

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007917, Cobb County **OFFICE** Preconstruction
MSL-0007-00(917)
Powder Springs Park and Ride Lot **DATE** March 6, 2006

FROM *John Kunk*
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 Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007917, Cobb County **OFFICE** Preconstruction
 MSL-0007-00(917)
 Powder Springs Park and Ride Lot **DATE** March 1, 2006

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

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

SUBJECT PROJECT CONCEPT REPORT

This project consists of constructing a park and ride lot facility on a 4.76 acre site located in Cobb County. This parcel is bordered by CR 2083/Florence Road to the east, SR 6 Business/Powder Springs-Dallas Road to the south, and commercial development to the north and west. 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 265 parking spaces, a drop-off area, a Fare Systems shelter and bus pavilions, and access to the site as described below.

Buses will approach the site via Florence Road. They will turn right onto SR 6 and then enter the bus pavilion area via a right turn driveway for bus entry only. Buses will exit the site via a shared, full-access driveway connection to the existing Bell South driveway, which intersects with Florence Road. Refer to the attached Concept Plan for additional details of the bus route through the site.

Commuter vehicles will have access to the site in two locations. A full access driveway will be provided for vehicles using SR 6 Business. This driveway will include a deceleration lane for vehicles turning right into the site, and separate left and right turn lanes for vehicles leaving the

David Studstill

Page 2

P. I. No. 0007917, Cobb

March 1, 2006

site. Commuter vehicles may also enter and exit the site via a full access driveway with a deceleration lane on Florence Road. This access point provides access to and from Florence Road. Curb and gutter and sidewalks will also be installed along the frontage of both roads. Refer to the attached Traffic Data Memorandum and Concept Plan for additional details pertaining to vehicular access to and from the site.

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

The estimated costs for this project are:

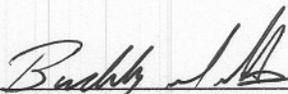
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$2,045,000	\$1,400,000	RRB	2007
Right-of-Way	\$ 531,000	\$ 550,000	RRB	2006
Utilities	-----	-----		

I recommend this project concept be approved.

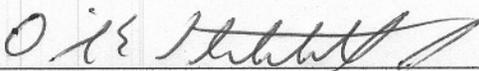
MBP:JDQ/cj

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

**Powder Springs Park and Ride Lot
Cobb County**

Project Number: MSL-0007-00(917)
PI No. 0007917
County: Cobb

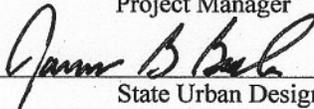
**FEDERAL ROUTE NO: N/A
STATE ROUTE NO: SR6 Business
COUNTY ROUTE NO: CR2083**

Recommendation for Approval:

DATE 2/10/06

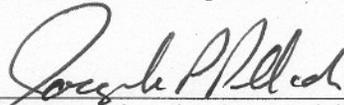

Project Manager

DATE 2/20/06


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).

2/24/06
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

**Powder Springs Park and Ride Lot
Cobb County**

Project Number: MSL-0007-00(917)
PI No. 0007917
County: Cobb

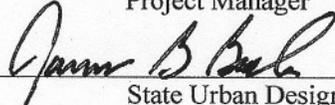
**FEDERAL ROUTE NO: N/A
STATE ROUTE NO: SR6 Business
COUNTY ROUTE NO: CR2083**

Recommendation for Approval:

DATE 2/10/06


Project Manager

DATE 2/20/06


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

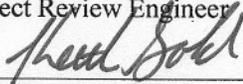
DATE _____

State Environmental / Location Engineer

DATE _____

Project Review Engineer

2-22-06


State Traffic Safety and Design Engineer

DATE _____

State Bridge & Structural Design Engineer

DATE _____

DATE _____

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

**Powder Springs Park and Ride Lot
Cobb County**

Project Number: MSL-0007-00(917)
PI No. 0007917
County: Cobb

**FEDERAL ROUTE NO: N/A
STATE ROUTE NO: SR6 Business
COUNTY ROUTE NO: CR2083**

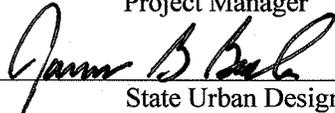
Recommendation for Approval:

DATE 2/10/06



Project Manager

DATE 2/20/06



State Urban Design Engineer

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

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

NOTICE OF LOCATION AND DESIGN APPROVAL

**POWDER SPRINGS PARK AND RIDE LOT
COBB COUNTY**

**Project # MSL-0007-00(917) Cobb County
P. I. No. 0007917**

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 6, 2006

This project is a 4.76 acre park and ride lot in the southwest quadrant of the Richard D. Sailors Parkway and Florence Road intersection in Cobb County. The project lies entirely within Cobb County and within Land District 19, Land Lots 805 and 824.

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.

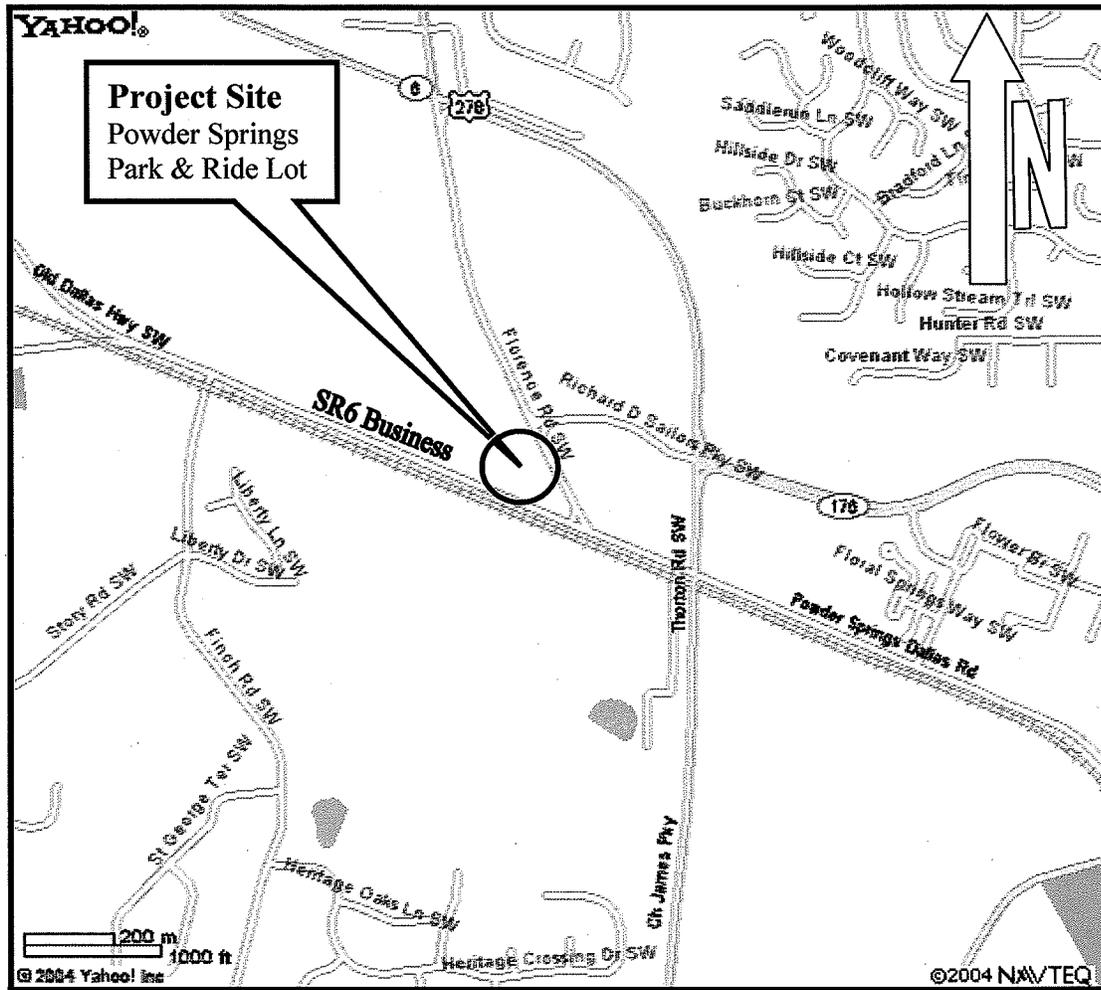
**Jeff Woodward, Area Engineer
Department Of Transportation
Marietta Area Office
862 Barnes Mill Road
Marietta, GA 30062
(770) 528-3238**

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.

Project Concept Report - Powder Springs Park and Ride Lot
Project Number: MSL-0007-00(917) Cobb County
P.I. Number:0007917



Location Map
Project: MSL-0007-00(917) Cobb PI No.: 0007917
Description: Powder Springs 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,

Project Concept Report -- Powder Springs Park and Ride Lot
Project Number: MSL-0007-00(917) Cobb County
P.I. Number: 0007917

new construction and existing sites, and maintenance facilities. One identified facility is the Powder Springs Park and Ride Lot. This facility would be located in a 4.76-acre parcel adjacent to Florence Road and SR6 Business, just west of SR6/US278/C.H. James Parkway, in Cobb County, Georgia.

Description of the proposed project: The proposed project consists of constructing a park and ride lot facility on a 4.76-acre site located in Cobb County, Georgia. The parcel is bordered by CR2083/Florence Road to the east, SR6 Business/Powder Springs Dallas Road to the south, and commercial development to the north and west. The park and ride facility infrastructure would consist of approximately 265 parking spaces, a drop-off area, a Fare Systems shelter and bus pavilions, and access to the site as described below.

Buses will approach the site via Florence Road. They will turn right onto SR 6 and then enter the bus pavilion area via a right turn driveway for bus entry only. Buses will exit the site via a shared, full-access driveway connection to the existing BellSouth driveway, which intersects with Florence Road. Refer to the attached Concept Plan for additional details of the bus route through the site.

Commuter vehicles will have access to the site in two locations. A full access driveway will be provided for vehicles using 6 Business. This driveway will include a deceleration lane for vehicles turning right into the site, and separate left and right turn lanes for vehicles leaving the site. Commuter vehicles may also enter and exit the site via a full access driveway with a deceleration lane on Florence Road. This access point provides access to and from Florence Road. Curb and gutter and sidewalks will also be installed along the frontage of both roads. Refer to the attached Traffic Data Memorandum and Concept Plan for additional details pertaining to vehicular access to and from the site.

The design does not include an open area reserved for stormwater detention, therefore underground detention will be proposed. The dry detention vault will be designed such that the rate of stormwater leaving the developed site will not exceed that of the pre-developed conditions. Therefore, downstream areas will not be significantly impacted by the development.

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

PDP Classification: Major , or Minor

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

Functional Classification: CR2083/Florence Road – Rural Local
SR6 Business/Powder Springs Dallas Road – Rural Minor Arterial

U.S. Route Number(s): N/A

State Route Number(s): SR6 Business – Powder Springs Dallas Road

County Route Number(s): CR2083 – Florence Road

Traffic (2005 AADT): Florence Road – 7,600
SR6 Business – 8,800

Existing design features:

Typical Section: Florence Road and SR6 Business are 2-lane rural roadways. Each has grassed shoulders and open ditches for drainage.

- Posted speed: Florence Road - 35 mph SR6 Business - 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: Florence Road: 70 feet SR6 Business: 80 feet
- Major structures: None
- Major interchanges or intersections: Florence Road at Richard D. Sailors Parkway, Florence Road at SR6 Business
- Existing length of roadway segment: 0 miles in length

Proposed Design Features:

- Proposed typical section(s): On SR6 Business, a 12-foot wide deceleration lane will be provided at both the commuter entrance and bus entrance, with 30" curb and gutter, 5-foot sidewalk and 16-foot total width shoulders. The same will also be provided at the commuter entrance on Florence Road.
- The existing right turn radius at the intersection of SR6 and Florence will be increased to 50 foot in order to allow bus through the turn with greater ease
- Sidewalks from the site to the Silver Comet Trail will be considered if current R.O.W conditions allow and if curb and gutter will not be required.
- 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 approximately 4.76 acre site for parking lot only. Note that the property limits are based on the tax appraisal and records for the parcel on file with Cobb County. No additional right of way impacts are anticipated. Temporary and/or permanent easements may be required at the driveway connection to the BellSouth driveway.
 - 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: None
 - Bus Pavilions and the Fare Systems Shelter
- Major intersections: Florence Road at Richard D. Sailors Parkway, Florence Road at SR6 Business
- Traffic control during construction: Minimal traffic control is anticipated on SR6 Business and Florence Road for the construction of the driveways and the sidewalks. All work will be constructed under traffic.

Project Concept Report - Powder Springs Park and Ride Lot
 Project Number: MSL-0007-00(917) Cobb County
 P.I. Number: 0007917

- 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 preparation underway.
- 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, Georgia 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: *Concept meeting held on January 20th, 2006*
- 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 meet with representatives from the City of Powder Springs regarding a proposed park and ride lot in this location. Powder Springs is not opposed to the project. GRTA is temporarily operating an express route using the existing parking lot for the Silver Comet trail. The proposed park and ride lot would alleviate the parking shortage for the Silver Comet trail users.*
- Other projects in the area: *None*
- Other coordination to date: *None*
- Railroad Coordination: *Not required*

Project Concept Report - Powder Springs Park and Ride Lot
Project Number: MSL-0007-00(917) Cobb County
P.I. Number:0007917

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 1 Month
- Time to complete preliminary construction plans: 3 Months
- Time to complete right of way plans: 1 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:

1. Alternate layouts of the site were considered during the concept process. The proposed Concept Plan was chosen due to the minimal bus/vehicle interaction, and the efficient parking layout.
2. Another previously available parcel of land opposite this site in the northeast quadrant of the Florence Road/Richard D. Sailors Parkway intersection was also considered, but eliminated because the property is now under contract for development.

Comments:

Attachments:

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

CONCEPT COST ESTIMATE

PROJECT TITLE: POWDER SPRINGS PARK AND RIDE LOT
 PROJECT NUMBER: MSL-0007-00(917)
 DATE: February 08, 2006
 PREPARED BY: DJC

COUNTY: COBB
 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)	4.76	AC	\$80,042.02	\$381,000.02
1b. PROPERTY (EASEMENT)	0	AC		\$0.00
2. DISPLACEMENTS	0			\$0.00
3. OTHER COSTS (ADM./COST, INFLATION)				\$149,678.00
SUB-TOTAL A				\$530,678.02
B. REIMBURSABLE UTILITIES:				
1. RAILROAD				\$0.00
2. TRANSMISSION LINES				\$0.00
3. SERVICES				\$0.00
SUB-TOTAL B				\$0.00
C. CONSTRUCTION:				
1. MAJOR STRUCTURES				
a. RETAINING WALLS	0	SF	\$20.00	\$0.00
b. BRIDGES	0			\$0.00
c. DETOUR BRIDGES	0			\$0.00
d. BOX CULVERTS	0			\$0.00
e. DETENTION VAULT	4000	SF	\$35.00	\$140,000.00
f. WATER QUALITY DEVICE	1	LS	\$20,000.00	\$20,000.00
SUB-TOTAL C-1				\$160,000.00
2. GRADING AND DRAINAGE				
a. EARTHWORK	16,000	CY	\$10.00	\$160,000.00
b. DRAINAGE	265	PARKING SP.	\$300.00	\$79,500.00
c. CURB & GUTTER	6,400	LF	\$12.50	\$80,000.00
SUB-TOTAL C-2				\$319,500.00
3. PAVEMENT				
a. 8" AGGREGATE BASE	7,190	TN	\$16.50	\$118,635.00
b. 1.5" ASPHALT PAVING - SURFACE, 12.5 mm	1,318	TN	\$69.00	\$90,955.57
c. 2" ASPHALT PAVING - BINDER, 19mm	1,758	TN	\$64.00	\$112,486.11
d. 3" ASPHALT PAVING - BASE, 25mm	4,394	TN	\$59.50	\$261,442.33
e. 4" CONCRETE SIDEWALK	1,650	SY	\$53.50	\$88,275.00
SUB-TOTAL C-3				\$671,794.01
4. LUMP ITEMS:				
a. TRAFFIC CONTROL	1	LS	\$20,000.00	\$10,000.00
b. CLEARING AND GRUBBING	4.76	AC	\$7,500.00	\$35,700.00
c. LANDSCAPING	265	PARKING SP.	\$200.00	\$53,000.00
d. EROSION CONTROL	265	PARKING SP.	\$175.15	\$46,414.75
SUB-TOTAL C-4				\$145,114.75
5. MISCELLANEOUS				
a. LIGHTING	265	PARKING SP.	\$350.00	\$92,750.00
b. SIGNING AND STRIPING	265	PARKING SP.	\$35.00	\$9,275.00
c. BUS PAVILION SHELTER	4	EA	\$38,000.00	\$152,000.00
d. FARE SYSTEMS SHELTER	1	EA	\$150,000.00	\$150,000.00
SUB-TOTAL C-5				\$404,025.00
PROJECT SUB-TOTAL				\$2,231,111.77
ENGINEERING & CONTINGENCY (10%)				\$223,111.18
PROJECT TOTAL				\$2,454,222.95
1-YEAR INFLATION, 5%PER YEAR				\$122,711.15
PROJECT GRAND TOTAL				\$2,576,934.10



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:** 15284016
From: David McKinney, PE **Copy:** Faye DiMassimo-URS
Date: January 20, 2006 File
Subject: CONCEPT MEETING MINUTES – Powder Springs Park & Ride Lot - GRTA

Purpose:

The purpose of this memo is to document the Concept Meeting held on Friday January 20, 2006 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
Mike Dover	GDOT/UD	404-463-0523	mike.dover@dot.state.ga.us
Pam Conner	City of Powder Springs	770-439-2500	PBConner@CityofPowderSprings.com
Wayne Fedora	FHWA	404-562-3651	r.wayne.fedora@fhwa.dot.gov
Debbie Cottrell	URS	678-808-8800	Debbie_cottrell@URSCorp.com
David McKinney	URS	678-808-8917	David_mckinney@URSCorp.com
Gena Wilder	GRTA	404-463-2437	gwilder@grta.org
Nabil Raad	GDOT	404-635-8126	nabil.raad@dot.state.ga.us
Chris Foust	Greystone Power	770-370-2563	chris.foust@greystonepower.com
Shaun Green	GRTA	404-463-2437	sgreen@grta.org
David Jackson	Cobb County DOT	770-528-1660	David.jackson@cobbcounty.org
Russell Cooke	Cobb County Water	770-419-6343	Russell.cooke@cobbcounty.org
Clyde Cunningham	GDOT	404-463-4953	clyde.cunningham@dot.state.ga.us
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. **Highlights of design:** Park & Ride lot with approximately 265 parking spaces, onsite bus pickup/drop-off with 3 bus pavilions, KISS ride zone, security cameras, lighting and a ticket vending shelter. GRTA is currently providing express service to this location and commuters are parking their vehicles in the existing parking lot for the Silver Comet trail located nearby. The intent of this proposed project is to provide separate a lot for the GRTA Express commuters and hopefully eliminate interference with users of the Silver Comet Trail.
3. **Points of ingress/egress for Buses and for Vehicles:** A full access driveway will be added on Florence Road and on Old Dallas Hwy (SR6) for commuter vehicles only. A separate bus entrance will also be provided on Old Dallas Hwy. The buses will exit the site via an existing driveway that provides access to Bellsouth. An access easement will be needed for the bus exit.
4. **Misc. Features Include the following:**
 - Stormwater detention will most likely be provided in underground box culverts or HDPE piping.
 - The bus pick-up/drop-off will be restricted to buses only.
 - Sidewalks will be provided in all areas where pedestrian travel is anticipated (i.e. to the silver comet trail).
 - Deceleration lanes will be provided at all vehicle and bus access points.

B. Discussion:**1. Utilities:**

Comment: Greystone Power shares poles with Georgia Power. Cobb EMC also operates in the area. Therefore, the correct power company must be identified.

Response: Greystone Power has said that they would make an effort to confirm territorial issues prior to issuance of utility coordination drawings by URS.

Comment: Water meter applications shall be made to Cobb County Water System

Response: This has been noted

2. Traffic Ops:

Comment: The deceleration lane for the bus access drive should be lengthened.

Response: The concept plan will be revised to reflect this.

Comment: Curb and Gutter and sidewalks should be added on the Florence Road and Old Dallas Hwy (SR6) property frontage.

Response: The concept plan will be revised to reflect this.

Comment: The existing right turn radius at Florence Road and Old Dallas Hwy (SR6) should be increased to accommodate buses.

Response: The concept plan will be revised to reflect this.

3. City of Powder Springs:

Comment: When will the site be open for use?

Response: GDOT has stated that, if they build the project, the soonest letting would be fall/winter of 2006. Consequently, the earliest the lot could be up and running would be in approximately 18 months from now

Comment: Is there an alternate site for this facility if the property is not available?

Response: This is the alternate site for this development. The original plan was to use the parcel adjacent to the silver comet parking area, but that was sold to a private developer.

4. Cobb DOT:

Comment: Pedestrian access should be provided to the Silver Comet Trail.

Response: Sidewalks and crosswalks will be provided along the property frontage. However, current ROW conditions may not allow for installation of sidewalks from the site to the silver comet trail without significant expansion of the project scope. Funding for additional ROW for sidewalks is not presently available

5. General Discussion (Cobb DOT/GRTA/City of Powder Springs)

- CCDOT has stated that they would like to build (let) this project. If so, GDOT has stated that they (GDOT) will still retain a supervisory role in plan production and bid review for compliance with Federal requirements.
- David Jackson (CCDOT) noted that the shared drive for the bus exit is on the property of the proposed lot and that Bellsouth has an easement to share it. Also, the adjacent Bellsouth facility is a fenced, high-security facility, so it will not be necessary to link pedestrian access from that site to the Park and Ride lot.
- The bus pavilions and Fare Systems shelter are shown on the plan as a possibility, but may be removed from the project due to budget restraints.
- R/W plans are complete and have been submitted to GDOT R/W department for review and approval. However, the approval to purchase is contingent on approval of the concept report and completion of public advertisement.
- GRTA concerned that the property owner may sell the parcel to others if the project is delayed.

C. Action Items:**1. Revisions to the Concept Report:**

Comments received at this meeting will be incorporated into the concept report and resubmitted to Mike Dover 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 Debbie Cottrell should you have any questions. Thank you for your time.



TO: David McKinney
FROM: Daniel B. Dobry, Jr.
DATE: November 9, 2005
SUBJECT: Traffic Analysis for
Powder Springs Park and Ride Lot

The GRTA Xpress Bus park and ride lot to be located in the Powder Springs area is proposed for construction in the southwest quadrant of the intersection of Florence Road and Richard D. Sailors Parkway. Under its current layout based on concept plan dated 11/09/2005, patrons of the Xpress service will have access via a new full access driveway on the west side of Florence Road south of Richard D. Sailors Parkway. Additional customer access will be available at a full access driveway on Powder Springs Dallas Highway. Buses will access the site via a one-way northbound bus only entrance driveway on Powder Springs Dallas Highway and will depart via the Bellsouth facility driveway.

C. H. James Parkway, designated US Highway 278 (US 278) and State Route 6 (SR 6), is the nearest major arterial that will be used for the express portion of the bus trip. Buses destined to the park and ride lot will turn onto Sailors Parkway from C.H. James Parkway and travel to Florence Road where they will turn left. After traveling a short distance to Powder Springs Dallas Highway, the buses will turn right and proceed to the bus only entrance that is adjacent to the western boundary of the site. Exiting buses will use the shared Bellsouth driveway and, after stopping at Florence Road, proceed east on Sailors Parkway to the signalized intersection at C. H. James Parkway.

To quantify traffic operations in the area, turning movement counts were performed at the intersection of C. H. James Parkway and Sailors Parkway. As a major arterial, C. H. James Parkway carries significant traffic volumes, with heavy trucks estimated at least 5% according to GDOT's Road Characteristics (RC) file. Turning movement counts were also performed at Florence Road and Powder Springs Dallas Highway. The peak hour volumes are shown on Figure 1.

During the three-hour morning period from 6 am to 9 am, the following bi-directional volumes were present on the links of the adjacent street network that will be traversed by the Xpress Buses:

C.H. James Parkway	2,838 vehicles
Sailors Parkway	199 vehicles
Dallas Powder Springs Road	642 vehicles
Florence Road	271 vehicles

During the two-hour evening peak from 5 pm to 7 pm, the bi-directional volumes were:

C.H. James Parkway	2,938 vehicles
Sailors Parkway	263 vehicles
Dallas Powder Springs Road	666 vehicles
Florence Road	355 vehicles

It is interesting to note that the bi-directional volumes on these links during the evening two-hour count period are equal to or greater than the bi-directional volumes during the morning three-hour count period.

Under the current proposal, the park and ride lot will be constructed with 265 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 1,216 trips on an average weekday. The adjacent street network would experience generated trips during the morning peak hour on the order of 194 trips and during the evening peak hour 166 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 turning movement count data was used to evaluate the operating conditions at those intersections. The 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) was determined for these background volumes (see the following table) and the intersections were determined to be operating at an acceptable LOS. The park and ride lot generated traffic was then added to these volumes; the total future volumes are shown in Figure 3. Under these future conditions, operations were evaluated and 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 operations.

Summary of Background and Future Intersection Operations				
Intersection	Background		Future	
	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS
	C H James Pkwy at Richard D Sailors Pkwy	D	C	D
Florence Rd. at Powder Springs Dallas Rd -- stop controlled southbound left turn.	C C	B C	C C	B C

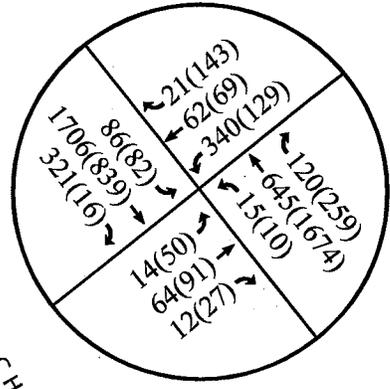
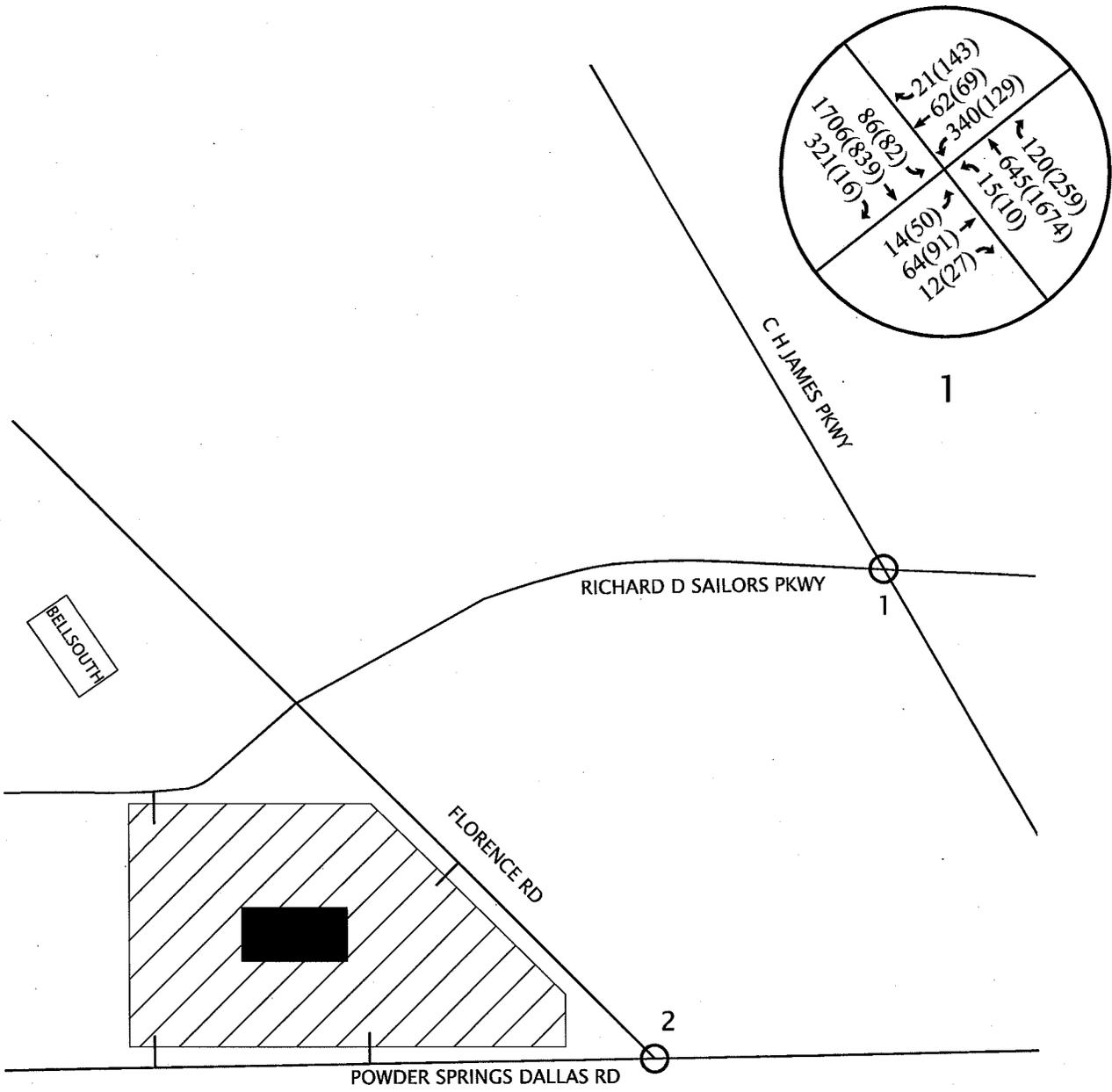
Information on the existing service for the Route #470, Powder Springs – Lithia Springs – Downtown Atlanta, is available on the GRTA website. The inbound service currently originates from the Florence Road Silver Comet Trail Head and the outbound service terminates at the same site. There are five inbound trips and one outbound trip each weekday morning. The first inbound trip departs at 5:30 am; the second trip leaves 45 minutes later with 30 minute headways between the next two trips. The last trip departs at 8 am which is 45 minutes after the fourth trip leaves. This last inbound trip is handled by the first bus of the morning which returns as a reverse commute trip. Given the headways for this schedule, the greatest number of buses that could travel through the intersections during the morning peak hour is three, which represents six bus trip ends.

A like schedule is in place for the weekday outbound service, with five schedule trips being handled by four buses. The first outbound trip, which returns as a reverse commute, departs Downtown Atlanta at 3:45 pm while the last bus leaves at 6:10 pm. Similarly, the greatest number of buses that could travel through the intersections during the evening peak hour is three, which represents six bus trip ends.

From the operational analysis, patrons to the park and ride lot as well as the Xpress Buses themselves are expected to experience little difficulty accessing the park and ride lot. More importantly, the introduction of the park and ride lot related buses and vehicles have no significant impact on the adjacent intersection and link traffic operations.

One potential operational issue is caused by the proximity of the bus-only lane exit to the intersection of Florence Road and Sailors Parkway. This distance is approximately 150-feet from the west curb line of Florence Road to the bus exit driveway centerline. This short distance allows approximately 6 to 8 vehicles to queue at the Florence Road stop sign before the bus exit driveway will become blocked. In the event there are a large number of Bellsouth vehicles exiting at the same time as a bus, especially during the evening peak period, the bus could be delayed. However, since the intersections are operating at acceptable Levels of Service, the queue would discharge in a short amount of time and the delay time for the bus would be minor.

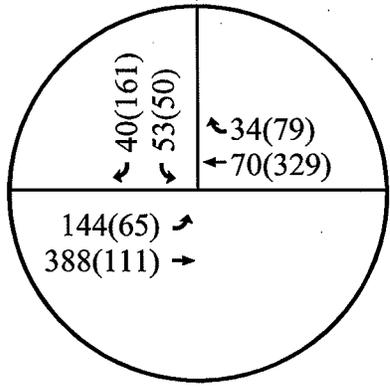
An additional operational issue is the location of the kiss & ride area adjacent to the parking lot travel lane. This configuration requires kiss & ride drivers to use their rearview mirrors as well as look back over their shoulder to check for vehicles approaching from behind. With the slow speed of operations within the park and ride lot plus this area being at the northwest corner of the parking lot, the potential for merging conflicts is reduced.



1

1

2



2

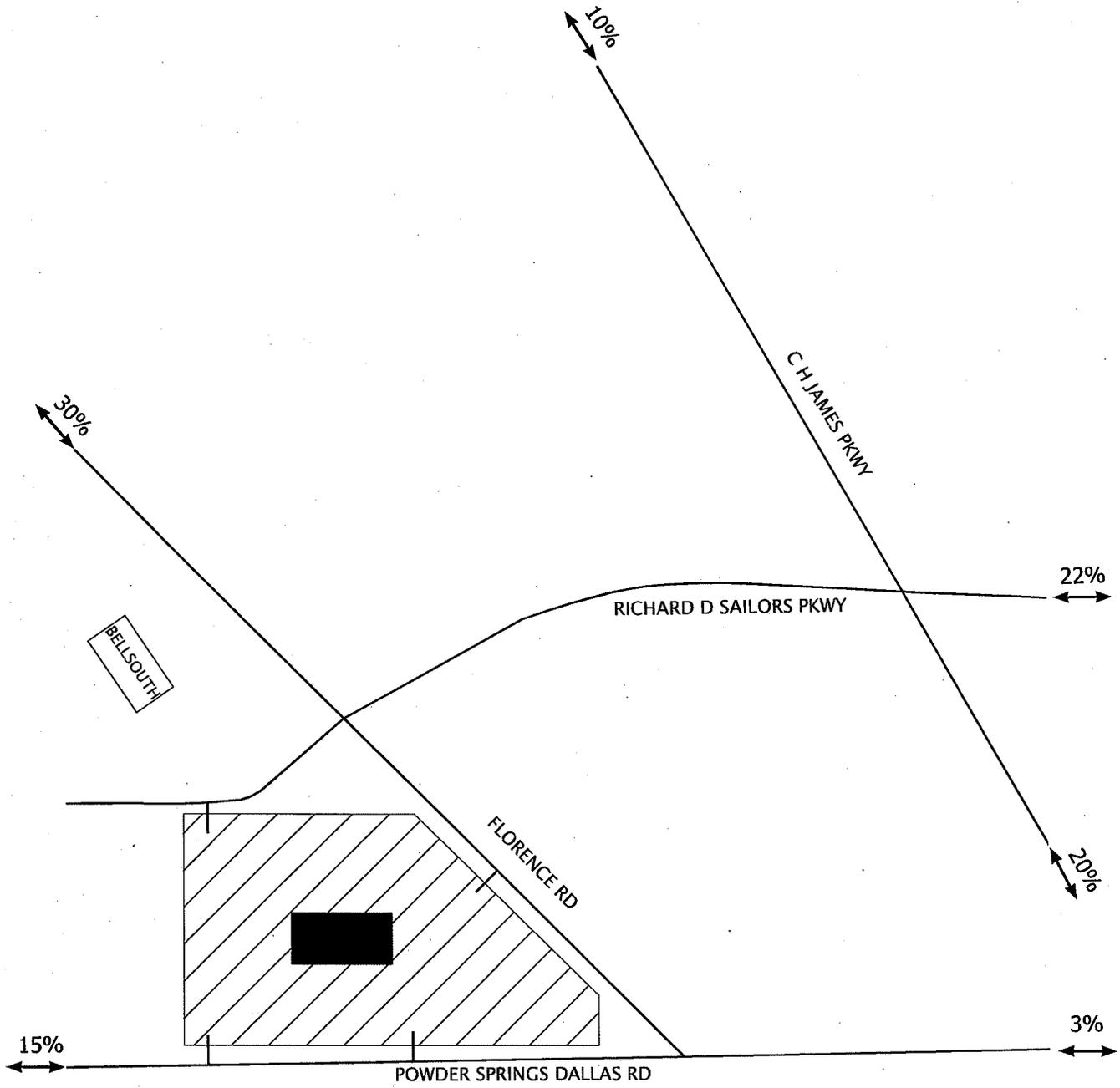
AM(PM)



EXISTING WEEKDAY PEAK HOUR VOLUMES

FIGURE 1

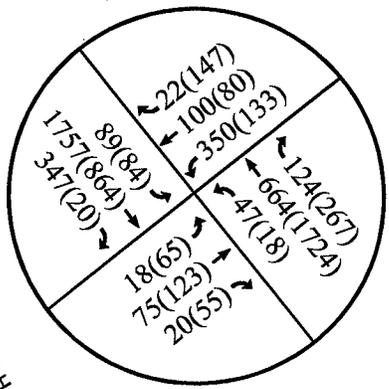
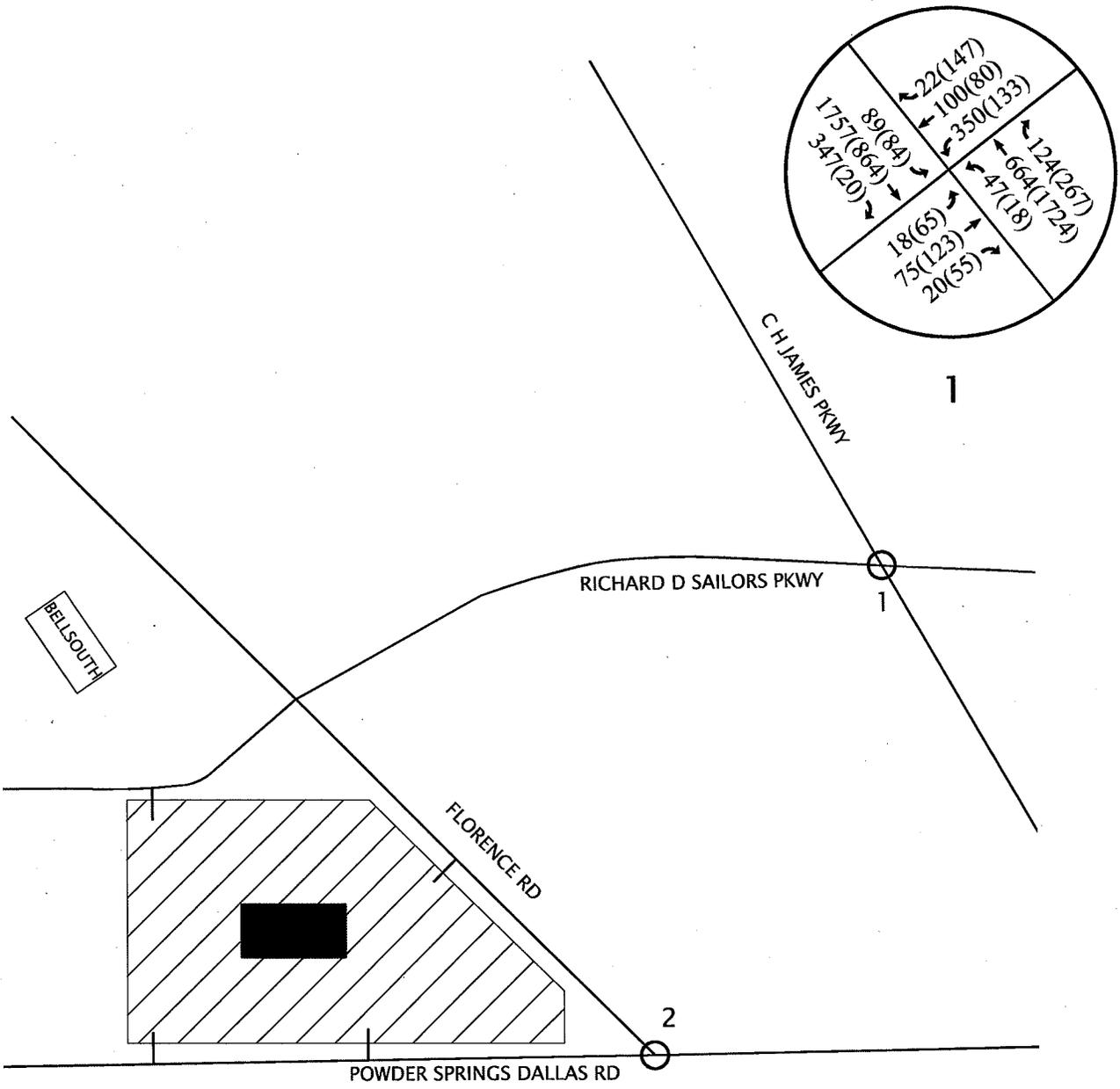
URS Corporation



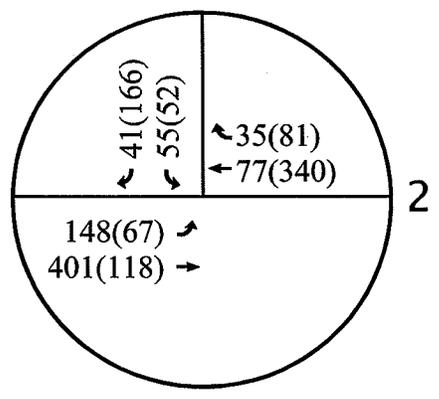
TRIP DISTRIBUTION



FIGURE 2
URS Corporation



1



2

AM(PM)



FUTURE WEEKDAY PEAK HOUR VOLUMES

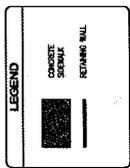
FIGURE 3

URS Corporation

PROJECT NUMBER: 482-0003(CO001) COUNTY: COBURN SHEET NO: 1 TOTAL SHEETS: 1

CONCEPT DESIGN BACKGROUND DATA SOURCES

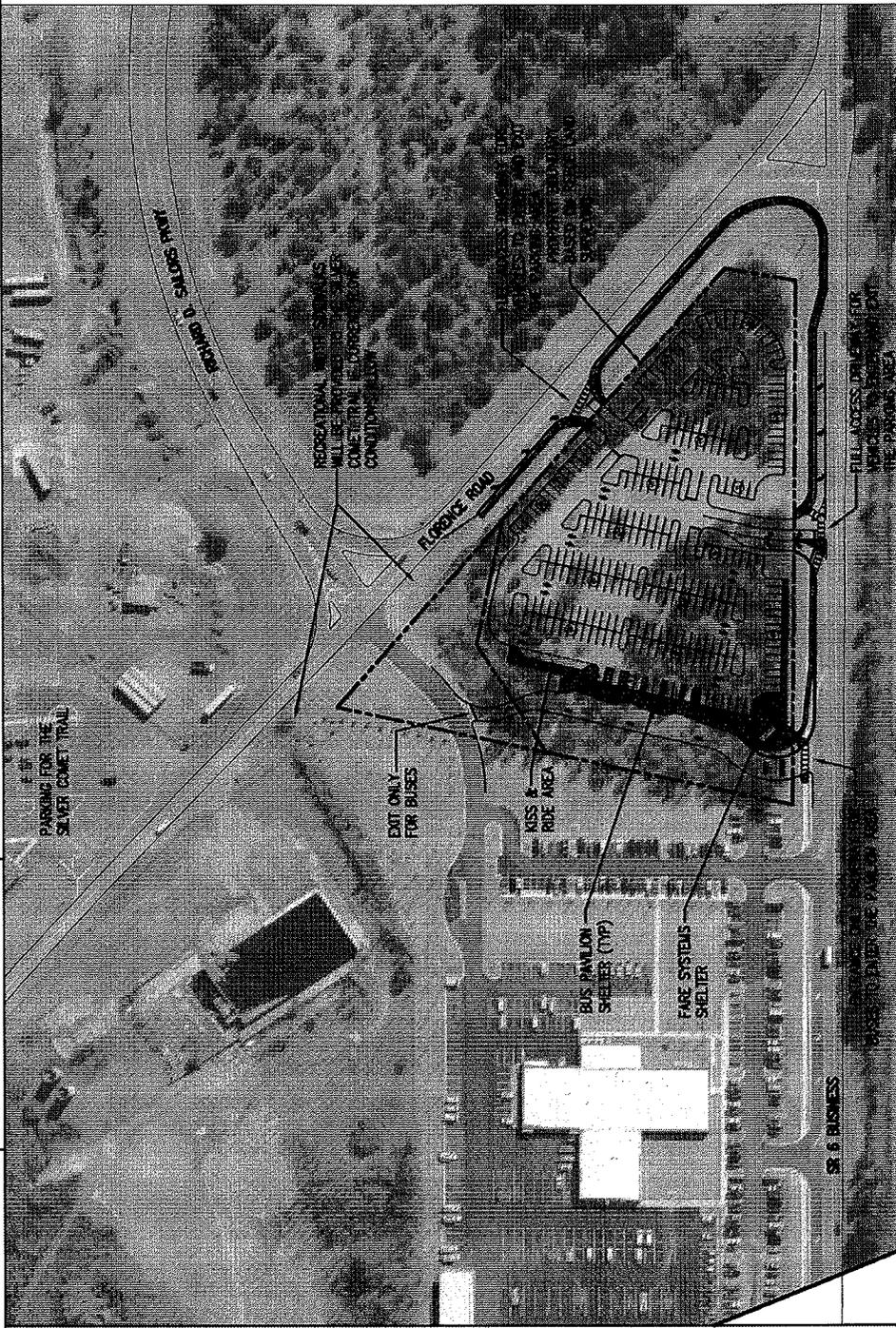
TYPE:
 ASSESSMENT (SEE ASSUMPTIONS)
 COUNTY (SEE ASSUMPTIONS)
 FIELD (SEE ASSUMPTIONS)
 ESTIMATED
 BOUNDARY SURVEY (DATE: 11/20/05)
 EXISTING SITE FEATURES (DATE: 11/20/05)
 FIELD SURVEY (DATE: 11/20/05)



ESTIMATED PARKING SUMMARY

STANDARD OF CARE: 1 SP/1000
 TOTAL NUMBER OF SP: 240 SPACES
 TOTAL NUMBER OF SP: 240 SPACES
 TOTAL NUMBER OF SP: 240 SPACES

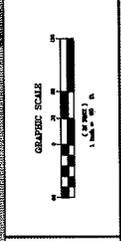
CONCEPT PLAN NOTES:
 1. UNDESIGNED PORTIONS WILL BE DESIGNED TO MATCH SURROUNDING ADJACENT PLOTS.



STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF URBAN DESIGN
CONCEPT PLAN
 POMPHER SPRINGS
 PARK AND RIDE LOT
 DRAWING NO. CP

REVISION DATES

NO.	DATE	DESCRIPTION



URS
 400 North Tower Center
 1000 Abernethy Road N.E., Suite 800
 Atlanta, Georgia 30328
 Tel: 4778 800-9900 Fax: 4778 800-9400

11/20/05