

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0008482, Douglas County
CSMSL-0008-00(482)
Douglas Boulevard Park and Ride Lot

OFFICE Preconstruction

DATE March 3, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction
TO ¹⁰⁻ SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Bryant Poole
Angela Alexander
Paul Liles
Ben Buchan
BOARD MEMBER

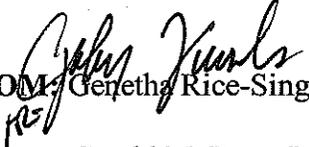
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0008482, Douglas County
CSMSL-0008-00(482)
Douglas Boulevard Park and Ride Lot

OFFICE: Preconstruction

DATE: February 13, 2008


FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project consists of constructing a park and ride lot facility on an 8.60 acre site located in Douglas County. The parcel is bordered by Interstate 20 to the north, CS 974/Douglas Boulevard to the south, and commercial development to the east and west. The park and ride facility infrastructure will consist of approximately 527 parking spaces, three bus pavilions, a Fare Systems Shelter for ticket vending, and access to the site from various locations. The proposed park and ride lot will be constructed on the southern side of the proposed HOV interchange near Bright Star Road. Commuter vehicles and buses will enter and exit the lot via one driveway on Douglas Boulevard. Initially, buses will approach the site by exiting I-20 and turning left onto SR 5/Bill Arp Road and then turn right onto CR 974/Douglas Boulevard. After entering the site, buses will continue straight into the restricted bus pavilion area, and commuter vehicles will turn left or right into the various parking areas. However, the bus path will change as the HOV interchange at Bright Star Road is constructed. At that time, buses will travel the opposite direction on Douglas Boulevard to Bright Star Road.

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 trips in the region will rise to 14.6 million, a 37% 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.

Environmental concerns include requiring a Categorical Exclusion be prepared; a Public Information Open House will be held; Time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C And inflation)	\$ 3,689,000	\$ 3,000,000	RRB	2010
Right-of-way	\$ 3,001,000	\$ 5,016,000	RRB	2008

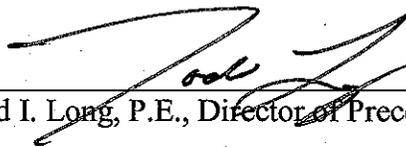
Utilities

I recommend this project concept be approved and the project description be revised to reflect the project herein.

GRS: JDQ

Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



Gerald M. Ross, P.E., Chief Engineer

PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
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0008482 Douglas BRIGHTSTAR ROAD PARK & RIDE LOT - GRTA

Douglas Blvd

CSMSL-0008-00(482)	FIELD DIST: 7	Phase	Approved	Proposed	Cost	Fund	Status
TIP #: AR-616	TWIN:	ROW	2008	2008	5,015,500.00	RRB	AUTHORIZED
MPO: Atlanta TMA	US:	CST	2010	2010	3,000,000.00	RRB	PRECST

EST DATE: 2/1/07
 MODEL YR:
 PROJ MGR: Clowers, Marlo
 PROJ LENGTH: 0.00
 PROG: New Construction
 TYPE WORK: Park & Ride Lot

CONCEPT: PARK & RIDE LOT LET RESP: DOT Congressional Districts: 6

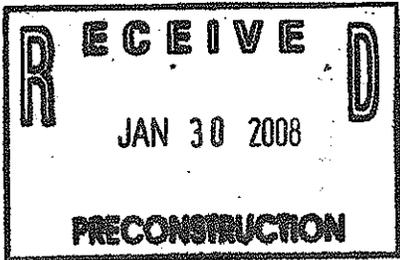
SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	3/1/07	4/30/07	100	Working on Concept [MLC 12/11/07].
		Concept Meeting	7/5/07	7/26/07	100	
		Concept Submittal and Review	9/11/07	1/11/08	100	
2/1/08	2/14/08	Receive Preconstruction Concept Approval			0	
2/14/08	2/14/08	Management Concept Approval Complete			0	
		Environmental Approval	5/15/07	5/16/07	100	
2/15/08	2/14/08	Preliminary Design	5/31/07		50	
2/22/08	2/25/08	FFPR Inspection			0	
		R/W Plans Preparation	3/9/07	5/31/07	100	
		R/W Plans Final Approval	6/28/07	7/3/07	100	
		R/W Acquisition	5/21/07	9/6/07	100	
		Stake R/W	6/18/07	7/1/07	100	
4/1/08	6/2/08	Final Design			0	
6/24/08	6/25/08	FFPR Inspection			0	
7/9/08	7/22/08	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: N MEASUREMENT E CONSULTANT: R UT EST:

EIS: JC PCE 5-16-07 | RUSSETT
 Programming: #1 9-07
 EMG: PARK & RIDE LOT

R/W INFORMATION:

PREL PARCEL CT: 1 TOTAL PARCEL CT: 1 ACQUIRED BY: DOT ACQ MGR: Savage, Bruce
 UNDER-REVIEW CT: 0 RELEASED 1 OPT-PEND CT: 0 DEEDS CT: 1 COND-PEND CT: 0 COND-FILED CT: 0
 RW CERT DT: ACQUIRED CT: 1 RELOCATION CT: 0



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Douglas Boulevard Park and Ride Lot
Douglas County

Project Number: CSMSL-0008-00(482)
PI No. 0008482

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: CR974

Recommendation for Approval:

DATE 1/11/08

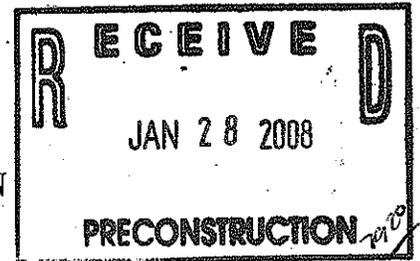
Margaret S. Clowers DVM
Project Manager

DATE 1/17/08

Jan B. Buel
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 <u>1-25-08</u>	_____ Project Review Engineer <u>Steve Bell</u>
_____ DATE	_____ State Traffic Safety and Design Engineer
_____ DATE	_____ District Engineer



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Douglas Boulevard Park and Ride Lot
Douglas County

Project Number: CSMSL-0008-00(482)
PI No. 0008482

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: CR974

Recommendation for Approval:

DATE 1/11/08

Myra S. Clowers DVM
Project Manager

DATE 1/17/08

Jan B. Buel
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).

1-28-2008
DATE

Angela S. Alexander
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

NOTICE OF LOCATION AND DESIGN APPROVAL

**DOUGLAS BOULEVARD PARK AND RIDE LOT
DOUGLAS COUNTY**

**Project Number CSMSL-0008-00(482) Douglas County
P. I. No. 0008482**

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 3, 2008

This project is an 8.6-acre park and ride lot at 7468 Douglas Boulevard in Douglasville, Georgia. The project lies entirely within Douglas County and within Land District 2, Land Lot 159.

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.

**Ernay Robinson, District Seven/Area Three Engineer
Department Of Transportation
Hapeville Area Office
940 Virginia Avenue
Hapeville, GA 30354
(404) 559-6655**

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:

**James B. 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

Douglas Boulevard Park and Ride Lot
Douglas County

Project Number: CSMSL-0008-00(482)
PI No. 0008482

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: CR974

Recommendation for Approval:

DATE 1/11/08

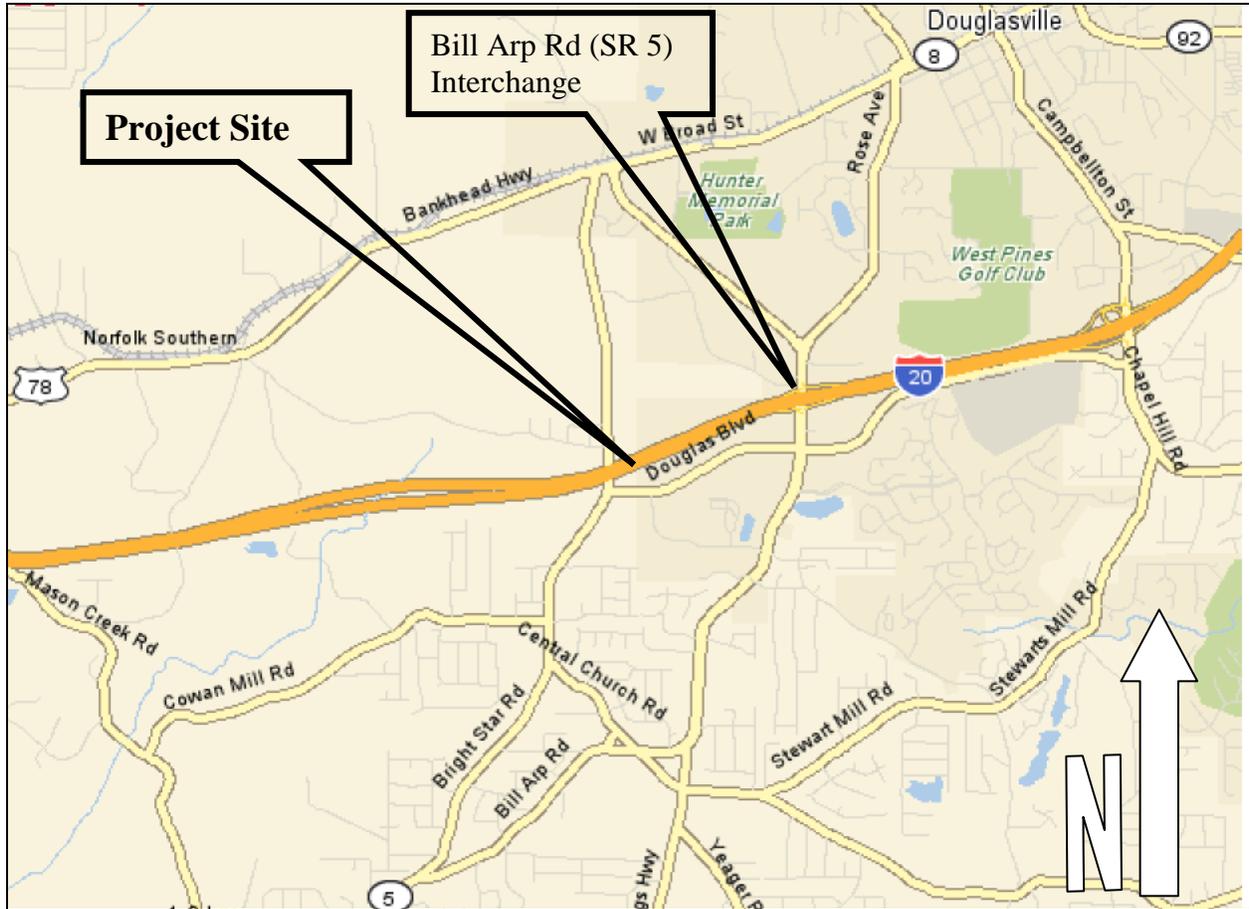

Project Manager DVM

DATE 1/17/08


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



Location Map

Project: CSMSL-0008-00(482) Douglas **PI No.:** 0008482

Description: Douglas Boulevard 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 Douglas Boulevard Park and Ride Lot. This facility would be located in an 8.6-acre parcel on CR974/Douglas Boulevard, just east of CR 192/Bright Star Road, in Douglas County, Georgia.

Description of the proposed project: The proposed project consists of constructing a park and ride lot facility on an 8.6-acre site located in Douglas County, Georgia. The parcel is bordered by Interstate 20 to the north, CR974/Douglas Boulevard to the south, and commercial development to the east and west. The site is currently undeveloped, and is partially covered by small pine trees. The park and ride facility infrastructure would consist of approximately 527 parking spaces, a Fare Systems shelter and bus pavilions, and access to the site as described below.

Initially, buses will approach the site by exiting I-20 at SR 5/Bill Arp Road, turn left onto SR 5/Bill Arp Road and then turn right onto CR974/Douglas Boulevard. Buses will reach I-20 by turning left out of the lot on to Douglas Boulevard, then turning left on to SR 5 to access I-20 eastbound. However, the bus path will change as the HOV Interchange at Bright Star Road is constructed. At that time, buses will travel the opposite direction on Douglas Boulevard to Bright Star Road.

Commuter vehicles and buses will both enter and exit the lot via one driveway on Douglas Boulevard. The proposed driveway is located directly across from the intersection of Stewart Parkway, which will allow for future signalization at the intersection if warranted. After entering the site, buses will continue straight into the restricted bus pavilion area, and commuter vehicles will turn left or right into the various parking areas. Curb and gutter and sidewalks will also be installed along the frontage of Douglas Boulevard. Refer to the attached Traffic Data Memorandum and Concept Plan for additional details pertaining to vehicular access to and from the site.

The Concept Plan includes an area reserved for a storm water detention facility. The 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.

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: CR 974/Douglas Boulevard – Urban Minor Arterial

U.S. Route Number(s): Interstate 20

State Route Number(s): SR 402/Interstate 20
SR 5/Bill Arp Road

County Route Number(s): CR 974 – Douglas Boulevard
CR 192 – Bright Star Road

Traffic (2007 AADT): Douglas Boulevard – 12,000
Bright Star Road – 10,000

Existing design features:

Typical Section: CR974/Douglas Boulevard is a 5-lane section with curb and gutter.

- Posted speed: Douglas Boulevard - 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: Douglas Boulevard: 80 feet
- Major structures: None
- Major interchanges or intersections: Stewart Parkway at Douglas Boulevard – stop-sign controlled
- Existing length of roadway segment: 0 miles in length

Proposed Design Features:

- Proposed typical section(s): A 12-ft acceleration lane and a 12-ft deceleration lane will be constructed along with the proposed driveway on CR974/Douglas Boulevard.
- A 12-ft eastbound left turn lane will be constructed on CR974/Douglas Boulevard at the proposed driveway. No pavement widening is required, because there is an existing center turn lane.
- Curb and gutter and 5-ft sidewalk will be constructed along the property frontage of CR974/Douglas Boulevard.
- Proposed Maximum grade Side Street: N/A
- Maximum grade allowable Side Street: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius of curve: N/A
- Minimum Radius allowable: N/A
- Proposed Superelevation rate for curves: N/A
- Right of way
 - Width: The acquisition of approximately 8.6-acres is required for the parking lot. A temporary construction easement from Douglas County will be required in order to construct the improvements within the County R/W on CR974/Douglas Boulevard.
 - 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: The current Concept Plan does not include any retaining walls. However, walls may be considered during design in order to maximize parking along the perimeter of the site.
 - Bus Pavilions and the Fare Systems Shelter
- Major intersections: The proposed driveway for the park and ride lot will line up with Stewart Parkway on Douglas Boulevard. Both are expected to be stop-sign controlled.
- Traffic control during construction: Minimal traffic control is anticipated on CR974/Douglas Boulevard for the construction of the driveway and the sidewalks. All work will be constructed under traffic.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None expected
- Environmental concerns: None. CE document 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, GRTA
- Right of Way Acquisition, GDOT
- 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 was held on July 26, 2007. 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: *A follow up meeting after the Concept Meeting was held with Douglas County and City of Douglasville staff. The meeting minutes are attached.*
- Other projects in the area:
PI # 0003435, MSL00-0003-00(435), I-20 WB from Liberty Road to SR 5/Bill Arp Road – HOV
PI # 0003165, MSL00-0003-00(165), I-20 Westside from SR 5/Bill Arp to SR 6 for HOV lanes
PI #731820-, STP00-0003-01(044), Douglas Blvd. @ Bill Arp Rd/SR
PI #753090-, STP00-9040(003), Douglas Blvd. @ Stewart Parkway-Signals
- Other coordination to date: *None*
- Railroad Coordination: *Not required*

Scheduling – Responsible Parties’ Estimate

Time to complete the environmental process: Complete – CE approved on May 16, 2007.

Time to complete preliminary construction plans: 3 Months

Time to complete right of way plans: Complete – approved on July 3, 2007.

Time to complete the Section 404 Permit: N/A

Time to complete final construction plans: 6 Months

Time to purchase right of way: Complete - closed on September 6, 2007.

List other major items that will affect the project schedule: None anticipated

Alternates considered: An alternate location for this lot was explored, near Bright Star Road on the north side of I-20. However, there are no large parcels available, so multiple parcels would have to be acquired for this project, as shown on the attached tax map. In addition, the alternate area explored is adjacent to existing residential developments and Bright Star Elementary School, which may have introduced environmental concerns for the park and ride lot. GRTA is pursuing the parcel as shown on the Concept Plan because it is currently for sale, commercially zoned, it has sufficient land for the project, appropriate access to SR 5 and Bright Star Road, and it does not have any known environmental concerns.

One design alternate may also be considered, which would consist of a one-way bus only entrance drive near the eastern boundary of the site. The logistics of this additional entrance for the buses may be considered during the design phase, in an effort to shorten the bus path through the site.

Comments:

Additional operational and infrastructure recommendations that will be considered in detail during the development of Construction Documents:

- Signal installation at Douglas Boulevard and Stewart Parkway
- Modifications to signal timing at Douglas Boulevard and Bill Arp Road
- Vegetative plantings on Douglas Boulevard along the P&R lot frontage

Project Concept Report - Douglas Boulevard Park and Ride Lot
Project Number: CSMSL-0008-00(482) Douglas County
P.I. Number:0008482

Attachments:

1. Preliminary Cost Estimates:
 - Parking Lot Construction
 - Right-of-Way Appraisal
2. Concept Meeting Minutes
3. Notice of Location and Design Approval
4. Traffic Data Memorandum
5. Douglas County Tax map
6. Concept Plan

Estimate Report for file "0008482 GRTA Douglas Blvd P&R Lot"

Section PAVEMENT ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	11210	TN	19.92	GR AGGR BASE CRS, INCL MATL	223303.20
402-3121	1225	TN	73.34	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	89841.50
402-3131	1685	TN	81.72	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	137698.20
402-3190	2745	TN	75.19	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	206396.55
413-1000	1630	GL	2.83	BITUM TACK COAT	4612.90
Section Sub Total:					\$661,852.35

Section STRIPING ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
652-0095	13	EA	42.03	PAVEMENT MARKING, HANDICAP SYMBOL	546.39
652-0110	7	EA	48.61	PAVEMENT MARKING, ARROW, TP 1	340.27
652-0120	7	EA	46.47	PAVEMENT MARKING, ARROW, TP 2	325.29
652-0210	1	EA	67.25	PAVEMENT MARKING, WORD, TP 1	67.25
652-0260	1	EA	69.07	PAVEMENT MARKING, WORD, TP 6	69.07
652-5451	10040	LF	0.28	SOLID TRAFFIC STRIPE, 5 IN, WHITE	2811.20
652-5452	730	LF	0.50	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	365.00
652-5701	90	LF	1.91	SOLID TRAF STRIPE, 24 IN, WHITE	171.90
652-5801	1370	LF	0.92	SOLID TRAF STRIPE, 8 IN, WHITE	1260.40
652-6501	180	GLF	0.39	SKIP TRAFFIC STRIPE, 5 IN, WHITE	70.20
652-9001	220	SY	2.11	TRAFFIC STRIPE, WHITE	464.20
Section Sub Total:					\$6,491.17

Section ROADWAY ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	25000.00	TRAFFIC CONTROL -	25000.00
153-1300	1	EA	72181.10	FIELD ENGINEERS OFFICE TP 3	72181.10
210-0100	1	LS	930700.00	GRADING COMPLETE -	930700.00
318-3000	100	TN	20.39	AGGR SURF CRS	2039.00
441-0104	2360	SY	37.47	CONC SIDEWALK, 4 IN	88429.20
441-6216	7290	LF	15.66	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	114161.40
Section Sub Total:					\$1,232,510.70

Section UTILITY - WATER ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
670-5620	400	LF	21.78	WATER SERVICE LINE, 3/4 IN	8712.00
670-8430	1	EA	2699.24	DBL STRAP SADDLE, 16 IN X 3/4 IN	2699.24
670-9732	1	EA	3009.15	INSTALL BACKFLOW PREVENTION ASSEMBLY, WITH VAULT	3009.15
Section Sub Total:					\$14,420.39

Section EROSION CONTROL AND GRASSING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	9	AC	16605.00	EROSION CONTROL AND GRASSING	149445.00
Section Sub Total:					\$149,445.00

Section UTILITY - LIGHTING AND COMMUNICATION CONDUITS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	9	AC	28107.00	LIGHTING, POWER AND COMMUNICATION CONDUIT	252963.00
Section Sub Total:					\$252,963.00

Section SIGN ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1033	100	SF	21.44	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	2144.00

636-2070	500	LF	9.58	GALV STEEL POSTS, TP 7	4790.00
Section Sub Total:					\$6,934.00

Section FENCE ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
643-1152	2030	LF	15.07	CH LK FENCE, ZC COAT, 6 FT, 9 GA	30592.10
643-8010	1	EA	871.34	GATE, CHAIN LINK ZC COAT -	871.34
Section Sub Total:					\$31,463.44

Section LANDSCAPE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	9	AC	16320.00	LANDSCAPE	146880.00
Section Sub Total:					\$146,880.00

Section HARDSCAPE/BUILDING ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-9000	13	EA	143.06	PRECAST BUMPER BLOCK	1859.78
763-0100	1	LS	275515.00	FARE SYSTEM SHELTER BUILDING	275515.00
763-0110	1	LS	302028.00	BUS PAVILLION - includes three pavilions	302028.00
900-0526	9	EA	651.69	BOLLARDS	5865.21
Section Sub Total:					\$585,267.99

Section STORM DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	9	AC	29300.00	STORM DRAINAGE	263700.00
Section Sub Total:					\$263,700.00

Total Estimated Cost: \$3,351,928.04

Subtotal Construction Cost	\$3,351,928.04
E&C Rate 10.0 %	\$335,192.80
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
Total Construction Cost	\$3,687,120.84
Right Of Way	\$3,000,166.84
ReImb. Utilities	\$0.00
Grand Total Project Cost	\$6,687,287.68

LAND SALES COMPARISON CHART

Item	Subject	Land Sale 1	Land Sale 2	Land Sale 3	Land Sale 4
Address	7468 Douglas Blvd.	6942 Douglas Blvd.	6984 Douglas Blvd.	Chapel Hill Rd./Allison Ct.	Chapel Hill Rd.
Sales Price	\$2,172,300	\$410,000	\$1,100,000	\$556,875	\$2,250,000
Price/SF	\$5.74	\$3.70	\$8.62	\$3.38	\$5.68
Date of Sale	5/03	6/03	7/05	9/05	11/05
Rights Conveyed	Fee Simple	Fee Simple	Fee Simple	Fee Simple	Fee Simple
Sales/Financing Concessions	All cash to seller	All cash to seller	All cash to seller	All Cash to seller	All cash to seller
Conditions of Sale	Arm's Length	Arm's Length	Arm's Length	Arm's Length	Arm's Length
Market Conditions/Time		+75%	+30%	+25%	+20%
		Description	Description	Description	Description
Location	Two Primary Arteries	Slightly Inferior	Slightly Inferior	Similar	Superior
Corner	No	No	No	Yes	No
Size (SF)	8.6 Acres	2.54 Acres	2.93 Acres	3.38 Acres	9.1 Acres
Zoning/Use	Commercial	Commercial	Commercial	Commercial	Commercial
Access	Good	Fair	Good	Good	Good
Topography	Gently rolling, above grade	Level	Level	Level	Level
Shape	Irregular	Irregular	Irregular	Irregular	Irregular
Utilities	All available	All available	All available	All available	All available
Functional Utility	Fair	Poor	Good	Good	Good
Adjust Price/SF:		\$8.00	\$9.00	\$6.00	\$8.00

Sale 4 is judged to be most similar to the subject, due to the date of sale and size. The mean/median of the indicated values are \$7.75/\$8.00/SF. It is my opinion that a unit value of \$8.00 per square foot best represents the value for the subject.

FINAL VALUE ESTIMATE, BEFORE ACQUISITIONTotal Value of Land Before Acquisition:

8.6 Acres (374,616 SF) @ \$8.00/SF): \$2,996,928

Total: \$3,000,000



MEMORANDUM

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

To: Attendees - see attached list
From: Debbie Cottrell, PE
Date: August 29, 2007
File: 15284027
Copy: Faye DiMassimo, URS
Chip Burger, URS
Subject: MEETING MINUTES – Concept Team Meeting for the Douglas Boulevard Park and Ride Lot
CSMSL-0008-00(482), PI 0008482

Purpose:

The purpose of this memo is to document the Concept Team Meeting held with GDOT and GRTA on Thursday, July 26, 2007 at GDOT headquarters.

Meeting items discussed are as follows:

1. GRTA provided an overview of the project. They have been authorized to purchase the land, and they are currently finalizing the R/W Plan.
2. Douglas County staff stated that Douglas County DOT is in support of this project and will coordinate their efforts with GRTA during design.
3. All agreed that the City of Douglasville should be involved in the design process. It was confirmed after the meeting that the project is within the City limits. Keary Lord agreed to set up a coordination meeting with the City and GRTA.
4. The City of Douglasville has a signal warrant study underway for the intersection of Douglas Boulevard and Stewart Parkway, which will be researched prior to final design of the park and ride lot.
5. The I-20 HOV project (PI 0003165) includes a re-alignment of a portion of Douglas Boulevard, which was reviewed during the meeting. It was determined that Douglas Boulevard will not be affected by the HOV project along the frontage of the Park and Ride lot. It was also confirmed that the improvements to I-20 are contained within the existing R/W in this area.
6. The schedule of the I-20 HOV project was discussed. It is currently waiting on PPI for 2011/2012. GRTA mentioned that it may be advantageous to design the ramps at Bright Star to allow single occupancy vehicles traveling westbound on I-20 to exit at Bright Star, allowing quicker access to the park and ride lot.
7. The configuration of the lot was discussed. URS stated that the number of spaces may vary from the Concept Plan, as detailed site grading is considered during design. It was noted that a possible right-in/right-out driveway should be considered at the western boundary of the site to improve access for the lot.
8. Security was discussed. Douglas County staff stated that they are experiencing the theft of auto parts in some of their park and ride lots, and that security should definitely be included at this location.
9. The timing between Phase 1 and Phase 2 of the park and ride lot was discussed. It is dependant upon funding. Douglas County DOT will research their 5307 funds that will be available over the next few years. The SPLOST program may also be a funding source. GRTA will need

documentation for the funding that Douglas County can contribute to the project for construction costs. All agreed that this lot will fill up quickly, and the best scenario would be to build the entire lot at once. URS will include a cost estimate in the Concept Report for build-out of the entire lot.

10. Utilities were discussed. Douglas County DOT currently has a project for installing fiber optic cable along Douglas Boulevard.
11. Maintenance of the park and ride lot was discussed. GRTA suggested that it may be possible to coordinate with Douglas County DOT for a private landscaping contract for this site.
12. URS will revise the concept report according to the items discussed, and the meeting notes will be included.

0008492 Douglas Blvd PIR Lot
(aka Bright Star Rd.)

concept team meeting

7/26/07 GDOT Bridge Conference Room

Sign In Sheet

<u>Name</u>	<u>company/dept.</u>	<u>email</u>
Debbie Cottrell	URS	debbie_cottrell @ URScorp.com
Marlo Clowers	GDOT-Urbam	
Nabil Rzad	GDOT-OTSD	nabil.rzad@ dot dot.state.ga.us
Davidae Walker	DC Rideshare	dwalker@co.douglas.ga.us
Greg Watson	DC Rideshare	g.watson@co.douglas.ga.us
Keery Lord	DCDOT	klord @ co. douglas. ga.us
TERESA Lannon	GDOT	Teresa.Lannon@dot.state.ga.us
Mervin Woodward	GRTA	MWoodward@grta.org
Yulonda Pride-Foster	GDOT UFI	Yulonda.pride-foster@dot.state.ga.us
Shawn Green	GRTA	sgreen@grta.org



MEMORANDUM

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

To: Marvin Woodward, GRTA
Shaun Green, GRTA
Randy Hulseley, Douglas County DOT
Keary Lord, Douglas County DOT
Gary Watson, Douglas County
Jeff Noles, City of Douglasville
Debbie Cottrell, URS
Jeff Lowe, URS

File: 15284027

From: Jeff Lowe, PE
Date: November 1, 2007

Copy: Faye DiMassimo, URS
Chip Burger, URS
Dan Dobry, URS
Mike Sneed, URS
Marlo Clowers, GDOT Urban Design

Subject: MEETING MINUTES –Douglas Boulevard Park and Ride Lot Coordination Meeting

CSMSL-0008-00(482), PI 0008482

Purpose:

The purpose of this memo is to document the Coordination Meeting held with GRTA, Douglas County, and City of Douglasville on Thursday, November 1, 2007 at the Douglas County Court House.

Meeting items discussed are as follows:

An general overview of the current status of the project was presented by URS. Both the City and County are in favor of proposed Park and Ride lot and location along Douglas Boulevard. The entire lot is contained within the City of Douglasville City Limits. A total of 526 spaces are currently proposed for the lot along with three bus shelters and ticketing kiosk building. The current design plans illustrate complete/full build out of the lot as opposed to "Phased" as originally presented in the Concept Plan. The following issues were discussed:

1. Lot Uses – Douglas County would like to consolidate existing Van Pool lots in area to this proposed facility. A total of 100-150 spaces would be consumed by Van Pool riders. No additional design elements are required to accommodate Van Pool operation.
2. Energy Cost – GRTA has stated that energy costs for the Facility will be their responsibility. All utilities will be in GRTA's name.
3. Security/Site Lighting – County and City concerned with security and want adequate site lighting for customers. GRTA will be providing adequate lighting and security cameras for the facility. The County does monitor existing lots periodically during day, but does not have special security assigned and does not anticipate providing any additional security to proposed lot. City of Douglasville Police Department will have jurisdiction over lot. GRTA is concerned with unwanted solicitation/marketing at lot as this has become an issue at other lots. City of Douglasville advised that City Code regarding "Solicitation" exists and that it could be enforced should this issue become a problem. Signage will need to be posted noting the Code and possible penalties/fine.
4. Utilities/Fiber Optic Line – A proposed fiber optic communication line is currently being installed along Douglas Boulevard to support Douglas County DOT functions. The installation of this line will need to be coordinated with Park & Ride Lot deceleration lane design as well as other existing utilities along

project frontage. Douglas County DOT will coordinate with Cable Contractor on facility design and coordination.

5. Site Drainage – Drainage for the site is predominately to the southeast corner of the lot. The proposed detention pond is located in the southeast corner of the lot. City of Douglasville advised of current City Code prohibiting detention pond placement in front-yard of lot. A variance process is in place, however, this project may be exempt from Code as it is a State Project. GRTA will provide City of Douglasville letter documenting State level project and exemption from this Code. City requested that additional landscaping be placed around pond and along frontage to screen pond. URS requested assistance from City regarding existing hydrology and drainage design for adjacent lots.
6. Site Grading – Per the City, fill dirt from the site was used for nearby developments. The fill material from site was used under buildings, roads, and for retaining walls. The County indicated that they could take some extra fill from the site and use for County roads projects. The County would provide trucks for removal of extra fill during grading operations. The Geo-tech report will be completed soon and will be reviewed for suitability of fill for County uses.
7. Bus Shelter and Ticketing Building Design – County and City are welcome to provide standards for architectural elements (brick color, roof color, etc.) of the Shelter and Ticketing building. GRTA indicated the Ticketing building design may be altered in favor of more economical design and would welcome input from County and City. It was decided that these elements would be discussed further at a later date.
8. Permitting – As this project is considered a State project it is exempt from local permitting requirements, thus no Land Disturbance Permit is required from City of Douglasville. However, as previously discussed, a letter documenting State project status is required by City. URS will confirm that the attendees of this meeting are included on the GDOT distribution list for PFPR and FFPR plans submittals and field meetings.
9. Schedule/Funding – The tentative Let date for proposed project is June 2008 and construction would last approximately 12 months for opening in June 2009. County indicated that additional funds could be contributed (approximately \$300,000 to \$400,000 additional) if project schedule was pushed further towards 2009.
10. ROW Plan/Easements – Dedication of ROW for utilities and deceleration lane and sidewalk to City and/or County discussed. This will be addressed during the GDOT PDP process.
11. Intersection/Signal Design – The results of signal warrant study prepared by the City was questioned by GDOT. Questions regarding whether GDOT would accept Signal Design without full warrant support discussed. An existing State Funded Project (PI# - 753090) for signal/intersection improvements. At the County's request, GRTA agreed to supplement URS' scope to perform a new signal warrant study with updated traffic data and incorporate proposed facility forecasts. The need for full signal design within PFPR design package was discussed and decided that GRTA would discuss with GDOT. URS advised that incorporating signal design into PFPR plans would move schedule approximately one (1) month.

**I-20 @ BRIGHT STAR ROAD
PARK AND RIDE LOT
DOUGLAS COUNTY, GEORGIA**

TRAFFIC REPORT

Prepared for:
Georgia Regional Transportation Authority
Marquis One Tower
245 Peachtree Center Avenue, NE
Suite 900
Atlanta, Georgia 30303-1223

Prepared by:
URS Corporation
1000 Abernathy Road
400 Northpark Town Center, Suite 900
Atlanta, Georgia 30328

April 20, 2007

GDOT Project Number: CSMSL-0008-00(482)
URS Project Number: 15284027

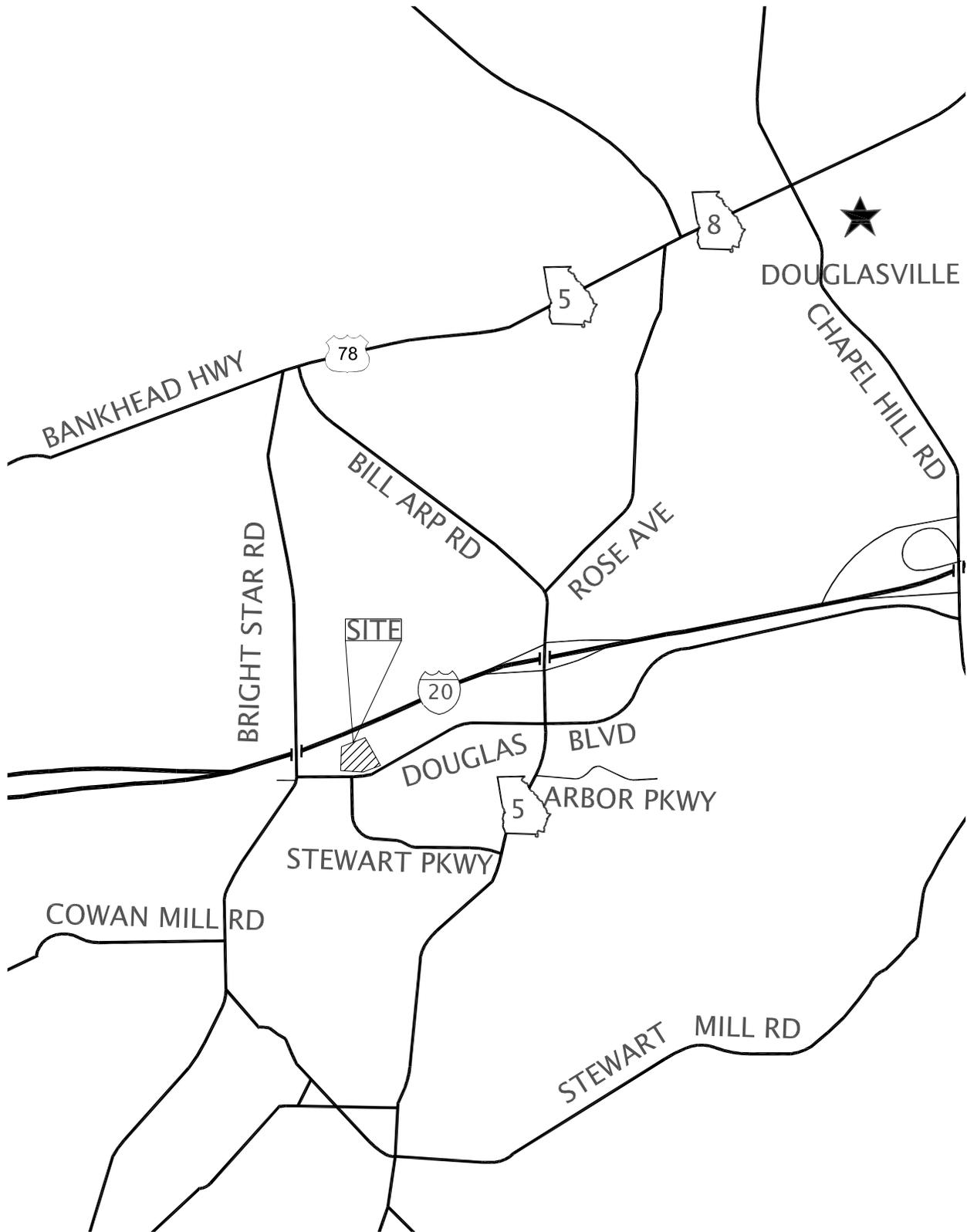
INTRODUCTION

This study investigates the impact to traffic operations resulting from trips generated by a new Georgia Regional Transportation Authority (GRTA) Xpress Bus park and ride lot to be located in Douglasville, Georgia. The proposed site location is between Douglas Boulevard and I-20, west of Bill Arp Road (State Route 5, SR 5) and east of Bright Star Road as shown in Figure 1.

Under its proposed layout, detailed on the site plan, as shown in Figure 2, dated December 5, 2006, the park and ride lot would have one entrance aligned with Stewart Parkway. Currently, this site would be developed in two phases. Phase one, on the eastern half of the property, would include patron parking in two lots, bus only loading area, and a perimeter road with one bus only section. Phase two would add additional parking in two lots located on the western portion of the property.

SERVICE

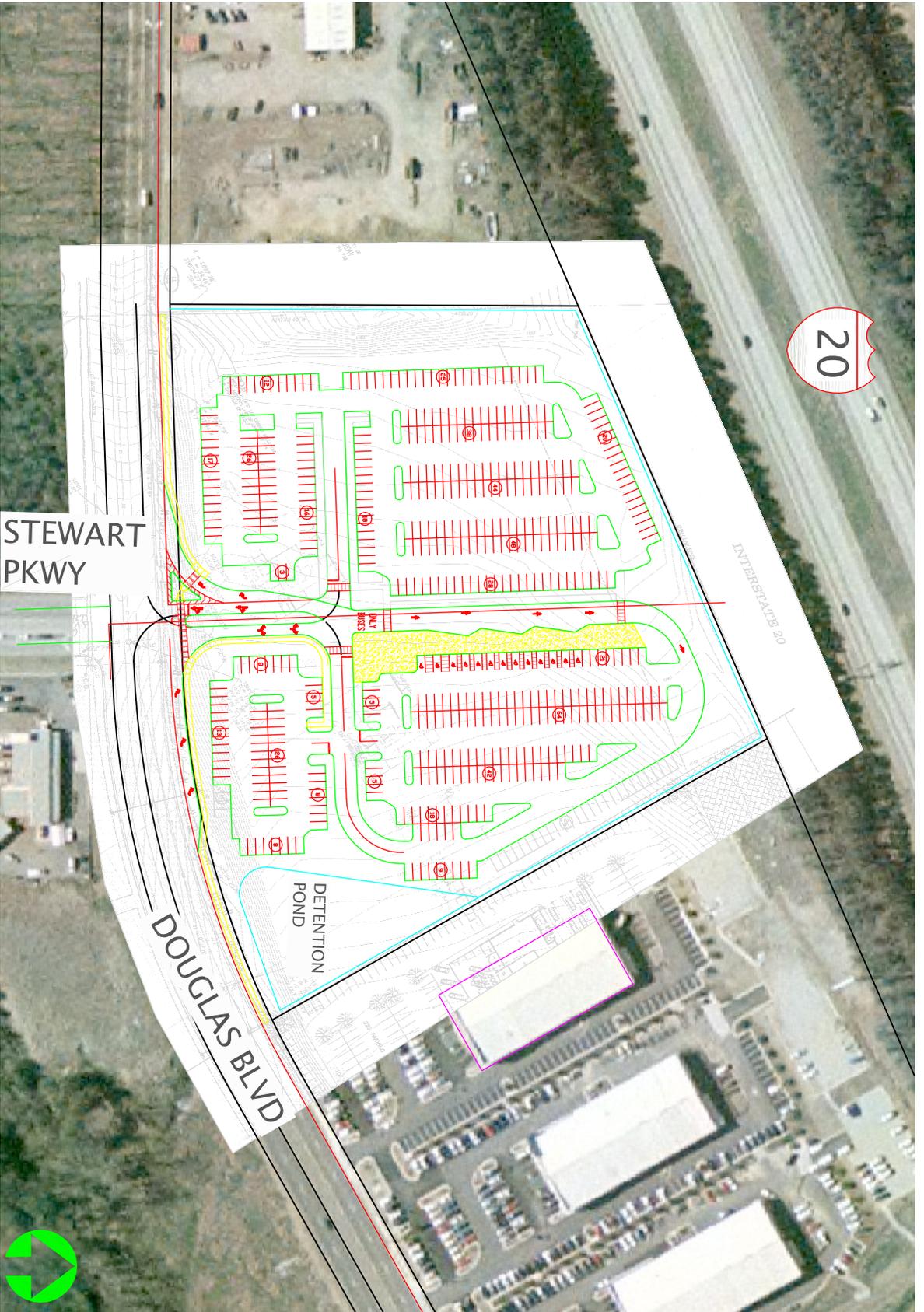
At this time future transit service has not been determined. However, it is anticipated that express service from this lot to downtown and or the Cumberland Galleria area would be provided.



LOCATION MAP

FIGURE 1

URS Corporation



SITE PLAN DECEMBER 2006

3

FIGURE 2
URS Corporation

ROUTING

As final decisions have not been made as to the actual transit service that would be scheduled at the park and ride lot, the routes that the buses would follow have not been defined. However, due to the commuting nature of the Xpress service, the main line of travel would be along I-20. Consequently, there are a limited number of streets that the buses can travel to get to and from the park and ride lot. Even if ultimately the service originates at the park and ride lot, a bus deadheading to the facility would still travel the same streets.

Identified below are the routes that would be traveled by the buses providing service to the new park and ride lot. These roadways and their intersections are then analyzed for the impact to their operations given the introduction of the buses and the associated vehicles of the transit service patrons accessing the park and ride lot.

Inbound Buses

For this report, inbound service starts in the western portion of the metropolitan region and ends in the center of the City of Atlanta. This lot would be the western limit for GRTA park and ride service. Therefore, for a bus to originate inbound service from Douglas County, it would first have to deadhead along I-20 westbound to Bill Arp Road (SR 5), turn left into the far right/outside through lane and proceed south towards Douglas Boulevard, turn right onto Douglas Boulevard, and then turn right into the park and ride lot.

After the patrons have boarded the bus, it could initiate its inbound trip by turning left onto Douglas Boulevard, turn left at the signal onto Bill Arp Road (SR 5), and turn right onto I-20 entrance ramp before proceeding eastbound to downtown.

Outbound Buses

For this report, outbound service starts in the center of the City of Atlanta and ends in the western portion of the metropolitan region. Outbound buses on I-20 westbound would exit at the ramp to Bill Arp Road (SR 5) and turn left onto Bill Arp Road (SR 5) to proceed to Douglas Boulevard, turn right, and then turn right into the park and ride lot. If the facility is the end point of the service, the bus would either return to Atlanta via the inbound routing to do another outbound run or it would return to the bus barn.

Commuter Vehicles

Patrons driving their vehicles to and from the park and ride lot have different routes they could travel to access the facility's driveway on Douglas Boulevard. These routes are based on the area from which the patron starts. Patrons originating from north of the site are expected to travel on Bright Star Road or Bill Arp Road (SR 5) to Douglas Boulevard where they will travel to the park and ride lot. These patrons are expected to follow the reverse path upon exiting and continuing to their destination of origin.

Patrons accessing the site from points south are expected to traverse either Bright Star Road or Bill Arp Road (SR 5) before traveling along Stewart Parkway or Douglas Boulevard to the park and ride lot. Upon exiting they are expected to follow the reverse path from which they entered.

LOCAL ROADWAY NETWORK

Bill Arp Road (SR 5)

Bill Arp Road (SR 5) is classified as an urban principal arterial, with an estimated 5% trucks according to the Georgia Department of Transportation's (GDOT) Road Classification (RC) file. This regionally significant multi-lane median divided roadway is oriented north-south with a posted 35 miles per hour (mph) speed limit. In 2007 Bill Arp Road (SR 5) in the vicinity of Douglas Boulevard has an Average Daily Traffic (ADT) of 37,000 vehicles.

At the intersection with Douglas Boulevard, Bill Arp Road (SR 5) is signalized with protected only left-turn phasing for the northbound and southbound maneuvers. At the I-20 interchange Bill Arp Road (SR 5) is signalized at the westbound and eastbound ramps.

Douglas Boulevard

Douglas Boulevard is classified as an urban minor arterial street with an estimated 4% trucks according to the GDOT RC file. The posted speed limit is 45 mph, and connects Bill Arp Road (SR 5) with Bright Star Road. Douglas Boulevard provides access to several businesses along its length. Currently, two travel lanes in each direction exist along Douglas Boulevard with a continuous two-way center left-turn lane. The driveway providing access to the park and ride lot is proposed to align with Stewart Parkway. Douglas Boulevard between Bill Arp Road (SR 5) and Stewart Parkway has an ADT of 12,000 vehicles.

Douglas Boulevard forms a "T" at the signalized intersection with Bright Star Road. An industrial driveway exists opposite Douglas Boulevard as shown in the photo below. This offset configuration requires the intersection to operate split phased for both the eastbound and westbound approaches. Exclusive right-turn and left-turn lanes exist at the westbound Douglas Boulevard approach to Bright Star Road.



At the signalized eastbound approach to Bill Arp Road (SR 5), an exclusive left-turn lane, an exclusive through lane and a shared through-right-turn lane exist on Douglas Boulevard.

Bright Star Road

Bright Star Road is classified as an urban collector street with estimated 2% trucks according to the GDOT RC file. The speed limit is 45 mph along Bright Star Road. There is one travel lane in each direction, at the signalized intersection with Douglas Boulevard a northbound right turn lane exists. Bright Star Road between Douglas Boulevard and I-20 has an ADT of 10,000 vehicles.

Stewart Parkway

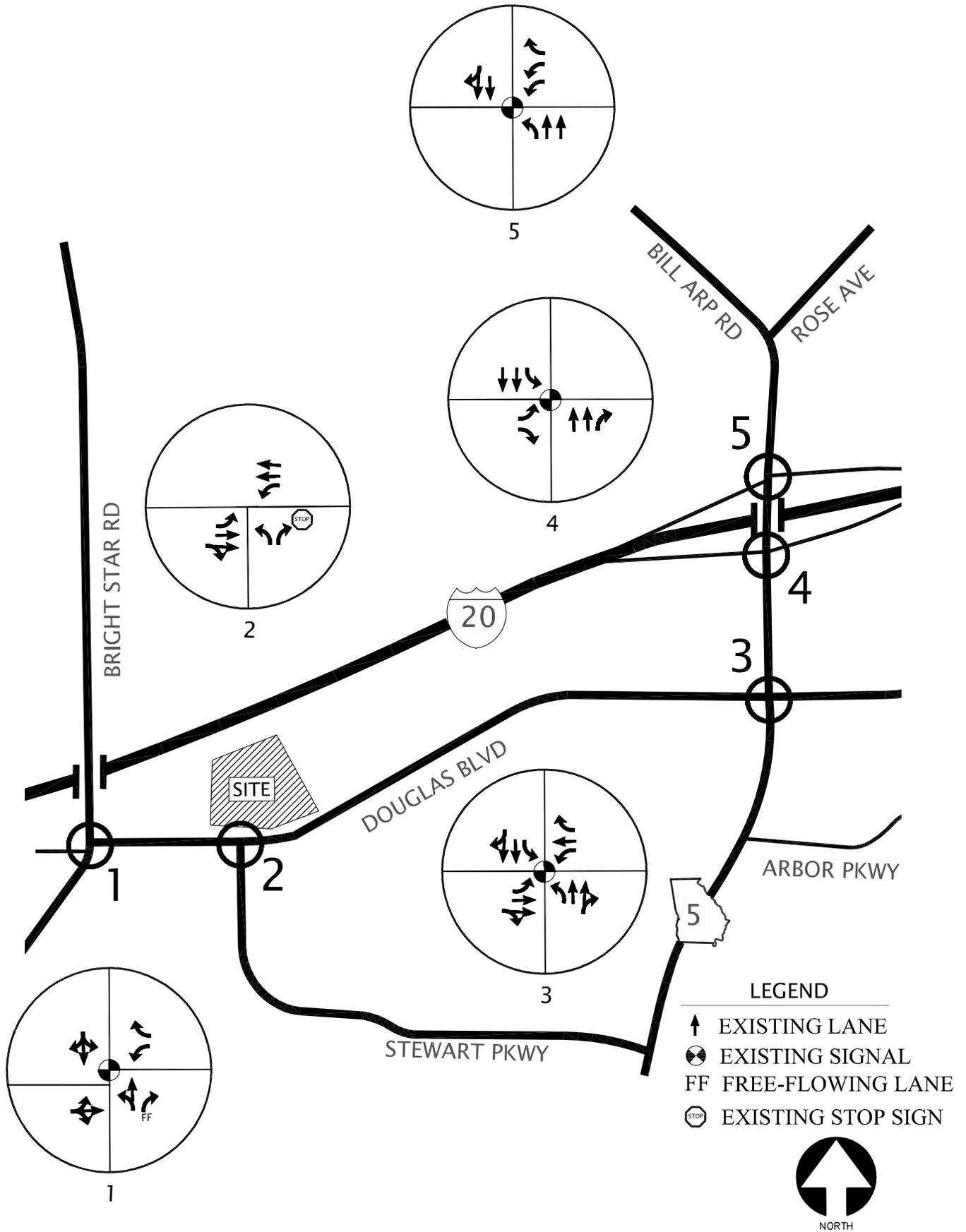
Stewart Parkway is classified as an urban local street with an estimated 4% trucks according to the GDOT RC file. The speed limit is 45 mph, and connects Douglas Boulevard with Bill Arp Road (SR 5). Stewart Parkway has two travel lanes in each direction separated by a continuous two-way center left-turn lane. Stewart Parkway is stop controlled at the intersection with Douglas Boulevard. Stewart Parkway has an ADT of 5,000 vehicles.

Figure 3 illustrates the existing lane configuration for the intersections in the immediate vicinity of the park and ride lot.

ANALYSIS

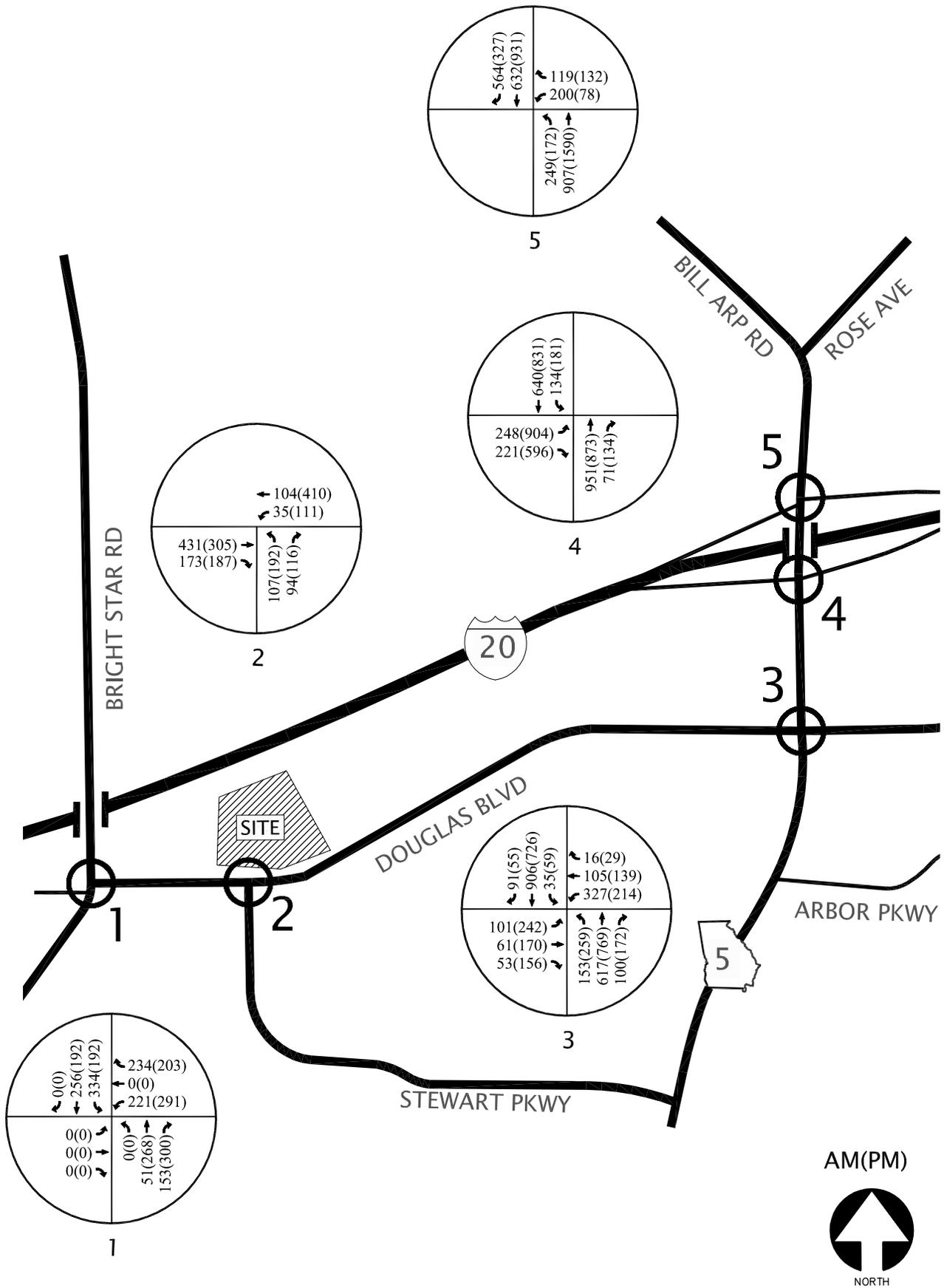
To quantify traffic operations in the area and evaluate the impact the park and ride lot generated traffic may cause, morning and evening peak hour turning movement counts were collected in January 2007 at five intersections in the immediate vicinity of the park and ride lot; the count sheets are in the Traffic Volume Data section of the Appendix. Peak hour turning movement counts were collected at the signalized Bill Arp Road (SR 5) intersections with I-20 Eastbound Ramps, I-20 Westbound Ramps, Douglas Boulevard; Douglas Boulevard at Bright Star Road and at the unsignalized intersection of Douglas Boulevard at Stewart Parkway. These existing peak hour volumes are shown on Figure 4.

This analysis investigates the impact to traffic operations that would occur under a full build out of the proposed park and ride lot. To determine the anticipated traffic generated by this facility, the Institute of Transportation Engineer's (ITE) Trip Generation, 7th Edition manual was utilized for Land Use Code # 090, Park-and-Ride Lot with Bus Service. Based on the December 2006 site plan, the park and ride lot will be constructed with 527 spaces, 13 of which will be designated for handicapped drivers. A previous traffic analysis was performed for an earlier site plan that had 516 spaces. A comparison was done between generated trips for these two different number of total parking spaces. The comparison indicates a total net trip generation change of 22 trips over the day, 9 during the morning peak hour, and 7 during the evening peak hour. The difference in generated trips is insignificant in that there would only be during either peak hour an additional 1 to 2 trips at any given location when distributed over the adjacent street network. Therefore, the original number of parking spaces was continued in the analysis which projects that this lot when fully operational would generate 2,202 trips on an average weekday. During the morning peak hour the facility would generate 399 generated trips with 80% of the vehicles entering the park and ride lot and 20% exiting. During the evening peak hours the facility would generate 318 trips with 77% exiting the lot and 23% entering.



EXISTING LANE CONFIGURATION

FIGURE 3
URS Corporation



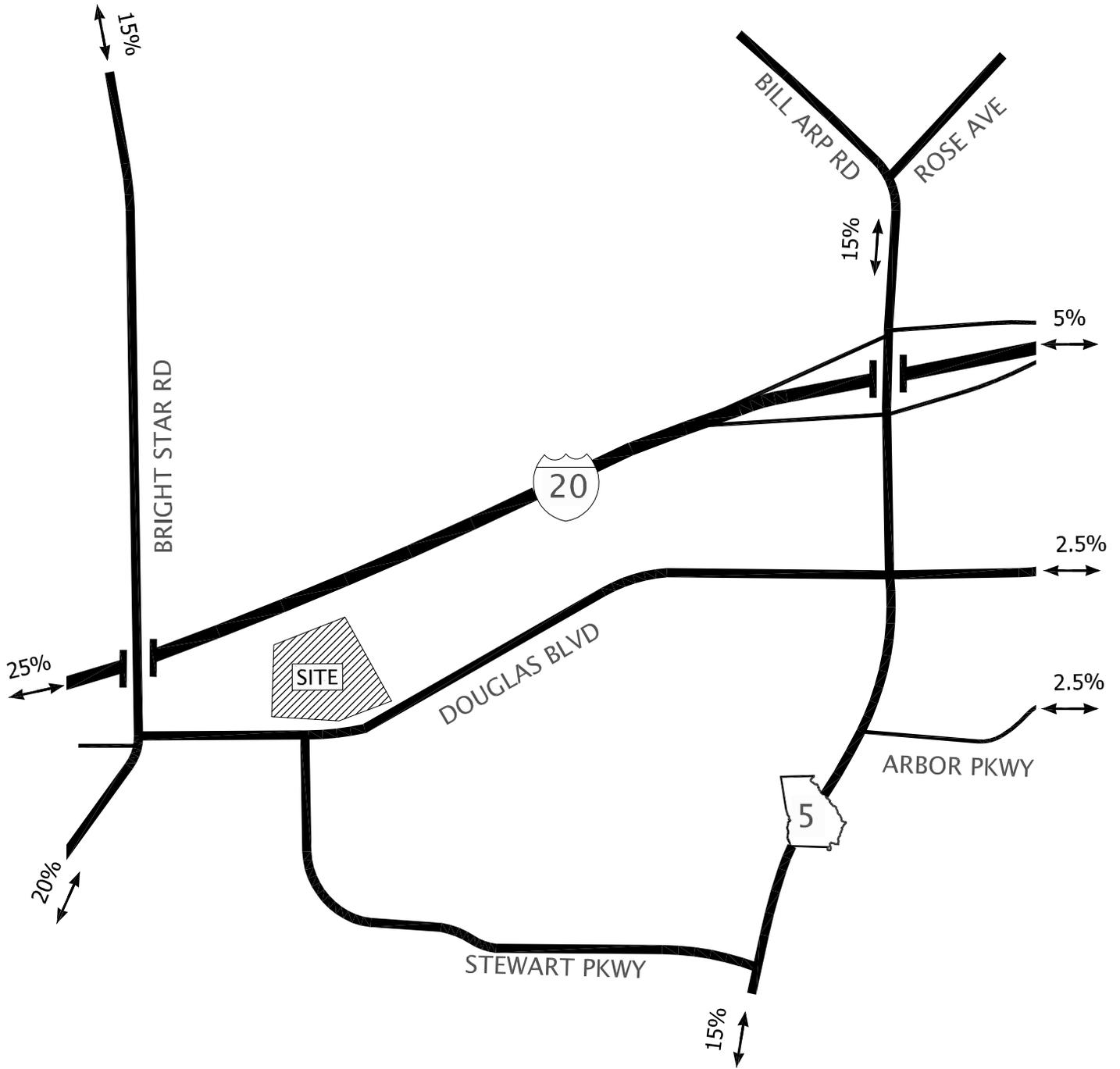
EXISTING WEEKDAY PEAK HOUR VOLUMES
2007

FIGURE 4
URS Corporation

For comparison purposes, another technique was evaluated for estimating trip generation rates. The technique used the number of buses operating at the park and ride lot during the peak hour in conjunction with anticipated ridership. The typical Xpress bus seats 45 customers. With a load factor of 80%, there would be 36 passengers per bus. Assuming each patron drives their own vehicle and seven buses utilize the park and ride lot in the peak hour, that would result in 252 trips. This value is less than the trips given by Trip Generation. One reason for this is that park and ride lots are also used by van pools and carpools; using strictly mass transit activities can under represent the actual usage of the facility. Consequently, the rates reported by ITE are used in the impact analysis to estimate the number of generated trips by the park and ride lot.

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 attractors and generators. The site-generated traffic was distributed to the area per the percentages shown in Figure 5 and assigned per the existing peak hour intersection turning percentages as shown in Figure 6.

The currently anticipated opening date of the facility is in late 2008. In the event there is a delay, the park and ride lot would be constructed and functional in early 2009. To estimate the traffic volumes that would be present on the roadways prior to the opening of the park and ride lot, existing volumes were projected for one year, to represent the conditions in 2008. Future growth in the vicinity of the park and ride lot was based on AADT data collected at GDOT count stations from 1999 to 2005. Data collected at Douglas County count stations TC 12, TC 4181, and TC 225 revealed fluctuating AADTs with an overall positive trend and an average annual growth rate of 5%. The future volumes were calculated applying the 5% growth rate and are shown in Figure 7. The park and ride lot generated volumes were then added to the future volumes to determine the anticipated future volumes when the facility is operational. These volumes are shown in Figure 8.

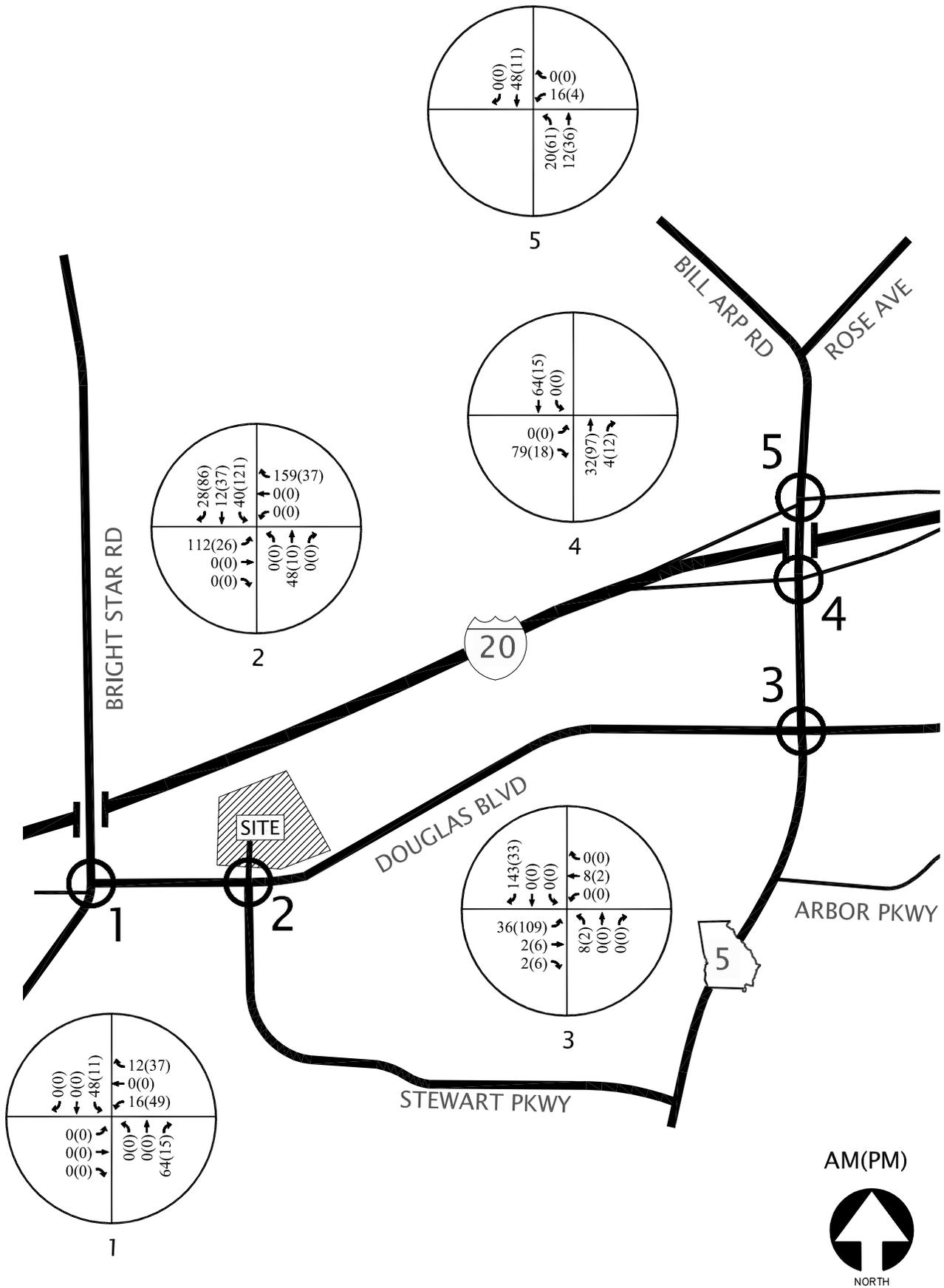


TRIP DISTRIBUTION



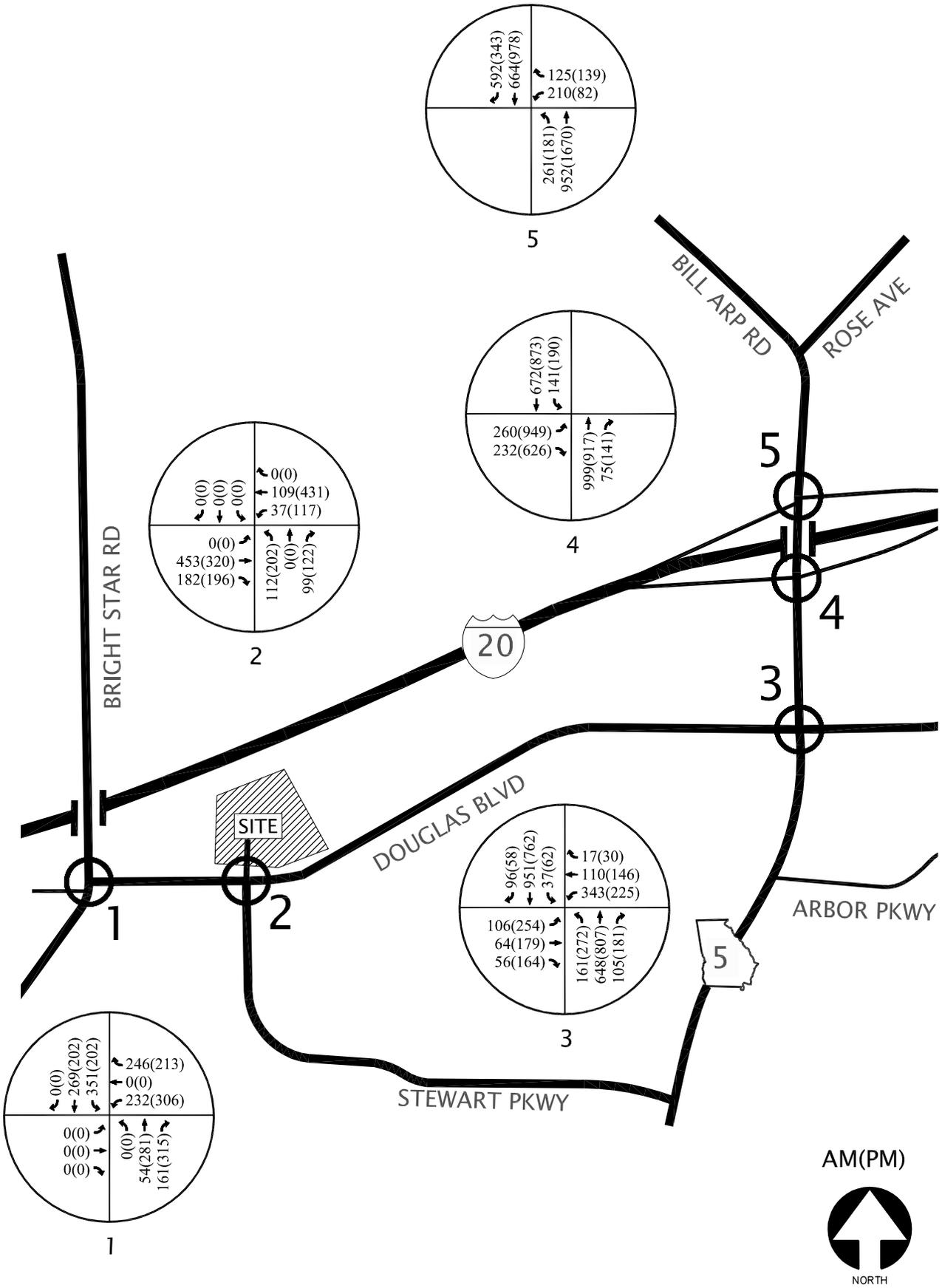
NORTH

FIGURE 5
URS Corporation



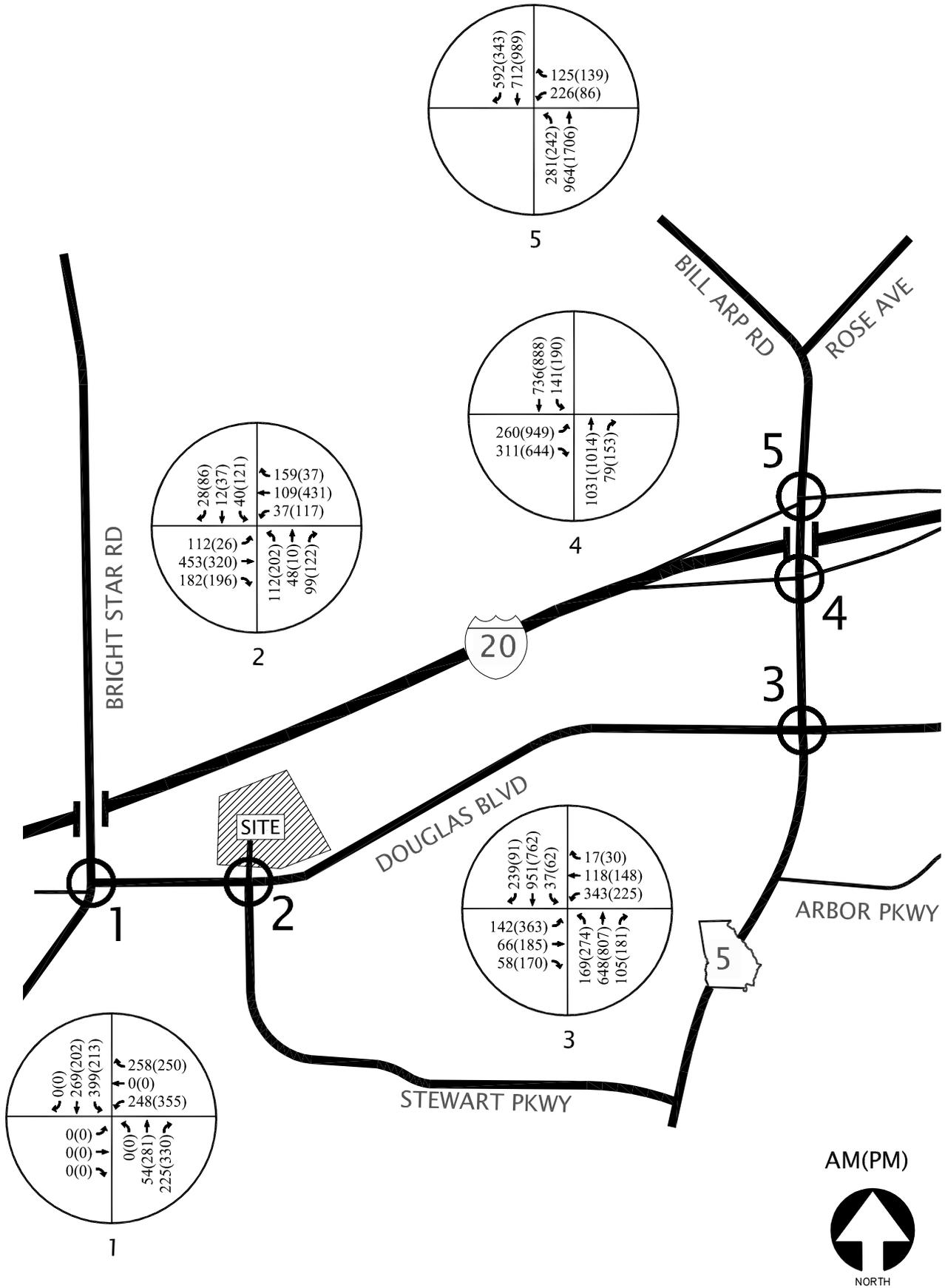
SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 6
URS Corporation



FUTURE WEEKDAY PEAK HOUR VOLUMES
2008

FIGURE 7
URS Corporation



FUTURE WEEKDAY PEAK HOUR VOLUMES W/ PARK AND RIDE 2008 FIGURE 8

To analyze the impact to traffic operations by the generated trips from the park and ride lot, existing roadway geometry, signal timing data, and the collected traffic data were used. This data was input into Synchro to determine the future and future with park and ride lot Level of Service (LOS). The results of these analyses are presented in Table 1 and Table 2 and the Synchro reports are in the Capacity Analysis section of the Appendix.

Table 1				
Summary of Future and Future With GRTA Lot Signalized Intersection Operations				
Intersection	Future		Future with Park and Ride Traffic	
	A.M. LOS	P.M. LOS	A.M. LOS	P.M. LOS
Douglas Blvd at Bright Star Rd	B	B	C	B
Bill Arp Rd (SR 5) at Douglas Blvd	E	F	E	F
Bill Arp Rd (SR 5) at I-20 EB Ramps	C	F	D	F
Bill Arp Rd (SR 5) at I-20 WB Ramps	C	B	C	B

Table 2				
Summary of Future and Future With GRTA Lot Unsignalized Intersection Operations				
Intersection	Future		Future with Park and Ride Traffic	
	A.M. LOS	P.M. LOS	A.M. LOS	P.M. LOS
Douglas Blvd at Stewart Pkwy				
Northbound Approach	D	F	F	F
Southbound Approach	-	-	F	F

For the future condition, several intersections are projected to operate at unacceptable LOS. During the morning peak hour the intersection of Bill Arp Road at Douglas Boulevard is projected to operate at LOS E. While during the evening peak hour, two signalized Bill Arp Road intersections at Douglas Boulevard and I-20 Eastbound ramps are projected to operate at LOS F. These delays are attributed to the limited green given to the respective westbound and eastbound approaches due to coordination of the three Bill Arp Road (SR 5) intersections favoring north-south progression. Similarly, the stop controlled northbound approach of Stewart Parkway to Douglas Boulevard is projected to experience unacceptable LOS during the evening peak hour due to heavy volumes along Douglas Boulevard.

The capacity analysis indicates that the addition of trips generated by the park and ride lot would have a minimal impact on the intersection operations with some increase in delay and no significant change to the intersections Levels of Service. The stop controlled northbound and southbound approaches to Douglas Boulevard from Stewart Parkway, however, are projected to experience undesirable LOS during the morning peak hour in addition to the evening peak hour. Future signalization would provide gaps in traffic to allow side street vehicles to exit the park and ride lot and Stewart Parkway and improve the intersection's operations.

OPERATIONAL AND INFRASTRUCTURE CONSIDERATIONS

This analysis was focused primarily on the impacts to traffic operations in the vicinity of the new park and ride lot once the facility is constructed and operational. Identified below are additional operational and infrastructure considerations for the adjacent transportation network.

One safety and operational consideration is the potential for vegetation along the westbound Douglas Boulevard frontage approaching the park and ride lot to limit sight distance, as shown below. The proposed site plan includes a right-turn lane, sidewalk and retaining wall along westbound Douglas Boulevard approach to the site entrance. When constructed these elements should ensure adequate sight distance.



Figure 9: Remove Trees and Trim Grass To Maintain Sight Distance

One minor consideration with the site plan dated December 5, 2006, is the parking spaces on both sides of the perimeter roadway, adjacent to the eastern property line. Vehicles backing out onto the perimeter roadway may have difficulty seeing approaching vehicles from around the curve. This is not anticipated to be a significant concern due to the low volume of traffic and slow speeds within the park and ride lot.

Another operational consideration is the potential for patrons to enter the bus only area inadvertently. Signage and marking is recommended to alert drivers and warn against entering the bus only loading area.

The December 2006 site plan driveway design shows a median. Consideration should be given to striping the center median or installing a monolithic concrete median, as opposed to a raised concrete median, to facilitate the addition of a left-turn lane without major reconstruction, if Douglas Boulevard at Stewart Parkway becomes signalized in the future. As planned, the site driveway aligns with Stewart Parkway, which has a five lane cross section that accommodates a left-turn lane while maintaining this alignment.

Plans are under development for high occupancy vehicle (HOV) lanes from Bright Star Road to Thornton Road (SR 6) along I-20; GDOT Project Number MSL-0003-00(165). This project would include an HOV only interchange at Bright Star Road. The project is not anticipated to impact the proposed site.

The directional distribution for this report did not recognize the future HOV interchange and projects more trips traveling east to access I-20. However, future conditions may result in additional HOV trips oriented west to the conceptual Bright Star Road HOV interchange away from Bill Arp Road (SR 5).

CONCLUSION AND RECOMMENDATIONS

The Bright Star Xpress park and ride lot will introduce additional traffic through the Douglas Boulevard intersections with Bright Star Road, Stewart Parkway, and Bill Arp Road (SR 5), along with the Bill Arp Road (SR 5) intersections with the I-20 ramps. Although no final determination has been made as to the operational details of the service to be provided at this park and ride lot, the current plan anticipates this lot would be served by three different GRTA Xpress routes. To perform as conservative an analysis as possible by maximizing the amount of transit trips utilizing the facility, it was assumed that seven buses would operate at the park and ride lot during the peak hours. With existing traffic volumes projected for one year and the park and ride lot site-generated traffic added, the capacity analysis indicated that the additional volumes would have an impact on the intersection operations by minimally increasing delay; with no significant change to the intersections Levels of Service of the adjacent roadway network. The Douglas Boulevard intersection with Stewart Parkway is projected to experience undesirable LOS for the stop controlled side street approaches and should be monitored for potential future signalization.

Douglas County

Color Selection

TAX HELP | MAP DATA HELP

Property Analysis Tools

Map Tools



Property Information

View Full History of Current Property: [CLICK HERE](#)

Map or PIN ID: 01590250001

Owner Name: STONE MOUNTAIN REAL ESTATE

Property Address: DOUGLAS BLVD

Property Description: V/8.689 ACRES, DOUGLAS BLVD

Bill Number/Year: 8041977 / 2006

Due Date: 11/15/2006

Acres: 8.69

Deed Book & Page: 01744 - 0948

Fair Market Value: \$1,085,359

Exemption Codes:

District Name: City of Douglasville

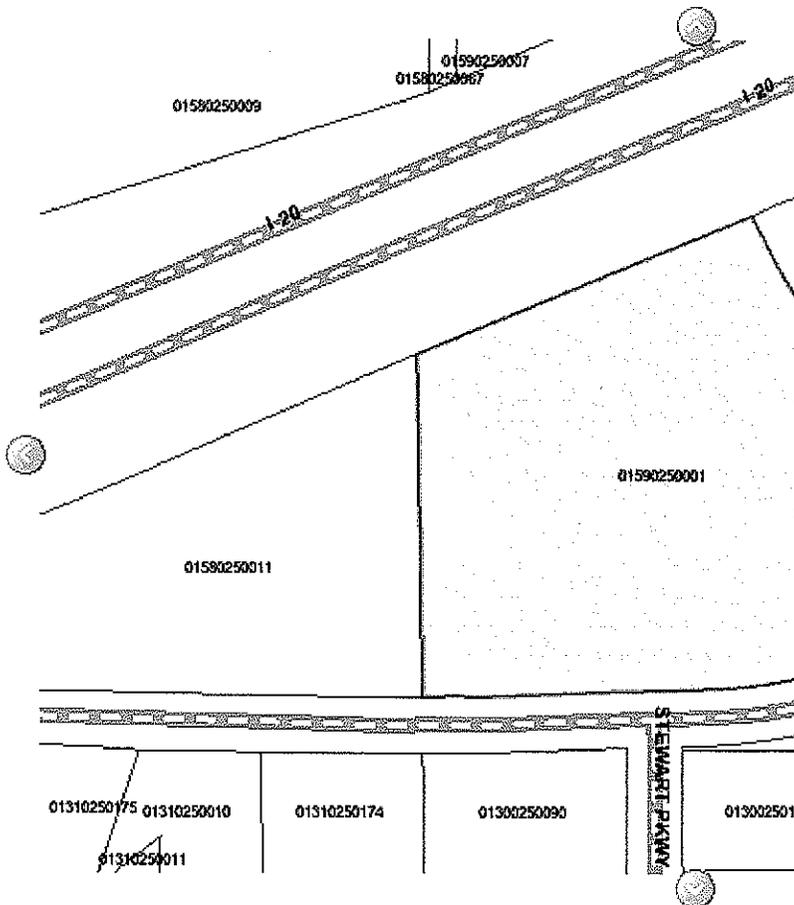
Principal Tax Amount: \$14,172.20

Status Last Payment Date: PAID - 11/17/2006

Current Due: \$0.00

Payment Good Through: 11/15/2006

Mortgage Company:



Selected Property: 01590250001

Property Search Results

PARCEL ID SEARCH: 01590250001

Map will show map & property details. **Info** will show property detail

REC	PARCEL#	OWNER
1	01590250001	STONE MOUNTAIN REAL ESTATE

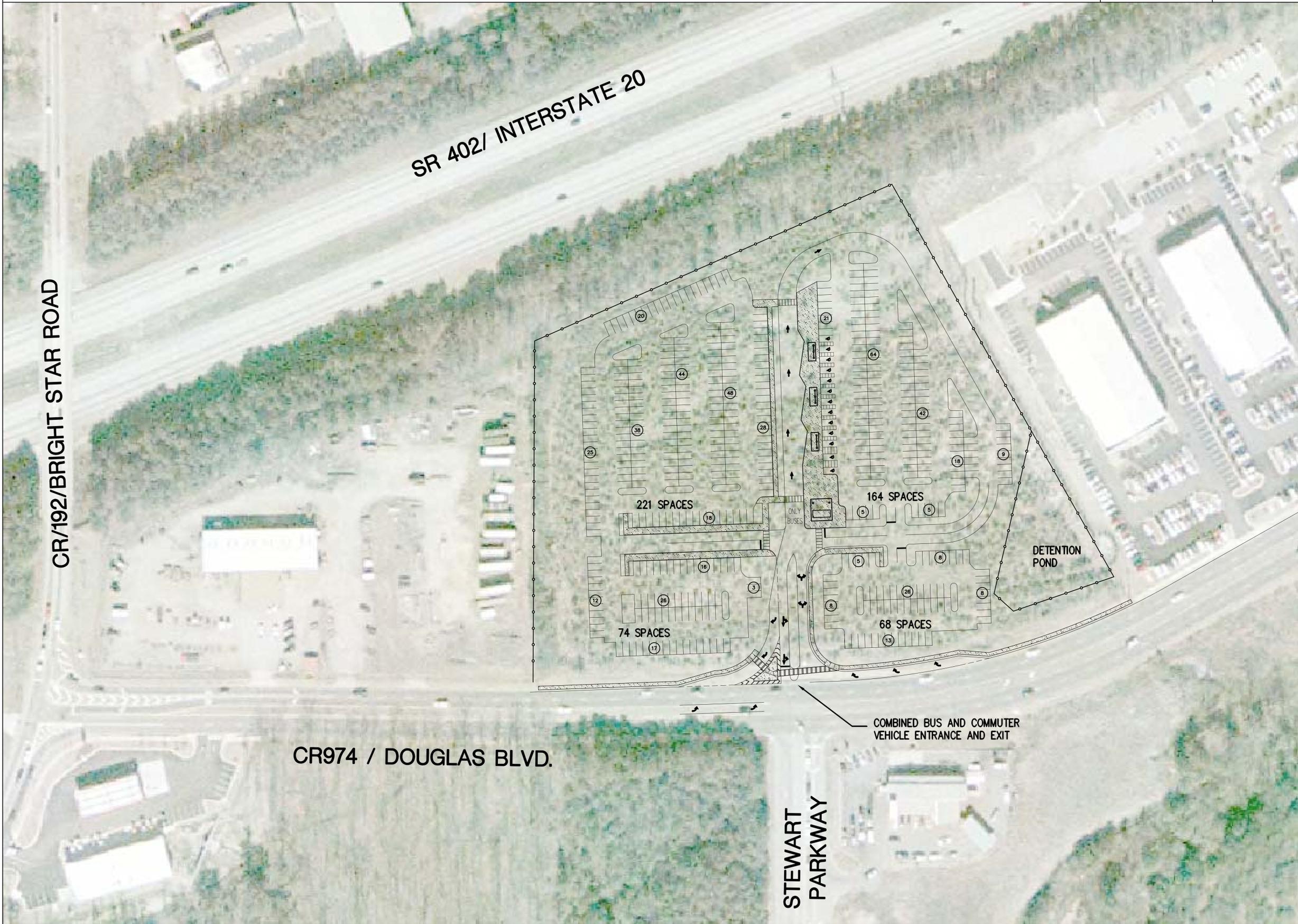
<< First Previous

Records 1 to 1 of 1

Information

These records and maps have been produced from data and information compiled from recorded documents, outside public and private sources, and global positioning technology to collect data with sub-meter accuracy, which the User is cautioned, does not reflect either actual survey data or surveying accuracy.

No warranties, expressed or implied, are provided for the property records and mapping data herein, or for their use or interpretation by the User. Douglas County, its commissioners, officers, elected officials, employees, and agents shall have no liability for any damages, losses, costs, or expenses, including but not limited to attorney's fees, arising from any User's use or misuse of property records or mapping data provided herein, and the User's use thereof shall constitute an agreement by the User to release Douglas County, its commissioners, officers, elected officials, employees, and agents from any such liability.



LOCATION MAP (NTS)

**CONCEPT DESIGN
BACKGROUND DATA SOURCES**

- TOPO:
- USGS QUAD MAP (date: UNKNOWN)
 - COUNTY GIS MAP (date)
 - GRADING PLAN FROM OTHERS
- BOUNDARY:
- ESTIMATED
 - GIS/TAX PARCEL (LOT SIZE=8.69 ACRES)
 - BOUNDARY SURVEY
- EXISTING SITE FEATURES:
- COUNTY GIS/AERIAL PHOTO
 - FIELD RUN SURVEY

LEGEND

- CONCRETE SIDEWALK
- RETAINING WALL

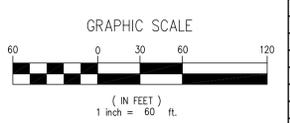
ESTIMATED PARKING SUMMARY

STANDARD (9' x 19'):	514 SPACES
HANDICAP (9' x 19'):	13 SPACES
PARKING PROVIDED:	527 SPACES



1/10/2008

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



REVISIONS		

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF URBAN DESIGN

CONCEPT PLAN

DOUGLAS BOULEVARD
 PARK AND RIDE LOT

CP
 DRAWING No.