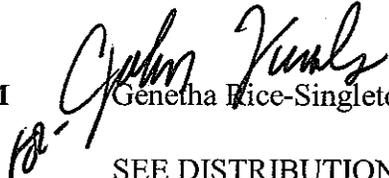


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0008715, Rockdale County **OFFICE** Preconstruction
CSMSL-0007-00(715)
Sigman Road Park and Ride Lot Expansion
DATE July 25, 2008

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:

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

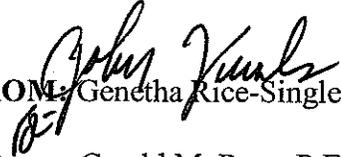
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0008715, Rockdale County
CSMSL-0008-00(715)
Sigman Road Park and Ride Lot Expansion

OFFICE: Preconstruction

DATE: July 21, 2008


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 Rockdale County, Georgia. There are approximately 416 parking spaces in this lot, which are divided into three parking areas. There is no 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 150 parking spaces to the lot to provide additional capacity. In addition, GRTA plans to construct two bus pavilion areas, with shelters for commuters and bus parking for better service. 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 existing lighting facilities will be analyzed to ensure that it is adequate for the extended lot, and the landscaping within the lot will be improved. Commuter vehicles and buses will both enter and exit the lot via the existing intersection of Chambers Drive with Sigman Road. Chambers Drive also provides access to the Rockdale County Detention Center, as well as several industrial businesses on Sigman Industrial Court.

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 is 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)	\$ 1,466,000	\$ 1,500,000	RRB	2009
Right-of-way	-0-			
Utilities	\$ 55,000			

I recommend this project concept be approved.

GRS: JDQ

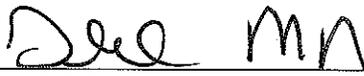
Attachment

CONCUR



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

APPROVED



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

PRECONSTRUCTION STATUS REPORT FOR DISTRICT 7

PROJ ID: 0008715
COUNTY: Rockdale
LENGTH: 0.00
PROJ NO.: CSMSL-0008-00(715)
PROJ MGR: Wiggins, Greg
OFFICE: Urban Design
CONSULTANT: Local Design, Reimbursed by GDOT funds
SPONSOR: Georgia Regional Transportation Authority
DESIGN FIRM: URS Corporation

MPO: Atlanta TMA
TIP #: AR-619
NETWORK YR: 2010
TYPE WORK: Park & Ride Lot
PROG TYPE: Reconstruction/Rehabilitation
CONCEPT: 15+/- P & R Lot
BOND PROJ:

MGMT LET DATE: Feb-09
MGMT ROW DATE:
SCHED LET DATE: Mar-09
WHO LETS?: GDOT Let
LET WITH:

DOT DIST: 7
CONG. DIST: 4
BIKE: N
MEASURE: E
UTILITY EST:
CST EST. DATE: 2/25/2008
RW EST. DATE:

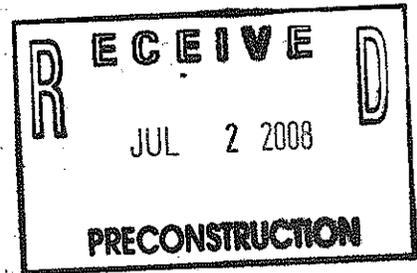
BRIDGE SUFF RTG:

Sched Start	Sched Finish	Activity	Actual Start	Actual Finish	%	AUTHORIZED FUNDS
7/18/2008	7/31/2008	Define Project Concept	1/15/2008	5/27/2008	100	PE Authorized Amt: ROW Authorized Amt CST Authorized Amt:
7/31/2008	7/31/2008	Concept Meeting	6/4/2008	6/19/2008	100	
7/18/2008	8/29/2008	Concept Submittal and Review	5/30/2008	6/27/2008	100	
8/1/2008	8/8/2008	Receive Preconstruction Concept Approval			0	PROGRAMMED FUNDS 1,500,000.00
8/1/2008	9/15/2008	Management Concept Approval Complete			0	Proposed: 2009 RRB PRECST
9/15/2008	8/21/2008	Environmental Approval			0	
7/18/2008	8/21/2008	Preliminary Design			0	
8/22/2008	8/22/2008	PFPR Inspection			0	
8/22/2008	12/11/2008	R/W Plans Preparation			0	
8/25/2008	10/21/2008	R/W Plans Final Approval			0	
10/21/2008	11/5/2008	R/W Acquisition			0	
11/5/2008	12/2/2008	Final Design			0	
11/19/2008		FFPR Inspection			0	
		FFPR Response			0	

Bridge: NO BRIDGE REQUIRED
Design: Project CR emailed for sign 6/26/08. [7/7/08 NGW]
EIS: CEI\NotApvd\OnSchedCst\Russett(7-9-08)
LGPA: TO BE DETERMINED

Status Meeting Notes
 Concept _____ Pavement Design
 Env _____
 R/W Plans _____ Bridge Plans
 Utility Plans _____
 Soils/BFI _____ SM&S
 Comments:

PREL. PARCEL CT: 1 **TOTAL PARCELS IN ROW SYSTEM:** **ACQ BY:** N/R **MGR:**
UNDER-REVIEW: **RELEASED:** **OPT-PEND:** **COND-PEND:** **COND-FILED:** **RELOC:** **ACQUIRED:**



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Sigman Road Park and Ride Lot Improvements
Rockdale County

Project Number: CSMSL-0008-00(715)
PI No. 0008715

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: CR 435/Sigman Road
CR 721/Chambers Drive
CR 722/Sigman Industrial Court

Recommendation for Approval:

DATE 06-26-2008

Norman "Greg" Wiggins
Project Manager

DATE 6/26/08

James B. Bush
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
7-1-08
DATE

State Transportation Planning Administrator
James T. Simpson
Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

(A)
X A

R
JUL 18 2008
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0008715

OFFICE: Environment/Location

PROJECT No. CSMSL-0008-00(715) / ROCKDALE
County

DATE: 7/14/08

Sigman Road Park and Ride Lot Improvements

FROM:  Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT REVIEW

The above subject Concept Report has been reviewed and appears satisfactory for approval.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB:lc

cc: Brian Summers
Jamie Simpson
Keith Golden
Angela Alexander
Ben Buchan

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

**Sigman Road Park and Ride Lot Improvements
Rockdale County**

Project Number: CSMSL-0008-00(715)
PI No. 0008715

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: CR 435/Sigman Road
CR 721/Chambers Drive
CR 722/Sigman Industrial Court

Recommendation for Approval:

DATE 06-26-2008

Norman "Dreg" Wiggins
Project Manager

DATE 6/26/08

James B. Bush
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
<u>7/14/08</u>	<u>Alan Bonner</u>
DATE _____	State Environmental / Location Engineer
DATE _____	Project Review Engineer
DATE _____	State Traffic Safety and Design Engineer
DATE _____	District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Sigman Road Park and Ride Lot Improvements
Rockdale County

Project Number: CSMSL-0008-00(715)
PI No. 0008715

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: CR 435/Sigman Road
CR 721/Chambers Drive
CR 722/Sigman Industrial Court

Recommendation for Approval:

DATE 06-26-2008

Norman "Proog" Wiggins
Project Manager

DATE 6/26/08

James B. Burk
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).

7/9/08
DATE
7-25-08
DATE

Angela S. Alford
State Transportation Planning Administrator
James T. Simpson
Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Sigman Road Park and Ride Lot Improvements
Rockdale County

Project Number: CSMSL-0008-00(715)
PI No. 0008715

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: CR 435/Sigman Road
CR 721/Chambers Drive
CR 722/Sigman Industrial Court

Recommendation for Approval:

DATE 06-26-2008

Truman "Breezy" Wiggins
Project Manager

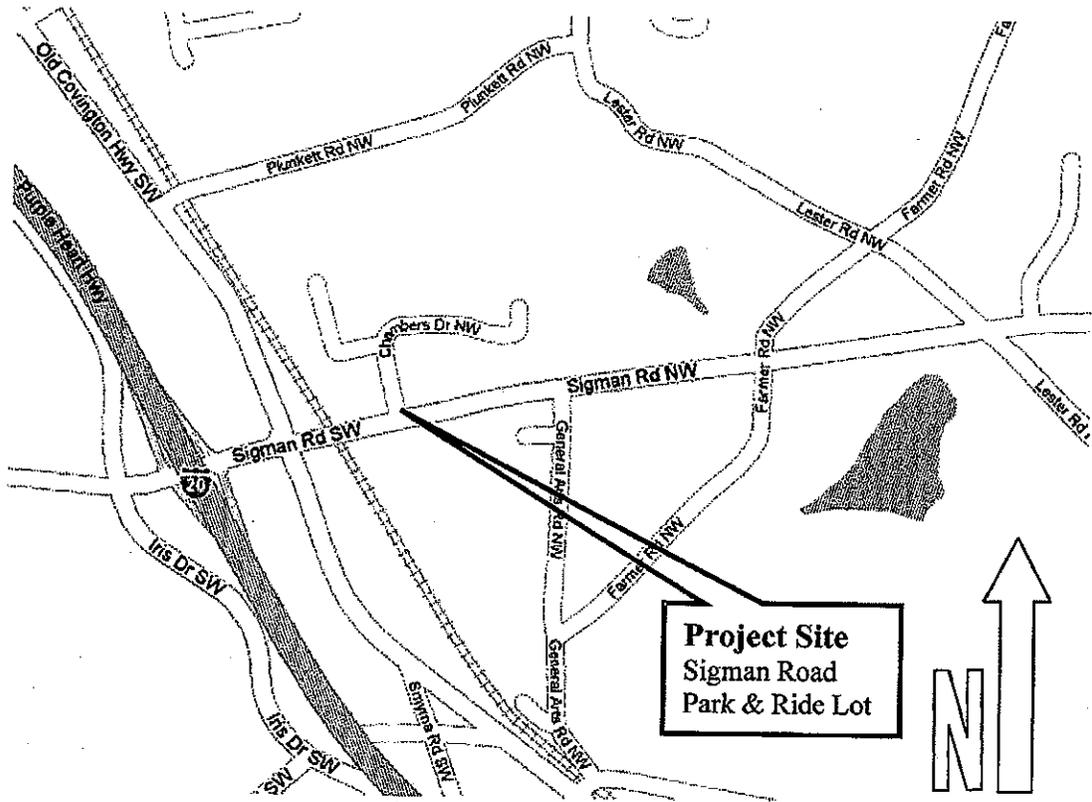
DATE 6/26/08

James B. Bush
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

Project Concept Report - Sigman Road Park and Ride Lot Improvements
Project Number: CSMSL-0008-00(715) Rockdale County
P.I. Number: 0008715



Location Map

Project: CSMSL-0008-00(715) Rockdale PI No.: 0008715

Description: Sigman Road Park and Ride Lot Improvements

Project Concept Report - Sigman Road Park and Ride Lot Improvements
Project Number: CSMML-0008-00(715) Rockdale County
P.I. Number: 0008715

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 Sigman Road Park and Ride Lot. This existing facility is located on Sigman Road, just east of I-20, in Rockdale County, Georgia.

Project Concept Report - Sigman Road Park and Ride Lot Improvements
Project Number: CSMSL-0008-00(715) Rockdale County
P.I. Number: 0008715

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 GRTA. The facility was constructed in 2000, and is owned and maintained by Rockdale County. There are approximately 416 parking spaces in this lot, which are divided into three parking areas. There is no formal 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 150 parking spaces to the lot to provide additional capacity. In addition, GRTA plans to construct two bus pavilion areas, with shelters for commuters and bus parking for better service. 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 existing lighting facilities will be analyzed to ensure that it is adequate for the expanded lot, and the landscaping within the lot will be improved. Preliminary evaluation of the grading of the site completed during Concept Design suggests no need for additional retaining walls associated with the expansion. Detailed grading will be performed during the design phase of the project.

Access

Commuter vehicles and buses will both enter and exit the lot via the existing intersection of Chambers Drive with Sigman Road. Chambers Drive also provides access to the Rockdale County Detention Center, as well as several industrial businesses on Sigman Industrial Court. Refer to the attached Traffic Report for additional details pertaining to vehicular access to and from the site. The Traffic Report includes a Signal Warrant Analysis that concludes that a traffic signal at the intersection of Chambers Drive and Sigman Road is recommended. The addition of a right turn lane on Sigman Road onto Chambers Drive is also recommended. There is also a driveway that crosses the southwestern portion of the existing lot that serves a tool rental business. This driveway may be realigned in order to construct more parking in this area of the lot.

Stormwater Detention

There are two detention ponds on the site that were designed for the original project. Since additional impervious area will be added to the contributing area for each pond, the ponds may need to be modified to meet the intent of the original design criteria. A detailed hydrological analysis will be performed during the design phase of the project.

Project Concept Report - Sigman Road Park and Ride Lot Improvements
Project Number: CSMSL-0008-00(715) Rockdale County
P.I. Number:0008715

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: Sigman Road – urban principal arterial
Chambers Drive – urban local street
Sigman Industrial Court – urban local street

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

State Route Number(s): N/A

County Route Number(s): CR 435/Sigman Road
CR 721/Chambers Drive
CR 722/Sigman Industrial Court

Traffic (2006 AADT): Sigman Road – 18,000 vehicles
Chambers Drive – 2,900 vehicles
Sigman Industrial Court -

Existing design features:

- Typical Section: Sigman Road is a 6-lane divided urban section at this location. Chambers Drive and Sigman Industrial Court are both 2-lane urban sections.
- There is a left turn lane on Sigman Road at Chambers Drive.
- Posted speed: Sigman Road - 45 mph
Chambers Drive - 20 mph
Sigman Industrial Court – not posted
- 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: Sigman Road: 100 feet
Chambers Drive – 60 feet
Sigman Industrial Court – 60 feet
- Major structures: None within the project limits
- Major interchanges or intersections: Chambers Drive at Sigman Road – stop controlled at median opening
- Existing length of roadway segment: N/A

Proposed Design Features:

- Proposed typical section(s): No changes to the typical sections for Sigman Road. Sigman Industrial Court will be milled and overlaid along the frontage of this project. Chambers Drive will be modified to add a bus pavilion area and additional parking. The existing pavement on Chambers Drive will be cored and evaluated. The testing results will be used to determine the limits of pavement rehabilitation that is required.
- The intersection of Chambers Drive at Sigman Road will be modified to include a right turn lane on Chambers Drive and a traffic signal.
- 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: No R/W acquisition is required. The property is owned by Rockdale County.
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 0
 - Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: None within the project limits
 - Retaining walls: None are anticipated, although minor retaining walls may be required in various areas along the perimeter of the site in order to allow for the parking expansion. Detailed grading for the site will be obtained during the design phase, so the proposed grades can be determined at that time.
 - Four Bus Pavilions, as shown on the Concept Plan
- Major intersections: The intersection of Chambers Drive at Sigman Road will be modified to include a right turn lane on Chambers Drive and a traffic signal.
- Traffic control during construction: Minimal traffic control is anticipated on Sigman Road and Sigman Industrial Court. However, lane closures may be necessary on Chambers Drive. 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"/>

Project Concept Report - Sigman Road Park and Ride Lot Improvements
Project Number: CSMSL-0008-00(715) Rockdale County
P.I. Number: 0008715

BRIDGE WIDTH:
BRIDGE STRUCTURAL CAPACITY:

- 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: There is a major Georgia Power Easement that crosses the site, and two power poles are located within the easement on the project site. No structures will be placed within the easement, and all proposed grading activities will be coordinated with Georgia Power during the design phase. In addition, gas, water, and power are most likely located within the R/W, which may require minor modifications.

Project responsibilities:

- Design, GRTA
- Right of Way Acquisition, N/A (owned by Rockdale County)
- 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 not held yet*
- P. A. R. meetings, dates and results: *Not required*
- FEMA, USCG, and/or TVA: *None*
- 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: N/A
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 1 Month
- Time to purchase right of way: N/A
- List other major items that will affect the project schedule: None anticipated

Project Concept Report - Sigman Road Park and Ride Lot Improvements
Project Number: CSMSL-0008-00(715) Rockdale County
P.I. Number:0008715

Alternates considered:

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

Comments:

GRTA plans to begin an East Conyers Xpress service at a leased lot at the Church of the Now on Salem Road in February 2008. That will alleviate some of the capacity issues at the existing Sigman Road facility.

Attachments:

1. Preliminary Cost Estimate
2. Concept Meeting Minutes (omitted)
3. Notice of Location and Design Approval
4. Traffic Report
5. Excerpts from the hydrology study for the original design
6. Concept Plan
7. Land Survey

Estimate Report for file "GRTA Sigman Rd P&R Lot CSMSL-0008-00(715)..."

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	25000.00	TRAFFIC CONTROL - P.I. NO. 0008-00(715)	25000.00
210-0100	1	LS	48000.00	GRADING COMPLETE -	48000.00
318-3000	100	TN	20.39	AGGR SURF CRS	2039.00
441-3340	680	SY	37.47	CONC SIDEWALK, 4 IN	25479.60
441-6216	4200	LF	15.66	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	65772.00
441-6222	300	LF	19.27	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	5781.00
610-0355	4000	LF	10.83	REM CONC CURB & GUTTER ALL SIZES	43320.00
610-1880	120	LF	7.73	REM STORM DRAIN PIPE	927.60
610-2586	3600	SY	16.67	REM ASPH PVMT, INCL BASE	60012.00
610-2700	25	SY	50.93	REM CONCRETE	1273.25
610-6625	2	EA	500.00	REM MANHOLE	1000.00
xxx-xxxx	1	Lump Sum	120000.00	TRAFFIC SIGNAL, EQUIPMENT & INSTALLATION	120000.00
Section Sub Total:					\$398,604.45

Section Pavement Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	3170	TN	19.92	GR AGGR BASE CRS, INCL MATL	63146.40
402-3121	460	TN	73.34	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	33736.40
402-3131	540	TN	81.72	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	44128.80
402-3190	880	TN	75.19	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	66167.20
413-1000	540	GL	2.83	BITUM TACK COAT	1528.20
432-5010	940	SY	1.93	MILL ASPH CONC PVMT, VARIABLE DEPTH	1814.20
Section Sub Total:					\$210,521.20

Section SIGNS

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	250	LF	9.58	GALV STEEL POSTS, TP 7	2395.00
Section Sub Total:					\$4,539.00

Section STRIPING ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
652-0095	10	EA	42.03	PAVEMENT MARKING, HANDICAP SYMBOL	420.30
652-0110	3	EA	48.61	PAVEMENT MARKING, ARROW, TP 1	145.83
652-0120	3	EA	46.47	PAVEMENT MARKING, ARROW, TP 2	139.41
652-5451	3800	LF	0.28	SOLID TRAFFIC STRIPE, 5 IN, WHITE	1064.00
652-5701	60	LF	1.91	SOLID TRAF STRIPE, 24 IN, WHITE	114.60
652-5801	100	LF	0.92	SOLID TRAF STRIPE, 8 IN, WHITE	92.00
652-9001	70	SY	2.11	TRAFFIC STRIPE, WHITE	147.70
Section Sub Total:					\$2,123.84

Section HARDSCAPE/BUILDING ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-0110	1	EA	2500.00	REMOVE BUS SHELTER	2500.00
754-4000	4	EA	1577.44	WASTE RECEPTACLE UNIT	6309.76
754-5000	4	EA	2320.66	BENCH	9282.64
754-6000	2	EA	575.00	BICYCLE RACK	1150.00
763-0110	1	LS	402704.00	BUS PAVILLION (four buildings included)	402704.00
900-0526	12	EA	651.69	BOLLARDS	7820.28
Section Sub Total:					\$429,766.68

Section STORM DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0600	2	CY	858.88	CONC HEADWALLS	1717.76
550-1180	330	LF	45.76	STORM DRAIN PIPE, 18 IN, H 1-10	15100.80
611-8000	1	EA	1887.15	ADJUST CATCH BASIN TO GRADE	1887.15
668-1200	1	EA	4059.02	CATCH BASIN, GP 2	4059.02
668-4400	2	EA	3984.18	STORM SEWER MANHOLE, TP 2	7968.36

Section Sub Total: \$30,733.09

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 - LIGHTING AND COMMUNICATION CONDUITS

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

Section LANDSCAPE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	4	AC	16320.00	LANDSCAPE	65280.00
Section Sub Total:					\$65,280.00

Total Estimated Cost: \$1,320,416.26

Subtotal Construction Cost \$1,320,416.26

E&C Rate 11.0 % \$145,245.79

Inflation Rate 0.0 % @ 0.0 Years \$0.00

Total Construction Cost \$1,465,662.05

Right Of Way \$0.00

ReImb. Utilities \$55,000.00

Grand Total Project Cost \$1,520,662.05

The Grand Total Project Cost includes:

- 5% For Engineering and Inspection ✓
- 6% For Construction Contingency
- 10% of utility Cost for utility Contingency's

NOTICE OF LOCATION AND DESIGN APPROVAL
SIGMAN ROAD PARK AND RIDE LOT IMPROVEMENTS
ROCKDALE COUNTY

Project Number CSMSL-0008-00(715)
P. I. No. 0008715

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: July 25, 2008

This project is a 9.3-acre park and ride lot at 911 Chambers Drive in Conyers, Georgia. The project lies entirely within Rockdale County and within Land District 16, Land Lot 213 and 236.

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.

Thomas C. Parker, District 7/Area One Engineer
Department Of Transportation
Decatur Area Office
805 George Luther Drive
Decatur, GA 30032
(404) 299-4386

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.

**SIGMAN ROAD
PARK AND RIDE LOT IMPROVEMENTS
ROCKDALE COUNTY, GEORGIA**

CSML - 0008 - 00(715)
PI NO. 0008715

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

February 4, 2008

URS Project Number: 15284029

INTRODUCTION

This study investigates the impact to traffic operations resulting from trips generated by an expansion of an existing Georgia Regional Transportation Authority (GRTA) Xpress Bus park and ride lot located in Rockdale, Georgia. The proposed site location is at Sigman Road at Chambers Drive, northeast of I-20 as shown in Figure 1. The concept plan for the parking lot expansion is shown in Figure 2.

SERVICE

As of March 2007, two GRTA Xpress routes provide service to this park and ride lot. These include Route 420 with service to downtown Atlanta and Route 421 providing service to Midtown Atlanta. Service for each route initiates at Sigman Road with thirty minute headways. No changes to future service are anticipated with the parking lot expansion.

ROUTING

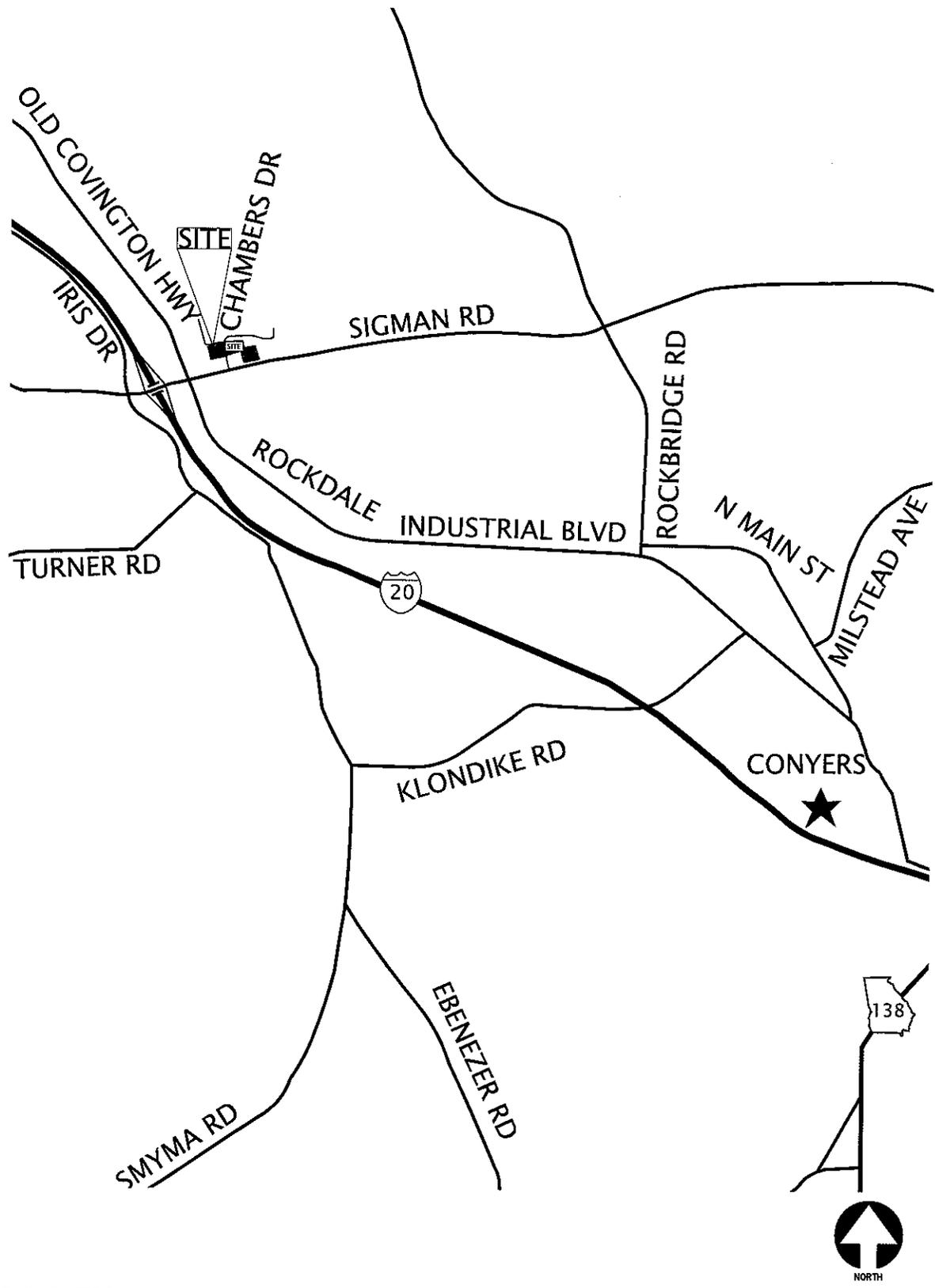
It is anticipated that future service will not change with the expansion of the park and ride lot. The Xpress service utilizes I-20 to between Sigman Road and downtown Atlanta. Consequently, there are a limited number of streets that the buses can travel to get to and from the park and ride lot. Even 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 are traveled by the buses providing service to the park and ride lot. These roadways and their intersections are then analyzed for the impact to their operations given the additional vehicles of the transit service patrons accessing the park and ride lot.

Inbound Buses

For this report, inbound service starts in the eastern portion of the metropolitan region and ends in the center of the downtown Atlanta. This lot is the eastern limit for GRTA park and ride service. Therefore, for a bus to originate inbound service from Rockdale County, it first has to deadhead along I-20 eastbound to Sigman Road, turn left and proceed north towards Chambers Drive, turn left onto Chambers Drive, and then turn right into the park and ride lot.

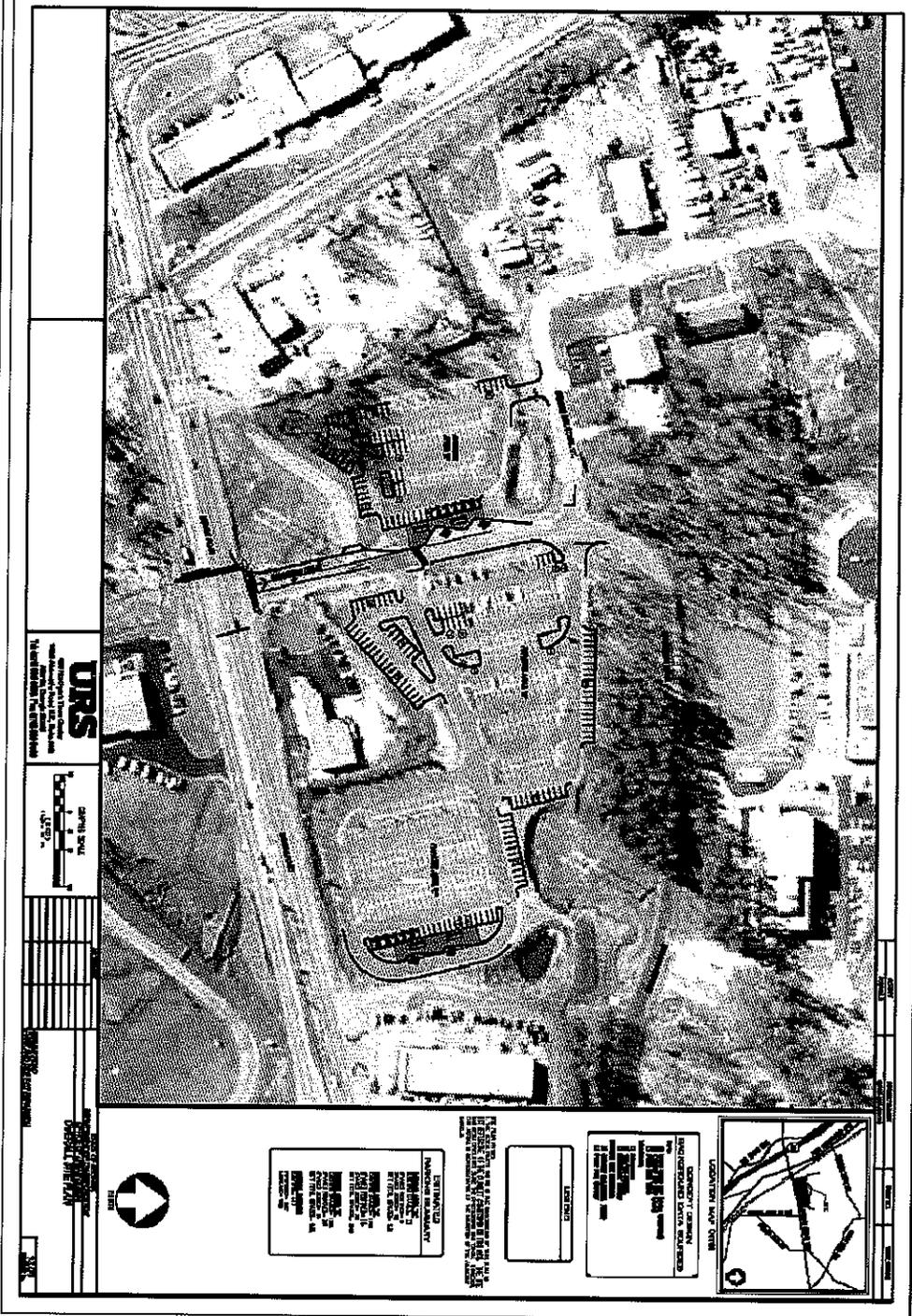
After the patrons have boarded the bus, it initiates its inbound trip by turning left onto Chambers Drive, turns right onto Sigman Road, and turns right onto I-20 entrance ramp before proceeding westbound to downtown.



LOCATION MAP

FIGURE 1

URS Corporation



SITE LAYOUT



Outbound Buses

For this report, outbound service starts in downtown Atlanta and ends in the eastern portion of the metropolitan region. Outbound buses on I-20 eastbound exit at the ramp to Sigman Road and turn left onto Sigman Road to proceed to Chambers Drive, turn left, and then turn right into the park and ride lot. In 2007 the facility is the end point of the service, so bus either returns to Atlanta via the inbound routing to do another outbound run or it returns to the bus barn.

Commuter Vehicles

Patrons driving their vehicles to and from the park and ride lot have different routes they can travel to access the facility's driveway on Chambers Drive. These routes are based on the area from which the patron starts. Patrons originating from north of the site are expected to travel on Old Covington Highway or Sigman Road to Chambers Drive 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 Old Covington Highway or Iris Drive before traveling along Sigman Road to the park and ride lot. Upon exiting they are expected to follow the reverse path from which they entered.

LOCAL ROADWAY NETWORK

Sigman Road

Sigman Road is classified as an urban principal arterial, with an estimated 2% trucks according to the Georgia Department of Transportation's (GDOT) Road Classification (RC) file. This regionally significant multi-lane median divided roadway is oriented east-west in the vicinity of the park and ride lot with a posted 45 miles per hour (mph) speed limit. A non-typical three westbound and two eastbound lanes exist along Sigman Road extending approximately half a mile east of Old Covington Highway. In 2006 Sigman Road in the vicinity of Chambers Drive has an Average Daily Traffic (ADT) of 18,000 vehicles.

At the intersection with Old Covington Highway, Sigman Road is signalized with protected only left-turn phasing for the northbound and southbound maneuvers. Signals also exist at the Sigman Road intersections with I-20 Westbound, I-20 Eastbound, and Iris Drive.

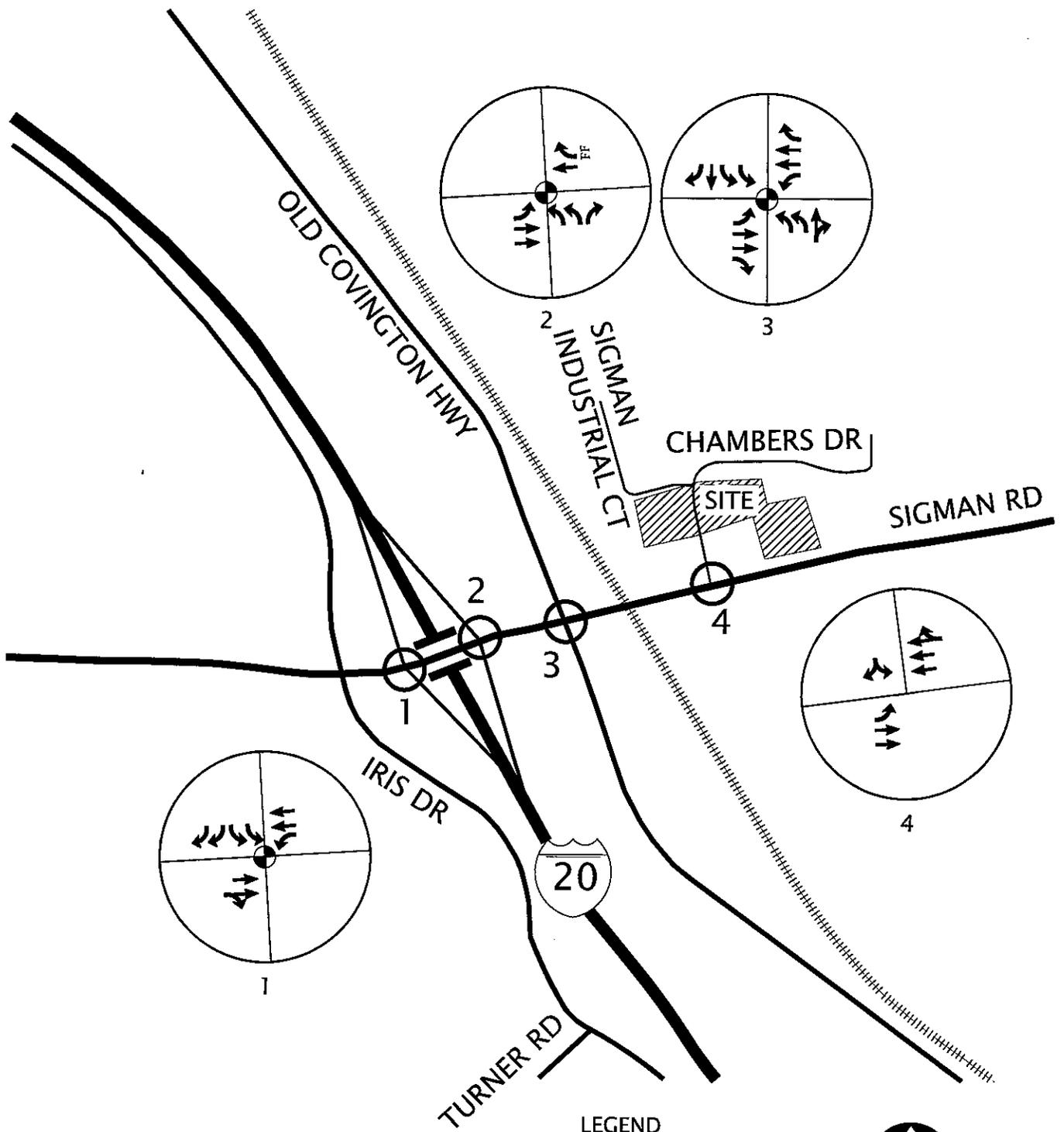
Chambers Drive

Chambers Drive is classified as an urban local street with an estimated 4% trucks according to the GDOT RC file. The posted speed limit is 20 mph, and provides access between the park and ride lot and Sigman Road. Chambers Drive also provides access to several businesses and the Rockdale County Jail. Currently, one travel lane in each direction exists along Chambers Drive. In 2006 the ADT on Chambers Drive is 2,900 vehicles. Chambers Drive is stop controlled at Sigman Road.

Old Covington Highway

Old Covington Highway is classified as a minor arterial street with estimated 2% trucks according to the GDOT RC file. The speed limit is 45 mph along Old Covington Highway. There is one travel lane in each direction and development north of Sigman Road between I-20 and the railroad tracks is primarily industrial. Old Covington Highway has an ADT of 7,200 vehicles in 2006.

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



EXISTING CONFIGURATION

- LEGEND
- ↑ EXISTING LANE
 - ⊙ EXISTING SIGNAL
 - FF FREE-FLOWING LANE



FIGURE 3

URS Corporation

CRASH ANALYSIS

Information on crashes that have occurred at the Sigman Road and Chambers Drive intersection were obtained from GDOT. The summary of the crash records is in the Appendix section Crash History.

The types of collisions that occurred in the area were identified for the three-year period between 2004 and 2006. This data is summarized in Table 1.

Year	Crash Types							Injury	Fatal
	Rear-end	Side-wipe	Angle	Head-on	Fixed Object	Run off	Total		
2004	2	0	0	0	0	0	2	1	0
2005	2	0	1	0	1	0	4	3	0
2006	0	0	4	1	0	0	5	0	0

From the information in the above table, rear-end and angle collisions occur most frequently at the intersection. Five rear-end collisions were reported over the most recent three-year period, with two of them occurring in 2004 and two in 2005. One angle collision occurred in 2005 and four in 2006. No fatalities were reported at the intersection, but there were a total of two injury crashes affecting four people. Three injuries occurred as a result of an angle collision. All other crashes involved property damage only.

PLANNED TRANSPORTATION IMPROVEMENTS

Future transportation improvement projects were identified from GDOT, Atlanta Regional Commission's (ARC) Mobility 2030 Fact Sheets, State Transportation Improvement Plan (STIP) and Rockdale County's SPLOST. Each of these sources planned road improvements to the local roadway network.

According to GDOT Division of Information Technology Transportation Explorer several projects are planned to improve infrastructure of adjacent roadway network.

Plans to extend Hayden Quarry Road to Sigman Road are described by ARC fact sheets DK-327A, DK-327B, RO-235A, and concept report P.I. 0006931 dated August 2006. Improvements to the intersection of Sigman Road at Iris Drive/Mall Parkway are described by the concept report to maintain LOS D in 2029. These improvements include widening Sigman Road to add an additional through lane in each direction, and widening the southbound Iris Drive approach to add an additional left-turn lane and an exclusive right-turn lane. ARC's fact sheet DK-327A lists the project as programmed with construction scheduled to begin in 2009, with an opening year of 2010.

Long range plans include:

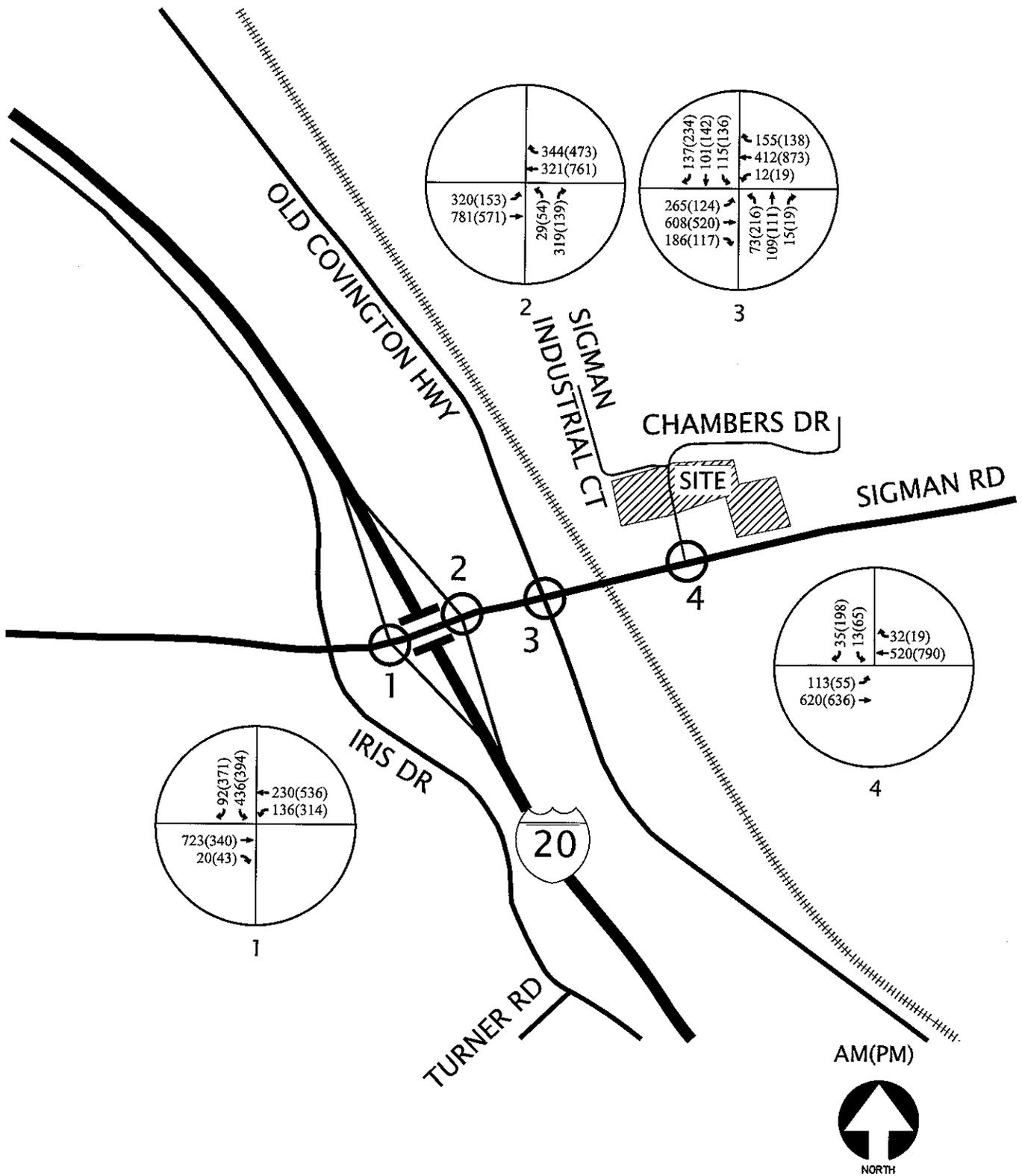
Fact Sheet	Description	Location
DK-AR-242	Interchange Capacity	I-20 interchange at Panola Road
RO-214	Roadway Capacity	Old Covington Highway from Lake Capri Road to Sigman Road
RO-235B, & PI 752215	Bridge Upgrade	Sigman Road grade separation at CSX Rail Line East of Old Covington Highway
RO-235C	Widen 1.2 miles of Sigman Road from 2 lanes to 4 lanes	Sigman Road from East of Lester Road to Irwin Bridge Road
RO-235D	Widen 2.7 miles of Sigman Road from 2 lanes to 4 lanes	Sigman Road from Irwin Bridge Road to SR 138 (Walnut Grove Road)
RO-235E1, & PI 752210	Widen 2.2 miles of Sigman Road from 2 lanes to 4 lanes	Sigman Road from SR 138 (Walnut Grove Road) to Old Covington Road/Dogwood Drive

Rockdale County SPLOST has allocated 2005 funding towards RO-235A. Similarly RO-235D is included in Rockdale County and City of Conyers Comprehensive Transportation Plan although no SPLOST funding has been allocated as of January 2007.

TRAFFIC VOLUMES

To quantify traffic operations in the area and evaluate the impact that the expansion of the park and ride lot may cause, morning and evening peak hour turning movement counts were collected on February 15, 2007 at four 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 Sigman Road intersections with I-20 Eastbound Ramps, I-20 Westbound Ramps, and Old Covington Highway and at the unsignalized intersection with Chambers Drive. 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 a park and ride lot expansion. Currently, the lot has 417 spaces. Based on the January 2008 concept plan, approximately 150 spaces will be added to the park and ride lot bringing up the total number of spaces to 567. To determine the anticipated amount of traffic generated by the added spaces, 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, it is expected that the additional 150 spaces to this lot would generate 723 new trips on an average weekday. During the morning peak hour the facility would generate an additional 91 generated trips with 80% of the vehicles entering the park and ride lot and 20% exiting. During the evening peak hour the facility would generate an additional 91 trips with 77% exiting the lot and 23% entering.

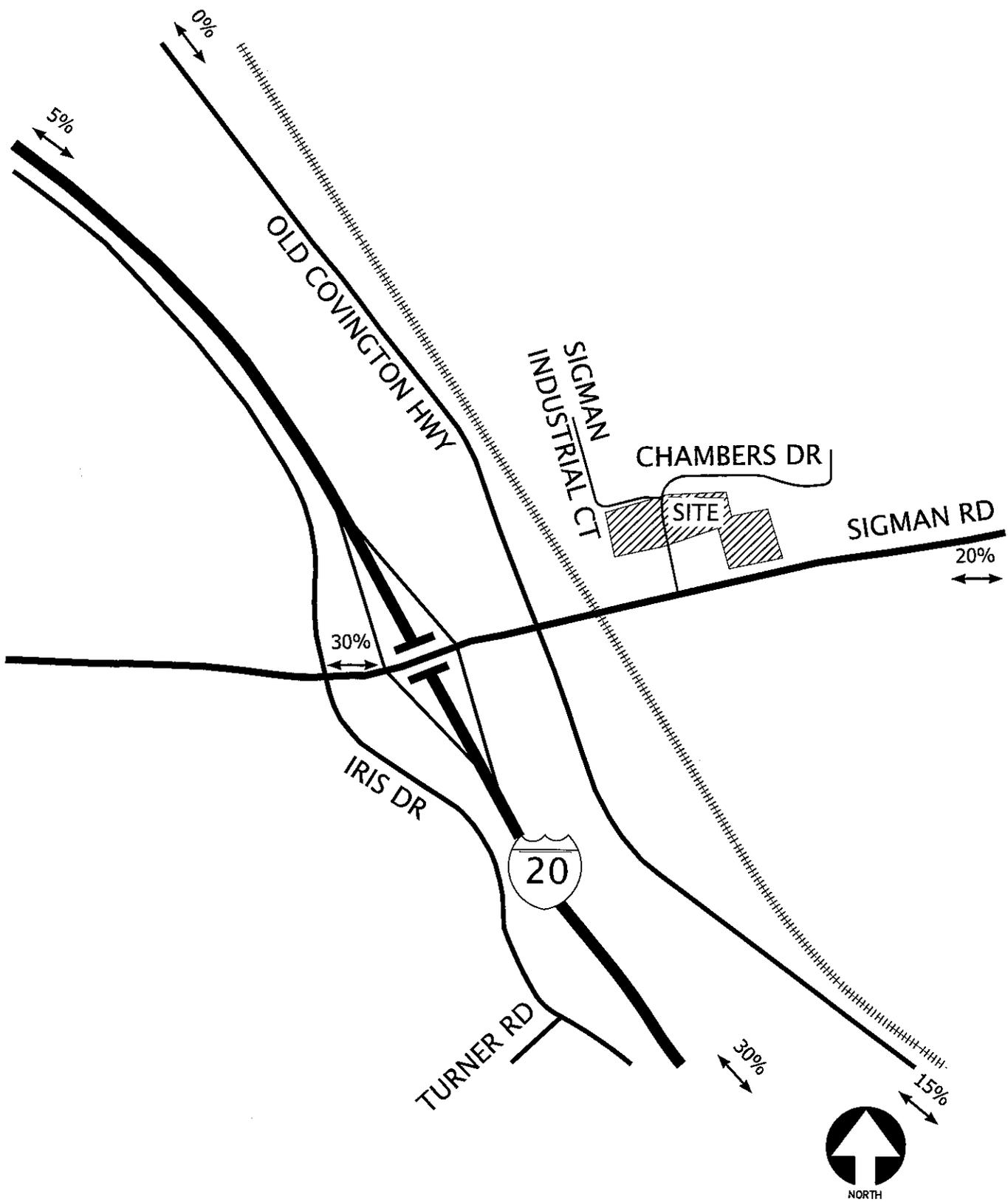


EXISTING WEEKDAY PEAK HOUR VOLUMES
2007

FIGURE 4
URS Corporation

To estimate the distribution of the park and ride lot generated trips due to the additional 150 spaces, 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.

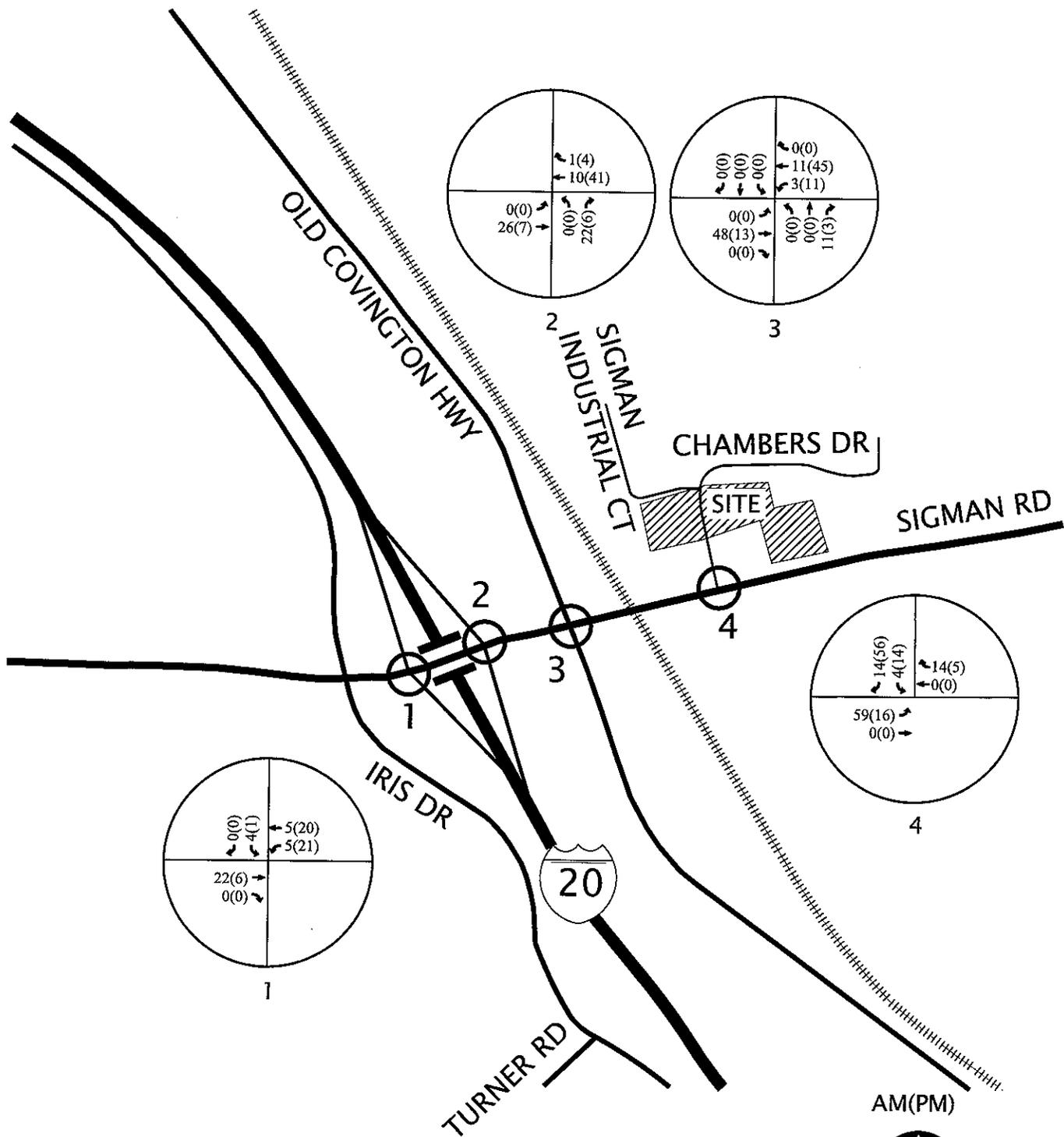
The currently anticipated opening date of the expanded facility is in late 2008. In the event there is a delay, the park and ride lot expansion would be constructed and functional in early 2009. To estimate the traffic volumes that would be present on the roadways prior to the opening and full operation of the additional 150 spaces, existing volumes were projected for two years, to represent the conditions in 2009. 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 Rockdale County count stations TC 167, TC 185, TC 187, TC 267, and TC 269, revealed fluctuating annual growth rates ranging from -.7% to 5.2%. Overall the trend is positive and an average annual growth rate of 2.5%. The future volumes were calculated applying the 5% growth rate and are shown in Figure 7. The park and ride lot generated volumes due to the additional 150 spaces were then added to the future volumes to determine the anticipated future volumes when the facility is operational and these spaces are utilized. These volumes are shown in Figure 8.



TRIP DISTRIBUTION

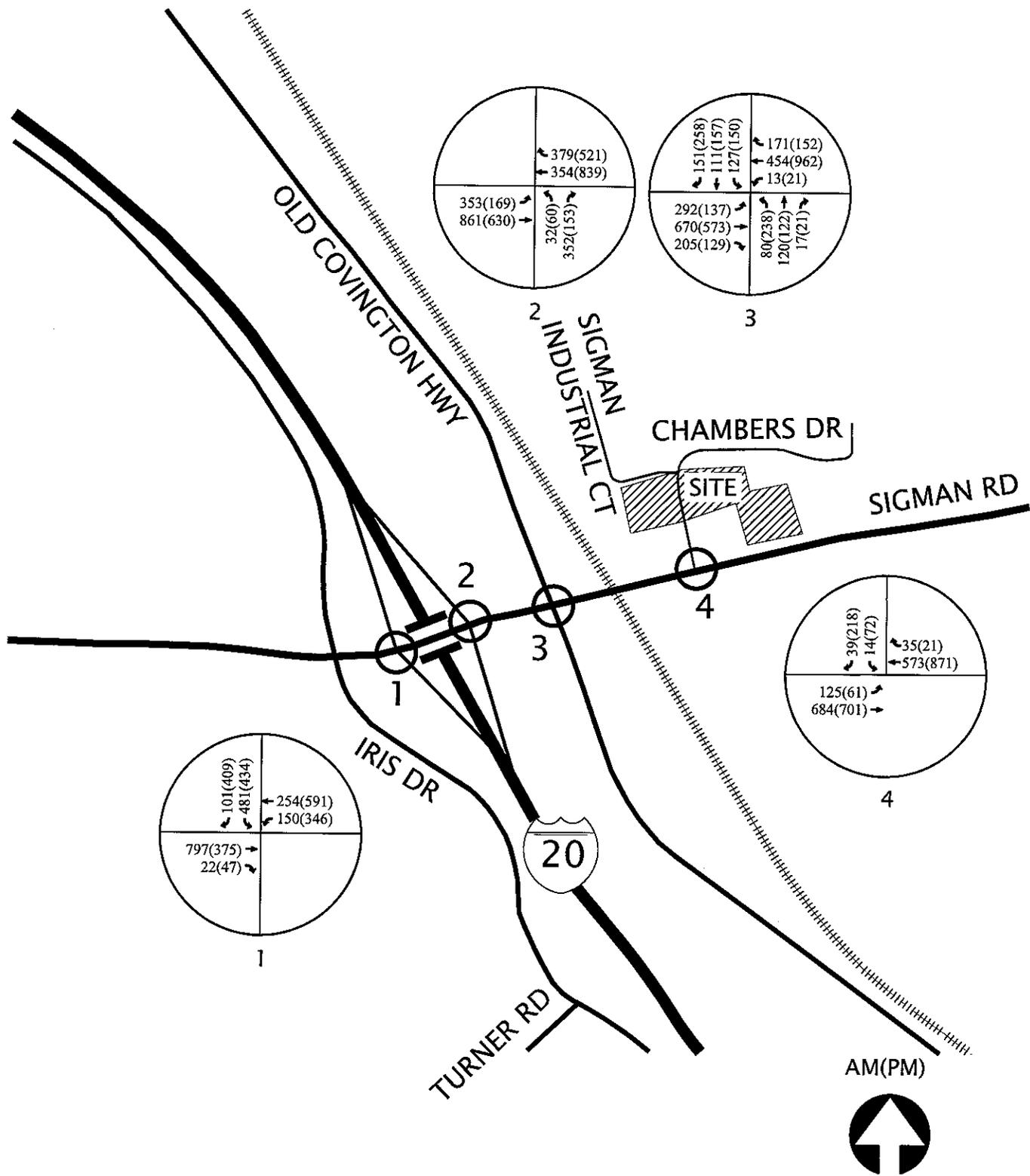
FIGURE 5

URS Corporation



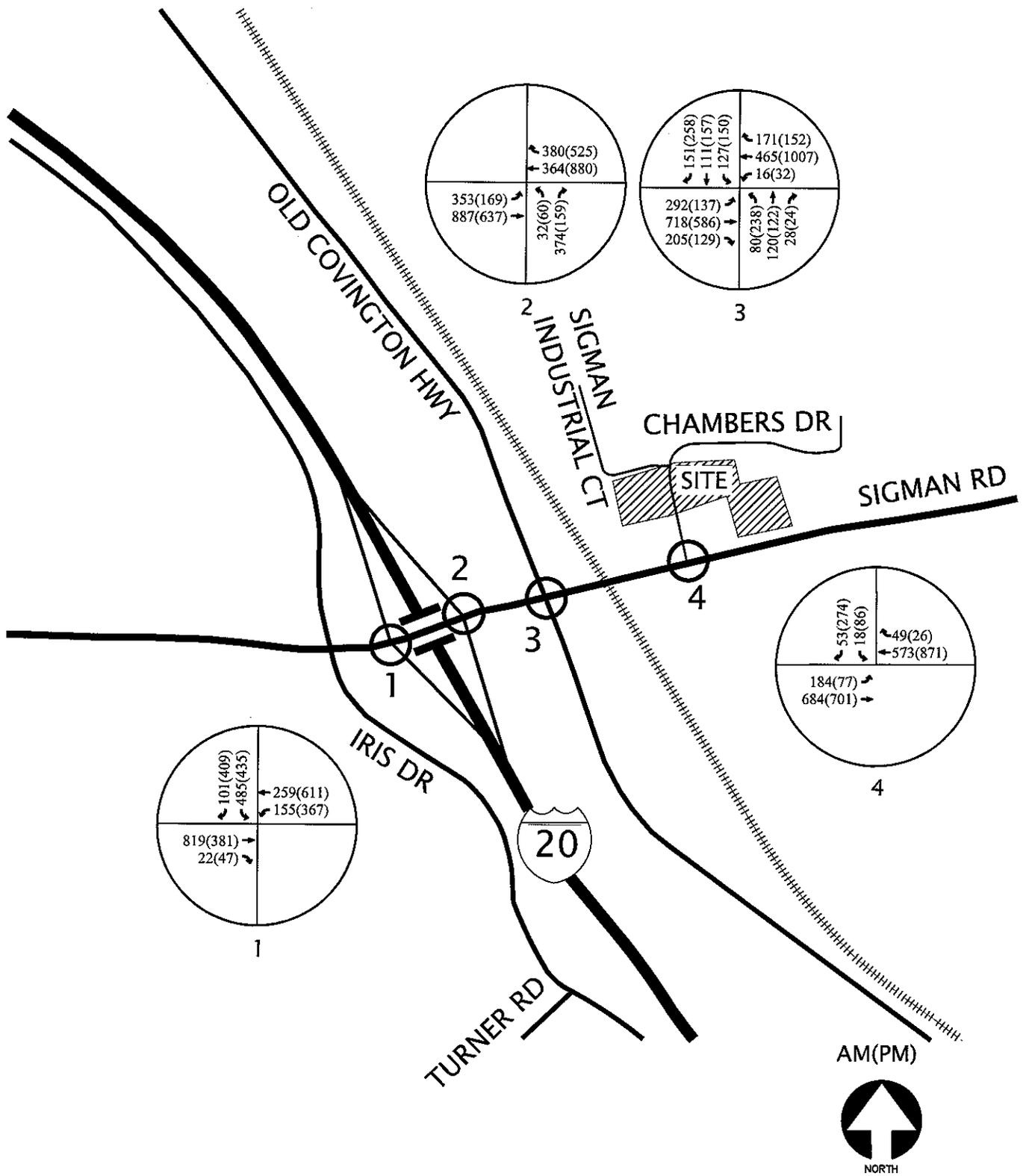
PROPOSED 150 ADDITIONAL SPACES GENERATED
WEEKDAY PEAK HOUR VOLUMES

FIGURE 6
 URS Corporation



FUTURE WEEKDAY PEAK HOUR VOLUMES
(2009 WITHOUT THE ADDITIONAL 150 SPACES)

FIGURE 7
URS Corporation



FUTURE WEEKDAY PEAK HOUR VOLUMES WITH PARK & RIDE EXPANSION. (2009 WITH THE ADDITIONAL 150 SPACES) **FIGURE 8**
 URS Corporation

SIGNAL WARRANT ANALYSIS

A signal warrant analysis was performed evaluating the applicable signal warrants described in Section 4C of the 2003 edition of the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD). A traffic control signal should generally not be installed unless at least one of the defined warrants is met. However, satisfaction of a signal warrant does not alone justify installation of a traffic signal. MUTCD recommends that geometric solutions be considered first.

Existing Conditions (Current Operation with the Existing 417 Spaces): A signal warrant study was performed which evaluates existing conditions. The 24-hour volumes collected on February 15, 2007 were used. The results are presented in Table 2.

Warrant	Criteria	Met / Required
1: Eight-Hour Vehicular Volume	Satisfied	9/8
<i>Standard 1 (70% Volumes)</i>	<i>Satisfied</i>	
- Condition A: Minimum Vehicular Volume	Not Satisfied	3 / 8
- Condition B: Interruption of Continuous Traffic	Satisfied	9/ 8
2: Four-Hour Vehicular Volume	Satisfied	7/ 4
3: Peak Hour	Satisfied	3 / 1
4: Pedestrian Volume	Not Satisfied	0/1
5: School Crossing	N/A	N/A
6: Coordinated Signal System	N/A	N/A
7: Crash Experience	Not Satisfied	4/5
8: Roadway Network	N/A	N/A

As indicated by the summary in Table 2, signalization is justified based on applicable volume warrants for the existing traffic conditions.

Future Conditions (2009 Operation with the Additional 150 spaces): A signal warrant study was performed which evaluates future conditions for the build-out year of 2009. The future volumes were calculated applying the assumed 5% growth rate to the existing tube counts. The park and ride lot generated volumes, due to the added 150 spaces, were then distributed over the 24 hours based on the existing hourly percentages for each approach. These generated volumes were added to the future volumes to determine the anticipated future volumes when the facility is operational. The future right turn lane on Chambers Drive was considered in this analysis, and no percent reduction in volumes was applied. The results are presented in Table 3.

Table 3 Signal Warrant Analysis Results (Future Conditions: 2009 Operation with 150 Additional Spaces)		
Warrant	Criteria	Met / Required
1: Eight-Hour Vehicular Volume	Satisfied	9/8
<i>Standard 1 (70% Volumes)</i>	<i>Satisfied</i>	
- Condition A: Minimum Vehicular Volume	Satisfied	3 / 8
- Condition B: Interruption of Continuous Traffic	Satisfied	9/ 8
2: Four-Hour Vehicular Volume	Satisfied	6/ 4
3: Peak Hour	Satisfied	3 / 1
4: Pedestrian Volume	Not Satisfied	0/1
5: School Crossing	N/A	N/A
6: Coordinated Signal System	N/A	N/A
7: Crash Experience	Not Satisfied	4/5
8: Roadway Network	N/A	N/A

As indicated by the summary in Table 3, signalization is justified based on applicable volume warrants for the future traffic conditions with the additional 150 spaces to the park and ride lot.

CAPACITY ANALYSIS

To analyze the impact to traffic operations by the generated trips from the park and ride lot expansion, existing roadway geometry, signal timing data, and the collected traffic data were used. This data was input into Synchro and the Level of Service (LOS) was determined for the existing operations, future operations (2009), and future operations with the park and ride lot expansion. The results of these analyses are presented in Table 4 and Table 5 and the Synchro reports are in the Capacity Analysis section of the Appendix.

Intersection	Existing		Future (2009)		Future with Park and Ride Expansion Traffic (Additional 150 Spaces)	
	A.M. LOS	P.M. LOS	A.M. LOS	P.M. LOS	A.M. LOS	P.M. LOS
Sigman Road at I-20 EB Ramps	C	C	C	C	C	C
Sigman Road at I-20 WB Ramps	C	C	C	C	D	C
Sigman Road at Old Covington Highway	C	D	C	D	C	D

Intersection	Existing		Future (2009)		Future with Park and Ride Expansion Traffic (Additional 150 Spaces)	
	A.M. LOS	P.M. LOS	A.M. LOS	P.M. LOS	A.M. LOS	P.M. LOS
Sigman Road at I-20 EB Ramps (Southbound Approach)	D	F	F	F	F	F

For the future condition, the stop controlled southbound approach of Chambers Drive to Sigman Road is projected to operate at unacceptable LOS. The installation of a traffic signal to provide gaps for vehicles exiting Chambers Drive would restore acceptable LOS as shown in Table 6.

Table 6		
Summary of Future With GRTA Lot Signalized Intersection Operations		
	Future with Park and Ride Expansion Traffic (Additional 150 Spaces)	
Intersection	A.M. LOS	P.M. LOS
Sigman Road at Chambers Drive (Southbound Approach)	C	A

The addition of trips generated by the park and ride lot expansion is forecast to have minimal impact on the adjacent roadway network and the area traffic. However, the stop controlled southbound approach to Sigman Road from Chambers Drive is 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 Chambers Drive.

CONCLUSION AND RECOMMENDATIONS

Existing Conditions: The existing 2007 volumes were analyzed for the Sigman Road intersections with Old Covington Highway, I-20 ramps, and Chambers Drive. These volumes include the existing bus service and the traffic generated from the existing 417 spaces in the park and ride lot. The capacity analysis shows acceptable Level of Service (LOS) for the analyzed signalized intersections. As for the stop controlled intersection of Chambers Drive and Sigman Road, the existing LOS is somewhat undesirable. The signal warrant analysis at the intersection shows that warrants 1,2 and 3 are satisfied. Therefore installation of a traffic signal at the Chambers Drive approach to Sigman Road is recommended to provide gaps for vehicles exiting the park and ride lot to enter Sigman road and so improve the LOS.

Future Conditions: With the park and ride lot expansion, an additional 150 spaces will be added to the lot, introducing additional traffic to the Sigman Road intersections with Old Covington Highway, I-20 ramps, and Chambers Drive. Future bus service is expected to be the same. The capacity analysis indicated that the additional volumes would have an impact on the intersection operations by minimally increasing delay; with the only significant change to the intersections Levels of Service occurring at the stop controlled Chambers Road approach to Sigman Road. The Chambers Drive intersection with Sigman Road is projected to experience unacceptable LOS for the stop controlled side street approaches. The signal warrant analysis at the intersection shows that warrants 1,2 and 3 are satisfied. Therefore installation of a traffic signal at the Chambers Drive approach to Sigman Road is recommended. The capacity analysis with this intersection signalized shows a significant improvement in the LOS.

MorelandAltobelliAssociates, Inc

Georgia South Carolina Florida North Carolina Texas Louisiana Kentucky



April 14, 1998

4000 DeKalb Technology Pkwy.
Building 300, Suite 370
Atlanta, Georgia 30340
770/455-9375
Fax 770/454-7196

Thomas D. Moreland, P.E.
Stephen T. Moreland, P.E.

Mr. Bob Bishop
Georgia Department of Transportation
Office of Intermodal Transportation
276 Memorial Drive, SW
Atlanta, Georgia 30303

RE: Sigman Road Park and Ride Facility
100% Construction Plans

Dear Mr. Bishop:

Enclosed for your review are two (2) blue line sets of the 100% Construction Plans for the Sigman Road Park and Ride Facility and two (2) hydrology reports. Our responses to the comments by Mr. Luke Cousins and Mr. Joseph Palladi are shown below.

Comments from Luke Cousins from letter to Mr. Larry Kaiser dated September 19, 1997:

- ▶ The parking lot on the west side of Chambers Drive has been revised to route the buses to the outside perimeter of the eastern side of the lot. The bus route has heavy duty pavement. The eastern most row of 13 parking spaces has been omitted for safety reasons.
- ▶ The Georgia DOT Park and Ride Lot signs and trailblazers have been added to the plans.
- ▶ Signs on the Lot will state "No Trucks Beyond This Point" to restrict large trucks from using lot.

Comments from Joseph Palladi to Mr. Bob Bishop dated August 26, 1997:

1. Emergency overflow weirs have been designed for both ponds to pass the 100 year post developed undetained flows above the primary outlet control devices in the effluent control structures. The outlet pipes exiting the effluent control structures have also been sized to pass the 100 year post developed undetained flows.
2. The existing stormwater detention pond located in Area 1A offsite is reflected in the hydrology calculations by the runoff coefficient of 0.30 used for the offsite Area 1A. This reflects that the development offsite has been detained to predeveloped conditions. The hydrology study for the Area 1A offsite development could not be found at the Rockdale County Department of Public Services and Engineering.



Recycled Paper

Engineering, Planning, Architecture, Land Acquisition, Surveying, Geotechnical, Environmental



3. We have revised the grading near the outfall of the existing detention to provide positive drainage from the outlet of the existing detention pond directly into proposed Retention Pond 1.
4. The gates for the retention ponds are to have locks as noted on the plans. Paved access roads have been provided to provide access for maintenance activities as noted on the plans.
5. Storm structure F1 no longer outfalls directly onto the ground. Flow has been rerouted based on Georgia Power Company comments.
6. The low point shown at the northwest corner of the northeast parking lot has been regraded.
7. Storm structure E6 is picking up flow in the parking area surrounding it. Eliminating this structure pushes too much stormwater into other catch basins, etc. The area has been regraded to pick up more stormwater into the structure.
8. The offsite area 1A is presently developed. The runoff coefficient for 1A is 0.30 since the existing site currently has a stormwater detention pond. Since a detention pond controls stormwater to predeveloped rates, a runoff coefficient of 0.30 is used. The offsite area 1B is currently undeveloped and will bypass Retention Pond 1. It is assumed that when a future site is developed on that property stormwater detention will be provided for that development. Therefore, the future runoff coefficient should be 0.30.
9. The environmental permits for the wetlands impact have been obtained.

If you have any questions, please call me.

Sincerely,

MORELAND ALTOBELLI ASSOCIATES, INC.

Lisa K. Duncan, P.E.
Project Manager

Attachments

file: 93520F



10. A traffic signal is proposed as part of the Park & Ride expansion project for the intersection of Sigman Road and Chambers Drive. The designer will coordinate with District 7 Traffic Operations and TS&D regarding details of the traffic signal design, including:
 - a. Railroad preempt
 - b. Traffic flow concerns to/from I-20 and Covington Hwy (US278)
 - c. Interconnection with three traffic signals to the west on Sigman Road.
11. Security was discussed. A security system with cameras is being considered for this expansion project. It was noted that the lot is immediately adjacent to the Rockdale County Sheriff's facilities and will include site lighting.
12. Utilities were discussed. GDOT stressed the need for early coordination with GA Power related to the proposed parking under the overhead transmission lines and within the 125' power easement. GRTA and the designer will contact GA Power to discuss:
 - a. Need for agreement documents to park within the power easement
 - b. Vertical clearance issues
13. Pedestrian safety and ADA accessibility were discussed. GDOT requested the designer study more closely the mid-block crosswalk proposed on Chambers Drive south of the bus loading area. Specifically, the designer will assess sight distance and possible sight impediment created by loading buses. It was noted that the posted speed limit on Chambers Drive is 20 MPH.
14. The pavement design was discussed. The standard park and ride lot asphalt pavement design is proposed, which includes a thicker pavement section in the bus travelways. Core samples of the existing pavement have been taken and will be evaluated to aid in the pavement design. GDOT recommended the designer also reference the Pavement Design Manual for typical soil support values per county.
15. GDOT suggested GRTA and the designer develop a standard Bus Pull-off detail to be reviewed and approved by the Road Design group.
16. Trash cans and benches will be included in the project.
17. Concept cost estimate will be revised to include utilities costs, utilities contingency, construction contingency, construction engineering and inspection. Include railroad preempt and traffic signal interconnection costs. The designer will consider the need for special improvements required at other park and ride lot locations such as sidewalks along road frontages and ornamental fences.
18. Erosion control plans will meet the new requirements for August 2008 and later lettings.
19. Conceptual schedule was discussed and the following target dates set:
 - a. Letting Date February 2009
 - b. Environmental Authorization December 2008
 - c. FFPR held November 2008
 - d. CE submittal October 2008
 - e. PFPR held September 2008
20. 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:	<u>Project Concept Meeting</u>		
LOCATION:	<u>UD - Conference Room 22nd Floor</u>		
DATE:	<u>06-19-08</u>	TIME:	<u>1:30</u>
MODERATOR(S):	_____		

NAME	ORGANIZATION	PHONE	E-MAIL <small>(non-DOT Attendees)</small>
------	--------------	-------	--

1. Kendra N. Robinson GDOT-D7 (770)986-1774
2. Patrick S. Werho GDOT Dist. 7 770 986 1773
3. Patrick Gallagher URS Corp (678)808-8899 pj-gallagher@urscorp.com
4. Darryl Van Meter GDOT-URBAN Dist. 404-631 dvanmeter@dot.ga.gov
5. Marlo Clowers GDOT-Urban
6. Katherine Russett GDOT-OEL 404) 699-6882
7. Shawn Green GRTA 4/463-2437 sgreen@grta.org
8. Joe Peterson GDOT-ROW 4/4657-8479 jpeterson@dot.ga.gov
9. Deborah Byrd GRTA-Xpress 4)4638511 dbyrd@grta.org
10. Charles Fleming GRTA 404 463 3098 cfleming@grta.org
11. Greg Wiggins GDOT 404-631-1712 gwiggins@dot.ga.gov
12. Keithan James GDOT Utilities (7) 986-1117
13. Wade Woodard GDOT Utilities (7)986-1117 WWoodard@dot.ga.gov
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____
21. _____
22. _____
23. _____
24. _____