

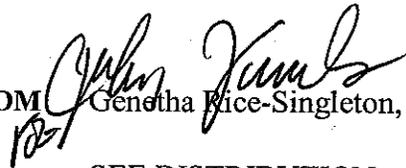
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0008712, Gwinnett County
CSMSL-0008-00(712)
Horizon Parkway Park and Ride Lot

OFFICE Preconstruction

DATE March 12, 2009

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Russell McMurry
Paul Liles
Robert Mahoney
Marlo Clowers
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0008712, Gwinnett County
CSMSL-0008-00(712)
Horizon Parkway Park and Ride Lot Expansion

OFFICE: Preconstruction

DATE: February 23, 2009

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project is the expansion of an existing Georgia Regional Transportation Authority (GRTA) Xpress Bus Park and Ride Lot located in Gwinnett County, Georgia. There are approximately 351 parking spaces in this lot, which are divided into three parking areas. There is a formal bus pavilion area for riders to safely gather while waiting for the bus. This lot is currently being used at full capacity by the commuters. This project proposes to add approximately 372 parking spaces to the lot to provide additional capacity. The existing pavement will be evaluated, and it may be necessary to rehabilitate and/or replace selected areas of pavement as part of this project. The lighting facilities will be included in the new parking lot area. Commuter vehicles will enter the lot via the two existing driveways on Buford Drive and Horizon Parkway. The existing driveway on Buford Drive provides the right turn in access only so all commuter vehicles will exit the lot via the existing driveway on Horizon Parkway. Bus circulation will continue utilizing the loading drive parallel to the southbound I-985 on-ramp. In addition, buses may continue to use an internal bus drive for local routes.

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 hearing 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)	\$1,416,000	\$4,000,000	Local	LR
Right-of-way	\$3,000,000	\$5,000,000	41559	2009
Utilities	\$10,000			

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR

[Handwritten signature]

Director of Preconstruction

APPROVED

[Handwritten signature]

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Innovative Program Delivery

PROJECT CONCEPT REPORT

Horizon Parkway Park and Ride Lot Improvements
Gwinnett County

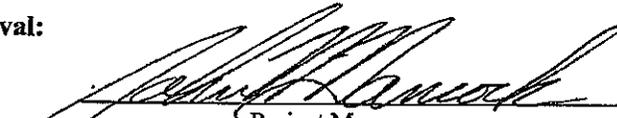
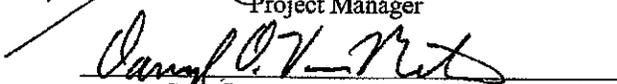
Project Number: CSMSL-0008-00(712)
PI No. 0008712

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: SR 20/Buford Drive
COUNTY ROUTE NO: CR 1284/Horizon Parkway
CR 2001/Satellite Boulevard/Ridge Road

Recommendation for Approval:

DATE 12/22/08

DATE 1/6/09


Project Manager

State Innovative Program Delivery 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>1-16-09</u>	Project Review Engineer
DATE _____	State Traffic Safety and Design Engineer
DATE _____	State Urban Design Engineer
DATE _____	District Engineer

8715

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Innovative Program Delivery

PROJECT CONCEPT REPORT

**Horizon Parkway Park and Ride Lot Improvements
Gwinnett County**

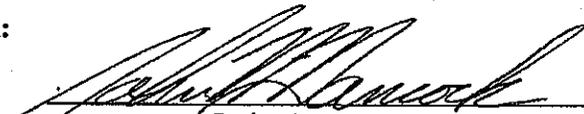
Project Number: CSMSL-0008-00(712)
PI No. 0008712

**FEDERAL ROUTE NO: N/A
STATE ROUTE NO: SR 20/Buford Drive
COUNTY ROUTE NO: CR 1284/Horizon Parkway
CR 2001/Satellite Boulevard/Ridge Road**

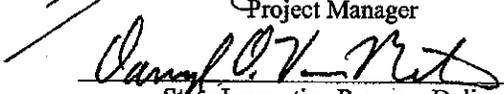
Recommendation for Approval:

DATE 12/22/08

DATE 1/6/09



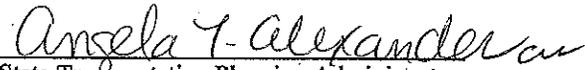
Project Manager



State Innovative Program Delivery 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).

1-14-09
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 Urban Design Engineer

DATE

District Engineer

Summary of Costs

Project P.I. No.0008712

Subtotal Construction Cost	\$1,217,456.25
• Engineering & Inspection 5%	\$60,872.81
• Construction Contingency 3%	\$38,349.86
• Total Fuel Adjustment	\$30,308.16
• Total Liquid AC Adjustment	<u>\$68,474.70</u>
Total Construction Cost	\$1,415,390.70
• Right-of-Way	\$3,000,000.00
• Reimbursable Utilities	<u>\$10,000.00</u>
Total Project Cost	\$4,425,390.70

Estimate Report for file "GRTA-4035-((Preliminary Concept)) 200883342"

Section Retaining Wall Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3107	248	CY	394.39	CLASS A CONCRETE, RETAINING WALL	97808.72
511-1000	33004	LB	0.87	BAR REINF STEEL	28713.48
530-0105	13	SY	46.05	WATERPROOFING	598.65
Section Sub Total:					\$127,120.85

Section STORM DRAINAGE ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	4	AC	29300.00	STORM DRAINAGE	117200.00
Section Sub Total:					\$117,200.00

Section SIGN ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1033	100	SF	19.09	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	1909.00
636-2070	500	LF	8.07	GALV STEEL POSTS, TP 7	4035.00
Section Sub Total:					\$5,944.00

Section ROADWAY ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	25000.00	TRAFFIC CONTROL -	25000.00
210-0100	1	LS	140000.00	GRADING COMPLETE -	140000.00
318-3000	91	TN	23.74	AGGR SURF CRS	2160.34
441-0104	778	SY	33.14	CONC SIDEWALK, 4 IN	25782.92
441-6216	2345	LF	17.86	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	41881.70
Section Sub Total:					\$234,824.96

Section STRIPING ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	1	EA	10000.00	STRIPING COMPLETE	10000.00
Section Sub Total:					\$10,000.00

Section EROSION CONTROL AND GRASSING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	4	AC	16605.00	EROSION CONTROL AND GRASSING	66420.00
Section Sub Total:					\$66,420.00

Section UTILITY - WATER ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
670-5620	0	LF	28.90	WATER SERVICE LINE, 3/4 IN	0.00
670-8310	0	EA	262.54	DBL STRAP SADDLE, 8 IN X 3/4 IN	0.00
670-9732	0	EA	851.86	INSTALL BACKFLOW PREVENTION ASSEMBLY, WITH VAULT	0.00
Section Sub Total:					\$0.00

Section HARDSCAPE AND BUILDING ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-9000	0	EA	143.06	PRECAST BUMPER BLOCK	0.00
763-0100	0	Lump Sum	275515.00	FARE SYSTEM SHELTER BUILDING	0.00
763-0110	0	EA	100000.00	BUS PAVILION	0.00
Section Sub Total:					\$0.00

Section PAVEMENT ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	6244	TN	22.02	GR AGGR BASE CRS, INCL MATL	137492.88
402-3121	0	TN	63.09	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	0.00
402-3131	936	TN	66.87	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	62590.32
402-3190	1526	TN	63.26	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	96534.76
413-1000	832	GL	1.89	BITUM TACK COAT	1572.48
Section Sub Total:					\$298,190.44

Section UTILITY - LIGHTING AND COMMUNICATION CONDUITS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	4	AC	28107.00	LIGHTING, POWER AND COMMUNICATION CONDUIT	112428.00
Section Sub Total:					\$112,428.00

Section FENCE ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
643-1152	1100	LF	17.28	CH LK FENCE, ZC COAT, 6 FT, 9 GA	19008.00
Section Sub Total:					\$19,008.00

Section LANDSCAPE ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	1	AC	16320.00	LANDSCAPE	16320.00
Section Sub Total:					\$16,320.00

Section Underground Detention

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	1	Lump Sum	210000.00	Underground Detention	210000.00
Section Sub Total:					\$210,000.00

Total Estimated Cost: \$1,217,456.25

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.373
ENTER FPM DIESEL	5.339

ENTER FPL UNLEADED	1.566
ENTER FPM UNLEADED	3.5235

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	500.000	0.29	145.00	0.15	75.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	6244.000	0.29	1810.76	0.24	1498.56	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	2462.000	2.90	7139.80	0.71	1748.02	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Pile Encasement,____ (LF) Section 547				8.00		1.50	
Pile Encasement,____ (LF) Section 547				8.00		1.50	
SUM QF DIESEL=				9095.56	SUM QF UNLEADED=		3321.58
DIESEL PRICE ADJUSTMENT(\$)					\$24,821.33		
UNLEADED PRICE ADJUSTMENT(\$)					\$5,981.83		

NOTICE OF LOCATION AND DESIGN APPROVAL
HORIZON PKWY PARK AND RIDE LOT EXPANSION
GWINNETT COUNTY

Project Number CSMSL-0008-00(712)
P. I. No. 0008712

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 12, 2009

This project is an expansion of an existing park and ride lot at on Horizon Parkway near the SR 20 interchange on I-985 in Buford, Georgia. The project lies entirely within Gwinnett County and within Land District 7, Land Lot 218.

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.

Herald Mull, District 1/Area 5 Engineer
Department of Transportation
Lawrenceville Area Office
410 Hurricane Shoals Road, NW
Lawrenceville, Georgia 30044
(770)339-2308

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:

Darryl D. VanMeter, P.E., Acting State Innovative Program Delivery
Engineer
Department Of Transportation
One Georgia Center, Suite 2700
600 West Peachtree Street NW
Atlanta, Georgia 30308
(404) 631-1703
dvanmeter@dot.ga.gov

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 Innovative Program Delivery

PROJECT CONCEPT REPORT

**Horizon Parkway Park and Ride Lot Improvements
Gwinnett County**

Project Number: CSMSL-0008-00(712)
PI No. 0008712

**FEDERAL ROUTE NO: N/A
STATE ROUTE NO: SR 20/Buford Drive
COUNTY ROUTE NO: CR 1284/Horizon Parkway
CR 2001/Satellite Boulevard/Ridge Road**

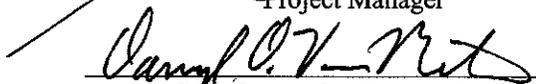
Recommendation for Approval:

DATE 12/22/08

DATE 1/6/09



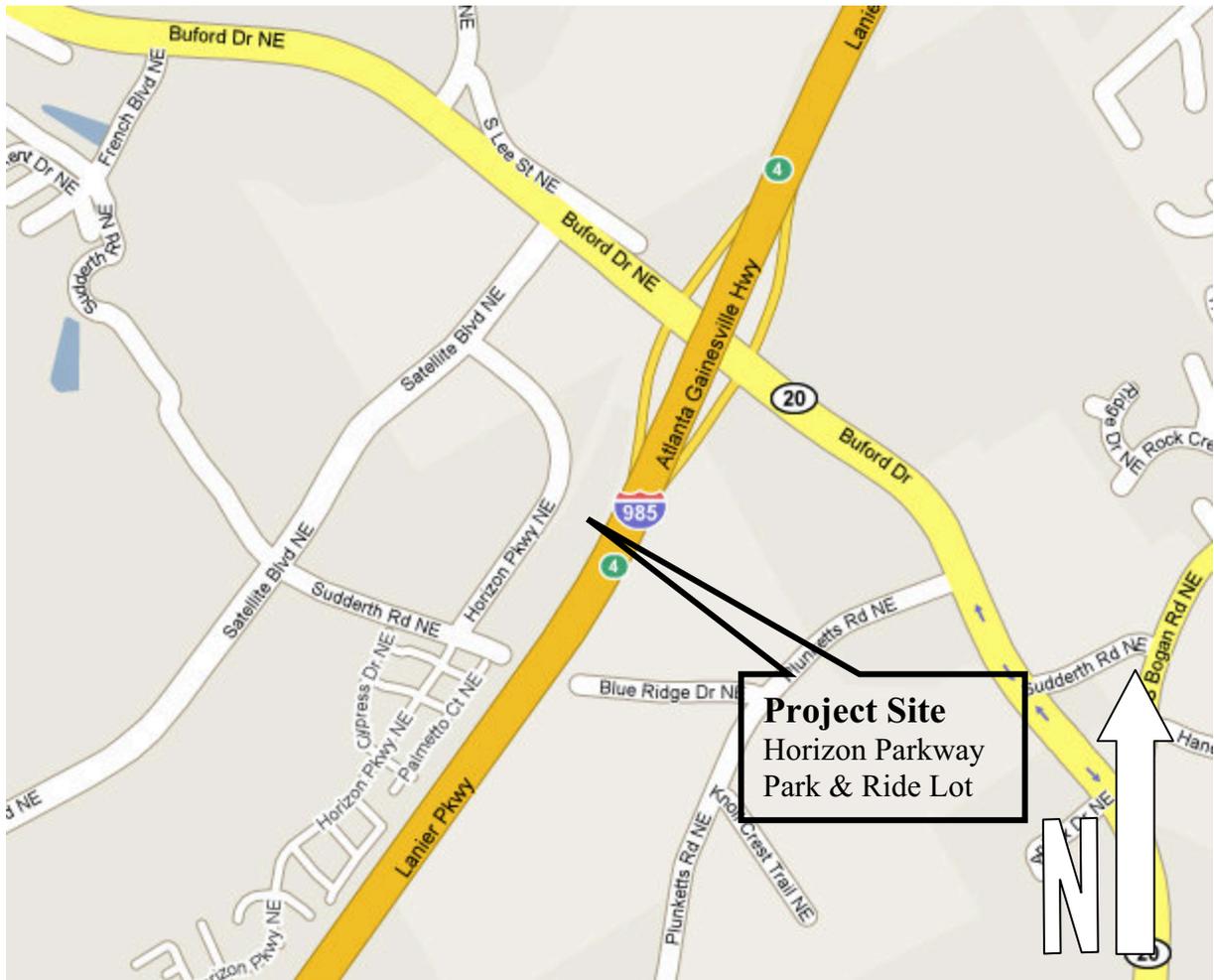
Project Manager



State Innovative Program Delivery 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 Urban Design Engineer
_____ DATE	_____ District Engineer



Location Map

Project: CSMSL-0008-00(712) Gwinnett PI No.: 0008712
Description: Horizon Parkway Park and Ride Lot Improvements

Need and Purpose: The Atlanta region has experienced robust population growth over the last decade. Since 2000, approximately 71% of all growth in the 20-county Atlanta region has occurred within the core 10 counties of Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale. Presently, over 4 million residents live in these 10 counties, with over a million more living in the external 20-county region of Barrow, Bartow, Carroll, Coweta, Forsyth, Hall, Newton Paulding, Spalding and Walton. By 2030, the population in the 20-county region is expected to surpass the 6 million mark. Over half of the population in Georgia lives within the Atlanta region.

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 29% 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. Two comprehensive transit plans have been developed to address the current and future transit needs. The initial plan, identified as the Regional Transit Action Plan (RTAP), was developed over a two year time frame and provided an integrated public transportation network for the Atlanta region.

The RTAP concept plan was identified as the initial regional blueprint which identified the future public transportation network for the Atlanta region. The plan laid 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 regional express bus program included a regional express bus system, supporting circulator systems, arterial Bus Rapid Transit (BRT) corridors, and high speed BRT corridors. This identified system would provide competitive choices to the region’s residents, would enhance the customer experience, would invest wisely and optimize the value of such a system, and would develop an integrated system.

The RTAP and associated projects are included in the 2030 Regional Transportation Plan (RTP), known as Envision 6, and in the 2008-2013 Transportation Improvement Program (TIP). The projects are identified as AR-375D&E, AR-5390B-GRTA, AR-604, AR-606, AR-607, AR-610, AR-612-614, AR-616, AR-619-620, AR651A-D, CO-AR-303 and AR-5307-GRTA. The RTAP was an integral transit component of the adopted 2030 RTP.

The second plan identified, Concept 3, is currently being developed by the Transit Planning Board (TPB). The TPB is a partnership that will establish and maintain a seamless, integrated transit network for the Atlanta region. Created by a joint resolution of the Atlanta Regional Commission (ARC), Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Georgia Regional Transportation Authority (GRTA), the TPB will:

- Conduct an initial planning phase of at least two years during which it will develop a regional transit plan including a comprehensive financial plan;
- Work to improve regional service coordination, including integrating fares, marketing and customer information;
- Measure system performance; and,
- Advocate for increased federal funding for regional transit.

The development of Concept 3 has included an extensive outreach program and data collection effort. The plan has incorporated aspects of the RTAP and other transit studies previously completed by regional partners. One of the elements considered and incorporated into Concept 3 is the previously identified regional express program and its associated system elements. The adopted Concept 3 will be incorporated into the development of the next RTP.

The Georgia Regional Transportation Authority (GRTA), created by the Georgia Legislature in 1999, to improve Metro Atlanta’s air quality and traffic congestion problems, launched the *Xpress* commuter coach service in 2004. *Xpress* provides a public transit alternative on Atlanta’s interstate highways. From initiation, this has been one of the most successful transit system start-ups in the U.S. *Xpress* currently provides 27 weekday routes from 12 counties in metropolitan Atlanta, operating approximately 100 peak service time coaches primarily from suburban locations to midtown or downtown Atlanta. *Xpress* operates from a current system of 25 park & ride lots and carries a total of over 11,000 daily passengers system wide. During the month of September 2008, over 325 coach trips operated with standing room only, indicating the system’s popularity and the need for further service expansion. In response, *Xpress* is beginning a major second phase expansion in 2009-2013: proposing the addition of 20 new routes, 92 new coaches at peak service times and a number of additional park & ride lots.

In the development of the regional *Xpress* system, locations throughout the region for supporting infrastructure have been identified. Such supporting infrastructure would include, but not be limited to, park and ride lots and maintenance facilities.

One identified facility is the Horizon Parkway Park and Ride Lot. This existing facility is located on Horizon Parkway, just west of I-985, in Gwinnett County, Georgia. The lot expansion will be situated on a combination of pieces of property including: part of a parcel owned by Gwinnett County; part of the existing Horizon Parkway right-of-way; part of the I-985 right-of-way; and one entire existing parcel to be acquired from a private owner. The project might include acquiring an additional parcel (to be identified during preliminary design) to accommodate an at-grade stormwater management basin.

Description of the proposed project:

Existing Conditions and Current Service

There is an existing park and ride lot at this location, which is currently served by Gwinnett County Transit. The facility was constructed in 2000, and is owned and maintained by Gwinnett County. There are approximately 351 parking spaces in this lot, which are divided into three parking areas. There is a bus pavilion area for riders to safely gather while waiting for buses. This lot is currently being used at full capacity by commuters.

Proposed Improvements

The intent of this project is to add approximately 372 parking spaces to the lot to provide additional capacity. The existing pavement will be evaluated, and it may be necessary to rehabilitate and/or replace select areas of pavement as part of this project. The lighting facilities will be included in the new parking lot area. A determination will be made during preliminary design as to whether the project will include the installation of security cameras. Preliminary evaluation of the grading of the site completed during Concept Design suggests a need for one retaining wall associated with the expansion. Detailed grading will be performed during the design phase of the project and may indicate the need for additional minor walls at the perimeter of the parking lot to tie grades back into existing contours. A determination will be made during preliminary design as to whether the project will include refreshing the signs and markings within the existing lot. A six (6) foot tall chain link fence will be installed on the three external boundaries of the proposed expansion site.

Access

Commuter vehicles will enter the lot via the two existing driveways on Buford Drive and Horizon Parkway. The existing driveway on Buford Drive provides for right turn in access only so all commuter vehicles will exit the lot via the existing driveway on Horizon Parkway. A determination will be made during preliminary design as to the possibility of locating the proposed access point into the new lot further to the east. A temporary construction access drive to the expansion lot will be installed on Horizon Pkwy. Bus circulation will continue utilizing the loading drive parallel to the southbound I-985 on ramp. In addition, buses may continue to use an internal bus drive for local routes. Refer to the attached Traffic Report for additional details pertaining to vehicular access to and from the site.

Stormwater Detention

The storm water runoff from the site drains to an existing regional detention pond located on the west side of Satellite Blvd. The regional detention basin was designed for a 64.8 acre commercial development. The hydrology report, entitled "Horizon Road Tract Land Lot 218 and 229, 7th District, Gwinnett County, Georgia, City of Buford," treats the stormwater runoff from the proposed Park & Ride site as pass-through offsite water and does not provide detention for the proposed Park & Ride site. A detailed hydrological analysis will be performed during the design phase of the project. A determination will be made during preliminary design as to whether to utilizing underground detention or an at-grade pond on an additional parcel of land, the location of which is yet to be determined.

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: Buford Drive – urban principle arterial
Satellite Boulevard/Ridge Road– urban collector street
Horizon Parkway– urban local street

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

State Route Number(s): SR 0020/Buford Drive

County Route Number(s): CR 1284/Horizon Parkway
CR 2001/Satellite Blvd/Ridge Road

Traffic (2007 AADT): Buford Drive– 63,000 vehicles
Satellite Blvd/Ridge Road– AADT not available
Horizon Parkway– AADT not available

Existing design features:

- Typical Section: Buford Drive is a 3-lane divided urban section (3 lanes in each direction) at this location. Satellite Boulevard/Ridge Road is a 2-lane urban section (2 lanes in each direction) in the vicinity. While Horizon Parkway is a single lane urban section (1 lane in each direction).
- The existing Park & Ride drive off of Buford Drive is accessed by a through-right free-flow lane on Buford Drive. The other end of the existing Park & Ride drive is accessed at a one-way minor approach stop at Horizon Parkway. No designated turn lanes are provided on either Buford Road or Horizon Parkway.
- Posted speed: Buford Drive - 50 mph
Satellite Boulevard/Ridge Road- 45 mph
Horizon Parkway– 25 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: Buford Drive – variable
Satellite Boulevard/Ridge Road – 120 feet
Horizon Parkway – variable
- Major structures: None within the project limits
- Major interchanges or intersections: I-985 at Buford Drive– signalized
- Existing length of roadway segment: N/A

- Are Time Savings Procedures appropriate? Yes , No ,
 - Categorical exclusion ,
 - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
 - Environmental Impact Statement (EIS) .
- Utility involvements: Power, telephone, gas, and water are located within the R/W, which may require minor modifications.

Project responsibilities:

- Design, GRTA
- Right of Way Acquisition, GDOT
- Relocation of Utilities, GDOT
- Letting to contract, Gwinnett County
- Supervision of construction, Gwinnett County
- Providing material pits, Contractor

Coordination

- Concept meeting date and brief summary: A Concept Team meeting was held on December 3, 2008. Meeting minutes are attached.
- P. A. R. meetings, dates and results: *Not required*
- FEMA, USCG, and/or TVA: *None*
- FHWA: Concept report sent to FHWA. Review and comments provided by LaToya Johnson.
- Public involvement: *Public meeting not required*
- Local government comments: *None*
- Other projects in the area: *None*
- Other coordination to date: *None*
- Railroad Coordination: *Not required*

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 3 Months
- Time to complete preliminary construction plans: 3 Months
- Time to complete right of way plans: 3 Months
- Time to complete the Section 404 Permit: N/A
- 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 anticipated

Alternates considered:

No alternate locations for this project were considered, since it is an expansion of an existing park and ride lot in operation.

Comments:

No additional comments.

Attachments:

1. Preliminary Cost Estimate
2. Notice of Location & Design Approval
3. Concept Meeting Minutes
4. Excerpts of Traffic Study (full copy on file with GDOT)
5. Excerpts from the hydrology study for the original design
6. Concept Plan
7. Land Survey



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: Patrick Gallagher, PE
Date: December 4, 2008
File: 15284035
Copy: John Oliver, URS
Charles Crowell, URS
Subject: MEETING MINUTES – Concept Team Meeting for the Horizon Pkwy Park and Ride Lot
GDOT Project: CSMSL-0008-00(712), PI 0008712

Purpose:

The purpose of this memo is to document the Concept Team Meeting held with GDOT, Gwinnett County and GRTA on Wednesday, December 3, 2008 at GDOT headquarters.

Meeting items discussed are as follows:

1. The title of the GDOT “Office of Urban Design” will be updated to the “Office of Innovative Program Delivery” on the cover page of the report and in any other locations it appears within the report.
2. The title under the signature line in the Recommendation for Approval section of the cover page of the report will be updated from “State Urban Design Engineer” to “State Innovative Program Delivery Engineer.”
3. GDOT recommended that GRTA send the Concept Report to FHWA at their earliest convenience.
4. The Need and Purpose section of the report will be updated.
5. GRTA provided an overview of the project. The existing Park and Ride lot located on Horizon Pkwy near the I-985/Buford Hwy (SR 20) interchange in Gwinnett County, GA is served by Gwinnett County Transit. The reference to current service by GRTA will be removed from the Existing Conditions and Current Service section of the report. The existing lot will be expanded to increase capacity for the Gwinnett County Transit (GCT) I-985 at SR 20 route (GCT 101) to Downtown Atlanta.
6. The lot expansion will be situated on a combination of pieces of property including: part of a parcel owned by Gwinnett County; part of the existing Horizon Parkway right-of-way; part of the I-985 right-of-way; and one entire existing parcel to be acquired from a private owner. See item 13. below for additional discussion of right-of-way acquisition. The concept team discussed the possibility of acquiring an additional parcel (to be identified during preliminary design) to accommodate an at-grade stormwater management basin. See item 12. below for additional discussion of stormwater management.
7. The report will include a statement in the Proposed Improvements section that the installation of security cameras will be determined during preliminary design.
8. The concept team discussed refreshing the signing and marking of the existing park and ride lot. A statement will be added to the Proposed Improvements section of the report that the County and the designer will evaluate the existing signs and marking.
9. The concept team discussed fencing for the facility. A statement will be added to the Proposed Improvements section of the report that a 6’ tall chain link fence will be installed on the three external

boundaries of the proposed expansion site.

10. The concept team discussed the proposed access point to the new parking lot. A statement will be added to the Access section of the report that the designer will consider relocating the proposed access point further east.
11. A statement will be added to the Access section of the report indicating that a temporary construction access drive to the expansion lot will be installed on Horizon Pkwy.
12. The concept team discussed options for stormwater detention. A statement will be added to the Stormwater Detention section of the report that the designer will prepare a cost comparison for underground stormwater detention facilities and an at-grade pond on an additional parcel of land, the location of which is yet to be determined.
13. The concept team discussed the need for and status of right-of-way acquisition as related in the Proposed Design Features section of the report. GRTA is coordinating the preparation of environmental documentation. URS is working on the preparation of Right-of-Way Plans. The current design concept requires the acquisition of one privately owned parcel. As a result of the concept team's discussion about stormwater detention a second parcel may need to be acquired for an at-grade detention pond.
14. The Structures subsection of the Proposed Design Features section of the report will be corrected to state that one retaining wall is anticipated.
15. The Schedule – Responsible Parties' Estimate section of the report will remain the same but GRTA and Gwinnett County will review the proposed schedule and recommend revisions as deemed necessary.
16. The concept team discussed the existing Utilities services. Georgia Power indicated that they have facilities in the area. GDOT and URS will confirm that the first Utility coordination plans were posted.
17. The Attachments section of the report will be corrected to remove the reference to a Notice of Location and Design Approval since the project will be let by Gwinnett County.
18. The Attachments section of the report will be corrected to list "Excerpts of Traffic Study (full copy on file with GDOT)."
19. The cost estimate will be revised to include the cost of fencing.
20. The cost estimate will be revised to include 8% E&C Rate in lieu of the 11% shown.
21. The concept team discussed the Letting of the construction project. The project will be let by Gwinnett County for construction in FY 2010. This information will be passed along to Bob Rodgers at GDOT to update TPro.
22. URS will include these meeting minutes in the Final Concept Report, and submit it for approval.

**GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING / CONFERENCE RECORD OF ATTENDEES**

PURPOSE: Horizon Parkway Park and Ride - GRTA

LOCATION: One Georgia Center 27th floor Conference Room

DATE: 12/3/2008

TIME: 1:30 p.m.

	NAME	ORGANIZATION	PHONE NO.	GDOT suffix: @dot.ga.gov E-MAIL ADDRESS
1	John Hawrock	GDOT	404-631-1711	jhawrock@dot.ga.gov
2	Shawn Green	GRTA	404/463-2437	sgreen@grta.org
3	Wesley Brock	GDOT	404-347-0177	wbrock@dot.ga.gov
4	Ron Wishon	GDOT	404-631-1753	rwishon@dot.ga.gov
5	Mario Clancus	GDOT	(4) 631-1713	mclancus@dot.ga.gov
6	DAVID TUCKER	GWINDOT DOT	(770) 822-7407	david.tucker@quinnetcounty.com
7	Lewis Cooksey	Quinnett DOT	770-822-7428	lewis.cooksey@quinnetcounty.com
8	STEPHEN M. POWERS	GA. PWR. CO	770 978-2081	SMPowers@SUTHERICO.COM
9	HAROLD D. MULL	GDOT	770-339-2308	hmulle@dot.ga.gov
10	Chris Dills	GDOT	770 339-2308	CDills@dot-ga.gov
11	Patrick Gallagher	URS		
12	N. Raad	GDOT	4-633 8126	nraad@dot.ga.gov
13				
14				
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16				
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21				

TRAFFIC IMPACT STUDY

I-985 AND SR 29 PARK AND RIDE LOT IMPROVEMENTS

GWINNETT COUNTY, GEORGIA

prepared for:

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

prepared by:

URS Corporation
400 Northpark Town Center
1000 Abernathy Road, NE
Atlanta, Georgia 30328

Project Number 15284035

October 21, 2008

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EXECUTIVE SUMMARY

The Georgia Regional Transportation Authority (GRTA) has requested a traffic impact analysis of the proposed expansion of the Park and Ride Lot located on Horizon Parkway in the southwest quadrant of the I-985/SR 20 interchange in Gwinnett County, near Buford, Georgia. The proposed expansion will add 372 new parking spaces to the existing 351 space lot.

The analysis documented in this report is focused on Existing Conditions, 2009 Background Conditions (future conditions without the proposed project), and 2009 Background + Project – Diversion (a future condition with the proposed expansion that in turn diverts some background traffic movements) Traffic Operations. The results of this analysis indicate no deterioration in study area intersections' Levels of Service from the existing conditions to the 2009 Background + Project - Diversion Traffic Operations.

INTRODUCTION

This study investigates the impact to traffic operations resulting from the proposed expansion of the existing GRTA park and ride lot at the I-985/SR 20 interchange in Gwinnett County. The proposed site location, shown in **Figure 1**, is in the southwest quadrant of that interchange and can be accessed by park and ride users via right-in access from SR 20 and full directional access onto Horizon Parkway. Additionally, the concept plan for the parking lot expansion is provided in **Figure 2**.

Service and Routing

As of September 2008, one GRTA Xpress route (Gwinnett 101 operated by Gwinnett County Transit) provides service to this park and ride lot to downtown Atlanta. Service for this route initiates at the I-985/SR 20 park and ride lot. No changes to future service are anticipated with the parking lot expansion.

For both inbound and outbound buses, the routing to the lot remains fundamentally the same – bus access to the lot is provided on a bus-only way accessible from the southbound on-ramp to I-985. Buses arriving from downtown Atlanta to the park and ride lot, the trip consists of exiting I-985 on the northbound off-ramp to SR 20, making a left onto SR 20, making a left onto the southbound on-ramp to I-985, and accessing the bus-only way. The inbound trip is initiated from this point by merging back onto the southbound on-ramp to I-985.

For commuter vehicles, there are two main ways of accessing the site – via an eastbound-only free-flow right-in to the park and ride lot or via a full access from Horizon Parkway. Vehicles exiting the lot can only utilize the full access point onto Horizon Parkway. **Figure 3** indicates the access points to the existing lot and its proposed expansion, as well as the service and routing to the lot.

Figure 1 Location Map



Figure 2 Proposed Concept Plan

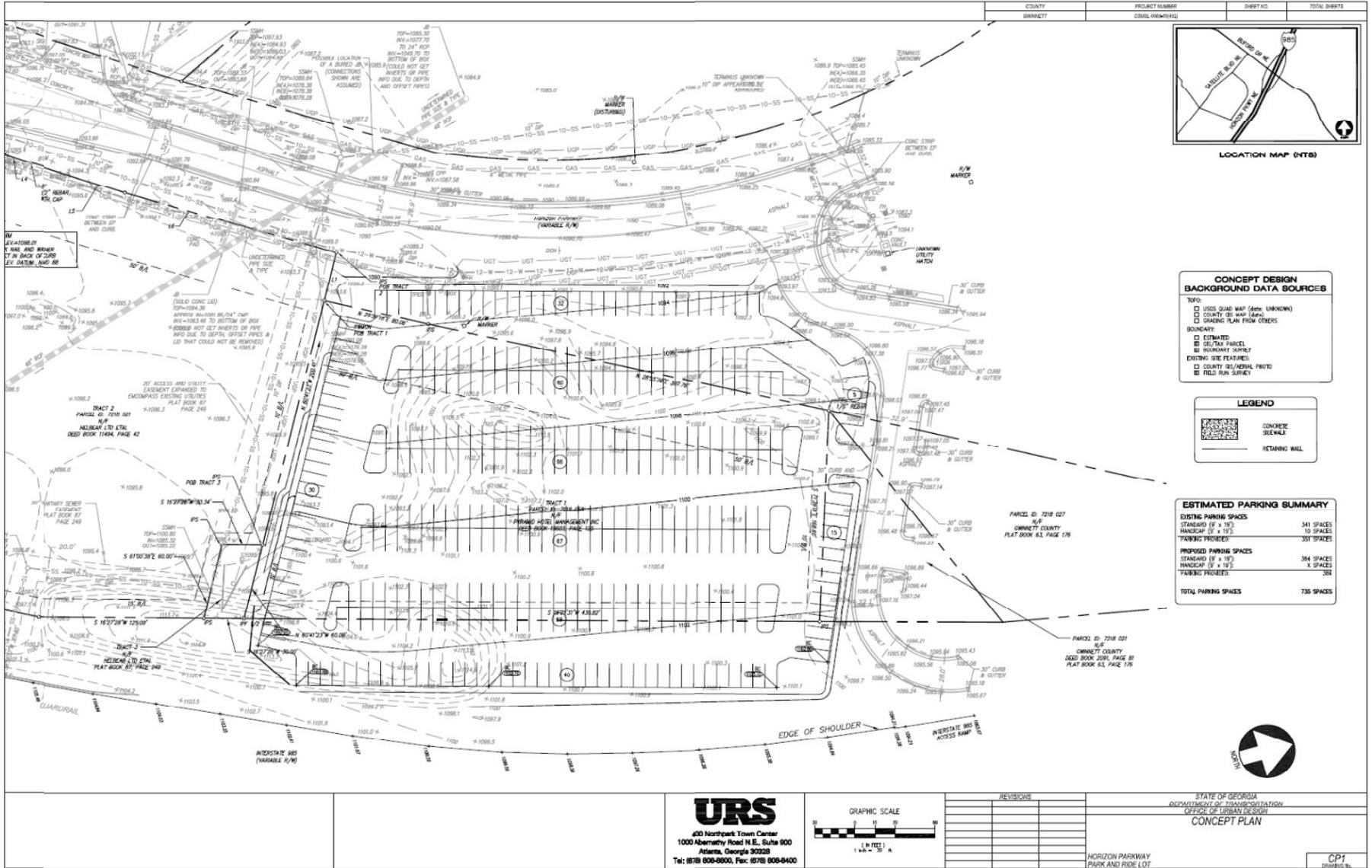
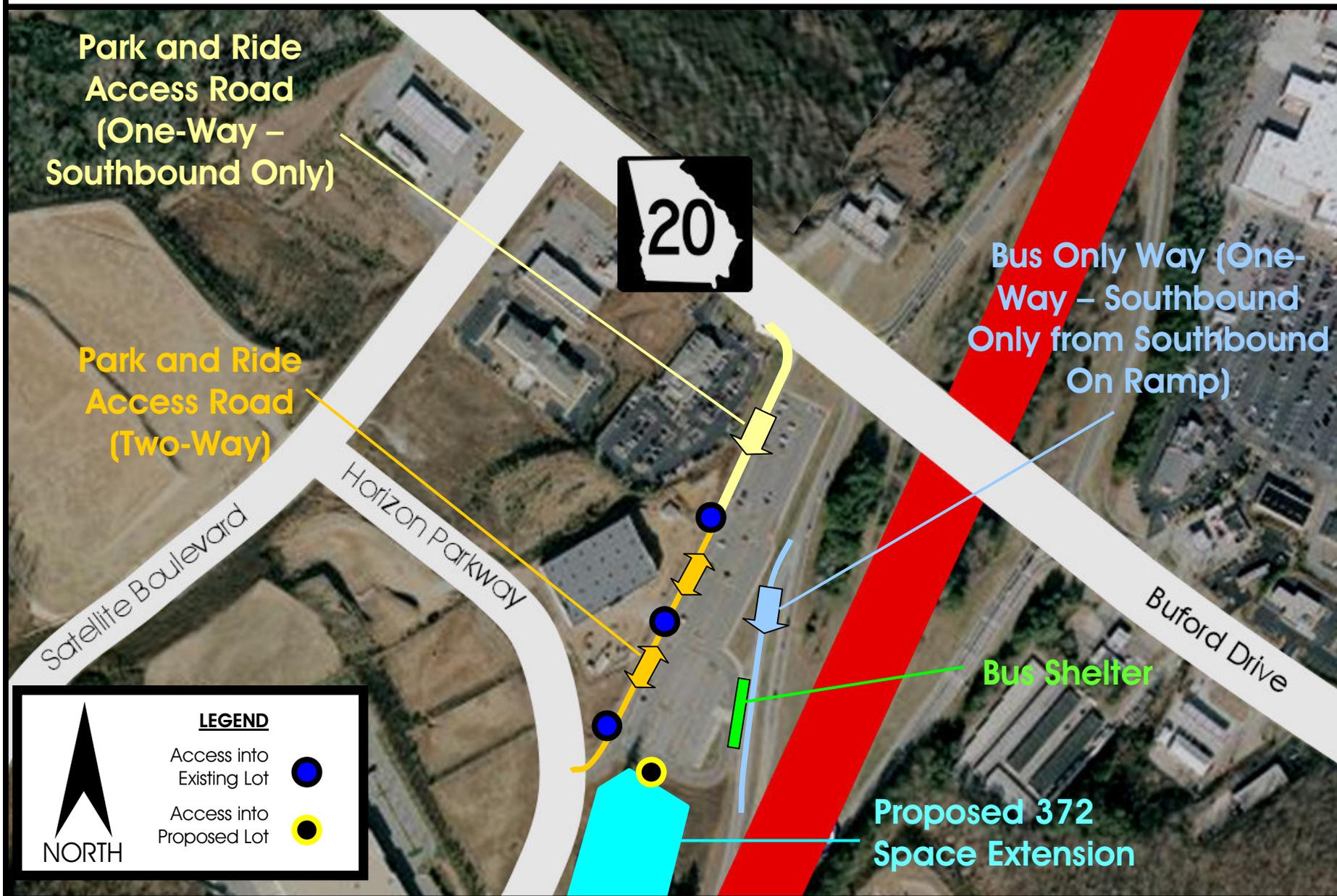


Figure 3 Park and Ride Lot Service and Routing



Evaluation Methodology

For this study, Synchro, which utilizes Highway Capacity Manual (HCM) methodologies, was used to evaluate each intersection within the study network. The sections that follow summarize HCM methodologies for both unsignalized and signalized intersections.

For unsignalized intersections, Level of Service (LOS) is defined for the controlled movement by average control delay per vehicle which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

LOS is assigned a letter designation from A through F. LOS A indicates operations with minimal delay to motorists, while LOS F exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross safely, resulting in extremely long total delays and long queues.

<u>Unsignalized Level of Service</u>	<u>Unsignalized Average Control Delay (sec/veh)</u>
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: 2000 Highway Capacity Manual

For signalized intersections, LOS for a signalized intersection is defined in terms of average control delay per vehicle, which is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The following table presents LOS criteria for signalized intersections as they are defined by average control delay.

<u>Signalized Level of Service</u>	<u>Signalized Average Control Delay (sec/veh)</u>
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Source: 2000 Highway Capacity Manual

EXISTING CONDITIONS

Local Roadway Network

An inventory of the roadway facilities providing access to and near the site was performed. The following is a brief description of each facility. A schematic diagram of the study network is provided in **Figure 4** to more clearly depict the intersection geometries.

SR 20

SR 20/Buford Drive is a four lane east-west roadway with a functional classification of Urban Principal Arterial. The roadway provides access from Satellite Boulevard to I-985 and I-85.

Satellite Boulevard

Satellite Boulevard is a four lane north-south roadway with a functional classification of urban collector. The roadway runs parallel to I-85 and I-985 through a majority of Gwinnett County from Beaver Ruin Road to SR 20/Buford Drive providing connections to many east-west oriented arterials that have interchange access to I-85.

I-985

I-985 is a four lane interstate limited access north-south freeway that provides access to I-85 (located approximately four miles south of the park and ride lot) from the Hall County/Gainesville region.

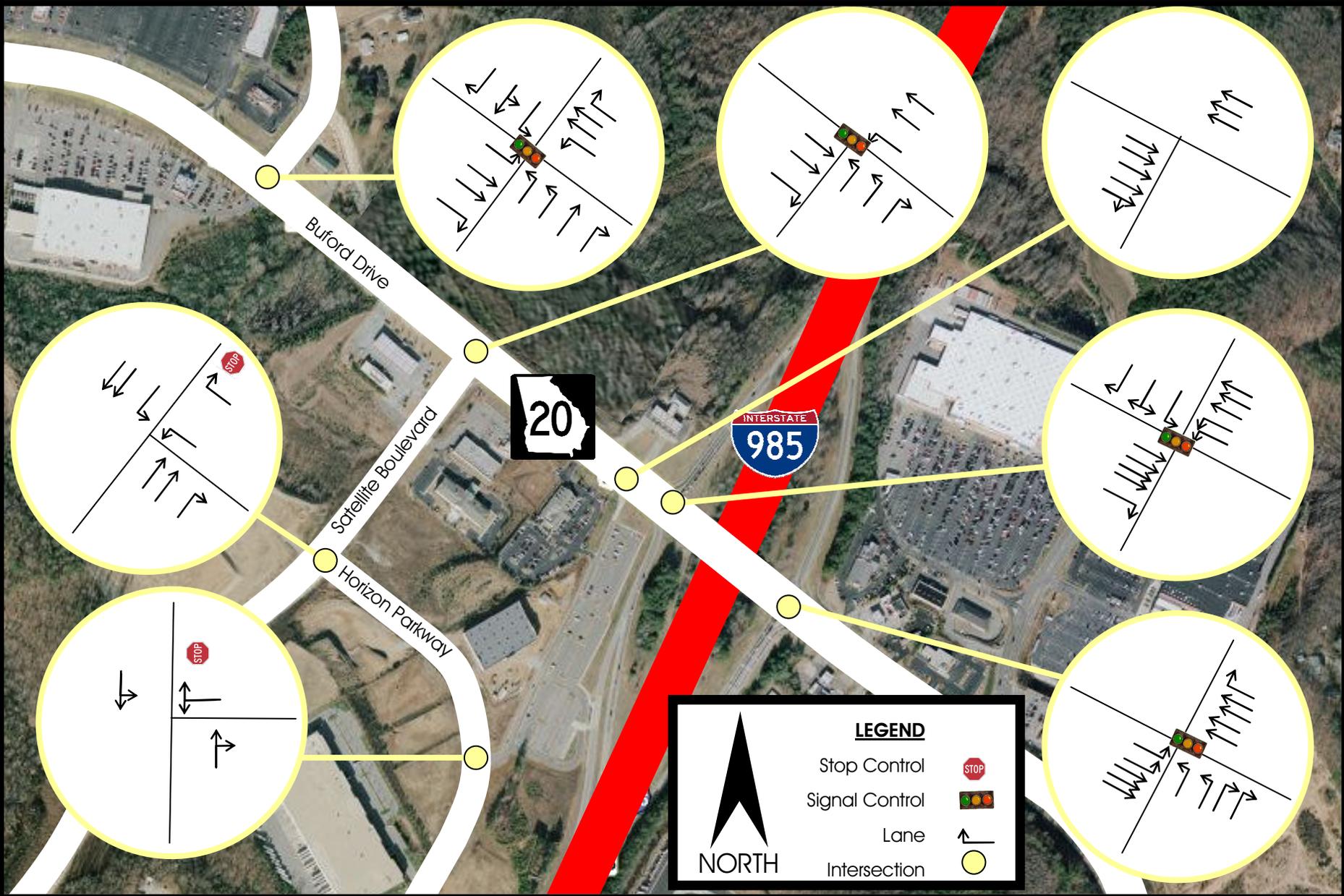
Lee Street

Lee Street is a four lane roadway that provides access to and from downtown Buford and terminates at SR 20.

Horizon Parkway

Horizon Parkway is a two lane local roadway that terminates at Satellite Boulevard and provides the main access to the park and ride lot.

Figure 4 Existing Lane Schematics



Existing Traffic Volumes

To quantify current traffic conditions, existing turning movement counts were performed in August 2008 between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. The four consecutive 15-minute interval volumes that summed to produce the highest volume at each intersection were then determined. These volumes make up the peak-hour traffic volumes for the intersections counted and are shown in **Figure 5** for the weekday peak hours.

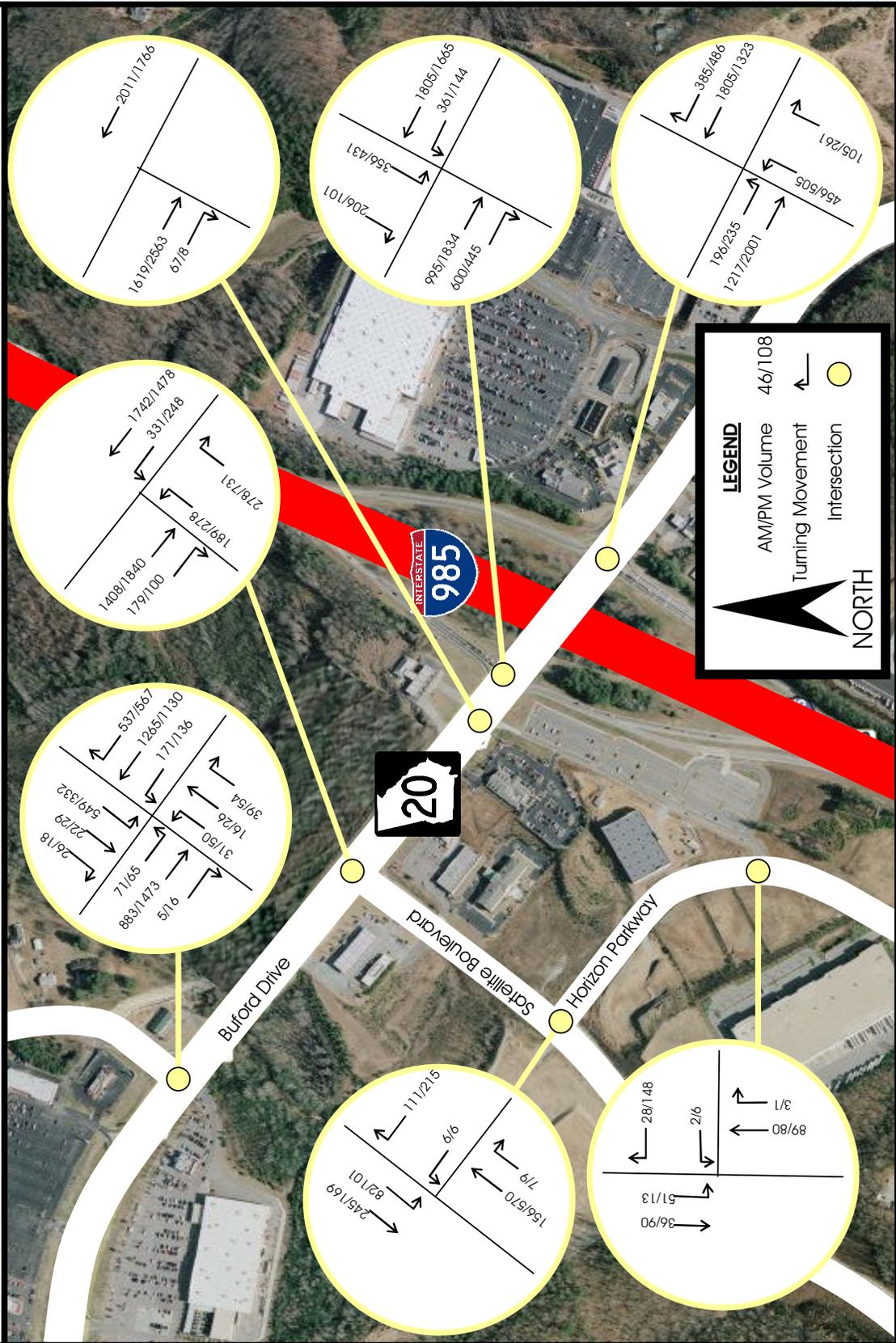
Existing Traffic Operations

An evaluation of existing conditions was conducted using the existing turning movement volumes and existing lane geometry. The data was analyzed in Synchro, which utilizes HCM methodology. The intersection analysis reports are provided in the **Appendix**. The results of this analysis are presented in **Table 1** and indicate acceptable LOS for all of the intersections under study.

Table 1 Existing Traffic Operations

Intersection	Existing			
	AM		PM	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SR 20 & Lee Street	C	34.9	C	29.2
SR 20 & Satellite Boulevard	B	15.0	B	18.8
SR 20 & Right-in to Park and Ride	<i>Free-Flow</i>			
SR 20 & I-985 SB Ramps	C	21.2	C	20.6
SR 20 & I-985 NB Ramps	B	18.2	C	22.8
Satellite Boulevard & Horizon Parkway	<i>unsignalized</i>			
<i>Stopped WB Movements</i>	A	7.8	B	10.9
Horizon Parkway & Park and Ride	<i>unsignalized</i>			
<i>Stopped WB Movements</i>	A	9.1	A	10.0

Figure 5 Existing AM/PM Peak Hour Traffic



BACKGROUND CONDITIONS

Background Traffic Forecast

In order to analyze the impacts of the proposed development it is necessary to project future conditions without the development. This scenario is referred to as Background Conditions. To project background traffic volumes, an analysis of historical traffic trends in the study area were conducted. As shown in Table 2, historical Georgia Department of Transportation (GDOT) traffic data at Count Station 116 (on SR 20 between Lee Street and I-985) indicates that from 1997 to 2007, a trend growth rate of 3.28 percent was observed with a strong R² (indicating the statistical strength of the correlation – a correlation of 75 percent or more is typically desired) along SR 20.

Table 2 Historical Traffic Trends

Count Station	Historical AADT											Trend	R2
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007		
116	39600	49400	50300	48200	56500	53000	53600	61400	58400	67000	62900	3.28%	83.20%

This 3.28 percent annual growth rate was applied to the existing traffic volumes to project the 2009 (the year the park and ride expansion will be constructed) background volumes. These traffic volumes are presented in **Figure 6**.

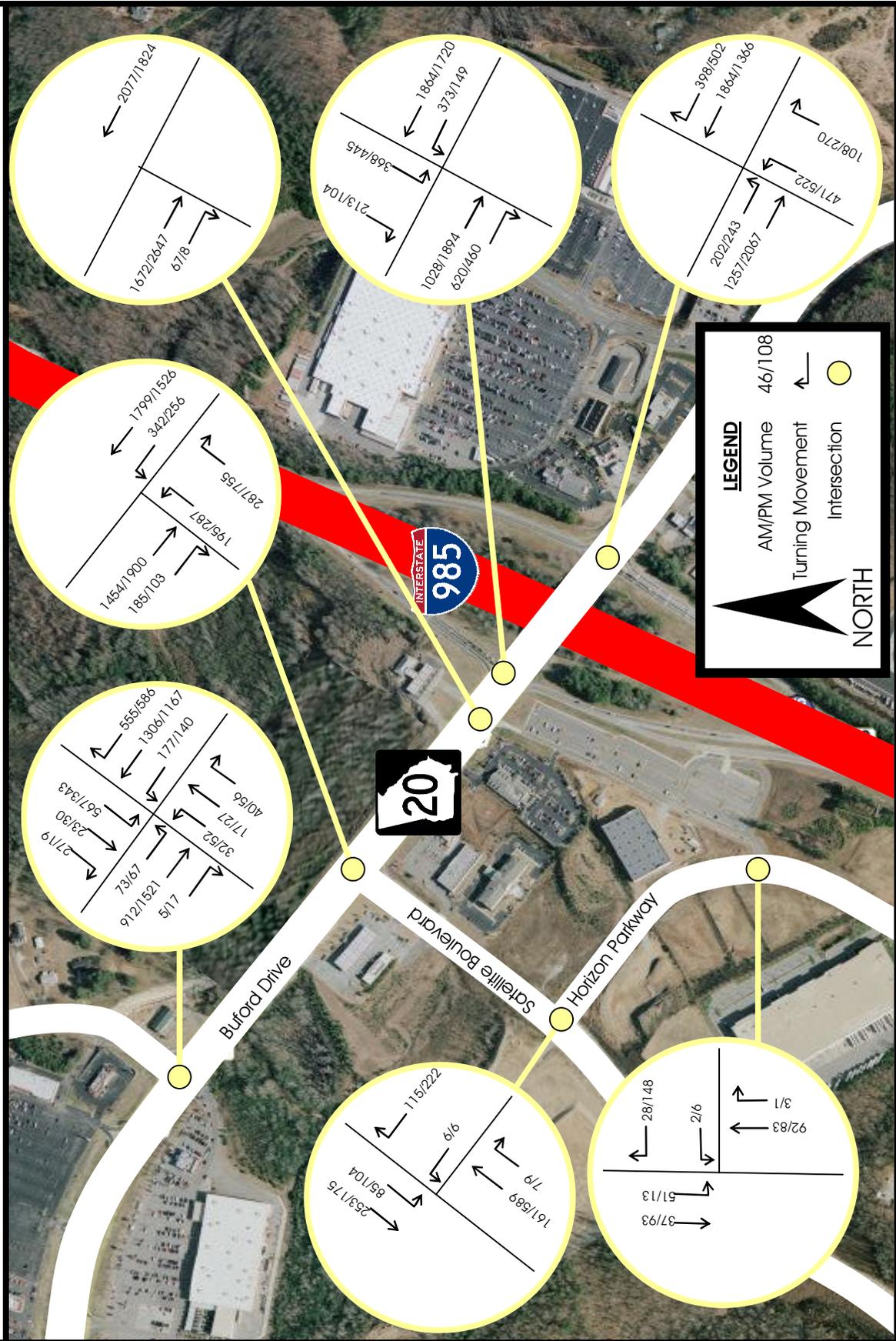
Planned Transportation Improvements

Planned transportation projects in the area were determined from the following adopted transportation plans: Gwinnett County Road Improvement Bond Program and ARC's Regional Transportation Plan plus its Transportation Improvements Program. For those projects that will increase capacity in the study area, the information regarding the projects' status, and projected completed years are shown in **Table 3**. However, these projects are not projected to be completed until well after 2009 (the projected opening year of the proposed project), and are not included in the analysis.

Table 3 Planned Transportation Improvements

ARC Project Number	Description	Status	Projected Completion Year
GW-020B	Widen SR 20 from I-985 to SR 324 (4 to 6 lanes)	Long Range	2020
GW-099B	Widen Buford Highway from Sugarloaf Parkway to SR 20 (2 to 4 lanes)	Programmed	2025
GW-308C	Sugarloaf Parkway Extension from SR 20 to Peachtree Industrial Boulevard (new 4 lane)	Programmed	2030

Figure 6 2009 Background AM/PM Peak Hour Traffic



Background Traffic Operations

An evaluation of background operating conditions was conducted using the background turning movement volumes and proposed lane geometry (due to the lack of short-term planned improvements these lane geometries are the same as the existing lane geometry as presented in **Figure 4**). The data was analyzed using Synchro. The intersection analysis reports are provided in the **Appendix**. As shown in **Table 4**, the background conditions depict little change to what was observed in the year 2008 existing conditions.

Table 4 Background Traffic Operations

Intersection	Background			
	AM		PM	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SR 20 & Lee Street	D	38.1	C	24.2
SR 20 & Satellite Boulevard	B	16.0	B	19.4
SR 20 & Right-in to Park and Ride	<i>Free-Flow</i>			
SR 20 & I-985 SB Ramps	C	21.1	C	21.0
SR 20 & I-985 NB Ramps	B	18.7	C	23.3
Satellite Boulevard & Horizon Parkway	<i>unsignalized</i>			
<i>Stopped WB Movements</i>	A	7.9	B	11.2
Horizon Parkway & Park and Ride	<i>unsignalized</i>			
<i>Stopped WB Movements</i>	A	9.1	B	10.0

BACKGROUND + PROJECT - DIVERSION TRAFFIC CONDITIONS

Traffic Forecast

Traffic projections for this scenario incorporate three components:

- The background traffic in the study area
- The project traffic that will utilize the expansion of the park and ride lot
- As the park and ride lot will not create 'new' trips, but rather divert trips from existing patterns, the diversion traffic incorporates changes in traffic patterns due to the expansion of the park and ride lot. Specifically, this includes traffic that would otherwise be part of the background traffic but diverts to utilize the park and ride lot

Therefore the final volumes for the scenario are calculated using the following formula:

$$(Background\ Traffic) + (Project\ Traffic) - (Diversion\ Traffic)$$

Project Traffic

The project traffic volumes are forecasted in two steps: (1) a trip generation analysis and (2) a trip distribution analysis.

The trip generation analysis for the proposed expansion were based on the rates and equations presented in the standard reference *Trip Generation*, 7th edition, published by the Institute of Transportation Engineers (ITE). Trip generation was based on the ITE Land Codes: 090 – Park and Ride Lot with Bus Service. The trip generation calculated for the Southern Trace Apartments is presented in **Table 3**.

Table 5 Trip Generation

ITE Code	Land Use	Units	Total Trips	
			In	Out
<i>AM Peak Hour</i>				
090	Park and Ride with Bus Service	372 spaces	222	56
<i>PM Peak Hour</i>				
090	Park and Ride with Bus Service	372 spaces	176	52
<i>Daily</i>				
090	Park and Ride with Bus Service	372 spaces	837	837

As there is already an existing park and ride lot at the site of the proposed expansion, trip distribution for this project was based on analyzing traffic patterns in the study area and their relation to in/out traffic from the existing park and ride lot in the AM and PM peak hours. The trip distribution results are presented in **Figure 7**. The projected project traffic is shown in **Figure 8**.

Figure 7 Project Trip Distribution

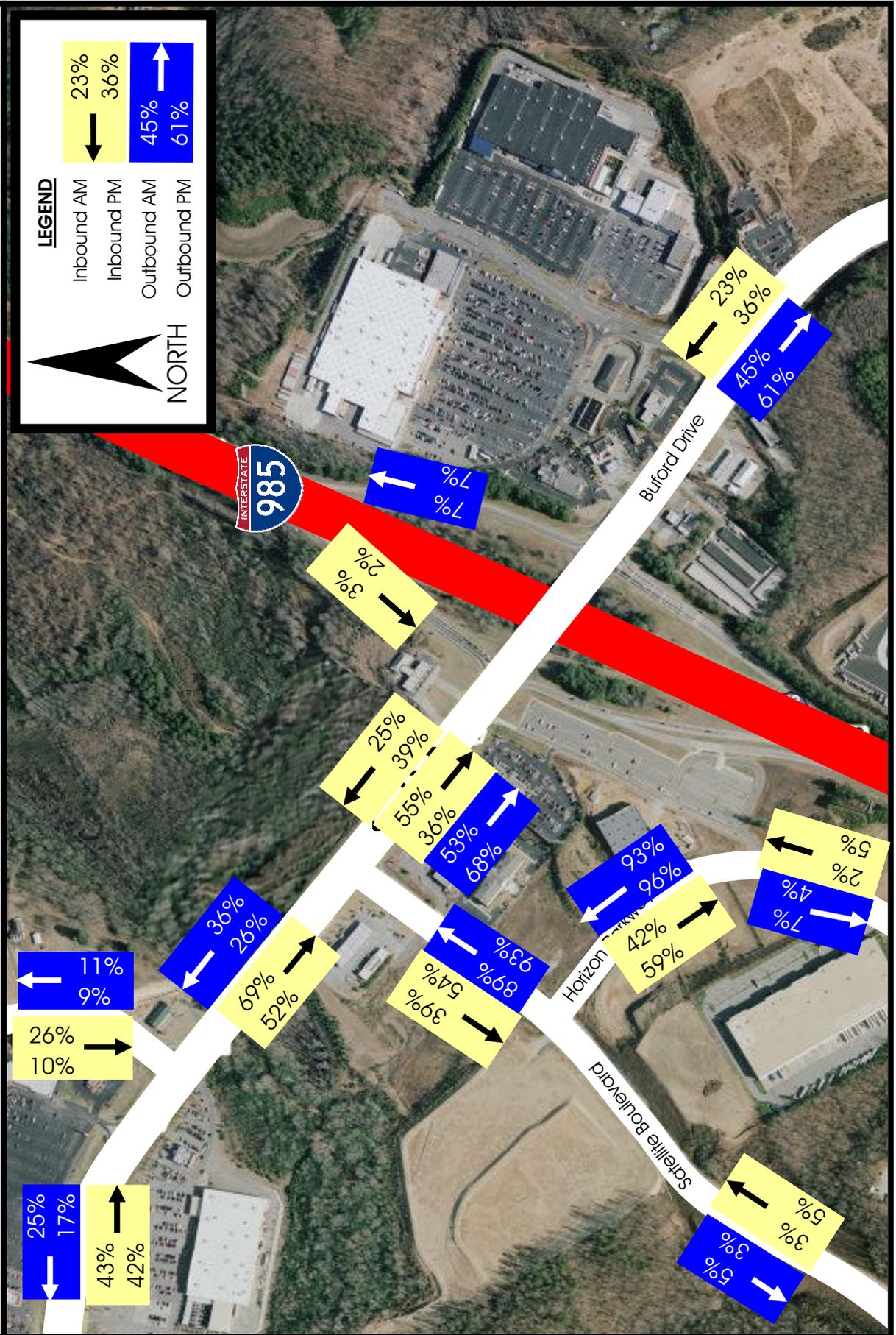
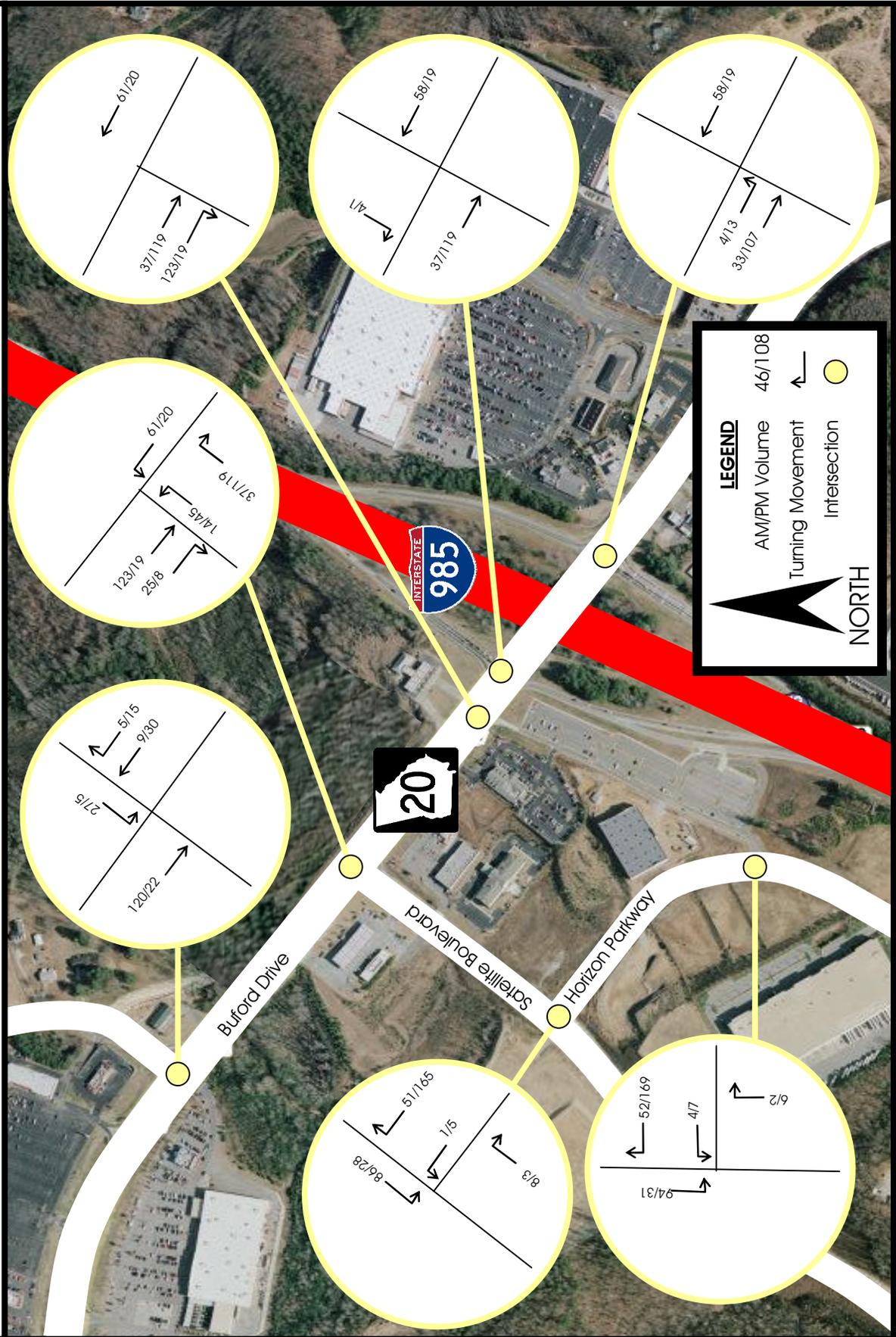


Figure 8 AM/PM Project Traffic



Diversion Traffic

The diversion traffic was generated in a similar way to the project traffic. Using the trip generation analysis volumes, the background traffic patterns of vehicles that would utilize the park and ride lot were determined. As the park and ride lot is primarily a commuter facility with its main orientation being the bus service offered to downtown Atlanta, all of the diversion traffic was estimated with their original patterns being oriented towards using I-985. All the volumes forecasted for the project traffic are accounted for with the exception of those vehicles that would utilize the park and ride lot originating to/from I-985 to the north. These volumes were not diverted through the study area intersections as these vehicles would likely continue south on I-985 in a background scenario. **Figure 9** indicates the diversion traffic volumes. The final background + project – diversion traffic volumes are provided in **Figure 10**.

Figure 9 AM/PM Diverted Project Traffic

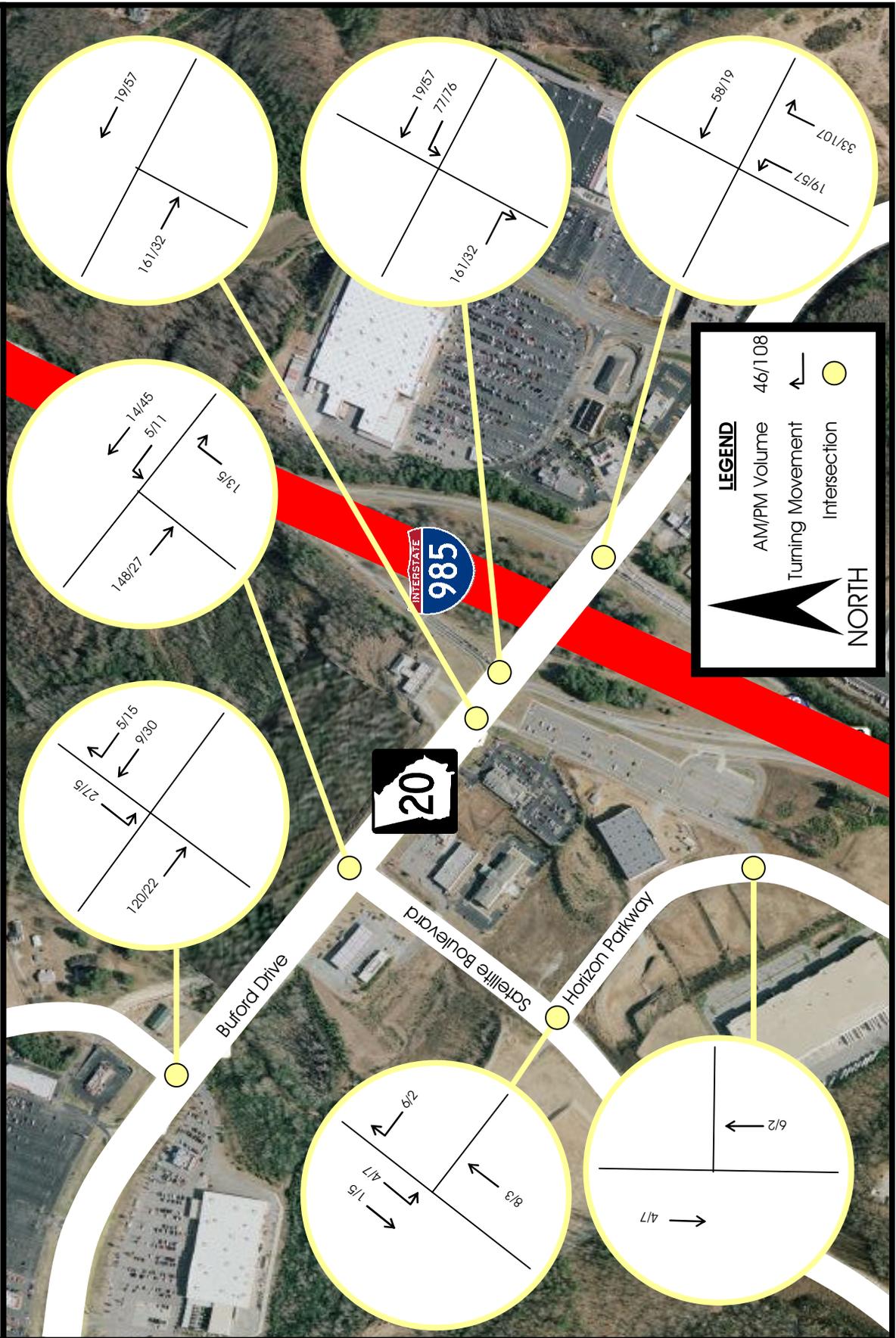
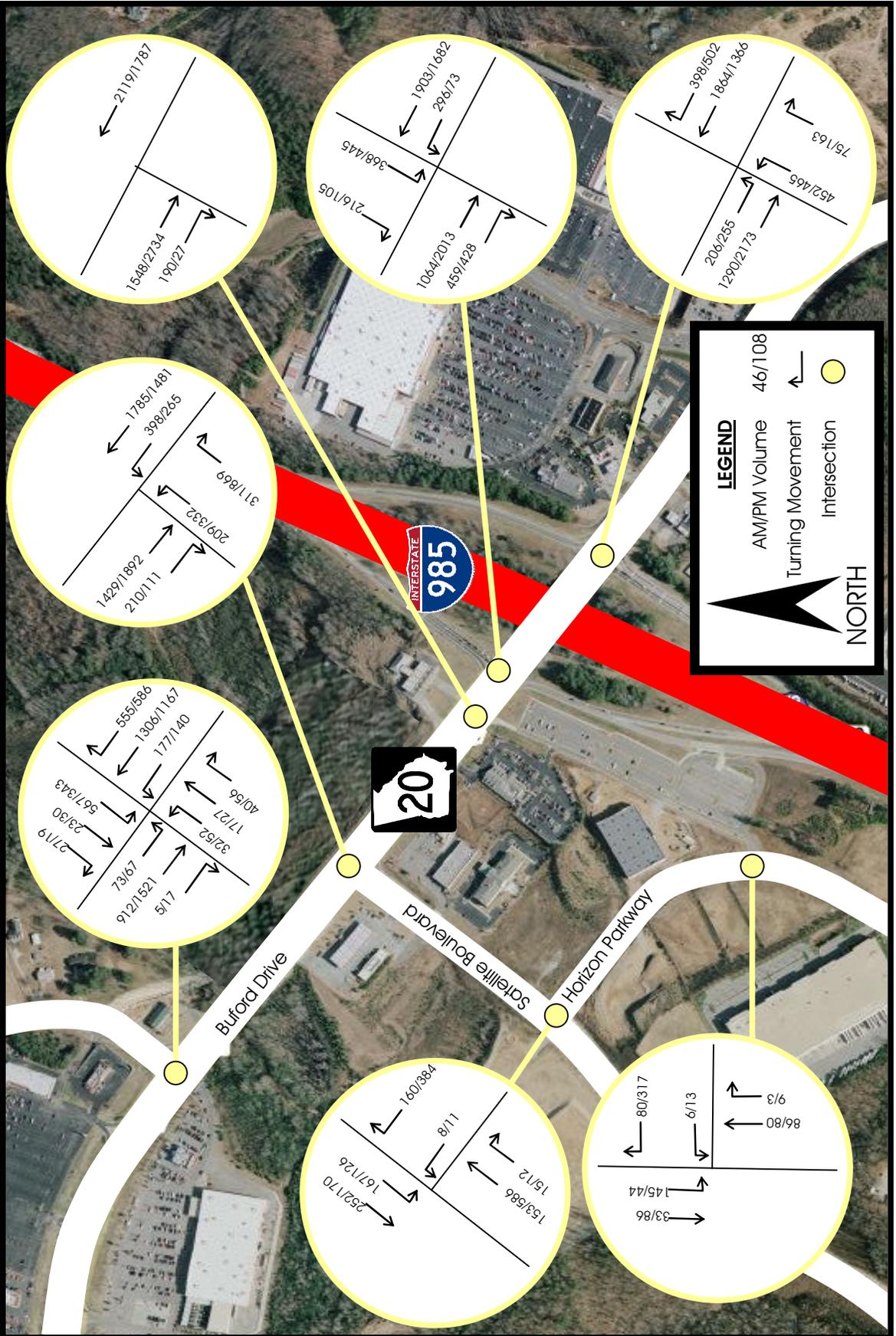


Figure 10 2009 Background + Project – Diverted AM/PM Peak Hour Traffic



Background + Project - Diversion Traffic Operations

An evaluation of the background + project – diversion operating conditions was conducted using the projected turning movement volumes and proposed lane geometries (as with the background scenario, these lane geometries are the same as the existing lane geometries already presented in **Figure 4**). The data was analyzed using Synchro. The intersection analysis reports are provided in the **Appendix**. As shown in **Table 6**, the background + project – diversion conditions depict little change to what was observed in the year 2009 background or 2008 existing conditions, with only the lot's access points (from Satellite onto Horizon and from Horizon into the lot) showing any degradation in level of service.

Table 6 Background + Project – Diversion Traffic Operations

Intersection	Background + Project - Diversion			
	AM		PM	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SR 20 & Lee Street	D	37.9	C	24.7
SR 20 & Satellite Boulevard	B	18.9	C	21.2
SR 20 & Right-in to Park and Ride	<i>Free-Flow</i>			
SR 20 & I-985 SB Ramps	B	19.7	C	18.5
SR 20 & I-985 NB Ramps	B	18.1	C	21.3
Satellite Boulevard & Horizon Parkway	<i>unsignalized</i>			
<i>Stopped WB Movements</i>	A	8.3	C	15.7
Horizon Parkway & Park and Ride	<i>unsignalized</i>			
<i>Stopped WB Movements</i>	A	9.9	B	12.3

CONCLUSION

As shown in **Table 7**, the traffic volumes to be generated by the proposed expansion are projected to have minimal negative impacts to the study area intersections' Levels of Service and in some cases (due to the diversion of traffic) a slight improvement over the background scenario. Thus no mitigation is needed to maintain acceptable Levels of Service.

Table 7 Summary of Traffic Operations

Intersection	Existing				Background				Background + Project - Diversion			
	AM		PM		AM		PM		AM		PM	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SR 20 & Lee Street	C	34.9	C	29.2	D	38.1	C	24.2	D	37.9	C	24.7
SR 20 & Satellite Boulevard	B	15.0	B	18.8	B	16.0	B	19.4	B	18.9	C	21.2
SR 20 & Right-in to Park and Ride	<i>Free-Flow</i>											
SR 20 & I-985 SB Ramps	C	21.2	C	20.6	C	21.1	C	21.0	B	19.7	C	18.5
SR 20 & I-985 NB Ramps	B	18.2	C	22.8	B	18.7	C	23.3	B	18.1	C	21.3
Satellite Boulevard & Horizon Parkway	<i>unsignalized</i>											
<i>Stopped WB Movements</i>	A	7.8	B	10.9	A	7.9	B	11.2	A	8.3	C	15.7
Horizon Parkway & Park and Ride	<i>unsignalized</i>											
<i>Stopped WB Movements</i>	A	9.1	A	10.0	A	9.1	B	10.0	A	9.9	B	12.3

Stormwater Management Report

for

**Horizon Road Tract
Land Lots 218 and 229
7th District
Gwinnett County, Georgia
City of Buford**

February 24, 1999

PPI Job Number 98-027

Prepared For:

R.S.E.
690 Hill Crest Rd. Suit 400
P.O. Box 669
Lilburn, Georgia 30226

Prepared By:

Kenneth L. Peters, E.I.T.
Precision Planning, Inc.
400 Pike blvd.
Lawrenceville, Georgia 30046

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APPENDIX

Appendix A	<i>Runoff Coefficient Calculations</i> <i>Time of Concentration Calculations</i> <i>Basin Hydrograph Summary Report</i>
Appendix B	<i>Drainage Area</i> Pond Hydrograph Report Pre-Developed Flows Post-Developed Flows Post Developed Routing Computations

EXECUTIVE SUMMARY

The detention facilities described herein provide adequate stormwater attenuation in accordance with the Development Regulations of The City of Buford.

The 64.83-acre site has one drainage area. One detention pond has been designed for the project. The entire site will be graded to drain into a creek that runs through the middle of the site. The creek then runs into Suwanee Creek, which is the northern most property line of the proposed site. The proposed detention pond will be built on the tributary to Suwanee Creek, and as a result of building the pond, downstream property owners will not be adversely affected.

The following table presents a summary of flows derived from the reservoir routing computations.

SUMMARY OF PEAK FLOWS

Drainage Area

Frequency (YR)	Pre-Dev. Flows (cfs)	Allowable Flows (cfs)	Routed Flows (cfs)
2	75.8	65.8	21.2
10	250.7	225.3	54.5
25	355.4	321.4	104.2
100	485.3	441.5	226.0

PURPOSE

The purpose of this study is to present a method for regulating stormwater run-off from the site of the proposed development so as not to exceed the pre-developed peak flow which could occur for the 2, 10, and 25-year storm frequencies. The 100-year storm frequency is routed but not necessarily detained.

All proposed inlets and structures are designed to pass the 100-year storm.

SITE DESCRIPTION

The site of the proposed development is located on the southwest side of Georgia Hwy 20 near the intersection of Georgia Hwy 20 and Hwy 985 (see Figure 1). Existing conditions consist of lightly wooded rolling terrain. The 64.83 acres of proposed development are intended to be developed in accordance with their C-2 zoning.

HYDROLOGY

The Soil Conservation Service Method was used to estimate the stormwater runoff from the site for the 2, 10, 25, and 100-year storm frequencies. The Hydraflow Hydrographs for Windows computer model Version 6.0 was used to compute pre-developed and post-developed hydrographs and route the post-developed flows through the designed pond on the site. The time of concentration was calculated for the drainage area and is shown in Appendix A.

The runoff coefficients for pre-developed and post-developed conditions were calculated for the basin (See Appendix A).

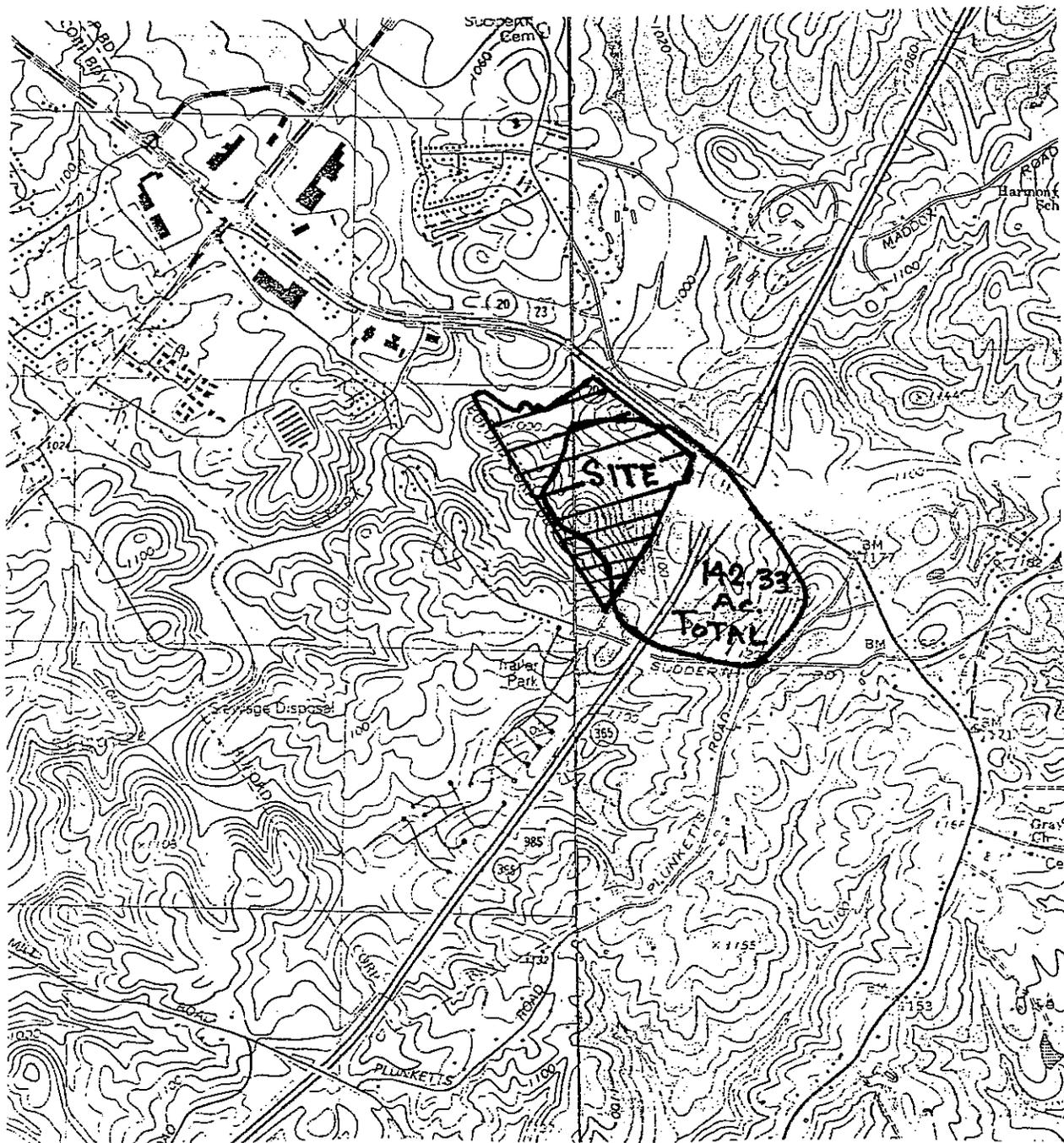
STORMWATER MANAGEMENT

The entire site will be graded to drain into a creek that runs through the middle of the site. A detention pond will be built on the creek. There will be 136.19 acres of onsite and offsite area draining into the proposed pond and approximately 6.14 acres of the proposed site by-passing the pond. The detention pond has been designed to detain the increased runoff from this drainage area and account for the by-pass flow. Therefore, downstream property owners will not be adversely affected due to the development.

The location of the pond is shown in figures 4 & 5. The pond regulates outflows with an 18" circular orifice, a 12" weir, a 36" weir, and an 8-foot diameter circular standpipe (see figure 6). The following table summarizes the outflows of the pond.

Detention Pond 1 Peak Flows

Frequency (YR)	Pre-Dev. Flows (cfs)	Pond Inflow	Pond Elev.	Pond Storage (cuft)	Allowable Flow	Routed Outflow
2	75.8	176.1	999.3	229,907	65.8	21.2
10	250.7	410.0	1002.1	559,107	225.3	54.5
25	355.4	537.4	1003.3	712,183	321.4	104.2
100	485.3	681.6	1004.4	853,982	441.5	226.0



SCALE: 1"=2000'

FIGURE 1

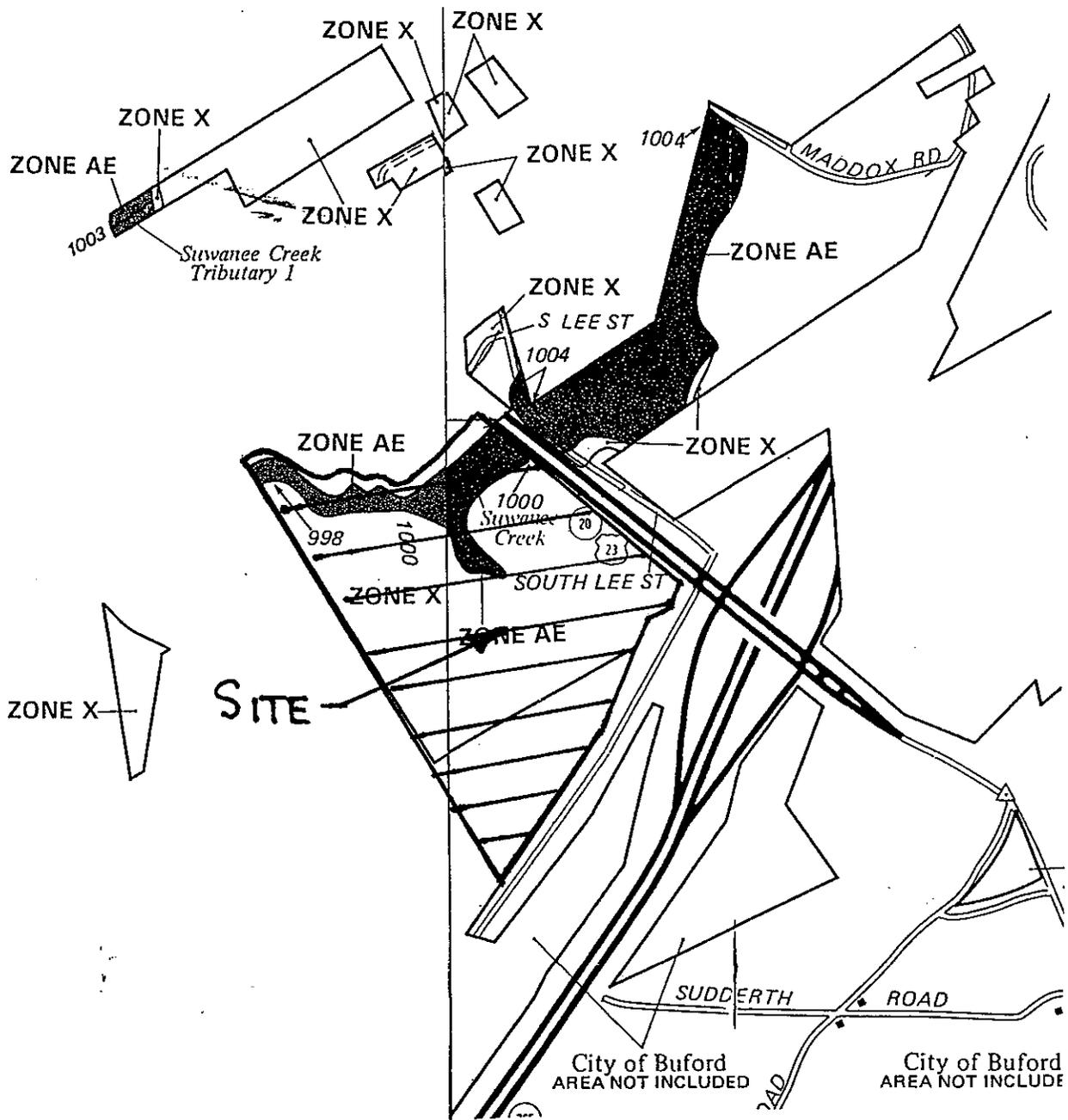


PRECISION PLANNING, INC.
 PLANNERS, ENGINEERS, ARCHITECTS & SURVEYORS
 400 PIKE BOULEVARD, P.O. BOX 2210
 LAWRENCEVILLE, GEORGIA 30246
 (770) 338-8000

VICINITY
 MAP

HOG MOUNTAIN, GA.
 N3400—W8352.5/7.5

1964
 PHOTOREVISED 1973
 AMS 4252 III SW—SERIES V845



SCALE: 1"=1000'

FIGURE 2



PRECISION PLANNING, INC.
 PLANNERS, ENGINEERS, ARCHITECTS & SURVEYORS
 400 PIKE BOULEVARD, P.O. BOX 2210
 LAWRENCEVILLE, GEORGIA 30248
 (770) 338-6000

FLOOD INSURANCE RATE MAP



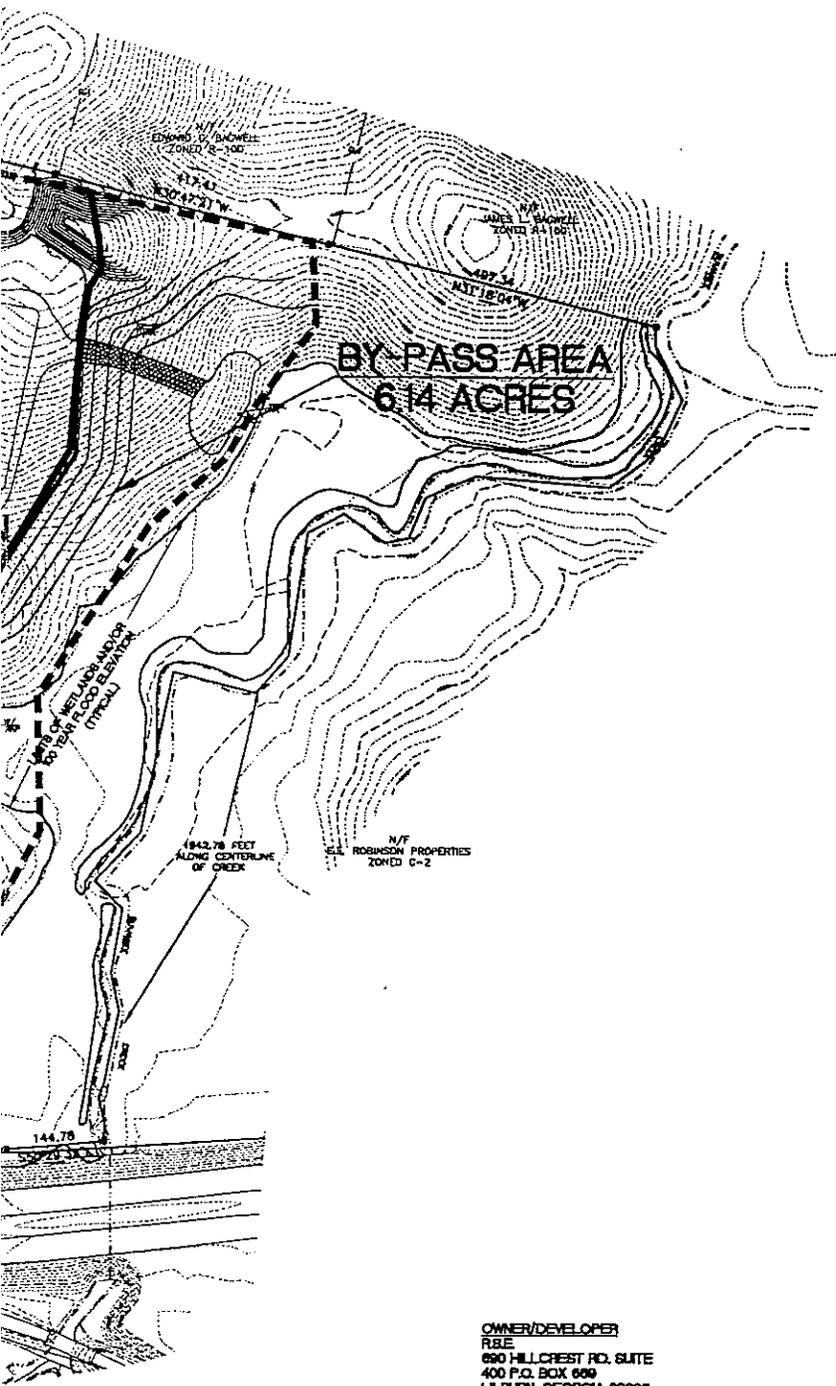
COMMUNITY-PANEL NUMBER:

130322 0080 C

MAP REVISED:

MAY 4, 1992





OWNER/DEVELOPER
 RBE
 690 HILLCREST RD. SUITE
 400 P.O. BOX 699
 LILBURN, GEORGIA 30226
 PHONE: (770) 921-9807
 24-HOUR CONTACT: STEVE HILL

04/07/98 DATE		04-027 PROJ. NUMBER		FILE NUMBER	
DATE NO DESCRIPTION		DESIGN M/W		SHEET 1/1	
POST-DEVELOPED DRAINAGE MAP		DRAWN JLD		CHECKED WOL	
HORIZON ROAD TRACT FIGURE 4 5TH PARCEL OF LAND LOTS 218 & 228 7TH DISTRICT OF GWINNETT COUNTY, GEORGIA		PROJECT			
		Precision Planning, Inc. Planners, engineers, architects & surveyors P.O. Box 2210 400 Pine Boulevard Lawrenceville, GA 30046-2210 (770) 336-8000 (770) 827-5980 Fax			
1988 Precision Planning, Inc. All Rights Reserved.				STAMP	
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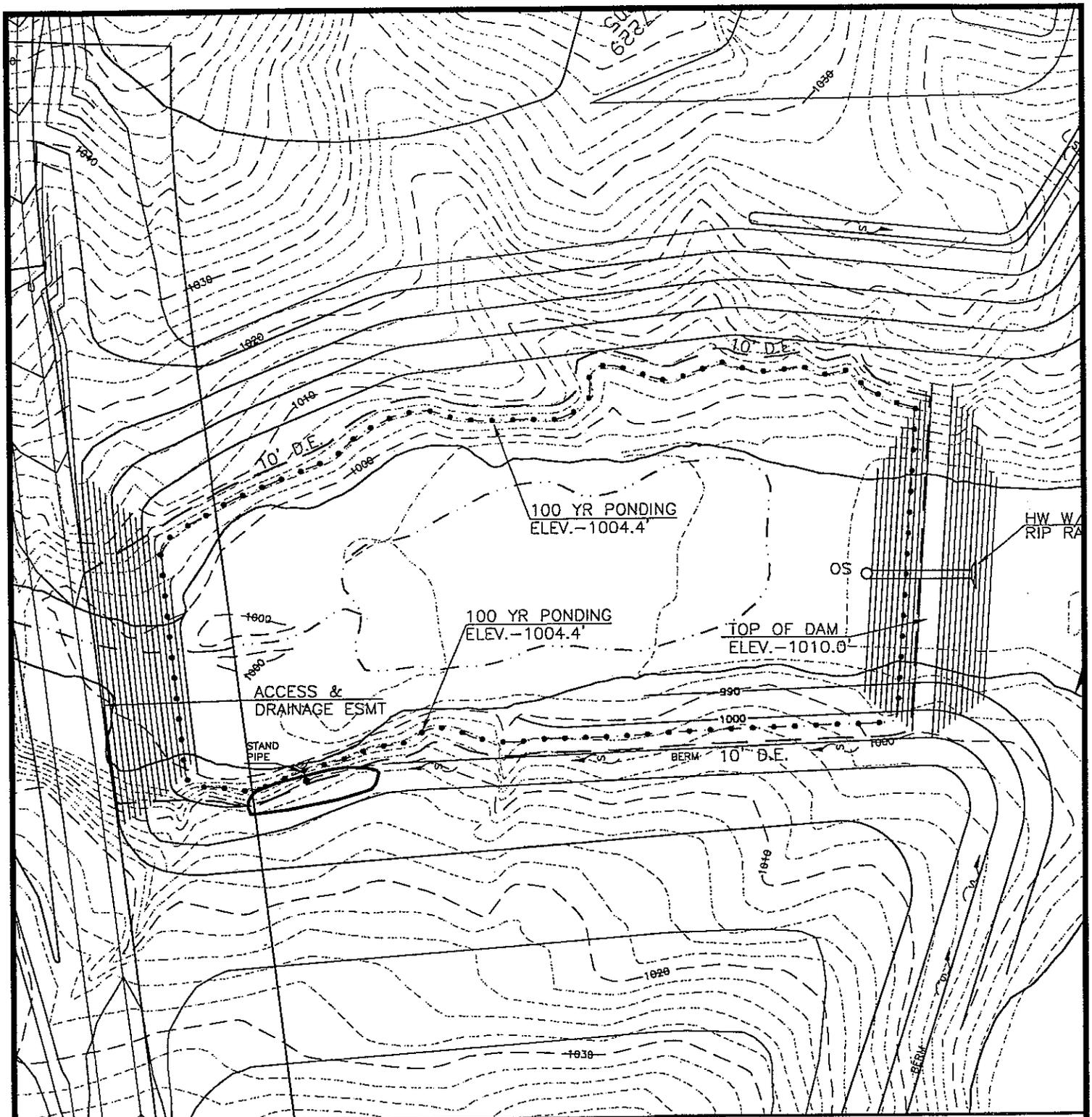


FIGURE 5

PROPOSED DETENTION
POND A PLAN



PRECISION PLANNING, INC.

PLANNERS, ENGINEERS, ARCHITECTS, & SURVEYORS

400 PIKE BOULEVARD P.O. BOX 22110
LAWRENCEVILLE, GEORGIA 30245
(770) 338-8000 (FAX) (770) 822-5990

No.	By	Date	Revision

Date: 2/22/99	Land Lot: 218 & 229	District: 7th	Sheet No.
County: GWINNETT	Scale:		
Proj. Manager:	Drawn By: KLP	Checked By:	of
Job Number: 98-027	File Number:		

Runoff Coefficient Calculations

Pre Developed

CN = 60

Post Developed

Total Developed Area 69.41 ac. @ 84

= 5830

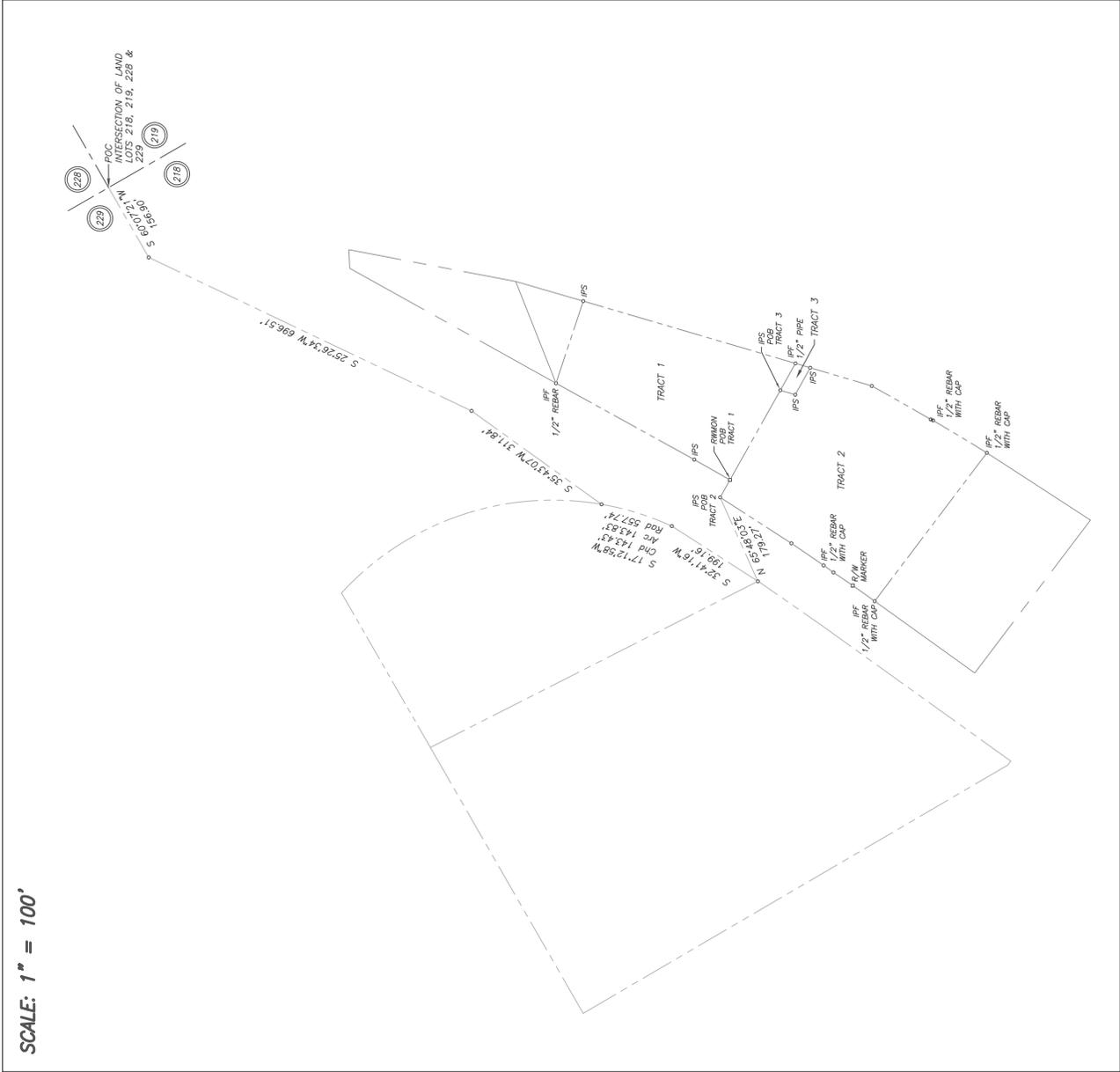
Total Offsite (Undeveloped) 66.73 ac. @ 60

= 4004

= 9834 / 136.14 ac.

CN = 72

SCALE: 1" = 100'



LEGAL DESCRIPTION
Tract 1

All that tract or parcel of land lying and being in Land Lot 218 of the 7th Land District, City of Buford, Gwinnett County, Georgia and being more particularly described as follows:
Commence at the land lot corner common to Land Lots 218, 219, 228 and 229, proceed THENCE South 09 degrees 07 minutes 26 seconds West for a distance of 156.90 feet to a point; THENCE South 25 degrees 26 minutes 34 seconds West for a distance of 698.51 feet to a point; THENCE South 35 degrees 43 minutes 07 seconds West for a distance of 371.84 feet to a point; THENCE along a curve to the right having a radius of 557.74 feet and an arc length of 143.83 feet, being subtended by a chord of South 17 degrees 12 minutes 56 seconds West for a distance of 143.43 feet to a point; THENCE continuing along the northwesterly right-of-way line of Horizon Parkway, South 32 degrees 41 minutes 23 seconds West for a distance of 179.27 feet to an iron pin set on the southeasterly right-of-way line of Horizon Parkway, North 65 degrees 41 minutes 23 seconds East for a distance of 30.34 feet to an iron pin set on the southeasterly right-of-way line of Horizon Parkway and the TRUE POINT OF BEGINNING.

From the TRUE POINT OF BEGINNING as thus established, THENCE continuing along the southeasterly right-of-way line of Horizon Parkway, North 65 degrees 41 minutes 23 seconds East for a distance of 307.76 feet to a 3/4" rebar found; THENCE bearing said southeasterly right-of-way line a distance of 80.05 feet to an iron pin set; THENCE North 28 degrees 55 minutes 28 seconds East for a distance of 307.76 feet to a 3/4" rebar found; THENCE bearing said southeasterly right-of-way line a distance of 307.76 feet to an iron pin set on the westerly right-of-way line of Interstate 865 (Variable R/W); THENCE continuing along said westerly right-of-way line of Interstate 865 South 16 degrees 21 minutes 31 seconds West for a distance of 307.76 feet to an iron pin set; THENCE continuing along said westerly right-of-way line of Interstate 865 North 60 degrees 41 minutes 23 seconds West for a distance of 307.76 feet to an iron pin set; THENCE continuing along said westerly right-of-way line of Interstate 865 North 60 degrees 41 minutes 23 seconds West for a distance of 200.41 feet to a point-of-way monument found and the TRUE POINT OF BEGINNING.

LEGAL DESCRIPTION
Tract 2

All that tract or parcel of land lying and being in Land Lot 218 of the 7th Land District, City of Buford, Gwinnett County, Georgia and being more particularly described as follows:
Commence at the land lot corner common to Land Lots 218, 219, 228 and 229, proceed THENCE South 09 degrees 07 minutes 26 seconds West for a distance of 156.90 feet to a point; THENCE South 25 degrees 26 minutes 34 seconds West for a distance of 698.51 feet to a point; THENCE South 35 degrees 43 minutes 07 seconds West for a distance of 371.84 feet to a point; THENCE along a curve to the right having a radius of 557.74 feet and an arc length of 143.83 feet, being subtended by a chord of South 17 degrees 12 minutes 56 seconds West for a distance of 143.43 feet to a point; THENCE continuing along the northwesterly right-of-way line of Horizon Parkway, South 32 degrees 41 minutes 23 seconds West for a distance of 179.27 feet to an iron pin set on the southeasterly right-of-way line of Horizon Parkway, North 65 degrees 41 minutes 23 seconds East for a distance of 30.34 feet to an iron pin set on the southeasterly right-of-way line of Horizon Parkway and the TRUE POINT OF BEGINNING.

From the TRUE POINT OF BEGINNING as thus established, THENCE continuing along the southeasterly right-of-way line of Horizon Parkway, North 65 degrees 41 minutes 23 seconds East for a distance of 307.76 feet to a 3/4" rebar found; THENCE bearing said southeasterly right-of-way line a distance of 80.05 feet to an iron pin set; THENCE North 28 degrees 55 minutes 28 seconds East for a distance of 307.76 feet to a 3/4" rebar found; THENCE bearing said southeasterly right-of-way line a distance of 80.05 feet to an iron pin set on the westerly right-of-way line of Interstate 865 (Variable R/W); THENCE continuing along said westerly right-of-way line of Interstate 865 South 16 degrees 21 minutes 31 seconds West for a distance of 307.76 feet to an iron pin set; THENCE continuing along said westerly right-of-way line of Interstate 865 North 60 degrees 41 minutes 23 seconds West for a distance of 307.76 feet to an iron pin set; THENCE continuing along said westerly right-of-way line of Interstate 865 North 60 degrees 41 minutes 23 seconds West for a distance of 200.41 feet to a point-of-way monument found and the TRUE POINT OF BEGINNING.

LEGAL DESCRIPTION
Tract 3

All that tract or parcel of land lying and being in Land Lot 218 of the 7th Land District, City of Buford, Gwinnett County, Georgia and being more particularly described as follows:
Commence at the land lot corner common to Land Lots 218, 219, 228 and 229, proceed THENCE South 09 degrees 07 minutes 26 seconds West for a distance of 156.90 feet to a point; THENCE South 25 degrees 26 minutes 34 seconds West for a distance of 698.51 feet to a point; THENCE South 35 degrees 43 minutes 07 seconds West for a distance of 371.84 feet to a point; THENCE along a curve to the right having a radius of 557.74 feet and an arc length of 143.83 feet, being subtended by a chord of South 17 degrees 12 minutes 56 seconds West for a distance of 143.43 feet to a point; THENCE continuing along the northwesterly right-of-way line of Horizon Parkway, South 32 degrees 41 minutes 23 seconds West for a distance of 179.27 feet to an iron pin set on the southeasterly right-of-way line of Horizon Parkway, North 65 degrees 41 minutes 23 seconds East for a distance of 30.34 feet to an iron pin set on the southeasterly right-of-way line of Horizon Parkway and the TRUE POINT OF BEGINNING.

From the TRUE POINT OF BEGINNING as thus established, THENCE continuing along the southeasterly right-of-way line of Horizon Parkway, North 65 degrees 41 minutes 23 seconds East for a distance of 307.76 feet to a 3/4" rebar found; THENCE bearing said southeasterly right-of-way line a distance of 80.05 feet to an iron pin set; THENCE North 28 degrees 55 minutes 28 seconds East for a distance of 307.76 feet to a 3/4" rebar found; THENCE bearing said southeasterly right-of-way line a distance of 80.05 feet to an iron pin set on the westerly right-of-way line of Interstate 865 (Variable R/W); THENCE continuing along said westerly right-of-way line of Interstate 865 South 16 degrees 21 minutes 31 seconds West for a distance of 307.76 feet to an iron pin set; THENCE continuing along said westerly right-of-way line of Interstate 865 North 60 degrees 41 minutes 23 seconds West for a distance of 307.76 feet to an iron pin set; THENCE continuing along said westerly right-of-way line of Interstate 865 North 60 degrees 41 minutes 23 seconds West for a distance of 200.41 feet to a point-of-way monument found and the TRUE POINT OF BEGINNING.

Said property contains 1.89 acres more or less, and being shown on and described by that certain plat entitled "Boundary and Topographic Survey for URS Corporation, dated August 01, 2008, and being more particularly described as follows: Georgia R.L.S. No. 2850, which survey is hereby made part of this legal description by this reference.



No.	Revision	Date

Project No.	U-085-109
Field Surveyed	07/30/08
Drawn By	S.M.C., S.H.S.
Checked By	J.M.C.
Date	08/01/08
Scale	1" = 40'

CAD FILE NAME
085-109.DWG
085-109.PLT

BOUNDARY AND TOPOGRAPHIC SURVEY FOR:
URS CORPORATION
LAND LOT 218 OF THE 7TH DISTRICT
CITY OF BUFORD, GWINNETT COUNTY, GEORGIA

Hancock, John

From: PJ_Gallagher@URSCorp.com
Sent: Tuesday, December 23, 2008 11:48 AM
To: Shaun Green
Cc: Hancock, John; Todd Long
Subject: Re: FW: 0009712, Horizon Pky P+R Expansion (I-985@SR 20, Gwinnett)
Attachments: pic24370.gif

Response to FHWA questions:

1. GRTA will address.
2. We will put together a clear zone exhibit. My roadway guys tell me we need 22'-24' for 55 mph and 30'-32' for 60 mph. We definitely meet the 55 mph and might meet the 60 mph. I will send you the sketch tomorrow.
3. The proposed expansion lot drains away from the Interstate. We will slightly reduce the amount of drainage going toward the interstate.

Patrick J. Gallagher, PE
Project Manager, Civil/Site Services
URS Corporation
400 Northpark Town Center
1000 Abernathy Road, Suite 900
Atlanta, Georgia 30328
Main Phone: 678-808-8800
Main Fax: 678-808-8400
Direct Line: 678-808-8899
email: PJ_Gallagher@urscorp.com

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▼ "Shaun Green" <SGreen@GRTA.org>

"Shaun Green"
<SGreen@GRTA.org>

12/23/2008 11:08 AM

To: <PJ_Gallagher@URSCorp.com>, "Todd Long"
<TLong@GRTA.org>

cc: "Hancock, John" <jhancock@dot.ga.gov>

Subject: FW: 0009712, Horizon Pky P+R Expansion (I-985@SR
20, Gwinnett)

John wants to address the FHWA comments, as an attachment to the Concept Report. We need input to do so.

1. Todd: Do we have a BOA with Gwinnett County that we can reference for FHWA purposes? With GDOT and Gwinnett?
2. Pat: Please provide the minimum clear zone dimension based on the current design. Also, let's get dimensions for the northeast and northwest corners, which LaToya mentioned specifically. Not being a freeway designer, I'm not sure of what standards GDOT has for clear zone, or if AASHTO Roadside Design Guide is consulted in each situation. (John-Can you provide

some clarification here?)

3. Pat: Please confirm that with the proposed lot, we are draining everything away from the freeway and will not impact it.

thanks,
-sg

From: Johnson, LaToya [<mailto:Latoya.Johnson@fhwa.dot.gov>]
Sent: Monday, December 22, 2008 11:56 AM
To: Shaun Green
Cc: Hancock, John; Todd Long; Lindberg, Michele
Subject: RE: 0009712, Horizon Pky P+R Expansion (I-985@SR 20, Gwinnett)

Shaun,
Michelle and I took a look at the concept report and plan sheet that you emailed. Our initial reaction is that there should be no major concerns with this project. However, below, I've outlined some areas where we will need more information in the official request. Please let me know if you have any additional concerns.

Issues

1. You will probably need to pursue this interstate ROW in a joint use agreement between GDOT, GRTA and/or Gwinnett County.
2. Clear zone requirements should be maintained under the proposed project. I'm not sure of the slope of the ROW but it may dictate that at least 30-50 feet of clear zone is maintained from edge of through traveled way. From the concept plan, it seems as if the clear zone is probably okay except for the northeast and northwest corners. We can also look at crash occurrences in the area to better determine what amount of clear zone is appropriate.
3. In doubling the size of the parking lot, we need to make sure that drainage is sufficient and will not impact the interstate.

LaToya Johnson
Transportation Engineer
Federal Highway Administration
Georgia Division
61 Forsyth Street, SW
Suite 17T100
Atlanta, GA 30303
404-562-4280 phone
404-562-3703 fax

From: Shaun Green [<mailto:SGreen@GRTA.org>]
Sent: Monday, December 22, 2008 11:23 AM
To: Johnson, LaToya
Cc: Hancock, John; Todd Long
Subject: FW: 0009712, Horizon Pky P+R Expansion (I-985@SR 20, Gwinnett)

I hate to hound you, but I'm hoping to get even an initial response before Christmas, if at all possible. Can you give me any insight into whether this is being received well?

thanks,
-sg

From: Shaun Green
Sent: Monday, December 08, 2008 4:13 PM
To: 'latoya.johnson@fhwa.dot.gov'
Cc: Todd Long; Hancock, John

Subject: 0009712, Horizon Pky P+R Expansion (I-985@SR 20, Gwinnett)

Latoya:

Please check out the attached PDF's to see our current concept plan and the initial submittal of the Concept Report (a revision will be forthcoming, on which you will be copied). The existing P+R lot is adjacent to the north. To see a reasonably current aerial image of the area:

<http://maps.live.com/default.aspx?v=2&FORM=LMLTCP&cp=34.08624~-83.995103&style=h&lvl=17&tilt=-90&dir=0&alt=-1000&scene=19028153&phx=0&phy=0&phscl=1&encType=1>

You will see a large shadow cast onto the subject parcel by a set of billboards. The billboards are NOT on the property we are proposing to purchase in this concept, but are roughly at the property corner, just behind the ROW line.

Basically, to make our concept work in terms of the rough number of parking spaces, we pushed some parking onto the I-985 ramp ROW. We are reaching out to you as the FHWA engineer for District 1 to ensure that FHWA is agreeable to this transportation use of the interstate ROW.

Current agency responsibilities:

- GDOT is managing the project and will be acquiring the ROW
- GRTA is taking care of the engineering through our consultant (URS)
- Gwinnett County will be letting the project to construction
- FTA formula funds will be used to fund construction

Given this cast of characters, we just don't want FHWA to feel left out. ☺

John and I would be more than happy to swing by your shop to discuss this concept.

thanks,
-sg

Shaun Green, PE
Transportation Engineer

GRTA

245 Peachtree Center Avenue, #900
Atlanta, GA 30303
direct: 404/463-2437
main: 404/463-3000
fax: 770/344-5260
sgreen@grta.org

Hancock, John

From: PJ_Gallagher@URSCorp.com
Sent: Wednesday, December 24, 2008 12:57 PM
To: Shaun Green
Cc: Hancock, John; Todd Long
Subject: Re: FW: 0009712, Horizon Pky P+R Expansion (I-985@SR 20, Gwinnett)
Attachments: pic19718.gif; Clearzone Exhibit.pdf

Shaun,

We have confirmed that the proposed P&R Lot is at least 32' from the edge of the existing bus lane shoulder (see attached exhibit). My roadway guys tell me that this meets the required Clear Zone width for 60 mph.

Patrick J. Gallagher, PE
Project Manager, Civil/Site Services
URS Corporation
400 Northpark Town Center
1000 Abernathy Road, Suite 900
Atlanta, Georgia 30328
Main Phone: 678-808-8800
Main Fax: 678-808-8400
Direct Line: 678-808-8899
email: PJ_Gallagher@urscorp.com

(See attached file: Clearzone Exhibit.pdf)

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▼ "Shaun Green" <SGreen@GRTA.org>

"Shaun Green"
<SGreen@GRTA.org>

12/23/2008 11:08 AM

To<PJ_Gallagher@URSCorp.com>, "Todd Long"
<TLong@GRTA.org>

cc"Hancock, John" <jhancock@dot.ga.gov>

SubjectFW: 0009712, Horizon Pky P+R Expansion (I-985@SR
20, Gwinnett)

John wants to address the FHWA comments, as an attachment to the Concept Report. We need input to do so.

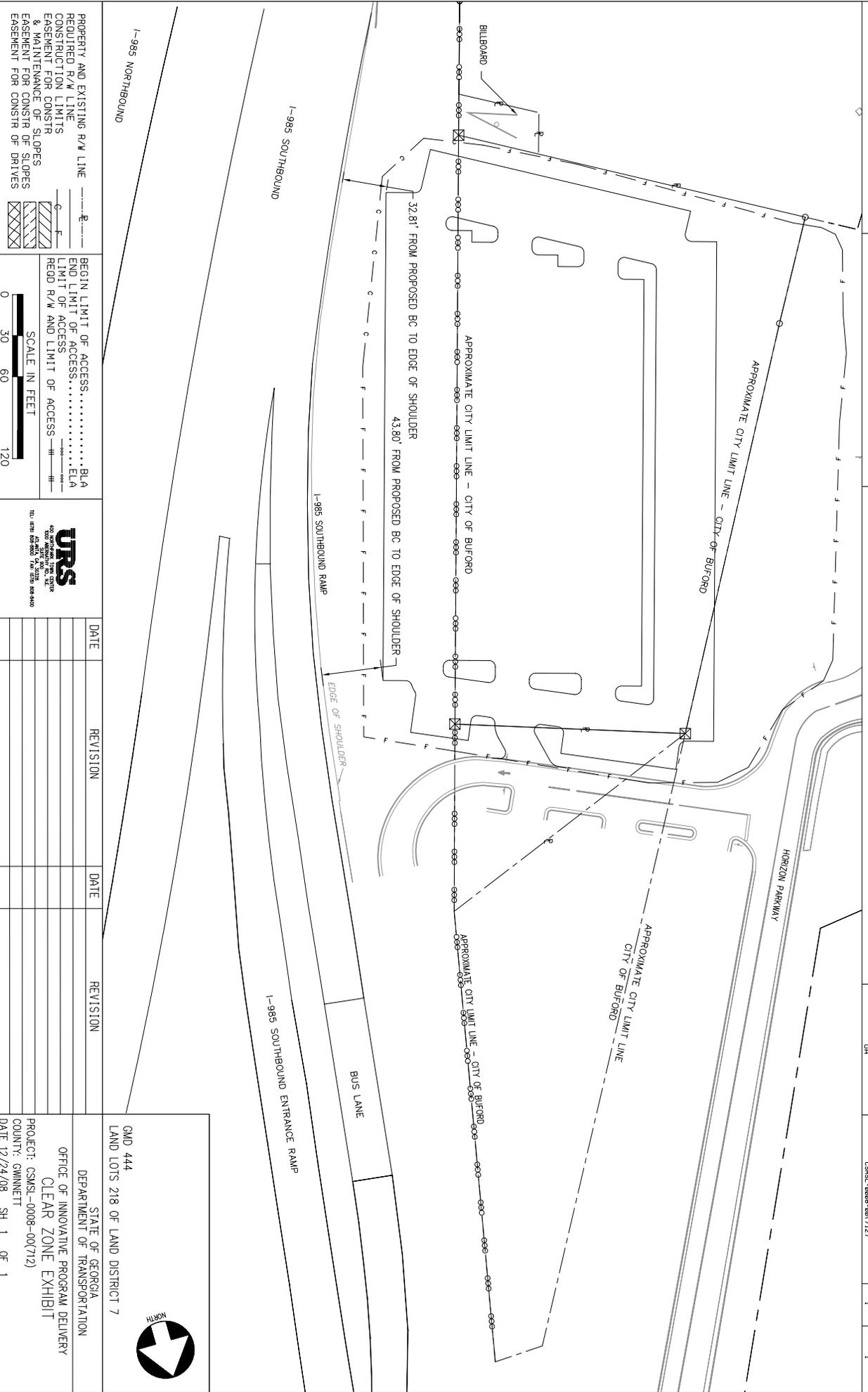
1. Todd: Do we have a BOA with Gwinnett County that we can reference for FHWA purposes? With GDOT and Gwinnett?
2. Pat: Please provide the minimum clear zone dimension based on the current design. Also, let's get dimensions for the northeast and northwest corners, which LaToya mentioned specifically. Not being a freeway designer, I'm not sure of what standards GDOT has for clear zone, or if AASHTO Roadside Design Guide is consulted in each situation. (John-Can you provide some clarification here?)

STATE
GA

PROJECT NUMBER
CSMS-0008-00/7121

SHEET NO.
1

TOTAL SHEETS
1



PROPERTY AND EXISTING R/W LINE ———— E ————
 REQUIRED R/W LINE ———— F ————
 LIMIT OF ACCESS ———— G ————
 RECD R/W AND LIMIT OF ACCESS ———— H ————

BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 RECD R/W AND LIMIT OF ACCESS.....

URS
 400 UNIVERSITY DRIVE
 SUITE 100
 ATLANTA, GA 30308
 TEL: 404.875.4400 FAX: 404.875.4440

DATE	REVISION	DATE	REVISION

GMD 444
 LAND LOTS 218 OF LAND DISTRICT 7
 STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF INNOVATIVE PROGRAM DELIVERY
 CLEAR ZONE EXHIBIT
 PROJECT: CSMS-0008-00(712)
 COUNTY: GWINNETT
 DATE: 12/24/08 SH 1 OF 1

Hancock, John

From: Todd Long, P.E. [TLong@grta.org]
Sent: Tuesday, January 06, 2009 11:39 AM
To: Shaun Green; Hancock, John
Cc: Crew Heimer
Subject: Re: 0009712, Horizon Parkway P+R Expansion (I-985@SR 20, Gwinnett)

Categories: Park and Ride

Jim and I are working. First stop was Russell to see if D1 had an agreement on existing lot. They are looking now.

Deputy Director of Operations
Georgia Regional Transportation Authority
245 Peachtree Center Avenue
Suite 900
Atlanta, GA 30303

Voice 404-463-3099

From: Shaun Green
Date: Tue, 6 Jan 2009 11:09:48 -0500
To: 'Hancock, John' <jhancock@dot.ga.gov>
Subject: RE: 0009712, Horizon Parkway P+R Expansion (I-985@SR 20, Gwinnett)
BOA is Todd/Crew's bailiwick.
They are out together right now.
Crew is in a suit so anything is possible...
(sounds funny coming from me, eh?)
I'll hopefully see them this afternoon.

thanks,
-sg

From: Hancock, John [mailto:jhancock@dot.ga.gov]
Sent: Monday, January 05, 2009 3:08 PM
To: Shaun Green
Subject: FW: FW: 0009712, Horizon Parkway P+R Expansion (I-985@SR 20, Gwinnett)

Shaun,
Do you have an update on #1 below? BOA with Gwinnett County

John D. Hancock, P. E.
Group Manager Design Engineer
Office of Innovative Program Delivery

Email: jhancock@dot.ga.gov
Phone: 404-631-1711
Fax: 404-631-1947