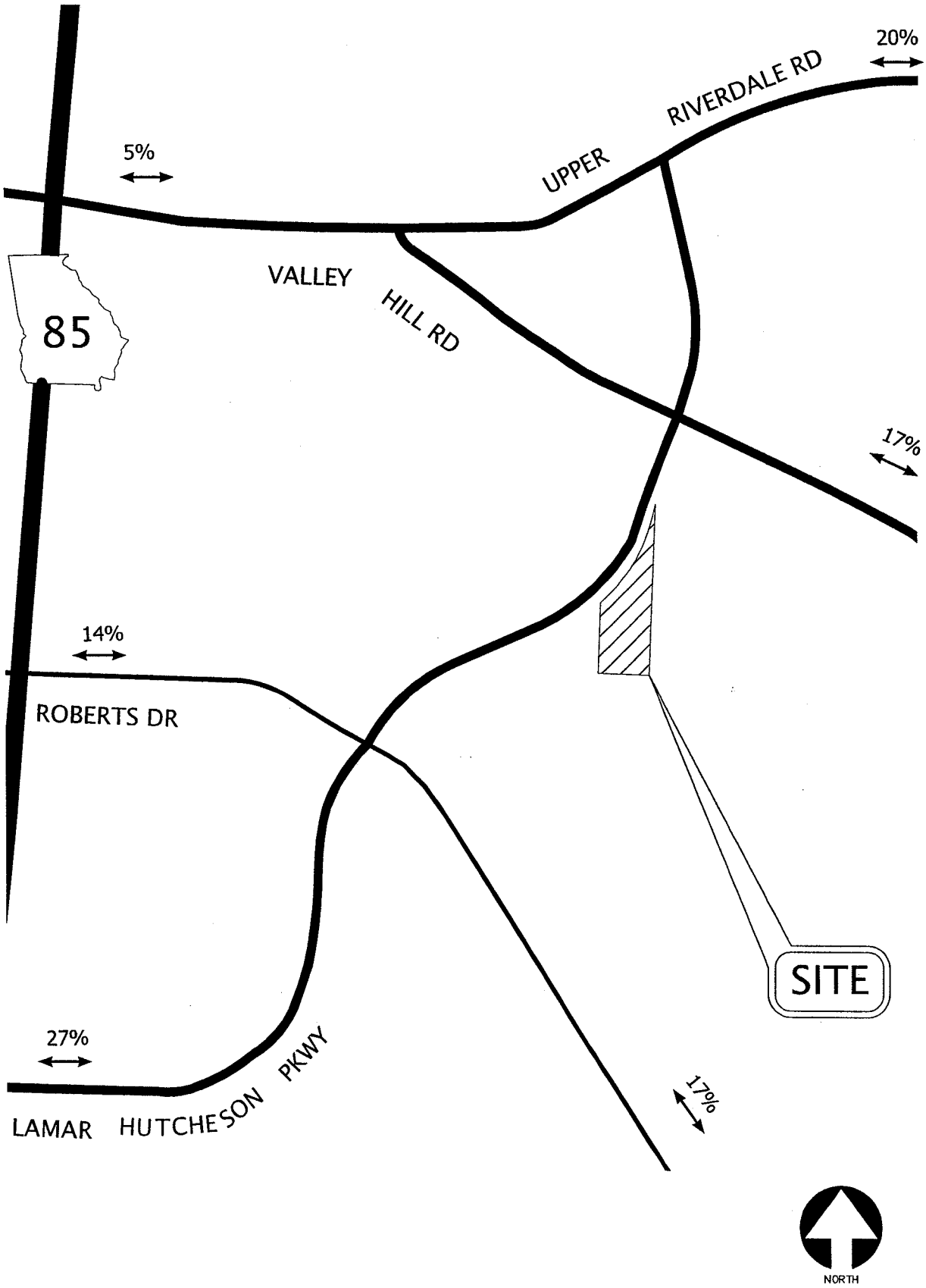
The primary area of concern with the current layout of the park and ride lot is the geometry of the bus exit driveway requiring southbound buses backtracking north because the exit driveway is not aligned with the median break.

Future bus operations from this facility anticipate extending the route to start at Fayetteville. With this service information, there will ultimately be ten additional bus trips that will added to the peak hour background traffic volumes. From the operational analysis, patrons to the park and ride lot as well as the Xpress Buses themselves will have no difficulty accessing the park and ride lot. More importantly, the introduction of the park and ride lot related buses and vehicles will have an imperceptible impact on the adjacent intersection and link traffic operations.



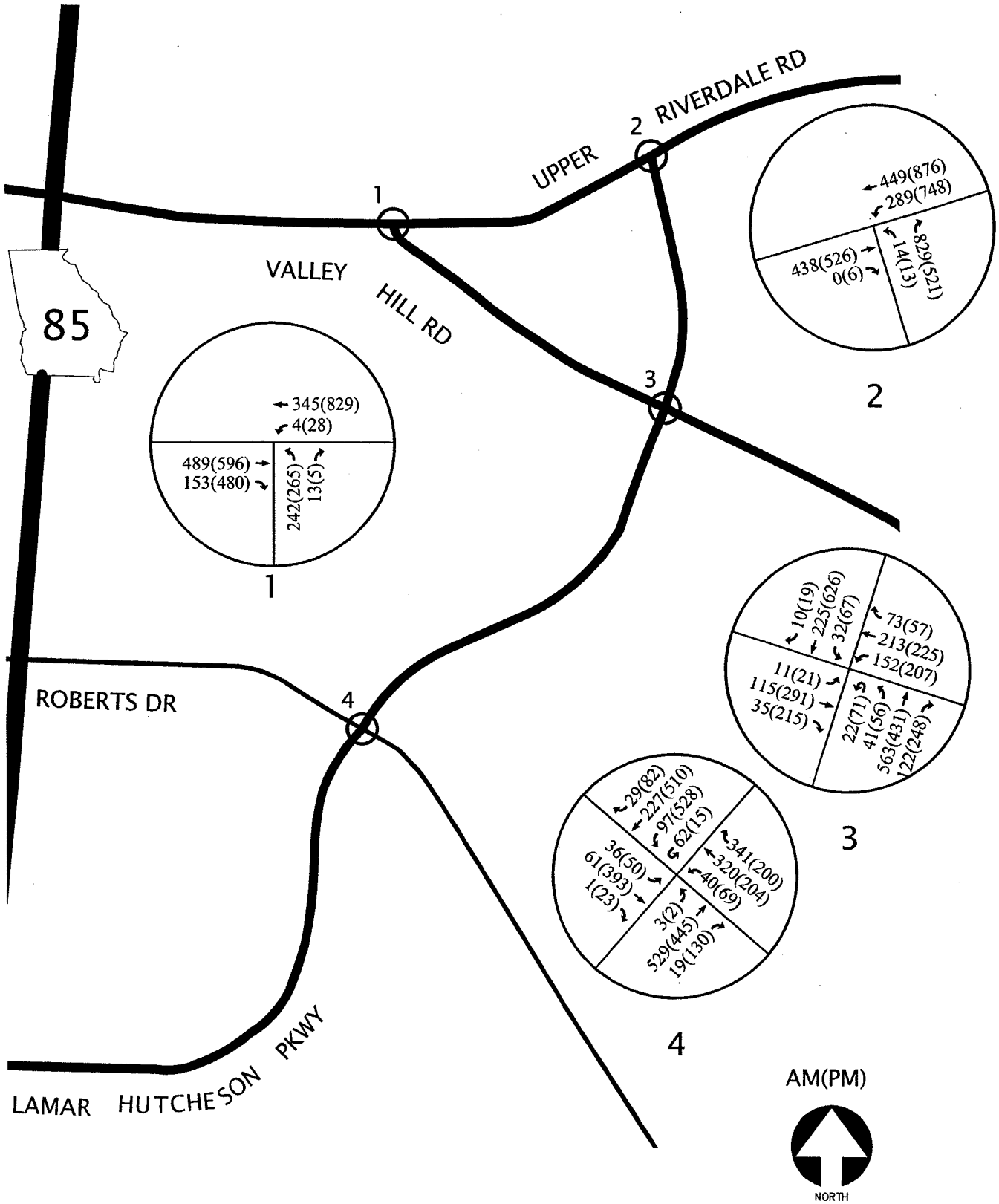
EXISTING WEEKDAY PEAK HOUR VOLUMES FIGURE 1

URS Corporation



TRIP DISTRIBUTION FIGURE 2

URS Corporation



FUTURE WEEKDAY PEAK HOUR VOLUMES FIGURE 3

URS Corporation

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
CLAYTON	MSL-0003-00(541)		

CONCEPT DESIGN BACKGROUND DATA SOURCES

TOPO:
- ☒ USGS QUAD MAP (date: UNKNOWN)
- ☐ COUNTY GIS MAP (date)
- ☐ FIELD RUN TOPO (dated xx/xx/xx)

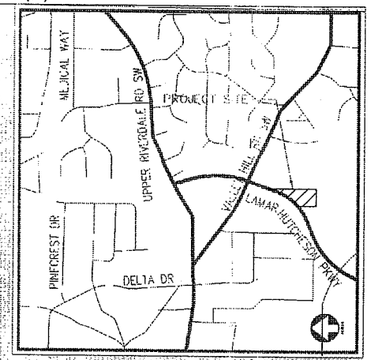
BOUNDARY:
- ☐ ESTIMATED
- ☐ GIS/TAX PARCEL
- ☒ BOUNDARY SURVEY (dated 01/25/05)

EXISTING SITE FEATURES:
- ☒ COUNTY GIS/ARIAL PHOTO (date: UNKNOWN)
- ☐ FIELD RUN SURVEY (dated xx/xx/xx)

LEGEND

CONCRETE SIDEWALK

RETAINING WALL



AREA MAP
N.T.S.

VALLEY HILL ROAD

LAMAR HUTCHESON PARKWAY

ASSEMBLY OF GOD CHURCH

FARE SYSTEMS SHELTER

RETAINING WALL (5' ESTIMATED)

BUS PAVILION (TYP.)

BUSES ONLY

BUS EXIT

BUS ENTRANCE

VEHICLE ONLY EXIT

BUS & VEHICLE ENTRANCE

IF NEW SIDEWALK INTO EXISTING

FUTURE DRIVEWAY FOR ADJACENT DEVELOPMENT - LOCATION TO BE DETERMINED

POSSIBLE TEMPORARY GRADING EASEMENT

BYPASS PIPE FOR OFFSITE STORMWATER

POSSIBLE TEMPORARY GRADING EASEMENT AND/OR PERMANENT MAINTENANCE EASEMENT

DETENTION POND

RETAINING WALL TO CREATE SLOPE OF 3H:1V (TYP.) APPROXIMATE HEIGHT = 6'

ESTIMATED PARKING SUMMARY

STANDARD (9' x 19'):	254 SPACES
REGULAR HANDICAP (9' x 19'):	6 SPACES
VAN ACCESSIBLE HANDICAP (9' x 19')	2 SPACES
PARKING PROVIDED:	262 SPACES

NORTH

10/10/05

URS
400 Northpark Town Center
1000 Abernathy Road N.E., Suite 900
Atlanta, Georgia 30328
Tel: (678) 808-8800, Fax: (678) 808-8400

GRAPHIC SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF URBAN DESIGN

CONCEPT PLAN

LAMAR HUTCHESON PARKWAY
PARK AND RIDE LOT

CP
DRAWING No.

TRANSPORTATION AND DEVELOPMENT
INTER-OFFICE MEMO

DATE: February 22, 2005

TO: Wayne Patterson, Director
Andy Adams, Deputy Director

FROM: Elaine Beaber/ Olin McGraw, Right-of-way

SUBJECT: GRTA Park and Ride Lot, Lamar Hutcheson

Per your request we have investigated GRTA's inquiry of the County Property located on Lamar Hutcheson for a proposed park and ride lot. The County acquired the property in the year 1995 from Claude A. and Claudia J. Middlebrooks at a cost of $218,000.00 for the purpose constructing the Bethsaida Road Extension.

The amount of acquired property was 6.6 acres. The calculated value per acre at the time of purchase was $26,946.85. To estimate today's current value; we have added an additional 25% which brings the current estimated value to $33,683.56 per acre. We use a rounded value of $35,000.00.

We obtained a plat of the property that was prepared by our Engineering Services department. The area of the tract of land according to the plat is 3.956 acres. The cost of sale of this parcel will be:

3.956acres x $35,000.00/acre = $138,460.00

Dave McKinney

2 pages Shawn