

Lennox Station Rapid Transit Complex

The new Lennox Station Complex, part of the Metropolitan Atlanta Rapid Transit Authority's urban mass transit development project, serves a variety of intermodal functions in an area surrounded by exclusive commercial and residential developments.

Two major concerns of the transit authority were the constraints posed by the very narrow site on which the complex was to be built and the desire to blend the new facility with the existing landscape. The development of a unique linear station based on a multilevel vertical design concept and the extensive application of architectural precast and precast prestressed concrete components satisfied the design constraints and were fundamental to the successful completion and operation of this attractive, cost-effective, low maintenance, and secure station.

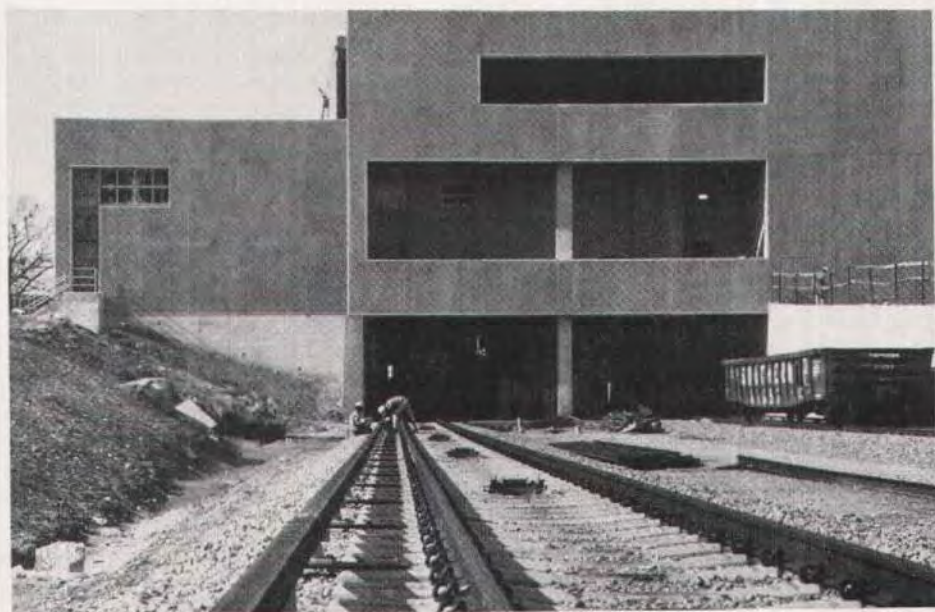
The vertical design concept for the complex places the train platform at the bottom level, the bus bay at the middle level, and the pedestrian level and concourse at the top. The top level also forms the station's main entrance from adjacent streets as well as the roof for much of the complex.

Built on a seven-acre site, the 600 ft (185 m) long station extends under a major road bridge and has concourses at both ends to provide access to commercial and residential areas. The concourses are interconnected by a plaza and pedestrian bridge. A second pedestrian bridge connects commuter drop-off facilities with the north concourse. A grey, textured, precast concrete facade on the station's steel





Architectural precast and structural precast prestressed components combined effectively to provide functional and aesthetic unity to the structures of a major urban mass transit complex.





framed structure serves to unify these various elements into an attractive commuter complex.

In addition to providing the same architectural finish as adjacent pre-existing buildings, precast concrete cladding around the structural beams and columns in the concourse areas also provided the necessary fire resistance rating and reduced the weight of members by eliminating encasement of the steel members in concrete.

In a site surrounded by railroad tracks on one side and two streets on the other, the designer found that the use of prestressed double tees for the bus bay floors offered ease of construction, low maintenance, and a cost savings of \$150,000 over other proposed methods. They also blended well with the concrete and reinforced retaining walls which were required by site topography and architecturally enhanced by precast concrete facing.

The station was opened to the public in December 1984.

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Credits

Owner: Metropolitan Atlanta Rapid Transit Authority, Atlanta, Georgia.

Architect: Perkins-James Architects, New Orleans, Louisiana.

Engineer: Sverdrup Corporation, St. Louis, Missouri.

Civil Engineer: Williams-Russell and Johnson, Atlanta, Georgia.

Contractor: Moseman Construction Co., Atlanta, Georgia.