

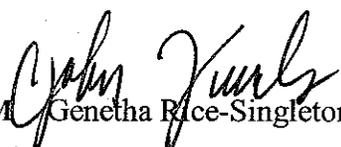
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. T001904, Clarke County  
MTA00-T001-00(904)  
Athens Parks and Ride Lot

**OFFICE** Preconstruction

**DATE** May 27, 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  
Angela Alexander  
Paul Liles  
Russell McMurry  
Robert Mahoney  
BOARD MEMBER

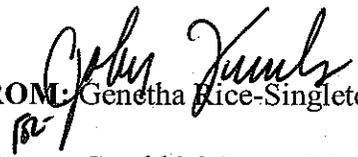
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. T001904, Clarke County  
MTA00-T001-00(904)  
Athens Park and Ride Lot

**OFFICE:** Preconstruction

**DATE:** May 19, 2008

  
**FROM:** Genetha Rice-Singleton, Assistant Director of Preconstruction

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

**SUBJECT: PROJECT CONCEPT REPORT**

This project consists of constructing a park and ride lot facility in Athens-Clarke County. As congestion continues to increase with population, adding new roads and expanding existing ones will cease to be the solution to congestion. Instead, opportunities must be provided that shift travel to other modes of transportation such as transit, carpooling, walking or biking. The implementation of a park-n-ride would offer such opportunities to individuals within the community as well as those traveling to the area. In addition to improving congestion, the reduced trips would offer relief to some of the neighborhoods surrounding downtown that now experience the parking overflow.

The proposed Athens Park and Ride will consist of a primary lot and a secondary lot, totaling 243 spaces. The primary lot will consist of 150 parking spaces and is proposed along the south side of US 78/SR 10 (Lexington Road), just west of the SR 10 Loop and northwest of the SR 10 Inner Loop Ramp. The secondary lot will consist of 93 parking spaces and is proposed along the north side of US 78/SR 10 (Lexington Road), directly across from the primary lot. Access to the site is proposed along US 78/SR 10 at two locations along the SR 10 Inner Loop Ramp at one location, and along Old Winterville Road at one location. A roadway modification has been proposed that would re-align Old Winterville Road to intersect US 78/SR 10 directly across from the SR 10 Inner Loop, creating a 4-legged intersection.

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

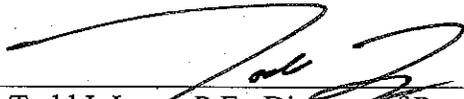
The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 4,384,000	\$ 3,218,000	309C	2008
Right-of-way & Utilities	-0-			

I recommend this project concept be approved.

GRS: JDQ  
Attachment

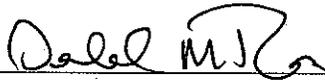
CONCUR



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

APPROVED



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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*District 1*

**PROJECT CONCEPT REPORT**

Project Number: MTA00-T001-00(904)

County: Clarke

P. I. Number: T001904

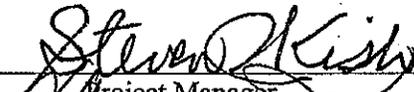
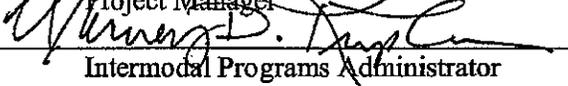
Federal Route Number: US29 / US78 / US129 / US441

State Route Number: SR10 / SR10Loop

Recommendation for approval:

DATE 2-19-08

DATE 2-28-08

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
Intermodal Programs Administrator

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

DATE 3-7-08

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

  
\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
State Transportation Financial Management Administrator

\_\_\_\_\_  
State Environment/Location Engineer

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
State Bridge Design Engineer

\_\_\_\_\_  
Project Review Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*District 1*

**PROJECT CONCEPT REPORT**

Project Number: MTA00-T001-00(904)

County: Clarke

P. I. Number: T001904

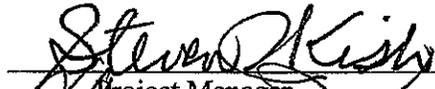
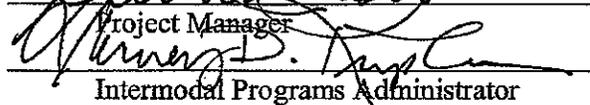
Federal Route Number: US29 / US78 / US129 / US441

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DATE 2-19-08

DATE 2.28.08

  
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Project Manager  
  
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DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

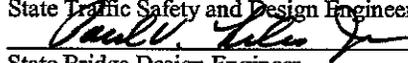
DATE \_\_\_\_\_

\_\_\_\_\_  
State Environment/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE 3/28/08

  
\_\_\_\_\_  
State Bridge Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*District 1*

**PROJECT CONCEPT REPORT**

Project Number: MTA00-T001-00(904)

County: Clarke

P. I. Number: T001904

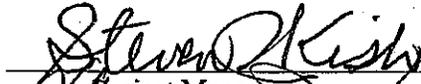
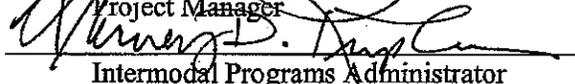
Federal Route Number: US29 / US78 / US129 / US441

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Recommendation for approval:

DATE 2-19-08

DATE 2.28.08

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
Intermodal Programs Administrator

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

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State Environment/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

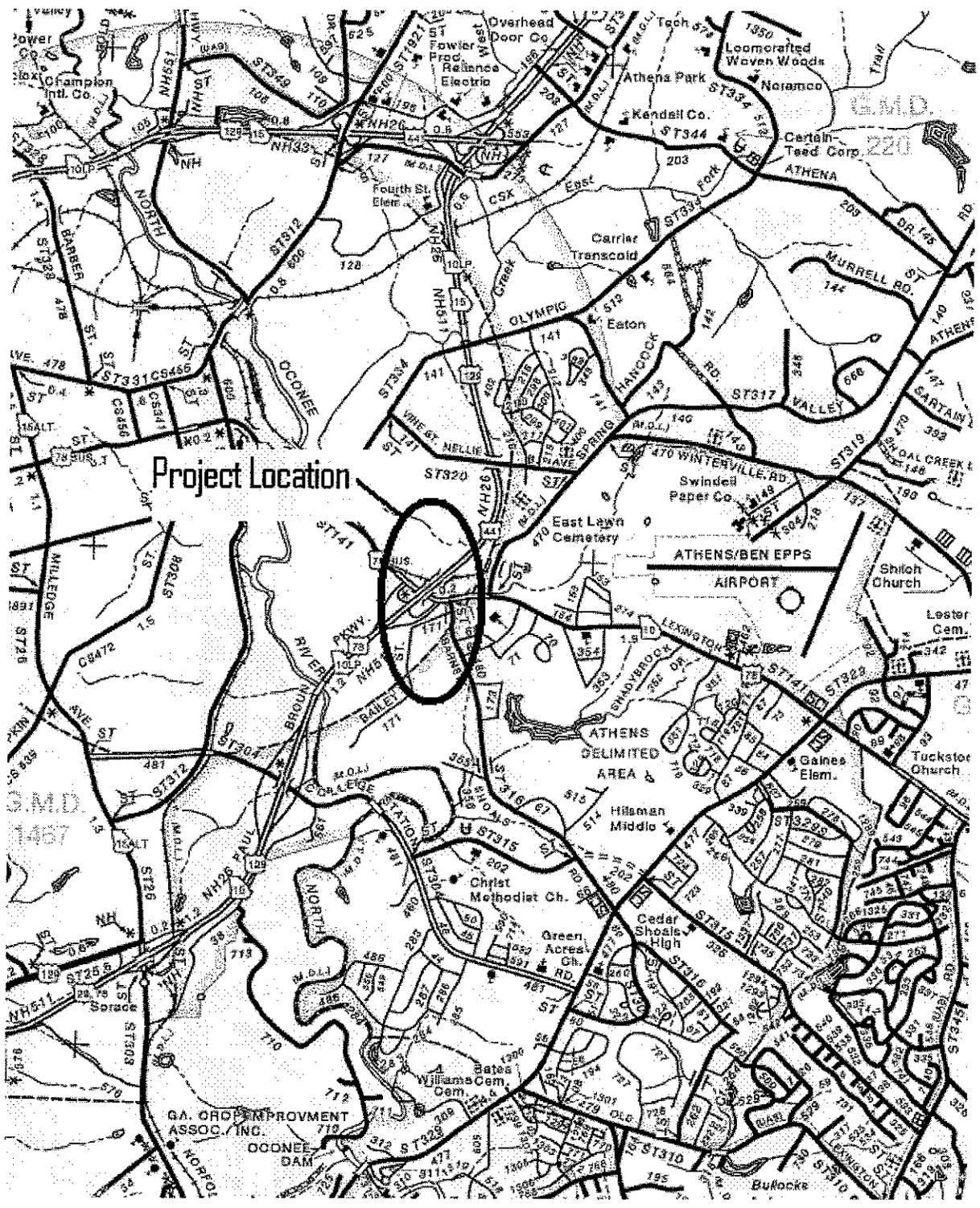
DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer





**Need and Purpose:** As congestion continues to increase with population, adding new roads and expanding existing ones will cease to be the solution to congestion. Instead, opportunities must be provided that shift travel to other modes of transportation such as transit, carpooling, walking or biking. The implementation of a park-n-ride would offer many such opportunities to individuals within the community as well as those traveling to the area. In addition to improving congestion, the reduced trips would offer relief to some of the neighborhoods surrounding downtown that now experience the parking overflow.

Over the past few years, the Athens-Clarke County region has had many discussions concerning the implementation of a park-n-ride lot. The region's 1998 Transit Development Study devoted a section to the evaluation of potential locations, which included recommendations for implementation. In 2004 a Federal earmark of funds was made available for design and construction of the park-n-ride. In October 2006, MACORTS authorized use of local funds for a site selection study.

The site at US 78/SR 10 (Lexington Road) at the US29 / US129 / SR10 Loop was selected by the local government as the preferred location for a park-and-ride based on the information contained in the *Park-and-Ride Site Selection Study* prepared for Athens-Clarke County. This location ranked number 1 or 2 in the majority of the categories and was the site that would accommodate the highest number of spaces. This was also the site with the highest volumes of traffic on the surrounding roadways.

**Description of the proposed project:** A park-and-ride lot has been proposed within Athens-Clarke County to enhance the opportunity for alternative modes of transportation in the vicinity. The proposed Athens Park & Ride will consist of a primary lot and a secondary lot, totaling 243 parking spaces in phase 1. The primary lot will consist of 150 parking spaces and is proposed along the south side of US78 / SR10 (Lexington Road) just west of SR 10 Loop and inside of the SR10 Inner Loop Exit Ramp. The secondary lot will consist of 93 parking spaces and is proposed along the north side of US 78/SR 10 (Lexington Road), directly across from the primary lot.

The proposed Athens Park & Ride is planned to be completed (built-out) by year 2010. At build-out of the development, entrance to the site is proposed along US 78/SR 10 at two (2) locations, from Old Winterville Street at one (1) location and along the SR10 Inner Loop Exit Ramp at one (1) location. Exit from the lot is proposed at two (2) locations along US 78/SR 10, at one (1) location along Old Winterville Street.

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

PDP Classification: Major \_\_\_\_\_ Minor X \_\_\_\_\_

Federal Oversight: Full Oversight ( ), Exempt(X), State Funded( ), or Other ( )

Project Concept Report Page 4  
Project Number: MTA00-T001-00(904)  
P. I. Number: T001904  
County: Clarke

**Functional Classification:** Lexington Road (US78 / SR10) Urban Principal Arterial  
SR10 Loop (US 29 / US129) Urban Freeway

**U. S. Route Number(s):**US29, US78, US129, US441 **State Route Number(s):**SR10, SR10Loop

**Traffic (AADT):** Lexington Road:

Current Year: (2010) 45007 Design Year: (2030) 49732

**Existing design features:**

- Typical Section: Lexington Road is a 4-lane urban roadway with a raised median
- Posted speed:45mph Lexington Road Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: N/A
- Width of right-of-way: N/A
- Major interchanges along the project: US29 / US129 / SR10Loop @ US78 / SR10
- Existing length of roadway segment: 0 miles in length

**Proposed Design Features:**

- Proposed typical section(s): Widening of existing roadway with curb and gutter and sidewalks.
- Proposed Design Speed Mainline: 45mph
- Proposed Maximum grade Mainline: N/A Maximum grade allowable: N/A
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: 5%
- Proposed Maximum degree of curve: N/A Maximum degree allowable: N/A
- Right-of-Way
  - Width :Varies
  - Easements: Temporary ( ), Permanent (X), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 3 Number of displacements:
    - Business: 3
    - Residences: \_\_\_\_\_
    - Mobile homes: \_\_\_\_\_
    - Other: \_\_\_\_\_
    -
- Structures: Pedestrian Bridge in Phase 3
- Major intersections and interchanges: US29 / US129 / SR10Loop @ US78 / SR10
- Traffic control during construction: Minimal traffic control is anticipated for the construction of the driveways. All work will be staged and constructed under traffic.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

- Design Variances: None expected
- Environmental concerns: None
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ),
  - Categorical exclusion (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements: Minor adjustments anticipated

**VE Study Required**      Yes( )      No(X)

**Project responsibilities:**

- Design: Athens-Clarke County with Kimley-Horn and Associates
- Right-of-Way Acquisition: Athens-Clarke County
- Relocation of Utilities: Athens-Clarke County
- Letting to contract: Athens-Clarke County
- Supervision of construction: Athens-Clarke County
- Providing material pits: Contractor
- Providing detours: None expected

**Coordination**

- MACORTS Staff and Consultant meeting held on 12/20/06 regarding site selection
- MACORTS Staff and Consultant meeting held on 8/9/07 regarding concept layout
- GDOT Concept Team Meeting held 12/7/07 (minutes attached)
- P A R meetings, dates and results. *Not required*
- FEMA, USCG, and/or TVA: *None*
- Public information meeting held by Athens-Clarke County on 1/30/07
- Local government comments:
  - Mayor and Commission of Athens-Clarke County approved site location on 5/1/07
  - Mayor and Commission of Athens-Clarke County approved conceptual layout on 8/14/07

Project Concept Report Page 6  
Project Number: MTA00-T001-00(904)  
P. I. Number: T001904  
County: Clarke

- Other projects in the area: SR10 Loop over Lexington Hwy Reconstruction, STP-014-1(70). P.I. 122600 - ~~L2~~
- Railroads: *None*

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right-of-way plans: 1 Month.
- Time to complete the Section 404 Permit: 0 Months.
- Time to complete final construction plans: 5 Months.
- Time to complete to purchase right-of-way: 6 Months.
- List other major items that will affect the project schedule: None anticipated

**Other alternates considered:** See attached Site Selection Study

**Comments:** *None*

**Attachments:**

1. Site layout
2. Cost Estimates
3. Location and Design Notice
4. Athens-Clarke County Park-n-Ride Site Selection Study, June 2007
5. Traffic Study for Athens Park & Ride, July, 2007
6. Minutes for Concept Team meeting 12/7/07

## Estimate Report for file "T001904 Athens PR Phase 1"

Section SITE DEMOLITION					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	3	AC	730.08	TEMPORARY GRASSING	2372.76
163-0300	2	EA	1721.91	CONSTRUCTION EXIT	3443.82
163-0550	1	EA	286.25	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	286.25
171-0030	1160	LF	3.96	TEMPORARY SILT FENCE, TYPE C	4593.60
201-1500	1	LS	6000.00	CLEARING & GRUBBING -	6000.00
610-0355	1850	LF	10.83	REM CONC CURB & GUTTER ALL SIZES	20035.50
610-4170	800	CY	50.00	REM ASPH PVMT, INCL BASE	40000.00
TBD	1	Lump Sum	65000.00	DEMOLISH SECONDARY / NORTH LOT	65000.00
<b>Section Sub Total:</b>					<b>\$141,731.93</b>

Section GRADING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
206-0002	6500	CY	6.29	BORROW EXCAV, INCL MATL	40885.00
<b>Section Sub Total:</b>					<b>\$40,885.00</b>

Section ASPHALT PAVEMENT					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5080	10000	SY	16.50	GR AGGR BASE CRS, 8 INCH, INCL MATL	165000.00
402-3121	1000	TN	63.14	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	63140.00
402-3130	760	TN	65.32	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	49643.20
402-3190	1012	TN	63.63	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	64393.56
<b>Section Sub Total:</b>					<b>\$342,176.76</b>

Section POROUS PAVEMENT					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5080	1785	SY	16.50	GR AGGR BASE CRS, 8 INCH, INCL MATL	29452.50
TBD	150	TN	125.00	POROUS CONCRETE	18750.00
<b>Section Sub Total:</b>					<b>\$48,202.50</b>

Section POROUS ANGULAR AGGREGATE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5080	2638	SY	16.50	GR AGGR BASE CRS, 8 INCH, INCL MATL	43527.00
318-3000	290	TN	24.30	AGGR SURF CRS	7047.00
<b>Section Sub Total:</b>					<b>\$50,574.00</b>

Section SITE DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0302	1	EA	2381.86	CONC SPILLWAY, TP 2	2381.86
441-5002	2475	LF	21.49	CONCRETE HEADER CURB, 6 IN, TP 2	53187.75
441-6002	3335	LF	14.30	CONC CURB & GUTTER, 6 IN X 18 IN, TP 2	47690.50
441-6222	1750	LF	17.01	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	29767.50
550-1180	1175	LF	45.76	STORM DRAIN PIPE, 18 IN, H 1-10	53768.00
550-1240	155	LF	51.40	STORM DRAIN PIPE, 24 IN, H 1-10	7967.00
550-1360	430	LF	85.52	STORM DRAIN PIPE, 36 IN, H 1-10	36773.60
573-2006	1460	LF	19.18	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	28002.80
615-1000	110	LF	410.29	JACK OR BORE PIPE -	45131.90
668-2100	24	EA	2979.83	DROP INLET, GP 1	71515.92
668-2200	2	EA	4722.71	DROP INLET, GP 2	9445.42
668-4300	3	EA	2581.75	STORM SEWER MANHOLE, TP 1	7745.25
668-4400	2	EA	3984.18	STORM SEWER MANHOLE, OUTLET CONTROL	7968.36
TBD	8	EA	17500.00	BIORETENTION FACILITY	140000.00
TBD	2	EA	40000.00	SWM DETENTION POND	80000.00
<b>Section Sub Total:</b>					<b>\$621,345.86</b>

Section SITE LIGHTING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
TBD	17	EA	4500.00	LIGHTING STD, SOLAR-POWERED	76500.00
<b>Section Sub Total:</b>					<b>\$76,500.00</b>

<b>Section PARKING LOT</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	1475	SY	34.98	CONC SIDEWALK, 4 IN	51595.50
652-0095	16	EA	114.89	PAVEMENT MARKING, HANDICAP SYMBOL	1838.24
652-5451	4057	LF	0.20	SOLID TRAFFIC STRIPE, 5 IN, WHITE	811.40
TBD	23	EA	750.00	ADA-ACCESSIBLE SIDEWALK RAMPS	17250.00
TBD	159	EA	500.00	CONCRETE WHEEL STOPS	79500.00
<b>Section Sub Total:</b>					<b>\$150,995.14</b>

<b>Section LANDSCAPING</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	1	AC	1066.58	PERMANENT GRASSING	1066.58
TBD	1	Lump Sum	100000.00	GENERAL LANDSCAPING	100000.00
TBD	200	EA	500.00	SHADE TREE	100000.00
<b>Section Sub Total:</b>					<b>\$201,066.58</b>

<b>Section MISCELLANEOUS ITEMS</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	15000.00	TRAFFIC CONTROL	15000.00
647-1000	1	Lump Sum	150000.00	TRAFFIC SIGNAL INSTALLATION NO -	150000.00
754-6000	2	EA	5000.00	BICYCLE RACK / INFORMATION KIOSK	10000.00
937-1000	4	EA	5292.86	VIDEO CAMERA SENSOR ASSEMBLY	21171.44
TBD	2	EA	5000.00	BICYCLE LOCKERS	10000.00
TBD	4	EA	5000.00	BUS STOP / SHELTER	20000.00
TBD	1	Lump Sum	15000.00	TRANSIT PRIORITY SYSTEMS	15000.00
TBD	1	Lump Sum	1500.00	TRANSIT PRIORITY SYSTEMS - EMITTERS	1500.00
TBD	4	EA	650.00	CONCRETE BOLLARDS	2600.00
<b>Section Sub Total:</b>					<b>\$245,271.44</b>

**Total Estimated Cost: \$1,918,749.00**

ENGINEERING @ 5% = 95,937

CONTINGENCY @ 6% = 120,881

**# 2,135,567**

### Estimate Report for file "T001904 Athens PR Phase 2"

<b>Section Asphalt Pavement</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5080	3950	SY	16.18	GR AGGR BASE CRS, 8 INCH, INCL MATL	63911.00
402-3130	326	TN	65.32	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	21294.32
402-3190	869	TN	63.63	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	55294.47
<b>Section Sub Total:</b>					<b>\$140,499.79</b>

<b>Section Porous Pavement</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5080	1567	SY	16.50	GR AGGR BASE CRS, 8 INCH, INCL MATL	25855.50
TBD	393	TN	125.00	POROUS CONCRETE	49125.00
<b>Section Sub Total:</b>					<b>\$74,980.50</b>

<b>Section Porous Angular Aggregate</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5080	522	SY	16.50	GR AGGR BASE CRS, 8 INCH, INCL MATL	8613.00
318-3000	60	TN	24.12	AGGR SURF CRS	1447.20
<b>Section Sub Total:</b>					<b>\$10,060.20</b>

<b>Section Site Lighting</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
TBD	10	EA	4500.00	LIGHTING STD, SOLAR-POWERED	45000.00
<b>Section Sub Total:</b>					<b>\$45,000.00</b>

<b>Section Site Drainage</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-5002	1145	LF	21.49	CONCRETE HEADER CURB, 6 IN, TP 2	24606.05
441-6002	1310	LF	14.30	CONC CURB & GUTTER, 6 IN X 18 IN, TP 2	18733.00
TBD	3	EA	17500.00	BIORETENTION FACILITY	52500.00
<b>Section Sub Total:</b>					<b>\$95,839.05</b>

<b>Section Site Demolition</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	0	AC	730.08	TEMPORARY GRASSING	584.06
163-0300	2	EA	1721.91	CONSTRUCTION EXIT	3443.82
163-0550	3	EA	286.25	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	858.75
171-0030	770	LF	3.96	TEMPORARY SILT FENCE, TYPE C	3049.20
201-1500	1	LS	3000.00	CLEARING & GRUBBING -	3000.00
610-0355	915	LF	10.83	REM CONC CURB & GUTTER ALL SIZES	9909.45
<b>Section Sub Total:</b>					<b>\$20,845.28</b>

<b>Section Parking Lot</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	11	SY	34.31	CONC SIDEWALK, 4 IN	377.41
TBD	2	EA	750.00	ADA-ACCESSIBLE SIDEWALK RAMPS	1500.00
TBD	40	EA	500.00	CONCRETE WHEEL STOPS	20000.00
<b>Section Sub Total:</b>					<b>\$21,877.41</b>

<b>Section Landscaping</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	1	AC	1084.13	PERMANENT GRASSING	1084.13
TBD	46	EA	500.00	SHADE TREE	23000.00
TBD	1	Lump	50000.00	GENERAL LANDSCAPING	50000.00



## Estimate Report for file "T001904 Athens PR Phase 3"

Section Pedestrian Bridge					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	10000.00	TRAFFIC CONTROL - PEDESTRIAN BRIDGE CONSTRUCTION	10000.00
534-1000	1	LS	1500000.00	PEDESTRIAN OVERPASS BRIDGE, STA -	1500000.00
<b>Section Sub Total:</b>					<b>\$1,510,000.00</b>

Section Site Lighting					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
TBD	6	EA	4500.00	LIGHTING STD, SOLAR-POWERED	27000.00
<b>Section Sub Total:</b>					<b>\$27,000.00</b>

**Total Estimated Cost: \$1,537,000.00**

ENGINEERING @ 5% = 76,850  
 CONTINGENCY @ 6% = 96,831  
**\$ 1,710,681**

## NOTICE OF LOCATION AND DESIGN APPROVAL

**LEXINGTON ROAD @ SR10LOOP PARK AND RIDE LOT**  
**Project Number MTA00-T001-00(904) Clarke County**  
**P. I. No. T001904**

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.

The date of location approval is: May 27, 2008

This project provides an approximate 150 space park and ride lot located inside the Southwest quadrant of the SR10 Loop / US29 / US 129 over Lexington Road / US 78 interchange and an approximate 93 space park and ride lot located in the northwest quadrant. The project lies entirely within Clarke County.

Drawings or maps or plots of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Johnny Emmett  
Area Engineer  
450 Old Hull Road  
Athens, GA 30601  
706-369-5627  
[johnny.emmett@dot.state.ga.us](mailto:johnny.emmett@dot.state.ga.us)

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:

Russell McMurry, P.E., District Engineer  
Georgia Department of Transportation  
2505 Athens Highway, S.E.  
Gainesville, GA 30503  
770-532-5526  
[russell.mcmurry@dot.state.ga.us](mailto:russell.mcmurry@dot.state.ga.us)

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

## CONCEPT TEAM MEETING MINUTES

Date: December 7, 2007; 1:00 pm

Place: Athens-Clarke County Planning Office Conference Room  
120 W. Dougherty Street  
Athens, GA

Project: MTA00-T001-00(904), PI No. T001904, Clarke County  
Lexington Road Park & Ride

Attendees: Robert Mahoney      GDOT District 1 Preconstruction  
David Clark                      Athens-Clarke County  
Tony Sack                         GDOT Intermodal  
Sherry Moore                    Athens-Clarke County  
Brad Griffin                     Athens-Clarke County  
Butch McDuffie                 Athens Transit  
Jerry Brooks                     Kimley-Horn and Associates, Inc. (KHA)  
John Walker                     Kimley-Horn and Associates, Inc.  
Mark Kilby                        Kimley-Horn and Associates, Inc.

---

The purpose of the meeting was to: (a) review and discuss the concept alternatives that were developed by KHA, (b) review the Draft Concept Report, and (c) discuss issues related to the implementation of the project. The following items summarize the discussions.

1. David Clark opened the meeting with a brief discussion as to the purpose of the meeting and asked each attendee to introduce himself.
2. Robert Mahoney discussed the GDOT Plan Development Process (PDP) and remarked that this was not the typical roadway type of project that GDOT is involved with on a daily basis.
3. David Clark discussed the proposed concept for the park & ride and stated that the project had earmark funds with no site specific location.
4. Robert Mahoney remarked that the site location seems to be OK and David Clark said the operation seem to work at the selected location.
5. Robert Mahoney went over the concept report page by page and had a question on the phasing. David Clark explained that the County had a limited amount of funds and that phasing was based on the available money.
6. Butch McDuffie discussed the existing bus service in the area.
7. Robert Mahoney stated that he would like to see Old Winterville Street relocated as part of the park & ride project to improve signal operation (This relocation is planned as part of the GDOT interchange improvement project). David Clark stated that the funding grant may not allow road work on Old Winterville Street. Robert stated that the park & ride lot should operate OK without this relocation at this time.

8. There was general discussion regarding the proposed park & ride exit road adjacent to Lexington road and under the SR10 Loop bridge. Robert Mahoney requested that the concept report be revised if bridge work was not needed or build now. David Clark stated the exit road and bridge modification would be moved to phase 3.
9. Robert Mahoney requested that the project responsibilities section of the concept report should include Athens-Clarke County in the design responsibilities.
10. Robert Mahoney expressed concerns regarding U-turns proposed at the ramp intersection with Lexington Road. He questioned whether or not there was sufficient pavement. John Walker stated the radius would be checked and modified if necessary.
11. Robert Mahoney stated that the time to complete the environmental process shown as 3 months is too short and that 6 months seems more appropriate.
12. Tony Sack remarked that the grant expires in 2009 and the County may have to request an extension.
13. Robert Mahoney remarked some of the unit prices in the cost estimate seemed low, especially the asphalt prices. Jerry Brooks stated all of the unit prices would be reviewed.
14. Robert Mahoney stated Kimley-Horn needed to clean up the report with the minor comments from this meeting and to revise the concept drawings.

Prepared by: Kimley-Horn and Associates, Inc.

Date: December 12, 2007

*Traffic Study*

# **Athens Park & Ride Athens-Clarke County, Georgia**

*Prepared for:*

Unified Government of Athens-Clarke County

*Prepared by:*

Kimley-Horn and Associates, Inc.  
Norcross, Georgia

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July 2007  
Revised November 2007  
Revised January 2008  
Revised April 2008  
015665004

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- Volume Worksheets
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- Capacity Analyses – Adjusted Year 2007 Conditions
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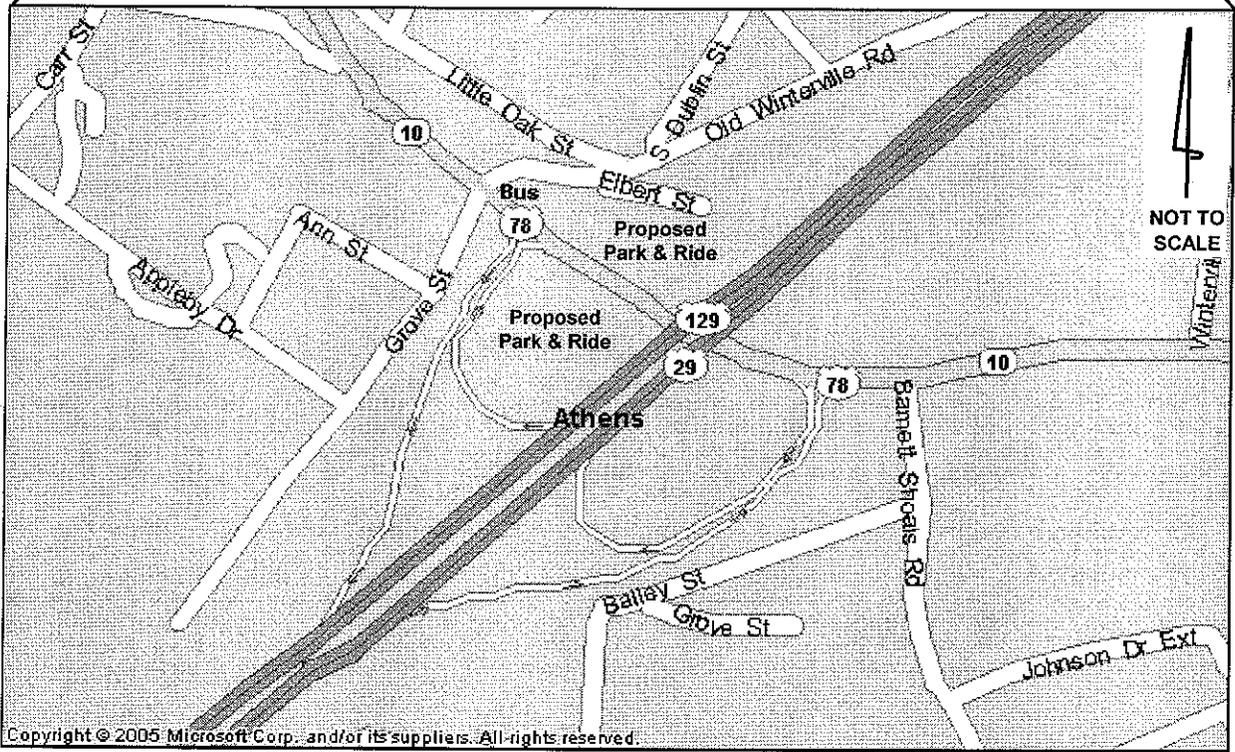
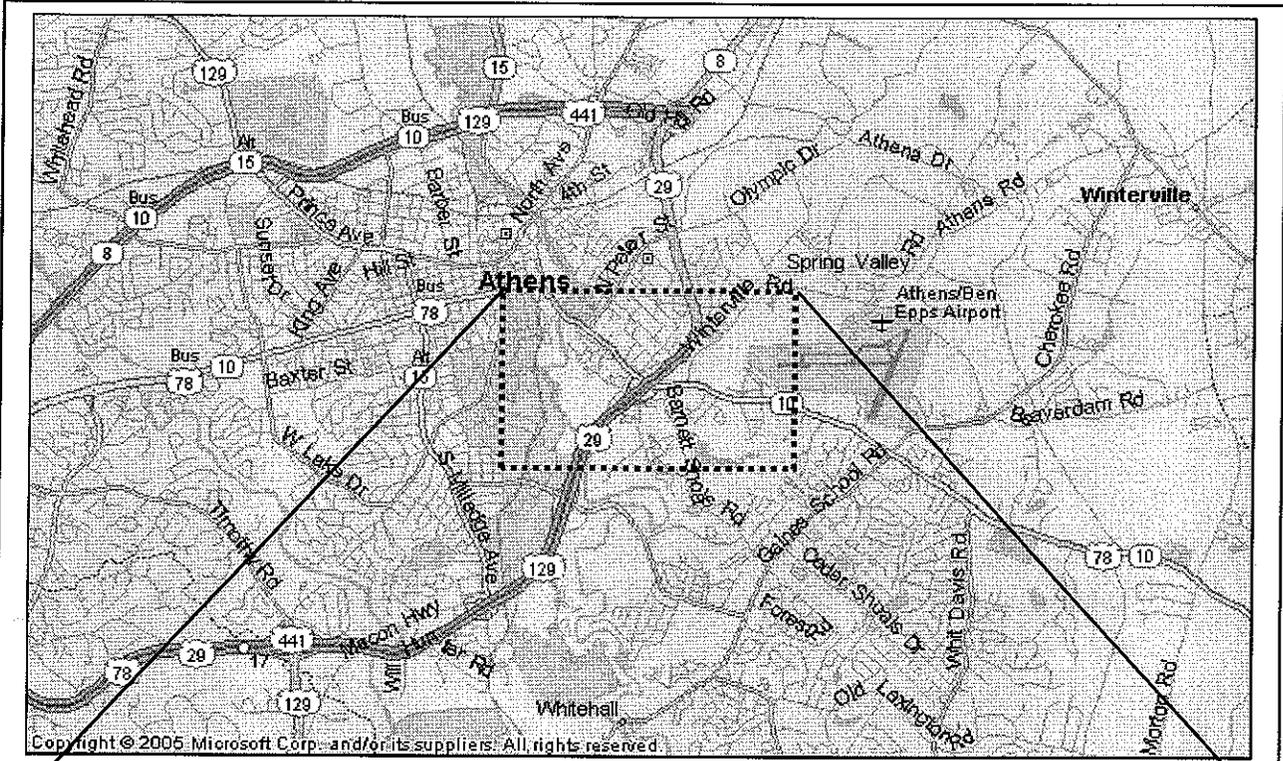
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## 1.0 INTRODUCTION

A park-and-ride lot has been proposed within Athens-Clarke County to enhance the opportunity for alternative modes of transportation in the vicinity. The proposed Athens Park & Ride will consist of a primary lot and a secondary lot, totaling 243 parking spaces. The primary lot will consist of 150 parking spaces and is proposed along the south side of US 78/SR 10 (Lexington Road), just west of the SR 10 Loop and northeast of the SR 10 Inner Loop Ramp. The secondary lot will consist of 93 parking spaces and is proposed along the north side of US 78/SR 10 (Lexington Road), directly across from the primary lot.

The proposed Athens Park & Ride is planned to be completed (built-out) by year 2010. At build-out of the development, access to the site is proposed along US 78/SR 10 at two (2) locations, along the SR 10 Inner Loop Off-Ramp at one (1) location, and along Old Wintersville Road at one (1) location. After build-out of the proposed park-and-ride lot, a roadway modification has been proposed that would realign Old Wintersville Road to intersect US 78/SR 10 directly across from the SR 10 Inner Loop, creating a 4-legged signalized intersection. **Figure 1** illustrates the location of the site. A copy of the proposed site plan can be found in the Appendix.

Kimley-Horn and Associates, Inc. has been retained to perform a traffic study for the proposed Athens Park & Ride. This report has been prepared to evaluate the Existing 2007 traffic conditions, the Base Year 2010 Conditions, and the Design Year 2030 Conditions. This report summarizes the data collection, analysis of traffic impacts, proposed access, and conclusions from the analysis.



 Kimley-Horn  
and Associates, Inc.

**Athens Park and Ride  
Traffic Study**

**Site Location**

**Figure  
1**

## **2.0 STUDY AREA DETERMINATION**

The study area has been identified to include three (3) study network intersections including the signalized intersections of US 78/SR 10 at SR 10 Inner Loop Ramp, US 78/SR 10 at SR 10 Outer Loop Ramp, and US 78/SR 10 at Barnett Shoals Road. For the purposes of this traffic impact study, US 78/SR 10 (Lexington Road) is considered an east-west oriented roadway and the SR 10 Loop, the SR 10 Inner Loop Ramp Ramp, the SR 10 Outer Loop Ramp, Barnett Shoals Road, and Old Wintersville Road are considered north-south oriented roadways.

## **3.0 DATA COLLECTION**

Vehicle turning movement volume counts were performed for the US 78/SR 10 at SR 10 Inner Loop Ramp, US 78/SR 10 at SR 10 Outer Loop Ramp, and US 78/SR 10 at Barnett Shoals Road intersections during the AM and PM peak periods to quantify existing peak hour conditions within the vicinity of the proposed project. The peak hour turning movement counts were performed on July 11, 2007. Clarke County District Schools were not in session and the University of Georgia typically experiences a lower enrollment during their summer session; therefore, the existing traffic conditions were increased to account for the lower traffic volumes at the time of the data collection. Peak hour turning movement counts were collected at these same three (3) existing signalized intersections during the PM peak hour on January 30, 2007. This historical count data was used to compare traffic volumes during school with the traffic volumes under non-school conditions. This data comparison showed approximately 19.8% higher volumes during the PM peak hour during school conditions compared to non-school conditions. The July 2007 AM and PM peak hour volumes were increased by 19.8% in order to develop the Adjusted Year 2007 Conditions.

Additionally, bi-directional 24-hour automatic tube counts were conducted in July 2007 at one location along US 78/SR 10 (Lexington Road). This data showed a 36,474 ADT with an approximate 45% eastbound / 55% westbound split along US 78/SR 10 over the 24-hour period. Historical 24-hour count data along US 78/SR 10 was also collected from Athens-Clarke County Transportation and Public Works Department. **Table 1** summarizes ADT recorded along US 78/SR 10 by Athens-Clarke County.

Table 1 ADT for US 78/SR 10		
YEAR	0.2 miles west of SR 10 Inner Loop Ramp (near Oconee Street)	0.5 miles west of SR 10 Inner Loop Ramp (near Kent Street)
2007	31,365	31,365
2006	31,347	32,387
2005	32,183	---
2004	30,223	---
2003	30,662	---
2002	32,284	---
2001	30,708	---
2000	29,191	---

The historical US Census population growth rate for Clarke County from 1990-2000 was 1.5%, and the estimated US Census population growth for Clarke County from 2000-2006 was 1.8%. The historical US Census population growth rate for City of Athens from 1990-2000 was 2.0%, and the estimated US Census population growth for City of Athens from 2000-2006 was 0.4%.

The peak hour turning movement and 24-hour count data are provided in the Appendix.

#### 4.0 EXISTING TRAFFIC CONDITIONS

The posted speed limit along US 78/SR 10 (Lexington Road) west of the SR 10 Loop is 40 MPH, and east of the SR 10 Loop is 45 MPH. Barnett Shoals Road is a five-lane roadway with a center two-way left-turn lane and a posted speed limit of 40 MPH.

Roadway	Number of Lanes	Posted Speed Limit (MPH)	GDOT Functional Classification
SR 10 Loop	4 – Divided	65	Urban Freeway & Expressway
US 78/SR 10 (Lexington Road)	4 – Divided	40 / 45	Urban Principal Arterial
Barnett Shoals Road	5 w/ TWLTL	40	Urban Collector Street
Old Wintersville Road	2	30	Urban Local Street

TWLTL – Two-Way Left-Turn Lane

At their intersection with US 78/SR 10, the SR 10 Inner Loop Off-Ramp and the SR 10 Outer Loop Off-Ramp both create the northbound approach at their respective signalized T-intersections. Both northbound ramp approaches have separate left-turn and right-turn lanes. Additionally, both intersections have a westbound left-turn lane along US 78/SR 10. However, there are no eastbound right-turn lanes along US 78/SR 10 at either intersection.

At its intersection with US 78/SR 10, Barnett Shoals Road creates the northbound approach at a signalized T-intersection. A private driveway creates a southbound approach (fourth leg) at this intersection, but is not controlled by the traffic signal. There is a westbound left-turn lane along US 78/SR 10 at this intersection.

It should be noted that one traffic controller operates both the US 78/SR 10 at SR 10 Outer Loop Ramp and the US 78/SR 10 at Barnett Shoals Road signalized intersections. A separate traffic controller operates the US 78/SR 10 at SR 10 Inner Loop Ramp signalized intersection.

Old Wintersville Road currently intersects US 78/SR 10 directly across from Grove Street. Both Old Wintersville Road and Grove Street operate under stop-control and have a one-lane approach. There are eastbound and westbound left-turn lanes along US 78/SR 10 at this intersection.

## **5.0 FUTURE ROADWAY/INTERSECTION PROJECTS**

The GDOT State Transportation Improvement Program (STIP), GDOT Construction Work Program (CWP), and GDOT's Transportation Explorer Preconstruction Status Report (TRES) were all used as resources for future roadway and intersection projects in the vicinity of the proposed Athens Park & Ride.

The GDOT STIP, GDOT CWP, and GDOT TRES Preconstruction Report all plan for the widening of US 78/SR 10 (Lexington Road) from 4 to 6 lanes at its interchange with the SR 10 Loop. This is GDOT Project STP-014-1(70) and P.I. #122600. The proposed typical section for US 78/SR 10 is projected to include a 6-lane divided roadway with a 20-foot raised median and sidewalks. This project will also reconstruct the SR 10 Outer Loop exit and entrance ramps by removing the northbound entrance loop ramp, adding a northbound exit loop ramp for westbound US 78/SR 10, and adding a northbound entrance ramp directly across from Barnett Shoals Road. This widening of US 78/SR 10 at its interchange with the SR 10 Loop has a planned construction date of year 2009.

## **6.0 PROJECT TRAFFIC**

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed Athens Park & Ride. The project traffic for the proposed 243 total parking spaces was distributed and assigned throughout the study roadway network. The primary parking lot is proposed to consist of 150 parking spaces and will be located south of US 78/SR 10. The secondary parking lot is proposed to consist of 93 parking spaces and will be located north of US 78/SR 10.

## 6.1 Project Access

Access to the proposed Athens Park & Ride will be provided via four (4) driveway locations:

1. Driveway 1 – Located along the SR 10 Inner Loop Off-Ramp approximately 250' south of US 78/SR 10. This driveway will only provide right-in access for vehicles traveling northbound along the SR 10 Inner Loop Off-Ramp. A left-in, right-out, and left-out will not be permitted. This access point will serve the primary parking lot.
2. Driveway 2 – Located along US 78/SR 10 approximately 400' east of the SR 10 Inner Loop Ramp. This driveway will only provide right-in and right-out access for vehicles traveling eastbound along US 78/SR 10. This access point will serve the primary parking lot.
3. Driveway 3 – Located along US 78/SR 10 approximately 225' east of the SR 10 Inner Loop Ramp. This driveway will only provide right-in and right-out access for vehicles traveling westbound along US 78/SR 10. This access point will serve the secondary parking lot.
4. Driveway 4 – Located along Old Wintersville Road approximately 400' north of US 78/SR 10. This driveway will provide full-movement access and is proposed in close proximity to the existing Old Wintersville Road/Elbert Street intersection. This access point will serve the secondary parking lot.

After build-out of the proposed park-and-ride lot, a roadway modification has been proposed that would re-align Old Wintersville Road to intersect US 78/SR 10 directly across from the SR 10 Inner Loop, creating a 4-legged signalized intersection. Old Wintersville Road currently intersects US 78/SR 10 directly across from Grove Street, and this re-alignment would move the Old Wintersville Road intersection approximately 200' east (closer to the SR 10 Loop). This improvement would provide vehicles entering and exiting Driveway 4 access to a signalized intersection along US 78/SR 10.

## 6.2 Trip Generation

Traffic for the project was calculated using equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, Seventh Edition, 2003. **Table 2** summarizes the trip generation for the proposed Athens Park & Ride based on full build-out (year 2010).

Table 2 Athens Park & Ride Trip Generation							
Land Use	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
243 Parking Spots for a Park-and-Ride Lot with Bus Service	090	550	550	135	34	34	114
<b>Total New Trips</b>		<b>550</b>	<b>550</b>	<b>135</b>	<b>34</b>	<b>34</b>	<b>114</b>

## 6.3 Trip Distribution and Assignment

The directional distribution and assignment of new project trips was based on the existing peak hour turning movement counts and review of land uses and population densities in the study area. The directional distribution for the proposed park-and-ride development is anticipated to be as follows:

- 25% of trips to/from the south along the SR 10 Loop
- 15% of trips to/from the north along the SR 10 Loop
- 25% of trips to/from the east along US 78/SR 10
- 15% of trips to/from the west along US 78/SR 10
- 15% of trips to/from the south along Barnett Shoals Road
- 5% of trips to/from the north along Old Wintersville Road

Based on the trip generation from Table 2 and the anticipated trip distribution, new project trips were assigned to the study roadway network.

## 7.0 LEVEL OF SERVICE ANALYSIS

Level of service determinations were made for the weekday AM and PM peak hours for the three (3) existing study intersections and the four (4) proposed driveway intersections using *Synchro Professional, Version 6.0*. The program uses methodologies contained in the *2000 Highway Capacity Manual* to determine the operating characteristics of the proposed intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists perceptions with a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst. Copies of the signalized and unsignalized intersection capacity analyses are included in the Appendix.

The three (3) existing study intersections were analyzed for Adjusted 2007 conditions, Base Year 2010 Conditions, and Design Year 2030. The Base Year 2010 Conditions represent future conditions assuming a 1.0% per year background traffic growth for 3 years (2007 to 2010) and the development of the 243-space Athens Park & Ride parking lot. The Design Year 2030 Conditions represent Base Year 2010 Conditions plus a 0.5% per year background traffic growth for 20 years (2010 to 2030). However, this background growth rate was not applied to the project traffic generated by the park-and-ride lot. Under the Design Year 2030 Conditions, Old Wintersville Road was re-aligned to intersect US 78/SR 10 directly across from the intersection with SR 10 Inner Loop Ramp, creating a 4-legged signalized intersection.

**7.1 Adjusted Year 2007 Conditions**

The Adjust Year 2007 Conditions represent the existing 2007 traffic volumes that were increased to account for school traffic. Clarke County District Schools were not in session and the University of Georgia typically experiences a lower enrollment during their summer session; therefore, the existing traffic conditions were increased to account for the lower traffic volumes at the time of the data collection. Peak hour turning movement counts were collected at these same three (3) existing signalized intersections during the PM peak hour on January 30, 2007. This historical count data was used to compare traffic volumes during school with the traffic volumes under non-school conditions. This data comparison showed approximately 19.8% higher volumes during the PM peak hour during school conditions compared to non-school conditions. The July 2007 AM and PM peak hour volumes were increased by 19.8% in order to develop the Adjusted Year 2007 Conditions. The adjusted traffic volumes are shown in **Figure 2**. These volumes were entered into Synchro 6.0 and an Adjusted 2007 Conditions analysis was performed. The results of the analysis are shown below in **Table 3**.

<b>Table 3 Athens Park &amp; Ride Adjusted Year 2007 Conditions LOS (delay in seconds)</b>			
<b>Intersection</b>	<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
US 78/SR 10 at SR 10 Inner Loop Ramp	Signal	B (10.5)	C (26.5)
US 78/SR 10 at SR 10 Outer Loop Ramp	Signal	B (19.6)	F (118.8)
US 78/SR 10 at Barnett Shoals Road	Signal	C (34.0)	F (106.9)

The US 78/SR 10 at SR 10 Outer Loop Ramp and US 78/SR 10 at Barnett Shoals Road signalized intersections currently operate at LOS F during the PM peak period under the Adjusted Year 2007 Conditions.



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and Associates, Inc.

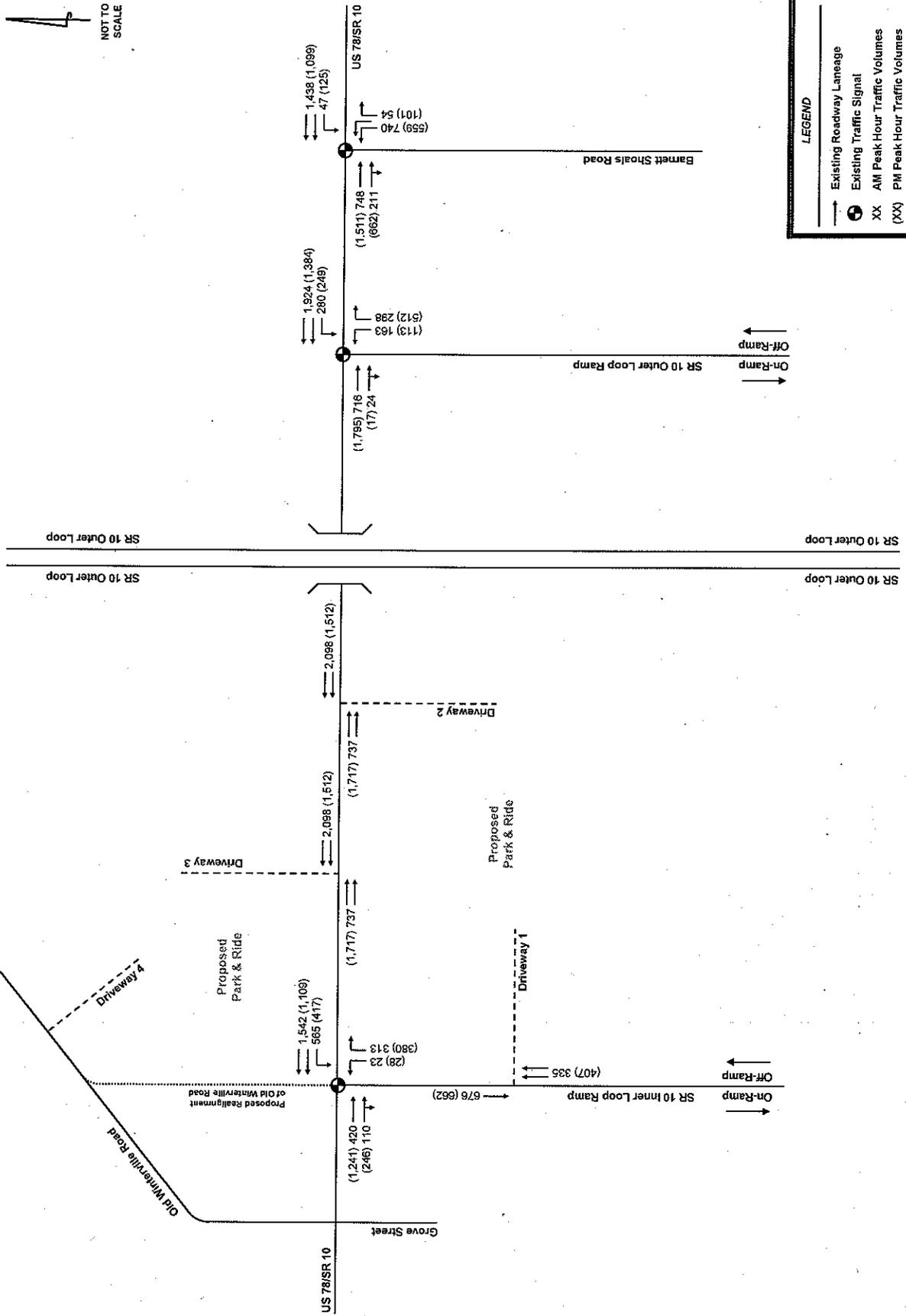
### Athens Park and Ride Traffic Study

Adjusted Year  
2007  
Conditions

Figure  
2

**LEGEND**

- Existing Roadway Laneage
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



NOT TO  
SCALE

7.2 Base Year 2010 Conditions

The existing traffic volumes were grown at 1.0% per year background traffic growth for 3 years (2007 to 2010) and project traffic associated with the development of the 243-space Athens Park & Ride parking lot was added. These volumes were entered into Synchro 6.0 and a Base Year 2010 Conditions analysis was performed. The results of the analysis are displayed in **Table 4** and the Base Year 2010 Conditions volumes are shown in **Figure 3**.

<b>Table 4</b> <b>Athens Park &amp; Ride</b> <b>Base Year 2010 Conditions</b> <b>LOS (delay in seconds)</b>			
<b>Intersection</b>	<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
US 78/SR 10 at SR 10 Inner Loop Ramp	Signal	B (17.2)	C (34.8)
US 78/SR 10 at SR 10 Outer Loop Ramp	Signal	C (24.8)	F (153.4)
US 78/SR 10 at Barnett Shoals Road	Signal	D (37.9)	F (125.9)
SR 10 Inner Loop Ramp at Driveway 1	N/A	---	---
US 78/SR 10 at Driveway 2	NB YIELD	B (10.6)	B (14.9)
US 78/SR 10 at Driveway 3	SB YIELD	B (10.6)	B (11.5)
Old Wintersville Road at Driveway 4	WB STOP	B (10.0)	B (12.3)

The US 78/SR 10 at SR 10 Outer Loop Ramp and US 78/SR 10 at Barnett Shoals Road signalized intersections are projected to operate at LOS F during the PM peak period under the Base Year 2010 Conditions. It should be noted that if (as programmed by GDOT) US 78/SR 10 were widened from 4 to 6 lanes along this corridor, it is projected that both intersections would operate at LOS D or better during the PM peak hour under the Base Year 2010 Conditions.



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### Athens Park and Ride Traffic Study

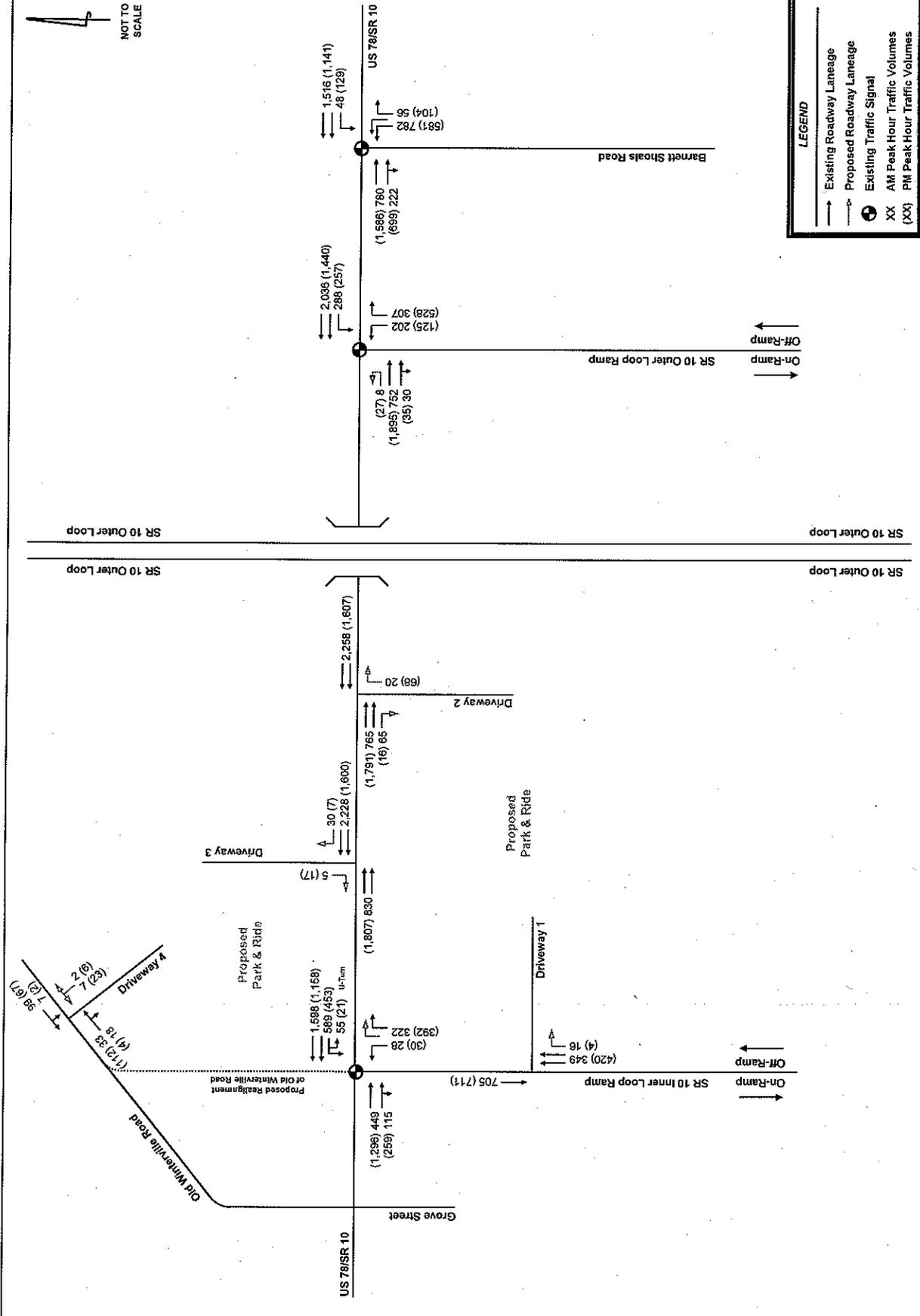
Base Year 2010 Conditions

Figure 3

**LEGEND**

- Existing Roadway Laneage
- Proposed Roadway Laneage
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

NOT TO SCALE



### 7.3 Design Year 2030 Conditions

The Design Year 2030 Conditions represent Base Year 2010 Conditions plus a 0.5% per year background traffic growth for 20 years (2010 to 2030). It should be noted that this background growth rate was not applied to the project traffic generated by the park-and-ride lot. Additionally, Old Wintersville Road was re-aligned to intersect US 78/SR 10 directly across from the intersection with SR 10 Inner Loop Ramp, creating a 4-legged signalized intersection. These volumes were entered into Synchro 6.0 and a Design Year 2030 Conditions analysis was performed. The results of the analysis are displayed in **Table 5** and the Design Year 2030 Conditions volumes are shown in **Figure 4**.

<b>Table 5</b> <b>Athens Park &amp; Ride</b> <b>Design Year 2030 Conditions</b> <b>LOS (delay in seconds)</b>			
<b>Intersection</b>	<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
US 78/SR 10 at SR 10 Inner Loop Ramp	Signal	C (29.9)	D (44.1)
US 78/SR 10 at SR 10 Outer Loop Ramp	Signal	C (30.8)	F (176.7)
US 78/SR 10 at Barnett Shoals Road	Signal	D (50.9)	F (165.6)
SR 10 Inner Loop Ramp at Driveway 1	N/A	---	---
US 78/SR 10 at Driveway 2	NB YIELD	B (10.9)	C (20.6)
US 78/SR 10 at Driveway 3	SB YIELD	B (10.3)	B (11.7)
Old Wintersville Road at Driveway 4	WB STOP	B (10.2)	B (13.1)

The US 78/SR 10 at SR 10 Outer Loop Ramp and US 78/SR 10 at Barnett Shoals Road signalized intersections are projected to operate at LOS F during the PM peak period under the Design Year 2030 Conditions. It should be noted that if (as programmed by GDOT) US 78/SR 10 were widened from 4 to 6 lanes along this corridor, it is projected that both intersections would operate at LOS D or better during the PM peak hour under the Design Year 2030 Conditions.



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and Associates, Inc.

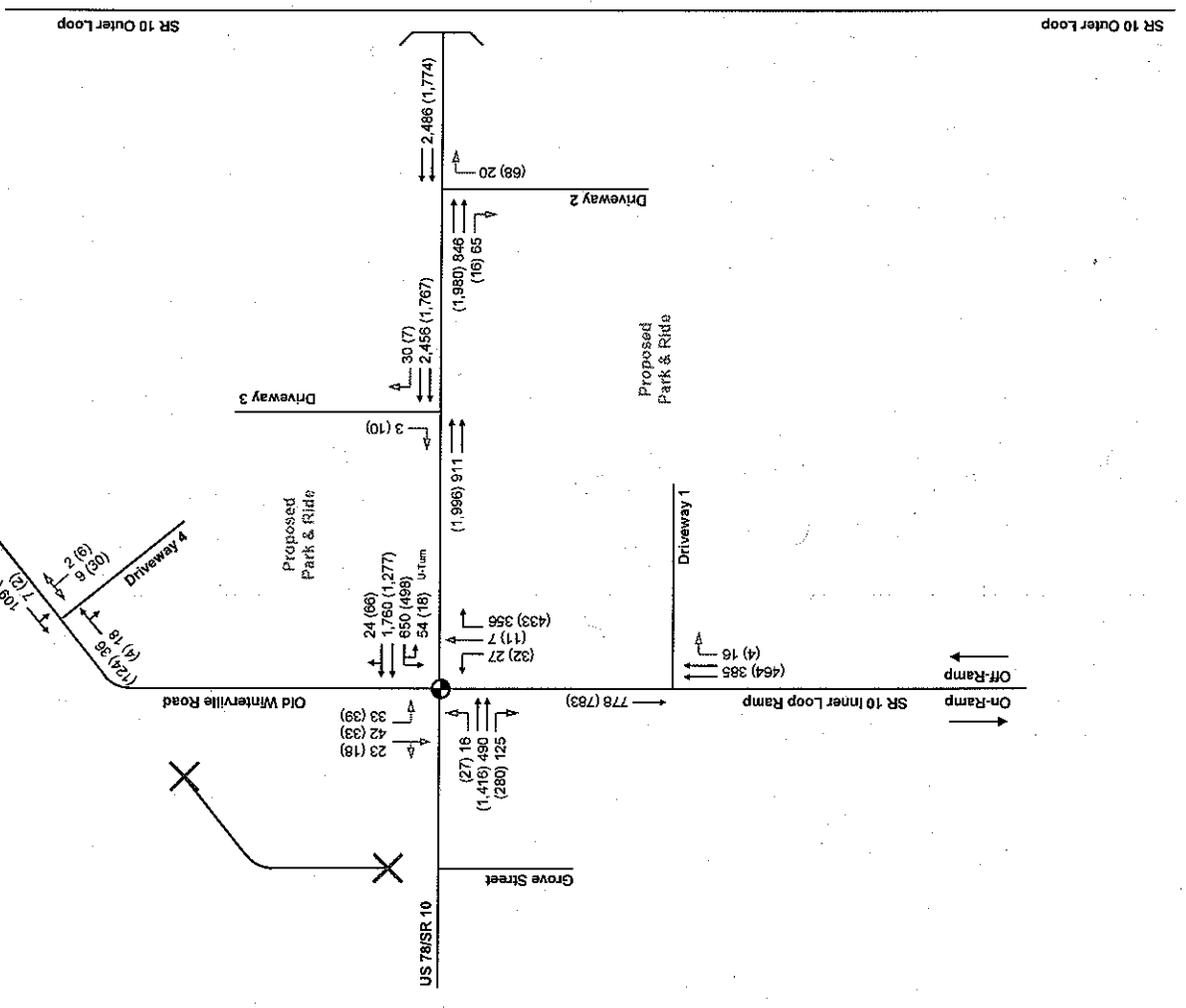
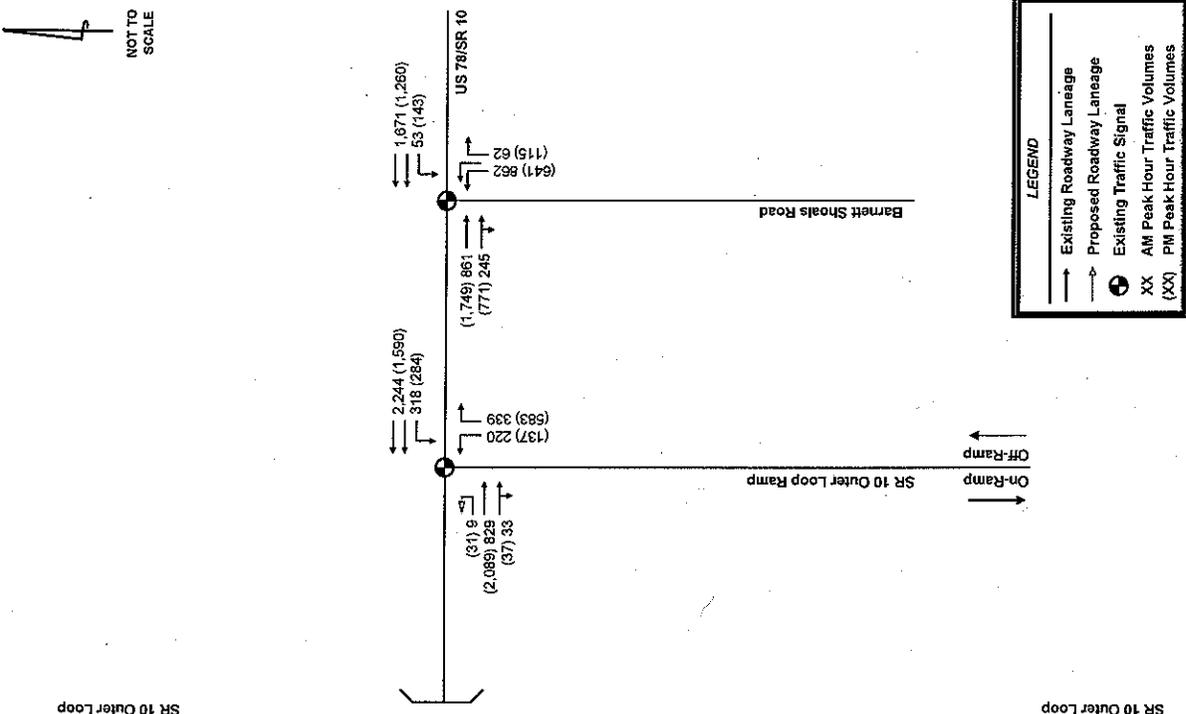
### Athens Park and Ride Traffic Study

Design Year  
2030  
Conditions

Figure  
4

**LEGEND**

- Existing Roadway Laneage
- Proposed Roadway Laneage
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



NOT TO SCALE

## 8.0 CONCLUSION

A park-and-ride lot has been proposed within Athens-Clarke County to enhance the opportunity for alternative modes of transportation in the vicinity. The proposed Athens Park & Ride will consist of a primary lot and a secondary lot, totaling 243 parking spaces. The primary lot will consist of 150 parking spaces and is proposed along the south side of US 78/SR 10 (Lexington Road), just west of the SR 10 Loop and northeast of the SR 10 Inner Loop Ramp. The secondary lot will consist of 93 parking spaces and is proposed along the north side of US 78/SR 10 (Lexington Road), directly across from the primary lot. The proposed Athens Park & Ride is planned to be completed (built-out) by year 2010. At build-out of the development, access to the site is proposed along US 78/SR 10 at two (2) locations, along the SR 10 Inner Loop Ramp at one (1) location, and along Old Wintersville Road at one (1) location.

A roadway modification has been proposed that would re-align Old Wintersville Road to intersect US 78/SR 10 directly across from the SR 10 Inner Loop, creating a 4-legged signalized intersection. This re-alignment is proposed to occur following full build-out of the park-and-ride lot. Old Wintersville Road currently intersects US 78/SR 10 directly across from Grove Street, and this re-alignment would move the Old Wintersville Road intersection approximately 200' east (closer to the SR 10 Loop).

Level of service determinations were made for the weekday AM and PM peak hours for the three (3) existing study intersections and the four (4) proposed driveway intersections using *Synchro Professional, Version 6.0*. The results of the capacity analysis show that under the projected future conditions, two (2) existing signalized intersections are projected to operate with heavy delays. The US 78/SR 10 at SR 10 Outer Loop Ramp and US 78/SR 10 at Barnett Shoals Road signalized intersections are projected to operate at LOS F during the PM peak period under both the Base Year 2010 Conditions and the Design Year 2030 Conditions. It should be noted that if (as programmed by GDOT) US 78/SR 10 were widened from 4 to 6 lanes along this corridor, it is projected that both intersections would operate at LOS D or better during the PM peak.

As stated in Section 5.0, there is a GDOT project that plans for the widening of US 78/SR 10 (Lexington Road) from 4 to 6 lanes at its interchange with the SR 10 Loop. This is GDOT Project STP-014-1(70) and P.I. #122600. The proposed typical section for US 78/SR 10 is projected to include a 6-lane divided roadway with a 20-foot raised median and sidewalks. This project will also reconstruct the SR 10 Outer Loop exit and entrance ramps by removing the northbound entrance loop ramp, adding a northbound exit loop ramp for westbound US 78/SR 10, and adding a northbound entrance ramp directly across from Barnett Shoals Road. This widening of US 78/SR 10 at its interchange with the SR 10 Loop has a planned construction date of year 2009.

### 8.1 *Recommendations*

Based on the projected **Base Year 2010 Conditions** (1.0% per year growth from 2007 to 2010) plus traffic associated with the Athens Park & Ride), the following improvements are recommended:

#### US 78/SR 10 at SR 10 Inner Loop Ramp / Re-Aligned Old Wintersville Road

- Construct an additional northbound right-turn lane along SR 10 Inner Loop Ramp. This will create one (1) northbound left-turn lane and two (2) northbound right-turn lanes. This additional lane should have a storage length of approximately 475'.
- Remove the protected-permissive right-turn overlap phasing that controls the northbound right-turn movement along SR 10 Inner Loop Ramp. With the possibility of a westbound U-turn movement controlled by a protected green arrow along US 78/SR 10, this northbound right-turn movement should not simultaneously be protected by a green right-turn arrow.

#### US 78/SR 10 at SR 10 Outer Loop Ramp

- Construct an eastbound U-turn lane along US 78/SR 10 with a minimum of 200' storage and 50' taper.

#### SR 10 Inner Loop Ramp at Driveway 1

- A right-in movement should be permitted at Driveway 1.
- The proposed site driveway should have one ingress lane.
- The northbound right-turn lane (extending from US 78/SR 10) along the SR 10 Inner Loop Off-Ramp will provide access to Driveway 1.

#### US 78/SR 10 at Driveway 2

- A right-in and right-out movement should be permitted at Driveway 2.
- The proposed site driveway should have one ingress lane and one egress lane (an exclusive right-turn lane) for the northbound driveway approach.
- An eastbound right-turn lane should be constructed along US 78/SR 10 with 100' of storage and 50' of taper.
- A bus drop-off is proposed just west of the eastbound right-turn lane, and the bus drop-off will have 65' of full width.

#### US 78/SR 10 at Driveway 3

- A right-in and right-out movement should be permitted at Driveway 3.
- The proposed site driveway should have one ingress lane and one egress lane (an exclusive right-turn lane) for the southbound driveway approach.
- A westbound right-turn lane should be constructed along US 78/SR 10 with 130' of storage and 25' of taper.
- A bus drop-off is proposed just west of the westbound right-turn lane, and the bus drop-off will have 65' of full width.

#### Old Wintersville Road at Driveway 4

- A full movement (left-in, left-out, right-in, right-out) should be permitted at Driveway 4.
- The proposed site driveway should have one ingress lane and one egress lane (a shared left-turn/right-turn lane) for the westbound driveway approach.

Based on the projected **Design Year 2030 Conditions** (0.5% per year growth from 2010 to 2030) plus traffic associated with the Athens Park & Ride), the following improvements are recommended:

NOTE: These improvements assume construction and build-out of the roadway modification that would re-align Old Wintersville Road to intersect US 78/SR 10 directly across from the SR 10 Inner Loop, creating a 4-legged signalized intersection.

US 78/SR 10 at SR 10 Inner Loop Ramp / Re-Aligned Old Wintersville Road

- Re-align Old Wintersville Road to intersect US 78/SR 10 directly across from SR 10 Inner Loop Ramp, creating a 4-legged signalized intersection.
- Re-stripe the northbound approach along SR 10 Inner Loop Ramp to create one left-turn lane, one through lane, and one right-turn lane.
- Construct a two-lane southbound approach along the Re-Aligned Old Wintersville Road to create one left-turn lane and one shared through/right-turn lane.
- Construct one eastbound right-turn lane along US 78/SR 10.
- Construct one eastbound left-turn lane along US 78/SR 10. It may be possible to re-stripe the existing westbound left-turn lane along US 78/SR 10 that serves vehicles desiring to turn onto Grove Street.

US 78/SR 10 at Grove Street

- Restrict the Grove Street northbound approach to operate as right-in/right-out. Vehicles desiring to make a left-turn movement at Grove Street have the alternative to utilize Oconee Street (approx. 600' to the west) or Carr Street (approx. 1,400' to the west).