

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007918, Cobb County **OFFICE** Preconstruction
MSL-0007-00(918)
Town Center-Busbee Park and Ride Lot **DATE** March 6, 2006

FROM *Cyber Kunkle*
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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007918, Cobb County **OFFICE** Preconstruction
MSL-0007-00(918)
Town Center-Busbee Park and Ride Lot **DATE** March 2, 2006

FROM *John J. Pirkle*
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 an 8.497 acre site located in Cobb County immediately adjacent to the existing express/CCT park and ride lot along Busbee Parkway and Busbee Drive. 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 project will provide approximately 228 additional parking spaces, lighting facilities, landscaping and pedestrian access to the existing bus loading/unloading pavilion on Busbee Drive. The new lot will be located on an existing graded terrace approximately 15' below grade of the existing lot. Therefore, a driveway ramp will be constructed to provide access to the lower lot. Approximately 13 of the existing parking spaces will be removed along the southern portion of the existing lot to install the ramp.

Access to the proposed lot will be provided through the current entrances for the existing park and ride lot. There are two entrances/exits, the first is a full access drive located on Busbee Drive and the second is right in/right out drive located on Busbee Parkway. The layout of the proposed lot has been coordinated with a current transportation project adjacent to the site. Phase 1 of the Big Shanty Road Extension (P.I. No. 0006869) will be constructed immediately south of the proposed site and is in the final design stages. The project will provide a median break and driveway access to the site.

David Studstill

Page 2

P. I. No. 0007918, Cobb

March 2, 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)	\$1,756,000	\$1,500,000	RRB	2007
Right-of-Way	\$3,450,000	\$2,900,000	RRB	2006
Utilities	-----	-----		

I recommend this project concept be approved.

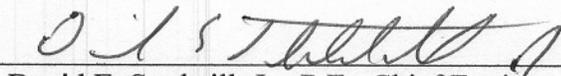
MBP:JDQ/cj

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

Town Center-Busbee Park and Ride Lot

Project Number: MSL-0007-00(918)
PI No. 0007918
County: Cobb

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: C.R. 4512, C.R.E

Recommendation for Approval:

DATE 2/10/06

Michael D. Down
Project Manager

DATE 2/20/06

James B. Butler
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
DATE

Heath Bell
State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

DATE

State Bridge & Structural Design Engineer

DATE

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

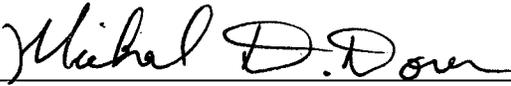
Town Center-Busbee Park and Ride Lot

Project Number: MSL-0007-00(918)
PI No. 0007918
County: Cobb

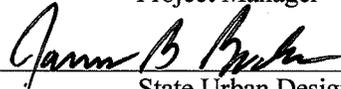
FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: C.R. 4512, C.R.E

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

**TOWN CENTER-BUSBEE PARK AND RIDE LOT
COBB COUNTY**

**Project # MSL-0007-00(918) Cobb Counties
P. I. No. 0007918**

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 8.497 acre park and ride lot in the southwest quadrant of the Busbee Pkwy NW and Busbee Drive NW interchange in Cobb County. The project lies entirely within Cobb County and within Land District 16, Congressional District 6, Land lots 434, 503 and GMD 683.

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) 528-3238/3416**

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

Town Center-Busbee Park and Ride Lot

Project Number: MSL-0007-00(918)
PI No. 0007918
County: Cobb

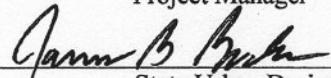
FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: C.R. 4512, C.R.E

Recommendation for Approval:

DATE 2/10/06

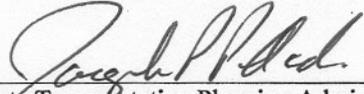

Project Manager

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

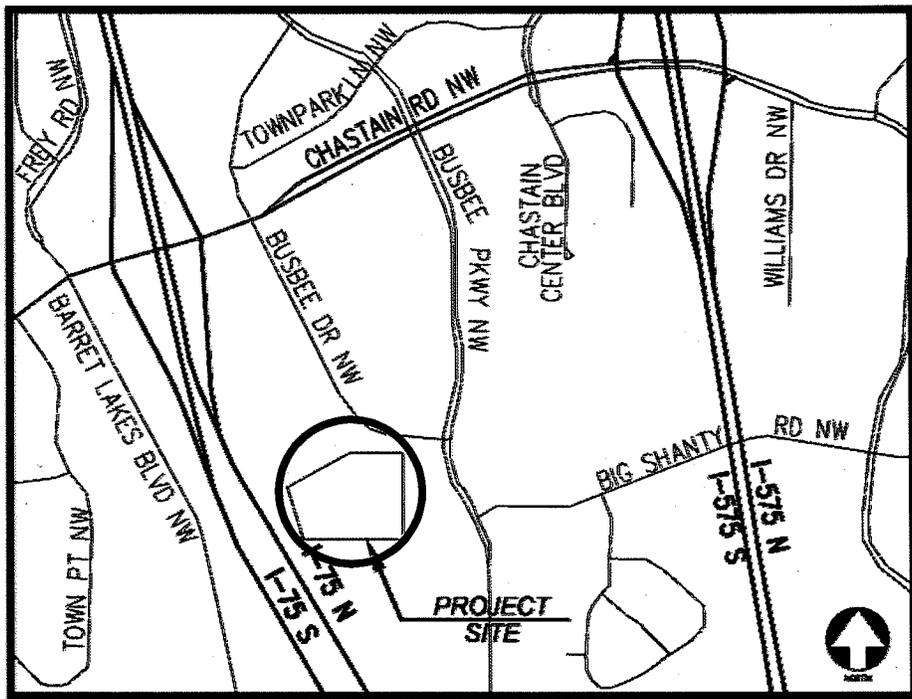
State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

DATE

District Engineer



Location Map

Project: MSL-0007-00(918) **PI No.:** 0007918

Description: Town Center-Busbee 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 expansion of the existing Town Center-Busbee Park and Ride Lot. This facility would be located in a 8.497-acre undeveloped parcel along the east side of I-75, in the southwest quadrant of the intersection of Busbee Parkway NW (Busbee Pkwy) and Busbee Drive NW (Busbee Drive) in Cobb County, Georgia.

Description of the proposed project: The proposed project consists of a park and ride lot facility on a 8.497 acre site located in Cobb County immediately adjacent to the existing Express/CCT park and ride lot along Busbee Pkwy and Busbee Drive. The existing park and ride lot is presently operating at full capacity and the proposed work is intended to accommodate an immediate need for additional parking. The project will provide approximately 228 additional parking spaces, lighting facilities, landscaping and pedestrian access to the existing bus loading/unloading pavilion on Busbee Drive. The new lot will be located on an existing graded terrace approximately fifteen (15) feet below grade of the existing lot. Therefore, a driveway ramp will be constructed to provide access to the lower lot. Approximately thirteen (13) of the existing parking spaces will be removed along the southern portion of the existing lot to install the ramp.

Access to the proposed lot will be provided through the current entrances for the existing park and ride lot. There are two entrances/exits; the first is a full access drive located on Busbee Drive and the second is right-in, right-out drive located on Busbee Parkway. Once on-site, vehicles will utilize the ramp mentioned above to access the lower terrace (see concept plan) The proposed site would be restricted to commuter vehicles only, but is designed for potential future bus access. Handicapped motorists will continue to use the existing upper lot. Additional handicap spaces will be added in the upper lot to comply with the required percentage of 2% for all normal spaces. Signage will be added in the lower lot to state that all handicap parking is located in the upper lot.

The layout of the proposed lot has been coordinated with a current transportation project adjacent to the site. Phase I of the Big Shanty Road Extension (PI No. 0006869) will be installed immediately south of the proposed site and is in the final design stages. The project will provide a median break and driveway access to the site. The main driveway in the proposed parking lot has been designed such that it may be connected to the proposed median opening on the Big Shanty Extension without major effort, thus providing another access point for commuter vehicles and potentially buses.

An attached traffic memorandum provides additional information regarding access to the site and traffic impacts associated with the project.

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: Busbee Pkwy NW. - Urban Collector Street
Busbee Drive NW- Urban Local Street

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

State Route Number(s): N/A

County Route Number(s): CR 4512 - Busbee Pkwy NW
CR - Busbee Drive NW

Traffic (2005 AADT): Busbee Pkwy NW: 23,147
Busbee Drive NW: 9,338

Existing design features:

The existing Busbee Drive Park and Ride lot is located in the southwest quadrant of the intersection of Busbee Parkway and Busbee Drive. Busbee Drive is currently a three (3)-lane facility with one (1) through lane in each direction, a center-shared left turn lane, and an exclusive right turn lane at its intersection with the Park and Ride lot driveway. Busbee Parkway is currently a four (4)-lane facility with two (2) through lanes in each direction and an exclusive northbound left turn lane at its intersection with Busbee Drive.

- Posted speed: Busbee Pkwy: 45 mph
- Posted speed: Busbee Drive: 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: Busbee Pkwy: 100 ft Busbee Drive: 70 ft
- Major structures: None
- Major interchanges or intersections: None
- Existing length of roadway segment: 0 miles in length

Proposed Design Features:

- Proposed typical section(s): There is no proposed work on the existing roadways. There are two existing access points into the existing park and ride lot. One is a full access driveway located on Busbee Drive and the other is a right-in right-out driveway on Busbee Parkway. Both will be used for access to the proposed park and lot. No proposed work is intended on the existing entrances.
- Proposed Design Speed Mainline: N/A
- Proposed Maximum grade Mainline: N/A
- Maximum grade allowable: N/A
- 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
- Proposed Maximum degree of curve: N/A
- Maximum degree allowable: N/A
- Right of way
 - Width: Acquisition of 8.497 acres for parking lot only. 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: 1
- Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: None
 - Retaining walls: Retaining walls will be required along the east side of the site.
- Major intersections: None
- Traffic control during construction: Minimal traffic control is anticipated on Busbee Pkwy and Busbee Drive for the construction of the driveways. All work will be staged and constructed under traffic.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None expected
- Environmental concerns: None.
- 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. (*Held on January 20, 2006, see attached minutes*)
- P. A. R. meetings, dates and results: *Not required*
- FEMA, USCG, and/or TVA: *None*
- Public involvement. *Public meeting not required*
- Local government comments: *Coordination meeting with Cobb County DOT*
- Other projects in the area: *Big Shanty Ext from Busbee Pkwy to Barrett Lakes Blvd (0006869)*
Big Shanty Ext from Busbee Pkwy to Chastain Road (0006870)
I-75 Northwest Corridor Bus Rapid Transit (BRT) (T001048 and T001049)
- Other coordination to date: *None*
- Railroad Coordination: *None*

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: 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: 3 Months
- List other major items that will affect the project schedule: None

Alternatives considered:

1. Bring the proposed grade of the site up to the same elevation of the existing park and ride lot to eliminate the need for retaining walls. The cost required to raise the site by fifteen vertical feet was much greater than the cost of leaving of the site at a lower elevation and providing a ramp supported by walls.
2. Obtain an access easement to use the Brandsmart driveway for access to the lower site. The Brandsmart parking lot has existing curb cuts adjacent to the lower lot and is situated such that a much shorter ramp would be required to access the lower site. This alternative was not attractive due to the time, complications and cost of obtaining additional easements for access to the site.

Comments:

Attachments:

1. Cost Estimates (ROW and Construction)
2. Concept Meeting Minutes
3. Notice of Location and Design Approval
4. Traffic Analysis
5. Concept Layout

CONCEPT COST ESTIMATE - TOWN CENTER-BUSBEE PARK AND RIDE LOT

PROJECT TITLE: TOWN CENTER-BUSBEE PARK AND RIDE LOT
 PROJECT NUMBER: MSL-0007-00(918)
 2/8/2006
 PREPARED BY: Greg Scotchie

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)	8.497	AC	\$305,000.00	\$2,591,585.00
1b. PROPERTY (EASEMENT)	0	AC	\$0.00	\$0.00
2. DISPLACEMENTS	0			\$0.00
3. OTHER COSTS (ADM./COST, INFLATION)				\$857,815.00
SUB-TOTAL A				\$3,449,400.00
B. REIMBURSABLE UTILITIES:				
1. RAILROAD				\$0.00
2. TRANSMISSION LINES				\$0.00
3. SERVICES				\$0.00
SUB-TOTAL B				\$0.00
C. CONSTRUCTION:				
1. MAJOR STRUCTURES				
a. RETAINING WALLS	4,635	SF	\$45.00	\$208,575.00
b. BRIDGES	0		\$0.00	\$0.00
c. DETOUR BRIDGES	0		\$0.00	\$0.00
d. BOX CULVERTS	0		\$0.00	\$0.00
e. DETENTION VAULT	0		\$0.00	\$0.00
f. WATER QUALITY DEVICE	0	EA	\$10,000.00	\$0.00
SUB-TOTAL C-1				\$208,575.00
2. GRADING AND DRAINAGE				
a. EARTHWORK	11,170	CY	\$10.00	\$111,700.00
b. DRAINAGE	228	PARKING SP.	\$300.00	\$68,400.00
c. CURB & GUTTER	3,100	LF	\$12.50	\$38,750.00
SUB-TOTAL C-2				\$218,850.00
3. PAVEMENT				
a. 8" AGGREGATE BASE	4,913	TN	\$16.50	\$81,071.93
b. 1.5" ASPHALT PAVING - SURFACE, 9.5 mm	901	TN	\$69.00	\$62,156.56
c. 2" ASPHALT PAVING - BINDER, 19mm	1,201	TN	\$64.00	\$76,869.94
d. 5" ASPHALT PAVING - BASE, 25mm	3,003	TN	\$59.50	\$178,662.56
e. 8" CONCRETE PAVING	0	SY	\$30.00	\$0.00
f. 4" CONCRETE SIDEWALK	750	SY	\$53.50	\$40,125.00
SUB-TOTAL C-3				\$438,885.98
4. LUMP ITEMS:				
a. TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000.00
b. CLEARING AND GRUBBING	4	AC	\$2,000.00	\$8,000.00
c. LANDSCAPING	228	PARKING SP.	\$200.00	\$45,600.00
d. EROSION CONTROL	228	PARKING SP.	\$175.15	\$39,934.20
SUB-TOTAL C-4				\$103,534.20
5. MISCELLANEOUS				
a. LIGHTING	228	PARKING SP.	\$350.00	\$79,800.00
b. SIGNING AND STRIPING	228	PARKING SP.	\$35.00	\$7,980.00
c. TRAFFIC SIGNAL	0	EA	\$100,000.00	\$0.00
e. FARE SYSTEMS BUILDING	0	EA	\$150,000.00	\$0.00
f. BUS PAVILLION SHELTER	0	EA	\$38,000.00	\$0.00
SUB-TOTAL C-5				\$87,780.00
PROJECT SUB-TOTAL				\$4,507,025.18
ENGINEERING & CONTIGENCY (10%)				\$450,702.52
PROJECT TOTAL				\$4,957,727.70
1-YEAR INFLATION, 5%PER YEAR				\$247,886.39
PROJECT GRAND TOTAL				\$5,205,614.09

4011 → R.O.W
ESTIMATE
FOR CONCEPT
REPORTS.

Preliminary Right of Way Cost Estimate *by GDOT.*

Site: Busbee Drive, Cobb County, Ga.
8.497 acre tract

Date: Feb 8, 2005
Project: STRW-0035 COBB
Existing/Required R/W: GRTA - 8.497 acre site
Project Termini: N/A
Project Description: Possible expansion of existing Park and Ride Lot located on Busbee Drive, located in vicinity of SE Quadrant, I-75/Chastain Rd Interchange.
P.L Number: N/A
No. Parcels: 1 site

Land:
Commercial
8.497 acres @ \$305,000/acre = \$ 2,591,585

Improvements:
None

Relocation:
None

Damages:
Proximity - None
Cost To Cure - None

Net Cost		\$	2,591,585
Scheduling Contingency	10 %	\$	259,159
Adm/Court Cost	10 %	\$	285,074
Inflation Factor	10 %	\$	313,582
		\$	<u>3,449,400</u>

Typical percentages for Concept Estimates for entire projects of 55%, 60%, and 40% respectively are considering 5 year forecast. For these GRTA sites, it is considered appropriate to temper the percentages as shown above, as it is anticipated these projects will be online sooner, using an approximate 1 year forecast. In all cases, the percentages and totals are cumulative, one factor upon the preceding.

Total Cost \$ 3,450,000 (Rd)

Prepared By: Terry McCollister
Terry McCollister, Inc.
Date: 2-8-05

Approved: Gene R. Miller
GDOT R/W

CONCEPTUAL OR PRELIMINARY COST ESTIMATE

(Not an Appraisal)

PURPOSE: The Georgia Regional Transportation Authority (GRTA) is implementing a Regional Bus Service called Xpress. Expansion of their services is being contemplated in Cobb County, Ga.

LOCATION: Consideration is being given to enlarge an existing "Park and Ride Lot" in the Southeastern Quadrant of the I-75 – Chastain Road Interchange vicinity. The existing park and ride fronts along the southern side of Busbee Drive, and the expansion area enjoys approximately 200 feet of common frontage along the back side of the existing park and ride. The total tract under consideration contains 8.497 acres. Other common neighboring property lines include an Ice Skating Facility and Day Care along the Eastern property line, a closed Amusement Park (race car tract) to the South and North which separates the subject from I-75, and a new Brandsmart (discount electronics) under construction to the Northwest.

Subject Site of 8.497 acres:

A great deal of finished grading has been completed on the entire Brandsmart Tract, to include almost three distinct allocations being:

- 1) the store site for the new store with foundation already being under construction (date of all photos: February 6 & 7, 2005)
- 2) the stormwater management facility area, and
- 3) the 8.497 acre parcel of interest for the park and ride expansion.

Descriptions on each photo will depict certain grade differences of interest, and said photos will assist the reader greatly in grasping the lay of the subject tract. In summary, however, it is noted that while the subject tract appears to be at a finished usable grade with back slopes "blanket-grassed" along adjoining property lines, there are grade differences to address. Basically there are three tiers when looking at the entire surrounding property, one of which includes the Brandsmart Store site. The existing park and ride lot is also on this same tier or level. The second tier contains the 8.497 acre parcel of interest, and lies approximately 10' below the grade of the existing park and ride. Still a third tier is described concerning the property to the south of the 8.497 tract. That adjoining tract is an old amusement park (race car tract) and it too is upon yet another tier, also 10' below the 8.497 acre parcel of interest.

While I am sure Brandsmart could engineer access to the finished graded lot of 8.497 acre for future use, or to sell to an adjacent retailer, shared access through the Brandsmart store site would have to be worked in, as the existing GRTA lot contains the frontage on Busbee Drive, separating the 8.497 acre parcel of interest from separate Busbee Drive road frontage. It should also be noted that it appears that for GRTA's possible use, some engineering would also still have to be addressed. For as stated above, the existing park and ride facility is approximately 10' above the grade of the existing finished grade of the 8.497 site. Perhaps a drive may be constructed along the common 200' adjoining boundary, from the existing "upper" lot to a new "lower lot".

ANALYSIS OF SALES AND DISCUSSION:

Sales 4, 5, and 9 are all very recent sales which reflect the total parent tract. Sale 4 contained 6.553 acres and sold for \$ 265,146/acre or \$6.09/sf and fronted an area along I-75. Sale 5 contained 15.98 acres and sold for \$275,000/acre or \$6.31/sf and included a majority of the store site and the subject tract being considered. Sale 9 contained 1.97 acres and sold for \$350,000/acre or \$8.03/sf and fronted an area along Busbee Drive.

Sale 3 is also a very recent sale containing 8.68 acres, sold for \$253,456/acre or \$5.82/sf and has frontage along both Cobb Parkway (US 41) and I-75 approximately 1 mile N of the N. Marietta Pkwy (Loop). This tract is between the N. Loop and the Allgood Road overpass. This sale possesses an inferior location and appears to have some lower lands, and accessed through a current residential area.

Sale 8 is a recent sale of an improved day care facility which adjoins the subject parcel of interest. A reasonable allocation between land and building was necessary to indicate a land value of \$522,500 (total sale price \$1,350,000) for the 1.5 acre site yielding a land only value of \$348.833/acre or \$8.00/sf.

Sale 6 contained 2.025 acres and sold for \$ 320,988/acre or \$7.37/sf, is located at 1505 Roswell Road, with a new car wash under construction. Sale 7 contained 1.002 acres and sold for \$329,341/acre or \$7.56/sf, and is located at 952 & 956 Roswell Street, and used for a used car sales lot. A minor allocation was made for an existing structure used for detailing etc.

Sale 2 is an older secondary commercial site near the I-75, SR 92 interchange containing 1.268 acres, having sold for \$250552/acre or \$5.75/sf. Sales 10 and 11 are also older sales as shown in the sales chart, and represent a more prime outparcel scenario than does the subject.

Sale 1 is included as it is a very recent sale having closed 12/23/04 in the near vicinity containing 6.245 acres, with an indication of \$89,672/acre or \$2.06/sf. However, it should be recognized that while located behind existing commercial outparcel uses, the very limited frontage to Busbee Parkway and the subject's topography make it more likely for multi-family use such as apartments or condominiums - inferior to the subject tract.

Conclusions:

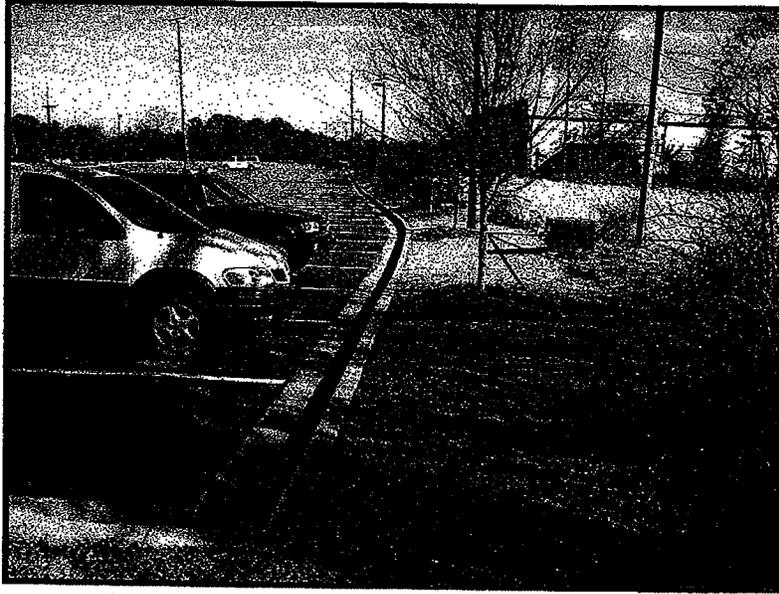
While one should be aware that this is a Preliminary Cost or Conceptual Cost Estimate for possible programming purposes and NOT an appraisal report, efforts have been made through deed research to find apparent sales of properties located within the neighborhood of the subject property. While each sale is not verified as with an appraisal, all on the list are shown with their Grantor, Grantee, Date of Sale, Location, Sales Price, Acreage, Price per Acre, and Price/SF. In summary, heaviest emphasis is placed on sales 4, 5, 8, and 9 with support from sales 6 & 7. The positive completed grading to a possible finished grade is considered along with the aspect of limited frontage, and the grade of the subject in relation to existing park and ride and surrounding properties. For conceptual cost estimate purposes, the preliminary estimate for the subject 8.497 acres is \$7.00 per square foot or \$305,000(Rd.) per acre

Preliminary Cost Estimate - Indicated Land Sales - COBB GRTA SITE - Busbee Dr (Chastain @ I-75)										
Sale	Grantor	Grantee	Dist & LL	Location	Date of Sale	Sales Price Indication	Size	Price/Acre	Price/\$ F	
1	Athens Vest, Inc.	Townview of Ga, LLC	16-502-9	George Busbee Parkway	12/23/2004	\$60,000	6.245	\$89,672	\$2.06	
2	Milwaukee Mutual Ins Co	D. L. Patel, et al.	21-1243	Npoint Pkwy @ Npoint Way	5/18/2001	\$317,700	1.268	\$250,552	\$5.75	
3	Freeman Growth, LLC	Laurel Properties, LLC	16-1069 & 1091 & 1092; tax 16106900190	522 Cobb Parkway	9/17/2004	\$2,200,000	8.68	\$253,456	\$5.82	
4	High Point, LLLP (Gertrude Allred, by Nan S. Perry, adm.)	Brandsmart USA of Clayton Co, LLC	16-0443-00040 & 16-0504-00030	Busbee Drive	10/4/2004	\$1,737,500	6.553	\$265,146	\$6.09	
5	Ernest James Thomas	Brandsmart USA of Clayton Co, LLC	16-0434-00020	Busbee Drive	10/4/2004	\$4,394,500	15.98	\$275,000	\$6.31	
6	Ben M. Watson	North Atlanta Car Wash, LLC	16-1208 & 1209	1505 Roswell Road	3/30/2004	\$650,000	2.025	\$320,988	\$7.37	
7	Hoke-Smith Properties, LLC	Car Guys, Inc.	16-1237	952 & 956 Roswell St	3/24/2003	\$330,000	1.002	\$329,341	\$7.56	
8	Butler, Denton, Stewart, & Flotta	Crystal Children, LLC	16-503	3051 Shanty Dr	12/24/2003	\$522,500	1.5	\$348,333	\$8.00	
9	Athens Vest, Inc.	Brandsmart USA of Clayton Co, LLC	16-0434-00060	Busbee Drive	10/4/2004	\$689,500	1.97	\$350,000	\$8.03	
10		Collins Marine Group	16-507-22	George Busbee Parkway	5/17/2001	\$650,000	1.033	\$629,235	\$14.45	
11	Gingercrest, Inc.	KFC of America, Inc.	16-1029- 004&020	2220 Roswell Road	7/8/2002	\$725,000	1.14	\$635,965	\$14.60	

SUBJECT PHOTOS

INCLUDING DETAILED DESCRIPTIONS
FROM VARIOUS VANTAGE POINTS

**Looking Easterly along edge of existing Park & Ride.
Future Site is to the right of the curbing and down the graded backslope
approximately 10' below existing pavement grade.**



**View from edge of existing Park & Ride across Brandsmart foundation westerly
toward I-75 in the background.**



Good view of finished grade differences. Taken from existing Park & Ride Lot with that immediate grade difference of approximately 10' in Foreground. Slope to the left is along back property line of Ice Land Rink building & is approx same 10' grade difference.



View of subject future expansion lot, showing grade differences along what will be the southern side property line of the Brandsmart Store building. Again, I-75 is in the distance.



**View looking Westerly along boundary of former amusement park.
This is the subject showing level graded site.
Subject site shown is 8-10' above level of former amusement park, just beyond the
silk fence shown.**



View in opposite direction looking down on former amusement park site.



View from edge of existing Park and Ride looking toward Brandsmart foundation.



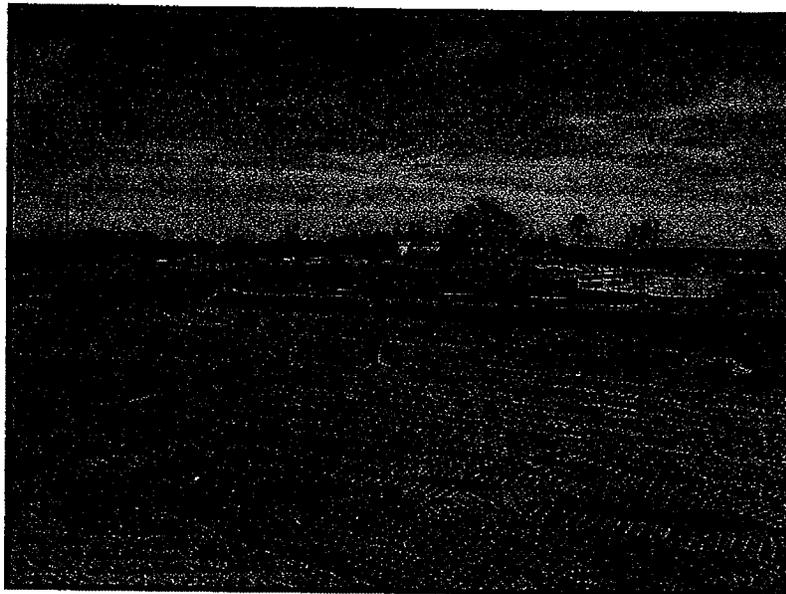
View from Amusement Park frontage looking back toward Ice Rink building to the right and toward existing Park & Ride in back left of photo. Shows grade elevation of approximately 10' between existing and future lot (graded in foreground).



View from I-75 – I-75 RW is at fence just beyond 3 pines in foreground. Subject is just beyond second treeline, about 8-10 above grade of former amusement park property in center (a children's race track type facility)



View looking across Brandsmart foundation from KSU Parking Lot. Cars in Distance are in existing Park and Ride Lot





1"=500'

BUSBEE PKY

CHASTAIN ROAD

BUSBEE DRIVE

EXISTING
PARK & RIDE

"BRANDSMART" SITE

I-75

I-75

EXIT #271

MCGILLUM PKY

BARRETT LAKES BLVD

3. **Points of ingress/egress for Buses and for Vehicles:** Buses will not enter the site and will utilize the existing bus shelter on Busbee Drive for pick-up and drop-off. Commuter vehicles will access the lot via the two existing entrances on Busbee Drive and Busbee Parkway.
4. **Misc. Features:** include the following:
 - Although buses are not intended to enter the additional parking area, the lot will be designed so that they may enter the site if the need ever arises.
 - Pedestrians can reach the upper lot and the bus shelter via stairs or sidewalk along the driveway ramp and on the adjacent hillside
 - Pedestrian pathways may be covered in the future (this would be done by Cobb DOT)
 - GRTA will purchase the entire tract (15ac+/-), assuming room for further expansion if necessary.
 - The future Big Shanty Connector will pass directly to the south of the site. The lot is situated such that access from the future connector may be easily provided at some time in the future.
 - An existing regional stormwater detention pond owned by Brandsmart (current landowners) will provide stormwater detention for this site.
 - The site is currently graded flat and assumed to require minimal working at the time of construction.
 - Ramp to the site will be supported by RE walls.

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

No Comments

2. Traffic Ops:

Comment: The pedestrian paths from the lower lot do not appear to meet ADA standards. How is this being handled?

Response: The pedestrian paths from the lower will not meet ADA standards. However, additional handicap spaces will be added in the upper lot to comply with the required ratio of the total number of spaces in the lot. Signs will be posted stating that all handicap spaces are located in the upper lot.

3. General Discussion (Cobb DOT)

- 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.
- R/W acquisition for the future Big Shanty Connector will begin this year
- This lot would be "temporary" in that it will be replaced when the I-75 Town Center HOV/BRT station is constructed. This is not expected to occur for 10 to 15 years.

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: Sonny Smoak
DATE: October 31, 2005
SUBJECT: Traffic Data for Concept Report
Busbee Drive Park-and-Ride Lot

The existing Busbee Drive Park and Ride lot is located in the southwest quadrant of the intersection of Busbee Parkway and Busbee Drive. Busbee Drive is currently a three (3)-lane facility with one (1) through lane in each direction, a center-shared left turn lane, and an exclusive right turn lane at its intersection with the Park-and-Ride lot driveway. Busbee Parkway is currently a four (4)-lane facility with two (2) through lanes in each direction and an exclusive northbound left turn lane at its intersection with Busbee Drive. Existing Busbee Drive and Busbee Parkway access will remain for the proposed parking improvements.

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). In addition, traffic volumes were recorded on Tuesday, March 08, 2005. 24-hour counts indicated that during an average weekday there are 9,338 vehicles currently utilizing Busbee Drive and 23,147 vehicles currently utilizing Busbee Parkway during an average weekday. It was assumed that the proposed parking improvements would be operational by the end of 2006.

Overall, traffic impacts to the surrounding roadway network will be result of additional generated trips from the proposed additional parking lot. In 2009 impacts may be distributed further as the facility may be connected directly with Big Shanty Connector and additional transit vehicles would be introduced.

Under the current proposal, the expanded parking area will be comprised of an additional 228 parking spaces while utilizing the existing bus pavilion on Busbee Drive. To determine the anticipated amount of traffic resulting from the expansion of 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 the lot expansion would generate an additional 707 trips on an average weekday, 88 trips during the AM peak hour, and 88 during the PM peak hour.

To understand traffic operations in the area, turning movement counts were performed at the intersections of Busbee Drive at Busbee Parkway, parking lot driveway #1 at Busbee Drive, and parking lot driveway #2 at Busbee Parkway. Based upon these counts,

capacity analyses were performed for the AM and PM peak periods for the following scenarios:

1. Existing (2005) volumes
2. Build (2005-Phase I) volumes

Build volumes were calculated by distributing trips generated by the proposed GRTA Park-and-Ride lot additions in relation to existing volumes. The following tables summarize capacity analysis results.

Busbee Drive at Busbee Parkway				
	EB LT	EB RT	NB LT	Intersection
AM Peak Existing (Delay / LOS)	32.6 sec D	33.7 sec D	10.8 sec B	6.9 sec B
AM Peak Build (Delay / LOS)	35.7 sec E	39.4 sec E	11.2 sec B	7.9 sec B
PM Peak Existing (Delay / LOS)	86.7 sec F	14.7 sec B	13.4 sec B	6.2 sec A
PM Peak Build (Delay / LOS)	97.1 sec F	15.2 sec C	13.7 sec B	6.6 sec A

These analyses indicate that overall intersection delay is not significant. However, eastbound left-turning and right-turning vehicles currently experience significant amounts of delay resulting in a LOS D during the AM peak hour. Eastbound left-turning vehicles also currently experience significant levels of delay resulting in a LOS F during the PM peak hour. Additional generated trips will further aggravate this condition.

Parking Lot Driveway #1 at Busbee Drive			
	WB LT	NB	Intersection
AM Peak Existing (Delay / LOS)	7.9 sec A	11.6 sec B	0.8 sec A
AM Peak Build (Delay / LOS)	8.0 sec A	12.6 sec B	1.6 sec A
PM Peak Existing (Delay / LOS)	7.8 sec A	19.3 sec C	1.7 sec A
PM Peak Build (Delay / LOS)	7.9 sec A	27.9 sec D	4.4 sec A

These analyses indicate that overall intersection delay is not significant. However, the northbound approach is forecast to increase delay resulting in a LOS D from a LOS C. While this represents a degradation, a LOS D is generally considered acceptable by GDOT for this roadway network area.

Parking Lot Driveway #2 at Busbee Parkway		
	EB	Intersection
AM Peak Existing (Delay / LOS)	15.2 sec C	0.1 sec A
AM Peak Build (Delay / LOS)	15.6 sec C	0.2 sec A
PM Peak Existing (Delay / LOS)	11.7 sec B	0.2 sec A
PM Peak Build (Delay / LOS)	12.4 sec B	0.5 sec A

These analyses indicate that vehicles do not currently experience significant levels of delay, and there are no indications there will be any notable increases in delay experienced as a result of the Park-and-Ride development. This intersection operates as a right-in / right-out only facility and will remain as such in proposed Park-and-Ride expansion phases.

Existing access will remain in effect, with some internal circulation variances to be expected. Of significance is the placement of the proposed parking addition further south of the existing bus terminal on Busbee Drive. This will necessitate a significant increase in pedestrian movements, thus potentially significantly increasing pedestrian / vehicular conflict points internally to the site. An emphasis on pedestrian safety should be made by aggressively implementing crosswalk measures that provide convenient inline access from the proposed expansion to the existing bus terminal.

Analyses indicate that eastbound vehicles at the intersection of Busbee Drive at Busbee Parkway currently experience significant delays. Therefore, with the addition of generated trips, these delays will only be exacerbated. Left-turning vehicles currently experience a LOS F during the PM peak hour, thus installation of a traffic signal could be considered at present.

While analysis results forecast an acceptable LOS D for northbound / exiting trips at Parking lot driveway #1 at Busbee Drive, hazardous conditions may exist as a result of existing geometrics and close proximity to Busbee Parkway. However, trips generated by the parking expansion could be expected to utilize the Big Shanty Connector if directly connected. This may very well result in forecast impacts at Driveway #1 being significantly less. In addition, the presence of a traffic signal at the intersection of Busbee Drive and Busbee Parkway may provide sufficient gaps in traffic allowing northbound left-turning vehicles to safely exit the Park-and-Ride lot.

