

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007922, Clayton County **OFFICE** Preconstruction
CSMSL-0007-00(922)
Tara Boulevard Park and Ride Lot **DATE** November 8, 2007

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
Bryant Poole
Ben Buchan
BOARD MEMBER

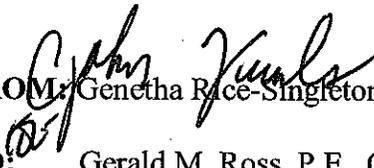
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007922, Clayton County
CSMSL-0007-00(922)
Tara Boulevard Park and Ride Lot

OFFICE: Preconstruction

DATE: October 26, 2007

FROM:  Genetha Race-Singleton, Assistant Director of Preconstruction

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

SUBJECT: *PROJECT CONCEPT REPORT*

This project consists of constructing a park and ride lot facility on an 8.40 acre site located in Clayton County. The parcel is bordered by Tara Boulevard to the west, Smith Street to the south, and Fayetteville Road to the east. The site was graded a few years ago as part of a retail development, but the site is currently undeveloped and partially wooded. The park and ride facility infrastructure will consist of approximately 574 parking spaces, bus pavilions, a Fare Systems Shelter for ticket vending, and access to the site from various locations. Buses will access the lot via Smith Street and commuters will access the lot via full access driveways on Smith Street and Fayetteville Road and a right-in/right-out drive on Tara Boulevard. The design also includes an area reserved for storm water detention. There is an existing detention pond at the northeast corner of the site, which was installed as part of the planned retail development. The pond may need to be modified to account for the amount of impervious area proposed for this site. The modification will be designed such that the rate of runoff in the post-developed condition does not exceed that in the pre-developed condition.

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.

P.I. No. 0007922, Clayton County
October 26, 2007

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)	\$ 3,232,000	\$ 3,000,000	RRB	2009
Right-of-way	\$ 2,000,000	\$ 1,200,000	RRB	2008

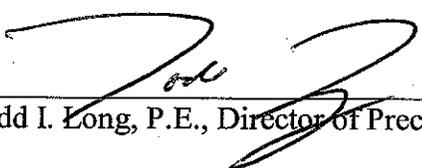
Utilities

I recommend this project concept be approved.

^{JDQ}
GRS: JDQ

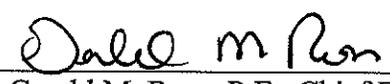
Attachment

CONCUR



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

APPROVED



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

NOTICE OF LOCATION AND DESIGN APPROVAL

**TARA BOULEVARD PARK AND RIDE LOT
CLAYTON COUNTY**

**Project Number CSMSL-0007-00(922)
P. I. No. 0007922**

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: NOVEMBER 8, 2007

This project is an 8.4-acre park and ride lot on Tara Boulevard, just north of Smith Street in Jonesboro, Georgia. The project lies entirely within the City of Jonesboro in Clayton County and within Land District 13, Land Lots 241 and 242.

Drawings of maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation.

**Ernay Robinson, District 7, Area 3 Engineer
Department Of Transportation
Hapeville Area Office
940 Virginia Avenue
Hapeville, GA 30354
(404) 559-6699**

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

**James B. Buchan, PE, State Urban Design Engineer
Department Of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334
(404) 656-5436
Ben.Buchan@dot.state.ga.us**

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSMSL-0007-00(922) Clayton
P.I. No. 0007922
Tara Blvd. Park and Ride Lot

OFFICE: Engineering Services

DATE: October 25, 2007

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Genetha Rice Singleton, Assistant Director of Preconstruction

SUBJECT: REVISED CONCEPT REPORT

We have reviewed the Revised Concept Report submitted October 1, 2007 from James B. Buchan and have no comments:

The costs for this project are:

Construction	\$2,937,652
E & C	\$293,765
Reimbursable Utilities	\$0.00
Right of Way	\$2,000,000

REW

c: James B. Buchan, Attn.: Marlo Clowers

Rec'd
10/2/07

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Tara Boulevard Park and Ride Lot
Clayton County

Project Number: CSMSL-0007-00(922)
PI No. 0007922

FEDERAL ROUTE NO: US 41/19 Tara Boulevard
STATE ROUTE NO: SR 3/Tara Boulevard, SR 54/Fayetteville Road
COUNTY ROUTE NO:

Recommendation for Approval:

DATE 9/28/07

Mark S. Claus DVM
Project Manager

DATE 10/1/07

Ann B. Burt
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
10-16-07
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

R

[Signature] [Signature]

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Tara Boulevard Park and Ride Lot
Clayton County

Project Number: CSMSL-0007-00(922)
PI No. 0007922

FEDERAL ROUTE NO: US 41/19 Tara Boulevard
STATE ROUTE NO: SR 3/Tara Boulevard, SR 54/Fayetteville Road
COUNTY ROUTE NO:

Recommendation for Approval:

DATE 9/28/07

Marlon S. Clowers *DVM*
Project Manager

DATE 10/1/07

James B. Beal
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

10/25/07

DATE

Brian K. Summers *REW*
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

Tara Boulevard Park and Ride Lot
Clayton County

Project Number: CSMSL-0007-00(922)
PI No. 0007922

FEDERAL ROUTE NO: US 41/19 Tara Boulevard
STATE ROUTE NO: SR 3/Tara Boulevard, SR 54/Fayetteville Road
COUNTY ROUTE NO:

Recommendation for Approval:

DATE 9/28/07

Mark S. Clowers DVM
Project Manager

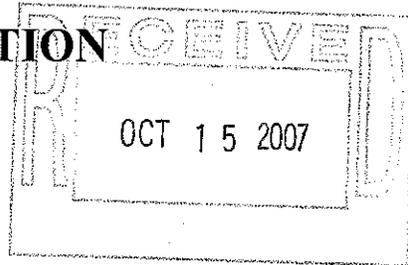
DATE 10/1/07

Jan 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).

DATE _____	State Transportation Planning Administrator
DATE _____	Financial Management Administrator
DATE _____	State Environmental / Location Engineer
DATE _____	Project Review Engineer
<u>10-4-07</u>	<u>Heidi J. Gill</u>
DATE _____	State Traffic Safety and Design Engineer
DATE _____	District Engineer

**ODEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**



INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0007922

OFFICE: Environment/Location

DATE: October 12, 2007

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

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT: PROJECT CONCEPT REPORT
CSMSL-0007-00(922) / Clayton County
Tara Boulevard Park and Ride Lot**

The above subject Concept Report has been reviewed and appears satisfactory subject to the following comments:

- 1) It is recommended to stay out of the 25-ft buffer of the creek as buffer variance would be difficult to obtain since no 404 permit is anticipated. Improvements to the detention pond is an exempt activity.
- 2) Page 7—A PIOH may need to be held at a later date based on comments from FHWA.

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

GB:lc

Attachment

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Tara Boulevard Park and Ride Lot
Clayton County

Project Number: CSMSL-0007-00(922)
PI No. 007922

FEDERAL ROUTE NO: US 41/19 Tara Boulevard
STATE ROUTE NO: SR 3/Tara Boulevard, SR 54/Fayetteville Road
COUNTY ROUTE NO:

Recommendation for Approval:

DATE 9/28/07 *Marion S. Chivers* DVM
Project Manager

DATE 10/1/07 *James B. Smith*
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>10/12/07</u>	<u><i>Alan Brown</i></u>
DATE	State Environmental / Location Engineer
DATE	Project Review Engineer
DATE	State Traffic Safety and Design Engineer
DATE	District Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: CSMSL-0007-00(922)		County: Clayton		PI No.: 0007922	
Report Date: October 1, 2007		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: URS			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input checked="" type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

RECEIVED
OCT 02 2007
BY: _____

PROJECT CONCEPT REPORT

Tara Boulevard Park and Ride Lot
Clayton County

Project Number: CSMSL-0007-00(922)
PI No. 0007922

FEDERAL ROUTE NO: US 41/19 Tara Boulevard
STATE ROUTE NO: SR 3/Tara Boulevard, SR 54/Fayetteville Road
COUNTY ROUTE NO:

Recommendation for Approval:

DATE 9/28/07

Marlo S. Colucci DVM
Project Manager

DATE 10/1/07

James B. Beal
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).

10/3/07
DATE

Angela J. Alexander
State Transportation Planning Administrator

DATE

Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Tara Boulevard Park and Ride Lot
Clayton County

Project Number: CSMSL-0007-00(922)
PI No. 0007922

FEDERAL ROUTE NO: US 41/19 Tara Boulevard
STATE ROUTE NO: SR 3/Tara Boulevard, SR 54/Fayetteville Road
COUNTY ROUTE NO:

Recommendation for Approval:

DATE 9/28/07

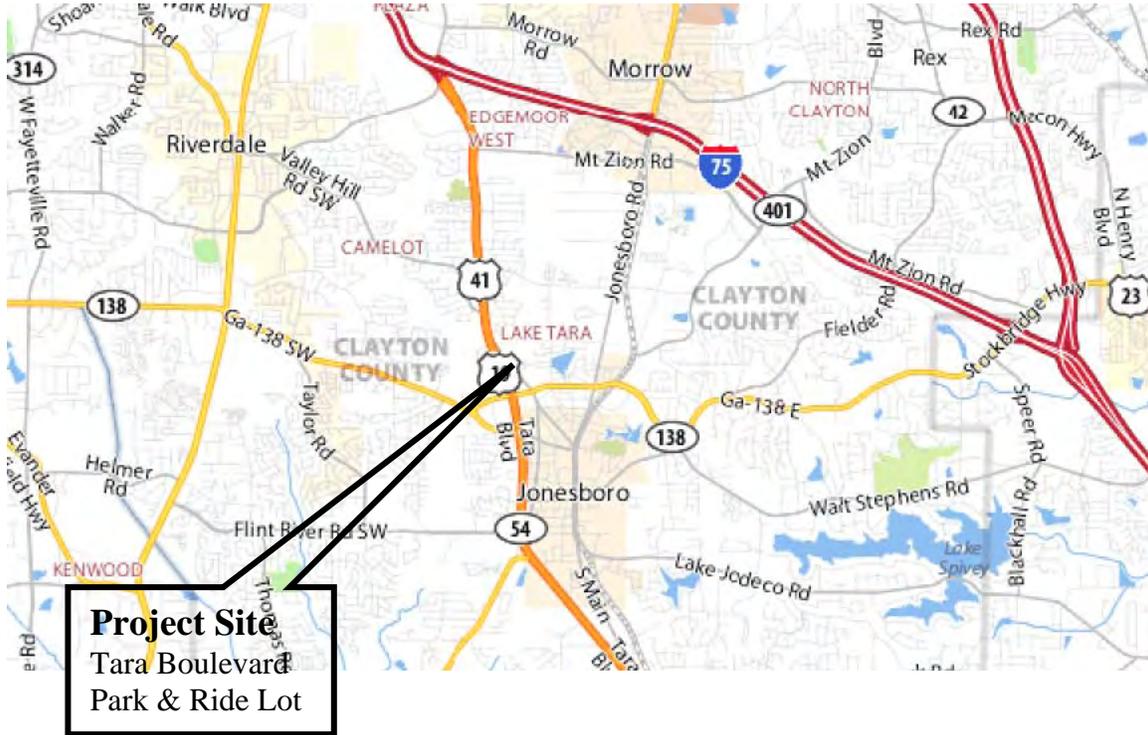
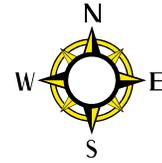
Marlo S. Clowers *DVM*
Project Manager

DATE 10/1/07

Jan 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).

DATE _____	State Transportation Planning Administrator
DATE _____	Financial Management Administrator
DATE _____	State Environmental / Location Engineer
DATE _____	Project Review Engineer
DATE _____	State Traffic Safety and Design Engineer
DATE _____	District Engineer



Location Map

Project: CSMSL-0007-00(922) Clayton **PI No.:** 0007922

Description: Tara Boulevard Park and Ride Lot

Need and Purpose: Traffic congestion is the most stubborn barrier to continued economic growth in Georgia and the metropolitan Atlanta region. From 1990 to 2000, the Atlanta region added more than 1.0 million residents to total 3.7 million – almost half of the population of Georgia.

Atlanta’s development pattern has increasingly dispersed employment and has generated scattered residential suburbs throughout the region. The dispersed pattern has created suburb-to-suburb transportation needs and has decreased the percentage of the region’s jobs located in one central location, downtown Atlanta (from 25% of the jobs in downtown Atlanta to 6%).

The region’s road network and trip-making patterns have created corridors with high levels of traffic congestion on a daily basis. Despite significant investments in freeways and transit systems, radial and suburban cross-town corridors alike are congested. By 2025, the number of daily person trips in the region will rise to 14.6 million, a 37% increase. There are 44 congested corridors within the 13-county region, as identified by the Atlanta Regional Commission (ARC).

In recent years, the Atlanta metropolitan region has taken major steps in meeting the transportation challenges for its residents and visitors. Until recently, an overall transit plan had not been developed for the region which would address the current and future transit needs. The plan, identified as the Regional Transit Action Plan (RTAP), has been developed over a two year time frame and has provided an integrated public transportation network for the Atlanta region. The RTAP and associated projects are included in the 2025 Amended RTP and the 2003-2005 TIP as Projects AR-367B, AR-367C, AR-392, and AR-393. The RTAP will be an integral transit component of the 2030 Regional Transportation Plan (RTP) being currently developed by the ARC.

The RTAP concept plan is the regional blueprint which would define the future public transportation network for the Atlanta region. The plan lays out a new direction in extending transit services into congested corridors through the implementation of a regional transit network consisting of 1) the Regional Express Bus Program and 2) the Regional Bus Rapid Transit System. The plan also calls for:

- Preservation and maintenance of existing transit services and infrastructure;
- Expanded local bus service throughout the 13-county region;
- A seamless, integrated fare policy for the region’
- An investment in Intelligent Transportation Systems technologies, and
- Support tools that will enable more people to perceive transit as a viable option for their travel needs;
- Land use plans and regulations should be modified to encourage transit-oriented developments;
- comprehensive plans should take a strong position on the role of transit in the community.

The RTAP has identified a regional express bus system, supporting circulator systems, arterial Bus Rapid Transit (BRT) corridors, and high speed BRT corridors. The identified system will provide competitive choices to the region’s residents, will enhance the customer experience, will invest wisely and optimize value of such a system, and will develop an integrated system.

As part of the development of such a system, locations throughout the region for supporting infrastructure are being identified. Such supporting infrastructure would include, but not be limited to, park and ride lots, new construction and existing sites, and maintenance facilities. One identified facility is the Tara Boulevard Park and Ride Lot. This facility would be located in an 8.4-acre parcel on Tara Boulevard, between Smith Street and Fayetteville Road, in Clayton County, Georgia.

Description of the proposed project:

Existing Conditions

The proposed project consists of constructing a park and ride lot facility on an 8.4-acre site located in Douglas County, Georgia. The parcel is bordered by Tara Boulevard to the west, Smith Street to the south, and Fayetteville Road to the east. The site was cleared and graded a few years ago as part of a retail development, but the site is currently undeveloped and partially wooded. There is driveway access to the site from Smith Street, which is shared with the commercial developments (fast food restaurants) on the northeast corner of Tara Boulevard and Smith Street.

Proposed Improvements

The park and ride facility infrastructure would consist of approximately 574 parking spaces, a Fare Systems shelter and bus pavilions, and access to the site as described below. The facility will also include site lighting and landscaping.

Bus Access

In the morning, buses will approach the lot traveling north on Tara Boulevard. They will turn right onto Smith Street, and then left into the lot. After passengers have loaded, buses will exit the lot in the morning by turning right onto Tara Boulevard to head north to Atlanta. In the afternoon, buses will approach the site by traveling south on Tara Boulevard. They will turn left onto Smith Street, and then left into the lot. After passengers have unloaded, buses will exit the lot in the afternoon by turning right onto Fayetteville Road, then right onto Smith Street, and finally left onto Tara Boulevard to continue south to Lovejoy. Refer to the attached Traffic Report and Concept Plan for additional details pertaining to bus access to and from the site.

Commuter Access

Commuters will be able to access the site via three driveways:

1. A full access drive on Smith Street
2. A full access drive on Fayetteville Road
3. A right-in/right-out drive on Tara Boulevard

Commuter vehicles can maneuver through the parking lot to reach all of the parking spaces, but the area for bus loading and unloading is restricted to buses only. Refer to the attached Traffic Report and Concept Plan for additional details pertaining to vehicular access to and from the site.

Stormwater Management

There is an existing detention pond at the northeast corner of the site, which was installed as part of the planned retail development. It appears that runoff from the site enters the pond, and the pond discharges into the creek that runs along the northern boundary of the site. The design criteria for the pond will be researched, and as-built data for the pond will be collected during design. The pond may need to be modified to account for the amount of impervious area that is proposed for this project. The pond modification will be designed such that the rate of runoff in the post-developed condition does not exceed that in the pre-developed condition.

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: Tara Boulevard – urban principal arterial
Fayetteville Road – urban collector street
Smith Street – urban local street

U.S. Route Number(s): US 41/US 19/Tara Boulevard

State Route Number(s): SR 3/ Tara Boulevard
SR 54/ Fayetteville Road

County Route Number(s):

Traffic (2007 AADT): Tara Boulevard – 57,200
Fayetteville Road – 8,300
Smith Street – 1,600

Existing design features:

- Typical Section: Tara Boulevard – 6 lane with grassed median roadway
Fayetteville Road – 2 lane roadway
Smith Street – 2 land roadway
- Posted speed: Tara Boulevard – 45 mph
Fayetteville Road – 35 mph
Smith Street – 25 mph
- Minimum radius for curve: N/A
- Maximum superelevation rate for curve: N/A
- Maximum degree of curvature: N/A
- Maximum grade: N/A
- Width of right of way: Tara Boulevard – 190 feet
Fayetteville Road – 80 feet
Smith Street – 60 feet
- Major structures: N/A
- Major interchanges or intersections: traffic signal on Tara Boulevard at Smith Street
traffic signal on Fayetteville Road at Smith Street
- Existing length of roadway segment: 0 miles in length

- Environmental concerns: None. CE document preparation underway.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes , No ,
 - Categorical exclusion ,
 - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
 - Environmental Impact Statement (EIS) .
- Utility involvements: Gas, Water, Power and Sewer in R/W – Minor adjustments anticipated

Project responsibilities:

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

Coordination

- Concept meeting date and brief summary: *September 14, 2007*
- 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: 4 Months
- Time to complete right of way plans: 1 Month
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 2 Month
- Time to purchase right of way: 3 Months
- List other major items that will affect the project schedule: None anticipated

Alternates considered:

GRTA initially considered locating this lot in a undeveloped area within the Clayton County Justice Center, which is just a few miles from this site. However, Clayton County was not in favor of the lot in that location. GRTA also researched possible areas where land may be donated to the County, but none were discovered.

Project Concept Report - Tara Boulevard Park and Ride Lot
Project Number: CSMSL-0007-00(922) Clayton County
P.I. Number:0007922

Comments:

GRTA is currently operating Route 440 out of a temporary location at the Clayton County Justice Center. This proposed lot on Tara Boulevard will replace that temporary service location.

Attachments:

1. Preliminary Cost Estimate and excerpts from the Land Appraisals
2. Concept Meeting Minutes
3. Notice of Location and Design Approval
4. Excerpts from the Traffic Report (note: entire report is on file with GDOT)
5. Concept Plan and previous site survey

Estimate Report for file "GRTA Tara Boulevard P&R Lot CSMSL-0007-00 (922)"

Section ROADWAY ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	50000.00	TRAFFIC CONTROL - P.I. NO.	50000.00
210-0100	1	LS	800000.00	GRADING COMPLETE -	800000.00
318-3000	100	TN	20.39	AGGR SURF CRS	2039.00
441-3340	1430	SY	37.47	CONC SIDEWALK, 4 IN	53582.10
441-6216	7400	LF	15.66	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	115884.00
Section Sub Total:					\$1,021,505.10

Section Pavement Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	11000	TN	19.92	GR AGGR BASE CRS, INCL MATL	219120.00
402-3121	1400	TN	73.34	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	102676.00
402-3131	1650	TN	81.72	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	134838.00
402-3190	2700	TN	75.19	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	203013.00
413-1000	1650	GL	2.83	BITUM TACK COAT	4669.50
Section Sub Total:					\$664,316.50

Section STRIPING ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
652-0095	12	EA	42.03	PAVEMENT MARKING, HANDICAP SYMBOL	504.36
652-0110	8	EA	48.61	PAVEMENT MARKING, ARROW, TP 1	388.88
652-0210	2	EA	67.25	PAVEMENT MARKING, WORD, TP 1	134.50
652-0260	2	EA	69.07	PAVEMENT MARKING, WORD, TP 6	138.14
652-5451	12750	LF	0.28	SOLID TRAFFIC STRIPE, 5 IN, WHITE	3570.00
652-5701	720	LF	1.91	SOLID TRAF STRIPE, 24 IN, WHITE	1375.20
652-5801	260	LF	0.92	SOLID TRAF STRIPE, 8 IN, WHITE	239.20
652-9001	150	SY	2.11	TRAFFIC STRIPE, WHITE	316.50
Section Sub Total:					\$6,666.78

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

Section GUARDRAIL AND FENCE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
643-1152	600	LF	15.07	CH LK FENCE, ZC COAT, 6 FT, 9 GA	9042.00
643-8010	1	EA	871.34	GATE, CHAIN LINK ZC COAT -	871.34
Section Sub Total:					\$9,913.34

Section HARDSCAPE/BUILDING ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-9000	12	EA	143.06	PRECAST BUMPER BLOCK	1716.72
763-0100	1	LS	275515.00	FARE SYSTEM SHELTER BUILDING	275515.00
763-0110	1	LS	300000.00	BUS PAVILIONS (three buildings included)	300000.00
900-0526	9	EA	651.69	BOLLARDS	5865.21
Section Sub Total:					\$583,096.93

Section UTILITY - LIGHTING AND COMMUNICATION CONDUITS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	7	AC	28107.00	LIGHTING, POWER AND COMMUNICATION CONDUIT	196749.00

Section Sub Total: \$196,749.00

Section UTILITY - WATER ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
670-5620	330	LF	21.78	WATER SERVICE LINE, 3/4 IN	7187.40
670-8430	1	EA	2699.24	DBL STRAP SADDLE, 16 IN X 3/4 IN	2699.24
670-9732	1	EA	3009.15	INSTALL BACKFLOW PREVENTION ASSEMBLY FOR 3/4 IN SERVICE LINE, WITH VAULT	3009.15
Section Sub Total:					\$12,895.79

Section STORM DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	7	AC	29300.00	STORM DRAINAGE	205100.00
Section Sub Total:					\$205,100.00

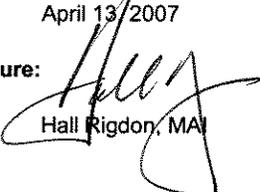
Section EROSION CONTROL AND GRASSING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	7	AC	16605.00	EROSION CONTROL AND GRASSING	116235.00
Section Sub Total:					\$116,235.00

Section LANDSCAPE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	7	AC	16320.00	LANDSCAPE	114240.00
Section Sub Total:					\$114,240.00

Total Estimated Cost: \$2,937,652.44

Subtotal Construction Cost	\$2,937,652.44
E&C Rate 10 %	\$293,765.24
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<hr/>	
Total Construction Cost	\$3,231,417.68
Right Of Way	\$2,000,000.00
ReImb. Utilities	\$0.00
<hr/>	
Grand Total Project Cost	\$5,231,417.68

COMPENSATION SUMMARY – 388C

Project :	Jonesboro GRTA Park and Ride	Parcel:	N/A
County:	Paulding	P.I. #:	N/A
Date Signed:	April 13/2007	Value Date:	April 10, 2007
Appraiser/Signature:		Certification #:	CG 680
Appraiser Name:	Hall Rigdon, MAI	Address:	231 Washington Ave Marietta, GA 30060
Telephone:	770/794-9433	Facsimile:	770/794-8733

Value of Land to be Acquired - Fee Simple			
8.4363	\$225,000.00	=	\$1,900,000
Land Area (AC)	Value per (AC)		(Rounded)

Value of Permanent Easement(s)					
	<u>Land Area (SF)</u>	<u>Value per SF</u>	<u>% of Fee</u>	<u>Rounded</u>	
Construction	0.00	\$0.00	0%	\$0	
Slope	0.00	\$0.00	0%	\$0	
Other	0.00	\$0.00	0%	\$0	

Total Value of Permanent Easements: \$0

Value of Site Improvements to be Acquired: \$0

Market Value of the Acquisition: \$1,900,000

Cost to Cure: \$0

Damage to trade fixtures: \$0

Temporary Easement: \$0

Recommended Compensation, as rounded: \$1,900,000

SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Property:	An 8.4363-acre land tract.
Location:	East side of Highway 41/19 (Tara Boulevard) at Smith Street, Jonesboro, Clayton County, Georgia.
Site Size-	8.4363 acres (367,487 Square Feet).
Zoning:	C-2, Highway Commercial District.
Highest and Best Use:	Commercial Development.
Rights Appraised:	Fee Simple.
Final Market Value Conclusion:	\$2,000,000 (\$5.50 per square foot, rounded)
Date of Valuation:	April 12, 2007
Date of Report:	April 13, 2007
Exposure Time (Assumed Time on Market Leading to Value Estimate):	6 to 12 Months
Marketing Period (Estimated Time to Sell Property at Concluded Value):	6 to 12 Months



MEMORANDUM

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

To: Attendees - see attached list
File: 15284027
From: Debbie Cottrell, PE
Copy: Faye DiMassimo, URS
Date: September 20, 2007
Chip Burger, URS
Subject: MEETING MINUTES – Concept Team Meeting for the Tara Boulevard Park and Ride Lot
CSMSL-0007-00(922), PI 0007922

Purpose:

The purpose of this memo is to document the Concept Team Meeting held with GDOT and GRTA on Friday, September 14, 2007 at GDOT headquarters.

Meeting items discussed are as follows:

1. GRTA provided an overview of the project. This lot will replace the temporary service that GRTA is currently running out of the Clayton County Justice Center facility.
2. The R/W has not yet been authorized. GRTA is in the process of finalizing the R/W plan.
3. GRTA stated that the CE should be approved very shortly. They are addressing just a few minor comments. The noise model indicates that noise walls are not required along the northern boundary of the site. The CE also confirms that the creek along the northern portion of the site shall have a 25-foot buffer to meet the State requirements.
4. The existing intersections along the bus paths were discussed. All agreed that the grades along Smith Street at Tara Boulevard should be investigated, since the buses will use Smith Street to access the site. It was also noted that the radius at the northwest corner of Fayetteville Road and Smith Street may not be large enough to accommodate the right turn movement for the buses in their afternoon route. It was suggested that the buses continue south on Fayetteville Road to reach Tara Boulevard. No signal modifications are included in the project.
5. The configuration of the lot was discussed. URS stated that the number of spaces may vary from the Concept Plan, as detailed site grading is considered during design.
6. Security was discussed. A security system with cameras is included in the project. Chain link fence will also be placed along the perimeter of the site to discourage pedestrians from walking across the site.
7. Utilities were discussed. GRTA has concerns about the coordination efforts between the contractor, GDOT and the power companies as power is delivered to the sites that are currently under construction. For this project and other future GRTA projects, it was suggested that GRTA and URS begin coordination with the responsible person for the power company very early in the construction process, so that power to the site does not delay the opening of the lots. GDOT agreed to assist in this coordination process.
8. It was suggested that this project may be a candidate for a Design/Build contract. The pros and cons of the issue were discussed. GRTA and GDOT agreed to consider the option, and to revisit the possibility at a later date.

9. 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. It was noted that Roller Compacted Concrete Pavement may be a viable option for this site. It will be included as an alternate pavement design in the construction documents.
10. URS will include these meeting minutes in the Final Concept Report, and submit is for approval.

Tara Blvd. P&B Lot
Concept Team Meeting

PI 0007922
Clayton County

date: Sept. 14, 2007
Urban Design

Attendees:

<u>Name</u>	<u>Company/Dept.</u>	<u>email</u>
Marko Clowers	GDOT - Urban	Marko on file
CLIDE CUNNINGHAM for YLONDA FOSTER	DT Util.	"
Shawn Green	GRTA	sgreen@grta.org
John Hancock	GDOT	
Ken Werho	GDOT	Ken.Werho@
Marvin Woodward	GRTA	Mwoodward@grta.org
David Cassell	GRTA	dcassell@grta.org
JAMES Magnus	GDOT	
Darryl Van Meter	GDOT	darryl.vanmeter@dst.state.ga.us

NOTICE OF LOCATION AND DESIGN APPROVAL

**TARA BOULEVARD PARK AND RIDE LOT
CLAYTON COUNTY**

**Project Number CSMSL-0007-00(922)
P. I. No. 0007922**

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: _____

This project is an 8.4-acre park and ride lot on Tara Boulevard, just north of Smith Street in Jonesboro, Georgia. The project lies entirely within the City of Jonesboro in Clayton County and within Land District 13, Land Lots 241 and 242.

Drawings of maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation.

**Ernay Robinson, District 7, Area 3 Engineer
Department Of Transportation
Hapeville Area Office
940 Virginia Avenue
Hapeville, GA 30354
(404) 559-6699**

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.

**TARA BOULEVARD
PARK AND RIDE LOT
CLAYTON COUNTY, GEORGIA**

CSMSL-0007-00(922)

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

May 25, 2007
Revised September 24, 2007

URS Project Number: 15284032

INTRODUCTION

This study investigates the impact to traffic operations resulting from trips generated by a proposed Georgia Regional Transportation Authority (GRTA) Xpress Bus park and ride lot located in Clayton, Georgia. The proposed site location is shown in Figure 1.

Under its proposed layout, detailed on the site plan, as shown in Figure 2, dated March 28, 2007, the park and ride lot would have one right-in right-out driveway on Tara Boulevard, and one full-access driveway on each Smith Street/Robert E Lee Parkway and Fayetteville Road/Flint River Road.

SERVICE

As of March 2007, two existing GRTA Xpress routes could provide service to this park and ride lot. These include Route 441 with service from the Clayton Justice Center to Midtown Atlanta and Route 440 providing service from the Atlanta Motor Speedway to downtown Atlanta. Other routes operating in this area include Route 432 with service from Stockbridge to downtown Atlanta, and Route 442 scheduled to begin service between Riverdale and downtown Atlanta. Service for the proposed Tara Boulevard lot is expected to be similar to current service from the Clayton Justice Center with thirty minute headways.

ROUTING

It is anticipated that this park and ride lot will provide service to Downtown Atlanta. The Xpress service is expected to utilize Tara Boulevard between Smith Street/Robert E Lee Parkway and downtown Atlanta. Potential bus paths are shown on Figure 3.

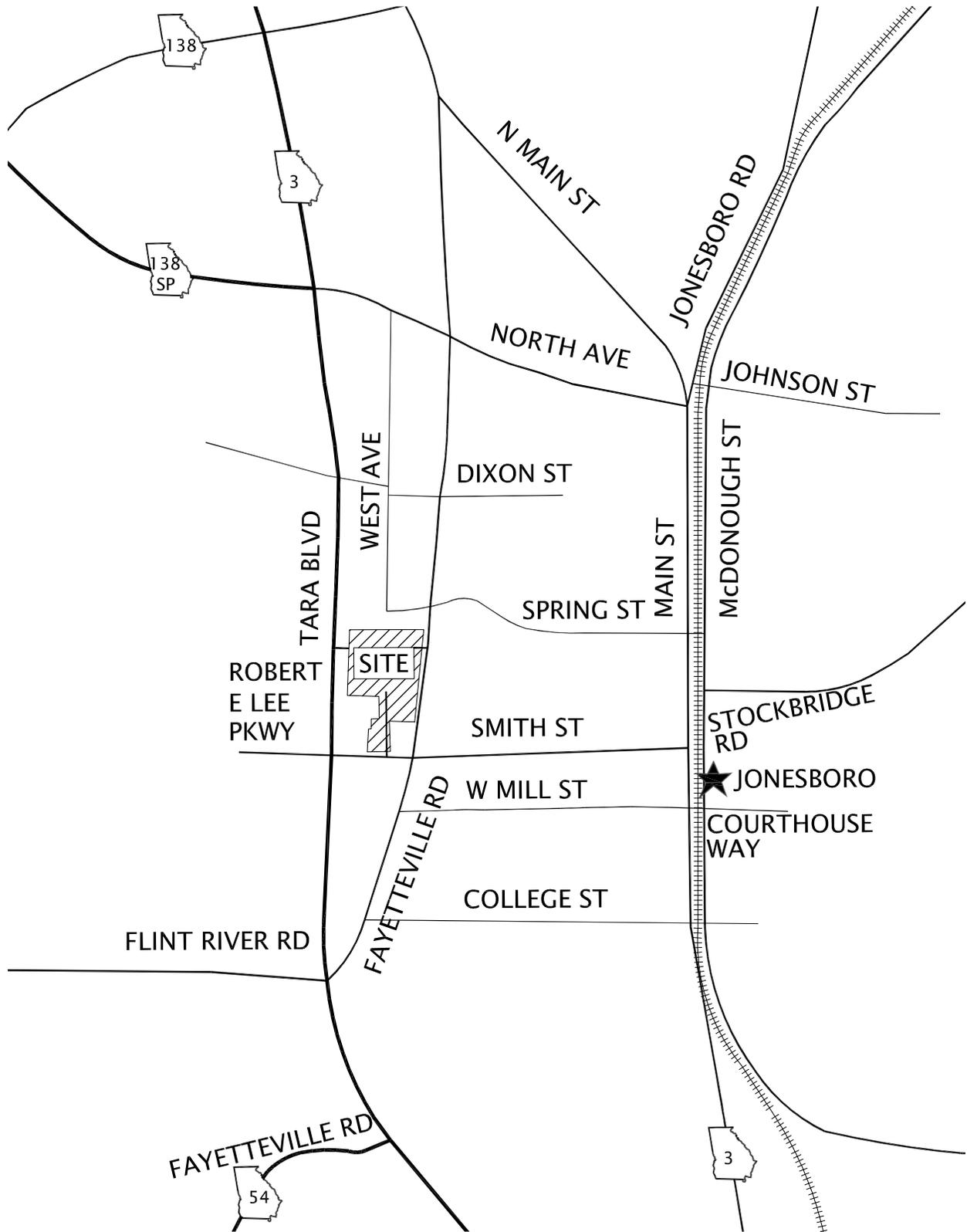
Commuter Vehicles

Patrons driving their vehicles to and from the park and ride lot have different routes they could travel to access the facility's three driveway's. These routes are based on the area from which the patron starts. Patrons originating from north of the site are expected to travel on SR 138, Jonesboro Road or Tara Boulevard to Smith Street 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.

Jonesboro is divided by Norfolk Southern railroad. In the vicinity of the study area the following streets provide east-west access across the railroad tracks: SR 138, Johnson Street, Spring Street, Mill Street, and College Street. Patrons originating from east of Jonesboro are expected to originate from a limited area roughly less than half of a wedge between Tara Boulevard and I-75.

Patrons accessing the site from points south are expected to traverse either Old Covington Highway or Fayetteville Road before traveling along Tara Boulevard to the park and ride lot. Upon exiting they are expected to follow the reverse path from which they entered.

These roadways and their intersections have been analyzed for the impact to their operations given the introduction of the buses and the associated vehicles of the transit service patrons accessing the park and ride lot.



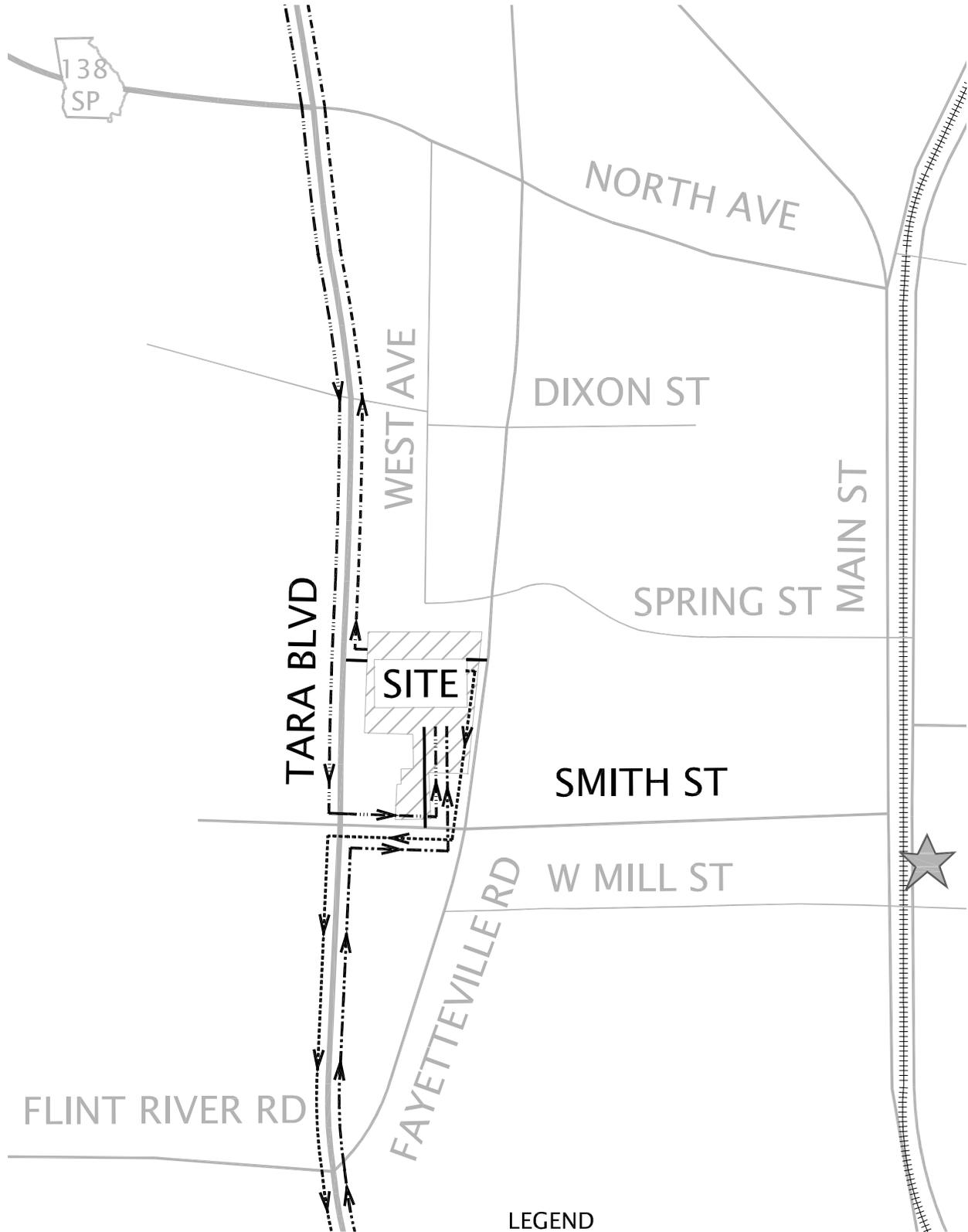
LOCATION MAP

FIGURE 1

URS Corporation

Figure 2: Site Layout – refer to Concept Plan

TO/FROM DOWNTOWN
ATLANTA VIA I-75



LEGEND

- ····· PM OUTBOUND FROM DOWNTOWN ATLANTA
- PM OUTBOUND CONTINUED
- - - - - AM INBOUND TO DOWNTOWN ATLANTA
- ····· AM INBOUND CONTINUED

BUS ROUTING



FIGURE 3

URS Corporation

LOCAL ROADWAY NETWORK

Tara Boulevard

Tara Boulevard (US 41, US 19, SR 3) is classified as an urban principal arterial, carrying 4% trucks according to the Georgia Department of Transportation's (GDOT) Road Classification (RC) file. This regionally significant six-lane median divided roadway is oriented north-south in the vicinity of the park and ride lot with a posted 45 miles per hour (mph) speed limit. In 2007 Tara Boulevard in the vicinity of Smith Street has an Average Daily Traffic (ADT) of 57,200 vehicles.

Signals exist at the Tara Boulevard intersections with State Route (SR) 138, North Avenue, Smith Street/Robert E Lee Parkway, and Fayetteville Road/Flint River Road.

SR 138

SR 138 is classified as an urban principal arterial with estimated 5% trucks according to the GDOT RC file. Two travel lanes in each direction and a posted speed limit of 35 mph exist along SR 138. SR 138 eastbound and westbound approaches to Tara Boulevard operate with split phased signal operation due to the shared thru-left turn lanes on each approach. SR 138 has an ADT of 23,500 vehicles in 2007.

North Avenue

North Avenue is classified as an urban minor arterial street with estimated 2% trucks according to the GDOT RC file. The speed limit is 35 mph along North Avenue. There is one travel lane in each direction. North Avenue has an ADT of 8,900 vehicles in 2007.

SR 138 Spur

SR 138 Spur is classified as an urban minor arterial street with estimated 5% trucks according to the GDOT RC file. The speed limit is 45 mph along SR 138 Spur. Two travel lanes exist in each direction. North Avenue has an ADT of 16,000 vehicles in 2007.

Smith Street/Robert E Lee Parkway

Smith Street is classified as an urban local street with an estimated 4% trucks according to the GDOT RC file. The posted speed limit is 25 mph. Currently, one travel lane in each direction exists along Smith Street. Between Tara Boulevard and Fayetteville Road several driveways exist on both sides of Smith Street providing access to fast food restaurants fronting Tara Boulevard. The Smith Street westbound left-turn lane onto southbound Tara Boulevard extends beyond the proposed park and ride lot entrance and currently provides approximately 350 feet of storage. In 2007 the ADT on Smith Street is 1,600 vehicles.

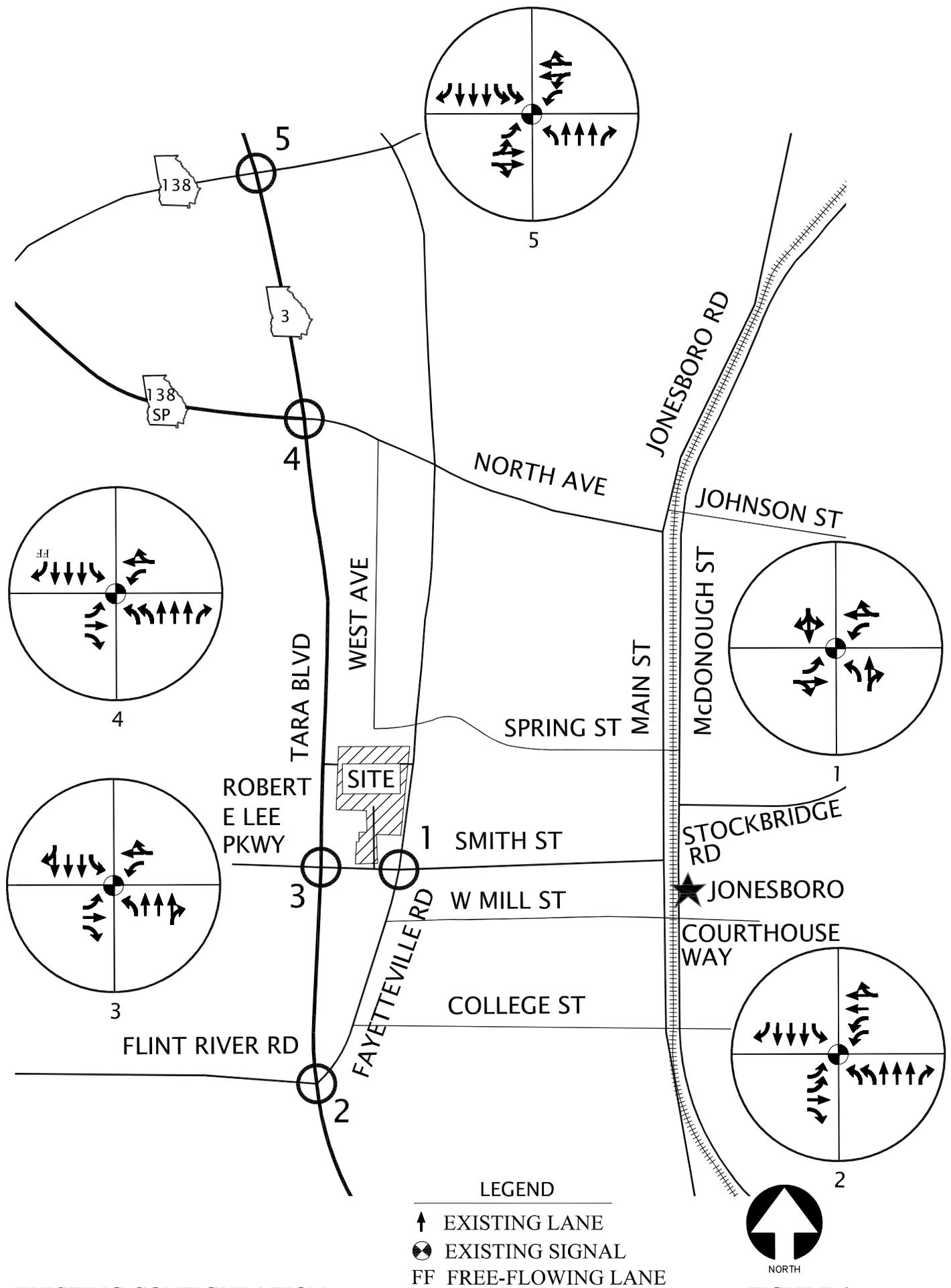
Fayetteville Road

Fayetteville Road is classified as an urban collector street with an estimated 2% trucks according to the GDOT RC file. The speed limit is 35 mph, with one travel lane in each direction. Fayetteville Road has an ADT of 8,300 vehicles in 2007.

Flint River Road

Flint River Road is classified as an urban minor arterial street with an estimated 2% trucks according to the GDOT RC file. The speed limit is 35 mph, with one travel lane in each direction. Fayetteville Road has an ADT of 5,900 vehicles in 2007.

Figure 4 illustrates the existing lane configuration for the intersections included with this park and ride lot analysis.



EXISTING CONFIGURATION

FIGURE 4

PLANNED TRANSPORTATION IMPROVEMENTS

Future transportation improvement projects were investigated from GDOT, Atlanta Regional Commission's (ARC) Mobility 2030 Fact Sheets, State Transportation Improvement Plan (STIP), National Highway System (NHS) and Clayton County's SPLOST. Planned improvements to the local roadway network are documented below.

Atlanta Regional Commission's (ARC) Mobility 2030 Project Numbers AR-911, CL-AR-274 and CL-061 describe long range transportation improvement projects that are planned for the adjacent roadway network. AR-911 is an arterial bus rapid transit (BRT) along US 19/41 (Tara Boulevard) from City of Lovejoy to MARTA East Point Station in City of Atlanta programmed to open in 2026. CL-AR-274 plans to widen Tara Boulevard from four lanes to six by 2026. This project extends 3.5 miles from SR 81 (Upper Woosley Road) in Henry County to Flint River Road in City of Jonesboro. Similarly, CL-061 adds roadway capacity to SR 54 (Jonesboro Road) from SR 138 to north of Oxford Drive. This construction would widen 4.4 miles from four lanes to six lanes by 2020.

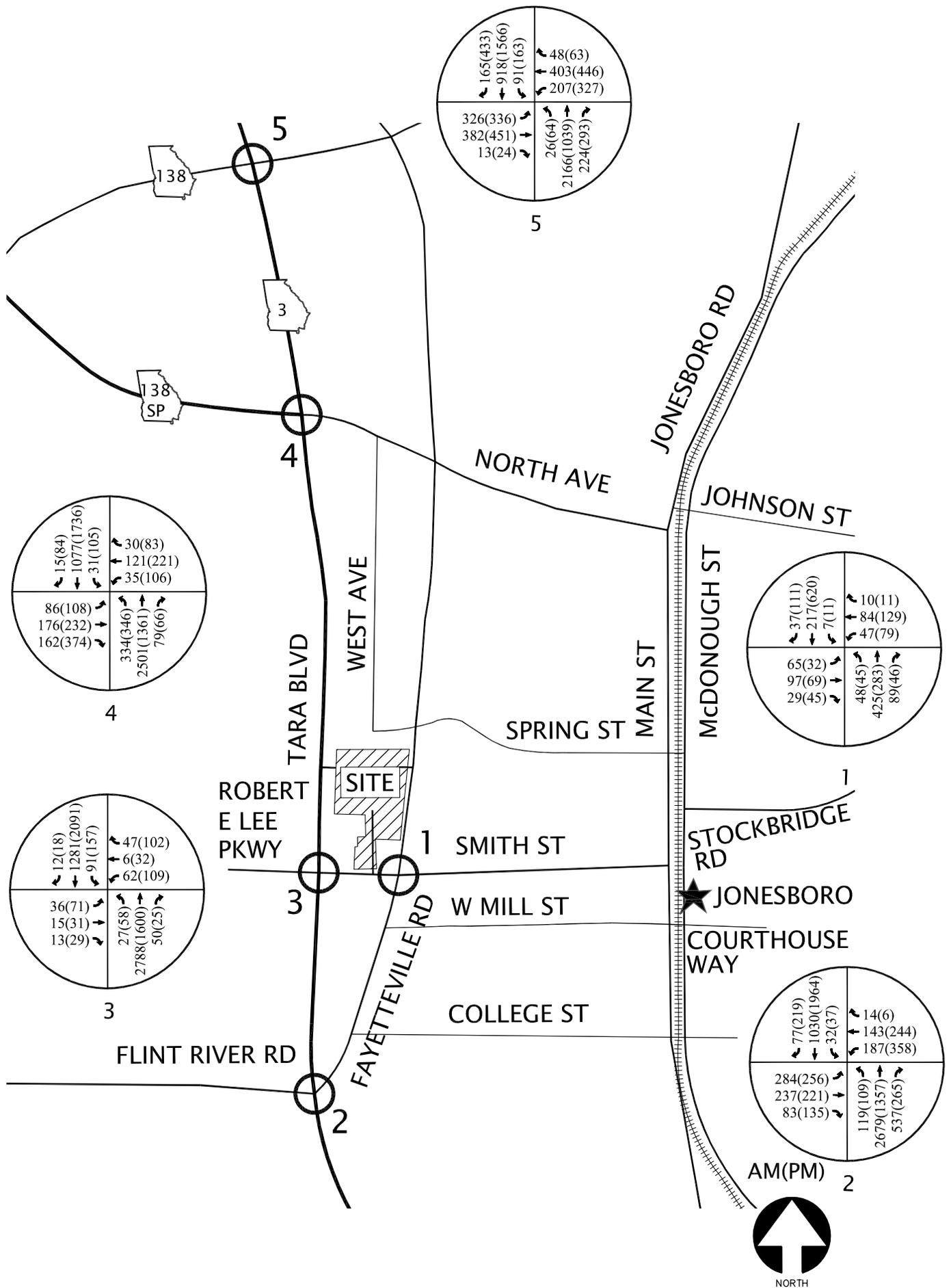
No planned improvements were identified from the current Clayton County SPLOST project list.

Atlanta Regional Commission's "Multimodal Corridor Study on Tara Boulevard – U.S. 19/41," dated April 12, 2007 developed a long range plan for the corridor. Future recommendations included bicycle, pedestrian, roadway, and transit improvements to accommodate existing and future development. One safety recommendation includes removing the existing split phased operation at Tara Boulevard at SR 138. The cornerstone of this plan is a super arterial that would connect SR 54 to I-75. This planning concept is "envisioned as a four-lane, limited access highway with grade separations at major cross streets. The super arterial would connect to two, two-lane parallel access roads on the east and west sides of the limited access highway." Smith Street is listed as a major cross street that will be considered for grade separation.

TRAFFIC VOLUMES

To quantify traffic operations in the area and evaluate the impact the park and ride lot may cause, morning and evening peak hour turning movement counts were collected. Data at the Tara Boulevard intersections collected on May 30, 2006 and June 1, 2006 for a signal timing project was obtained. Data was collected at the intersection of Fayetteville Road at Smith Street on May 3, 2007. These existing peak hour volumes are shown on Figure 5 and original count sheets are in the Traffic Volume Data section of the Appendix.

This analysis investigates the impact to traffic operations that would occur under a full build-out of proposed park and ride lot. Based on the March 28, 2007 site plan, the park and ride lot will be constructed with 574 spaces. To determine the anticipated amount of traffic generated by this facility, the Institute of Transportation Engineer's (ITE) Trip Generation, 7th Edition manual was utilized. For Land Use Code # 090, Park-and-Ride Lot with Bus Service, it is expected that this lot when fully operational would generate 2,583 new trips on an average weekday. During the morning peak hour the facility would generate an additional 447 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 353 trips with 77% exiting the lot and 23% entering.



EXISTING WEEKDAY PEAK HOUR VOLUMES

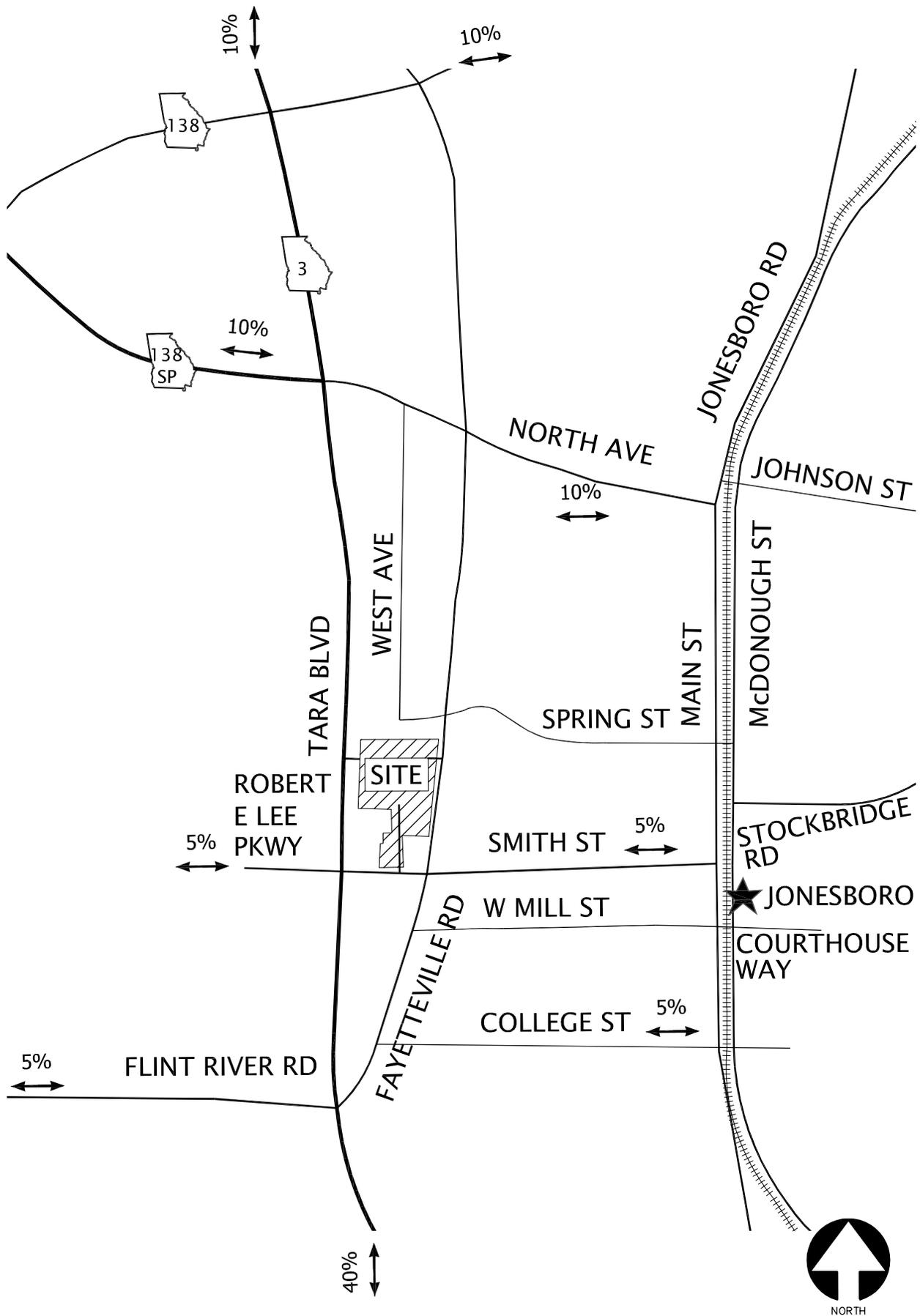
FIGURE 5

TRIP DISTRIBUTION

To estimate the distribution of the park and ride lot generated trips, an evaluation was performed that incorporated traffic volumes, ARC travel demand model, 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 6 and assigned per the existing peak hour intersection turning percentages as shown in Figure 7. The location of the site driveways allows some generated trips to access the park and ride lot without passing through the study intersections. For example vehicles originating from the intersection of Fayetteville Road at North Avenue can turn right to enter the park and ride lot and exit turning left without passing through the study intersections. The right-in right-out driveway on Tara Boulevard will require vehicles originating south of the site to follow a different path and are expected to use Smith Street or Fayetteville Road.

FUTURE VOLUMES

The currently anticipated opening date of the new facility is in late 2009. To estimate the traffic volumes that would be present on the roadways prior to the opening of the park and ride lot, existing volumes were projected for 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 Clayton County count stations TC 1012, TC 1045, TC 1047, and TC 1048, revealed fluctuating annual growth rates ranging from -1.1% to 4.9%. Overall the trend is positive and an average annual growth rate of 1.6%. The future volumes were calculated applying the 3% growth rate and are shown in Figure 8. The park and ride lot generated volumes were then added to the future volumes to determine the anticipated future volumes when the facility is operational. These volumes are shown in Figure 9.



TRIP DISTRIBUTION

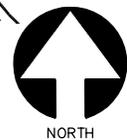
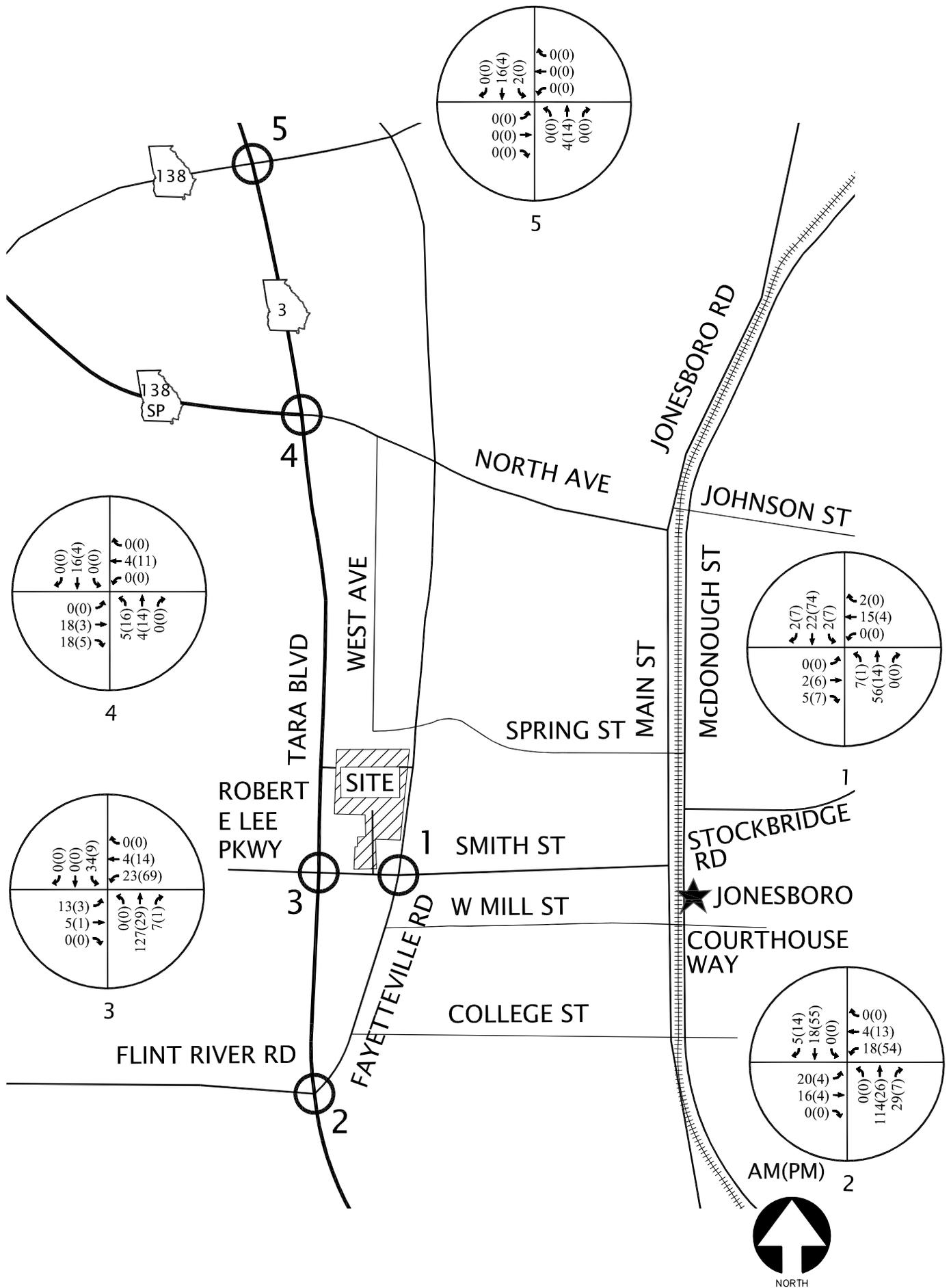
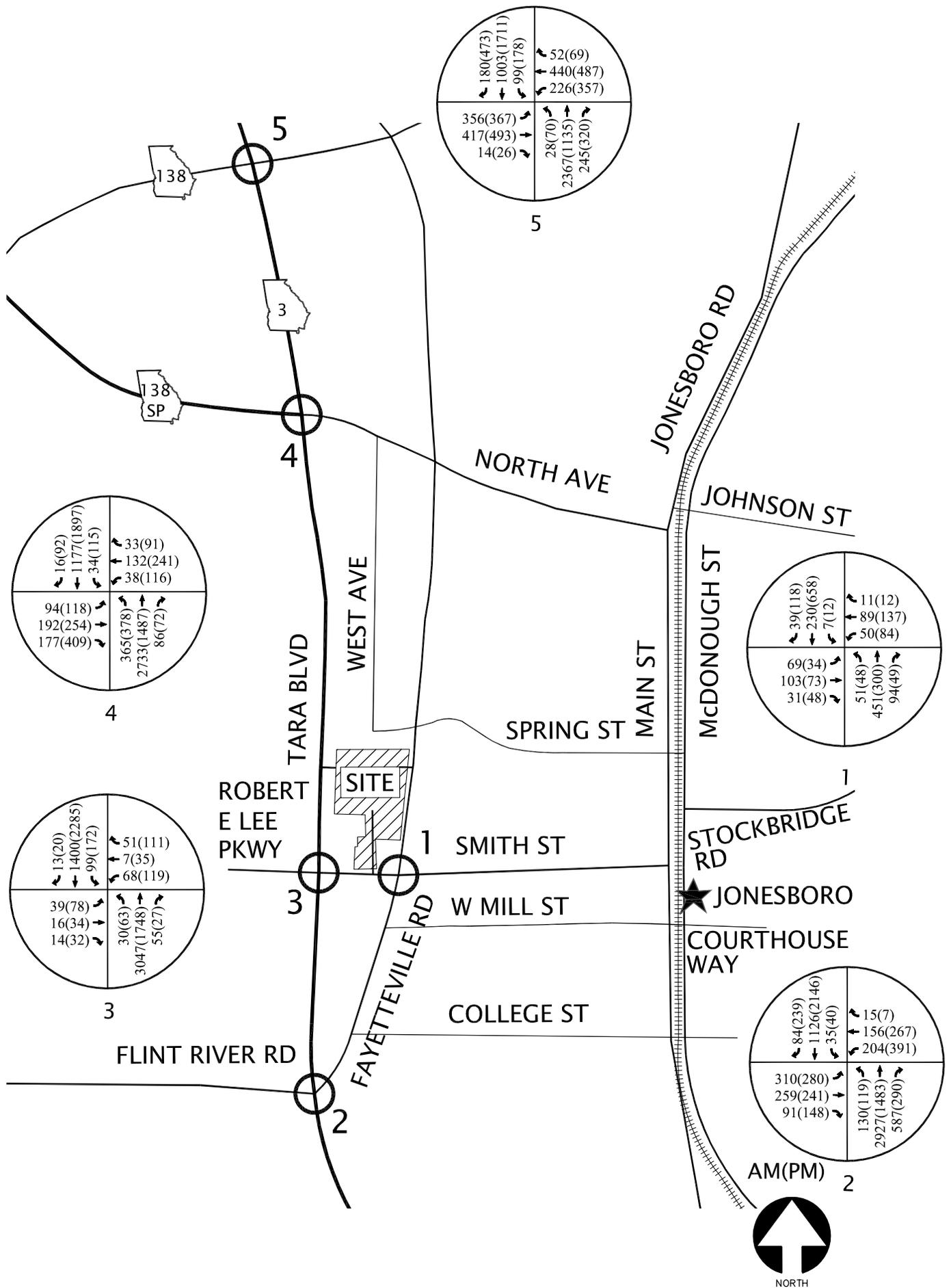


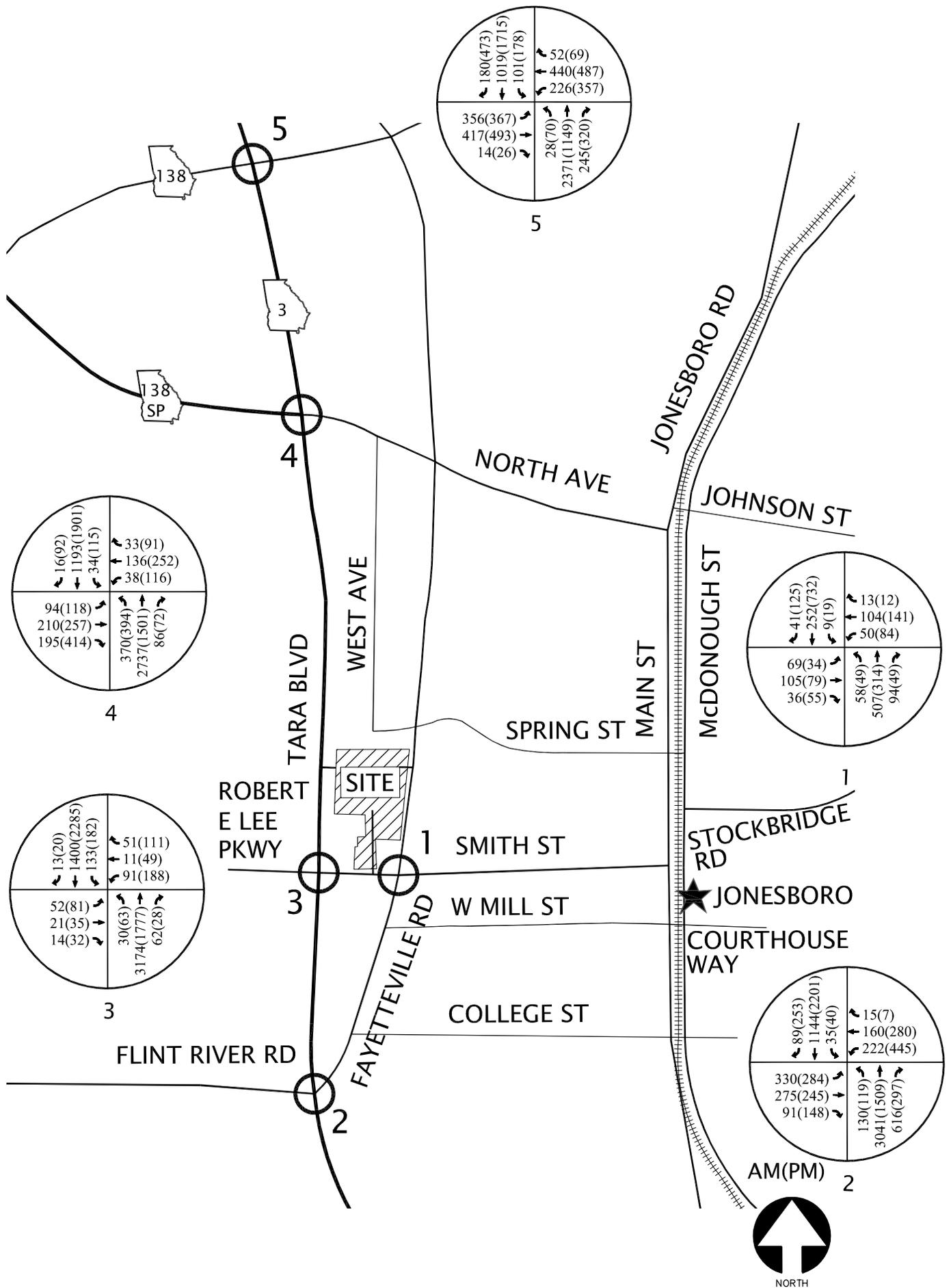
FIGURE 6



SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 7





FUTURE WEEKDAY PEAK HOUR VOLUMES WITH PARK & RIDE FIGURE 9
 2009 16 URS Corporation

CAPACITY ANALYSIS

To analyze the impact to traffic operations by the generated trips from the park and ride lot, existing roadway geometry, signal timing data, and the collected traffic data were used to develop a Synchro model. Analysis was performed to determine Level of Service (LOS) for future conditions in 2009 with and without traffic generated by the park and ride lot. The results of these analyses are presented in Table 1 and the Synchro reports are on file and available upon request.

Intersection	Future		Future with Park and Ride Traffic	
	A.M. LOS	P.M. LOS	A.M. LOS	P.M. LOS
Tara Boulevard at SR 138	F	D	F	D
Tara Boulevard at North Avenue	C	E	C	E
Tara Boulevard at Smith Street	B	C	B	C
Tara Boulevard at Fayetteville Road	D	D	D	D
Fayetteville Road at Smith Street	B	B	B	C

For the future condition, the intersection of Tara Boulevard at SR 138 is projected to operate at LOS F during the morning peak hour. This is primarily due to heavy northbound through volumes. Acceptable LOS can be obtained by optimizing network cycle lengths, which entails raising the morning cycle length from 150 to 170 seconds.

The intersection of Tara Boulevard at North Avenue/SR 138 Spur is forecast to experience LOS E during the evening peak hour. The primary source of this delay is the eastbound right-turn movement, which can be mitigated with the installation of an overlapping right-turn signal phase.

In 2009, with the addition of park and ride lot volumes additional improvements are required at Tara Boulevard at SR 138 during the morning peak hour. Restoring acceptable LOS may be achieved by removing the split phased east-west phase operation, converting the east and west SR 138 shared left-through lanes to a through only lanes, converting the protected only east and west SR 138 left-turn phasing to protected permissive, and optimizing network cycle lengths.

At Tara Boulevard at North Avenue/SR 138 Spur no additional improvements beyond the recommended eastbound right-turn overlap are required with the addition of traffic generated by the park and ride lot.

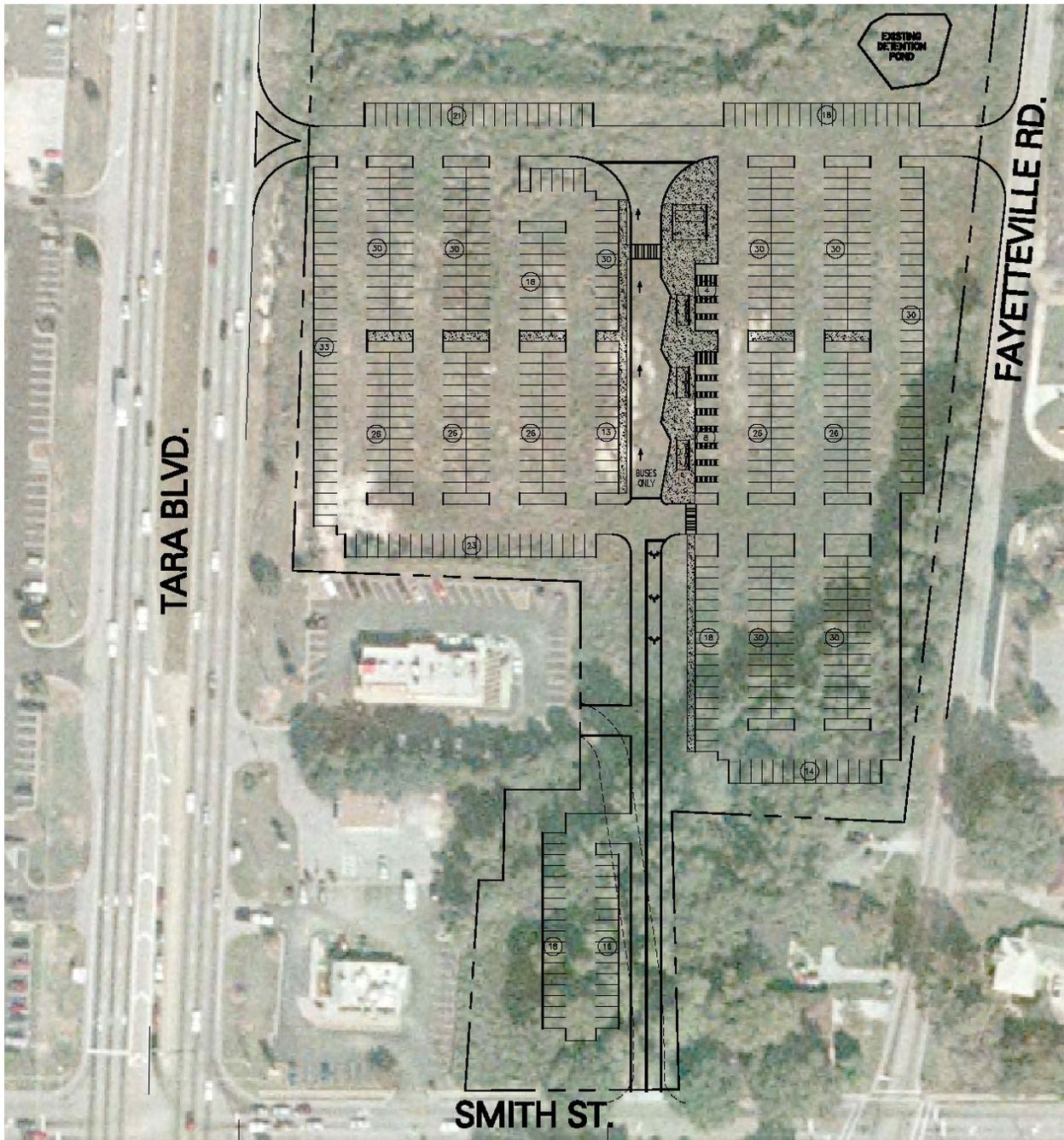
OPERATIONAL AND INFRASTRUCTURE CONSIDERATIONS

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

It is anticipated that the westbound left-turn lane on Smith Street approaching Tara Boulevard would need to be restriped to accommodate a left-turn lane into the park and ride lot. The proposed Smith Street entrance location would leave approximately 300 feet to divide between the left-turn bays as indicated on Figure 10.

Construction of a northbound right-turn deceleration lane along Tara Boulevard into the right-in right-out driveway should be considered.

Several advantages with the proposed the site plan include the flexibility for patrons to access the road network from multiple locations, the ability for buses to exit directly onto Tara Boulevard when continuing towards Downtown Atlanta, the ability for buses proceeding away from Downtown Atlanta to access the existing Tara Boulevard signals at Smith Street or Fayetteville Road, interparcel access for the existing fast food restaurant, and the centrally located bus loading area.



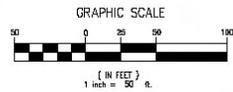
SMITH ST.

TARA BLVD.

FAYETTEVILLE RD.

EXISTING
DETENTION
POND

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



305 FEET



NORTH

SMITH STREET RESTRIPIING

FIGURE 10
 URS Corporation

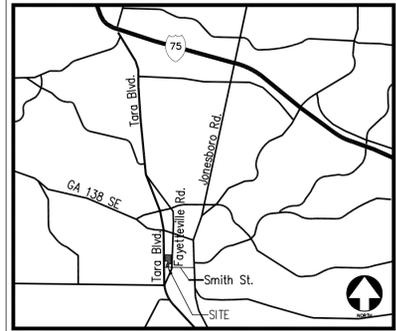
CONCLUSION AND RECOMMENDATIONS

The Tara Boulevard Xpress park and ride lot expansion will introduce additional traffic through the Tara Boulevard intersections with SR 138, North Avenue/SR 138 Spur, Smith Street/Robert E Lee Parkway, and Fayetteville Road/Flint River Road. Future service has not been determined however, existing routes originating at the Clayton Justice Center or Atlanta Motor Speedway could provide service to this location.

Future 2009 traffic volumes at the intersections of Tara Boulevard at SR 138 and Tara Boulevard at North Avenue are projected to maintain undesirable LOS. Acceptable LOS can be achieved at Tara Boulevard and SR 138 by raising the existing 150 second cycle length to 170 seconds. At the intersection of Tara Boulevard at North Avenue the addition of an overlapping phase for the eastbound right-turn movement is recommended to achieve acceptable LOS.

With the addition of the park and ride lot site-generated traffic, the capacity analysis indicated that additional modifications to the signal phasing would be required to achieve acceptable levels of service. These changes include removing the split phased east-west phase operation, converting the east and west SR 138 shared right-through lanes to a through only lanes, converting the protected only east and west SR 138 left-turn phasing to protected permissive, and optimizing network cycle lengths.

Overall the proposed site plan and location provide vehicular access and internal circulation with minimal impacts to adjacent roadway network.

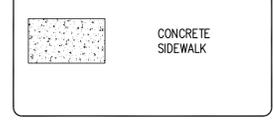


LOCATION MAP (NTS)

**CONCEPT DESIGN
BACKGROUND DATA SOURCES**

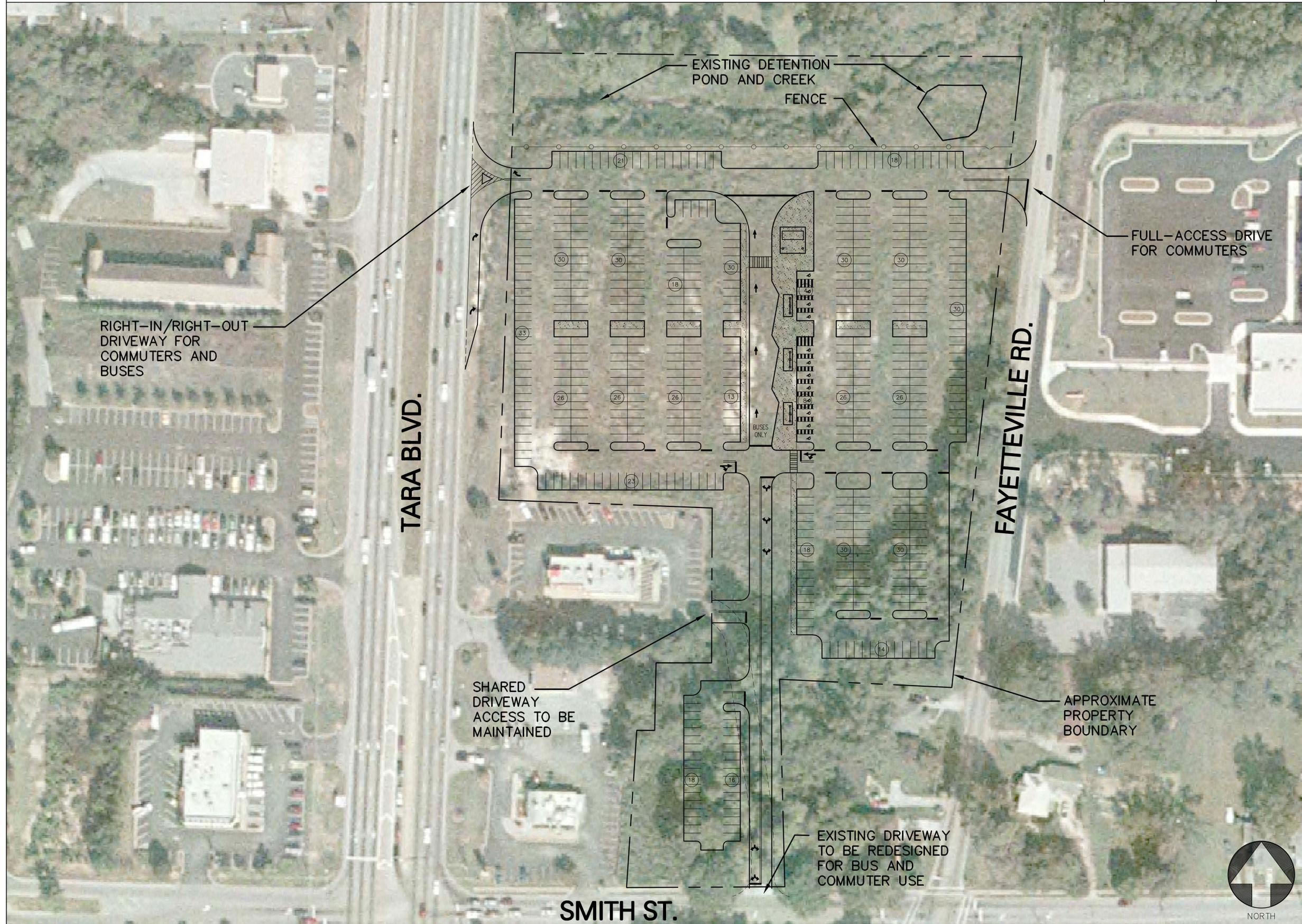
- TOPO:
- USGS QUAD MAP (date: UNKNOWN)
 - COUNTY GIS MAP (date)
 - FIELD RUN TOPO
- BOUNDARY:
- ESTIMATED
 - GIS/TAX PARCEL
 - BOUNDARY SURVEY
- EXISTING SITE FEATURES:
- COUNTY GIS/AERIAL PHOTO
 - FIELD RUN SURVEY

LEGEND



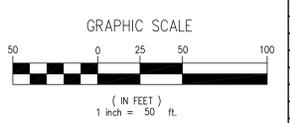
ESTIMATED PARKING SUMMARY

STANDARD (9' x 19')	562 SPACES
HANDICAP (9' x 19')	12 SPACES
PARKING PROVIDED:	574 SPACES



7-06-07

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

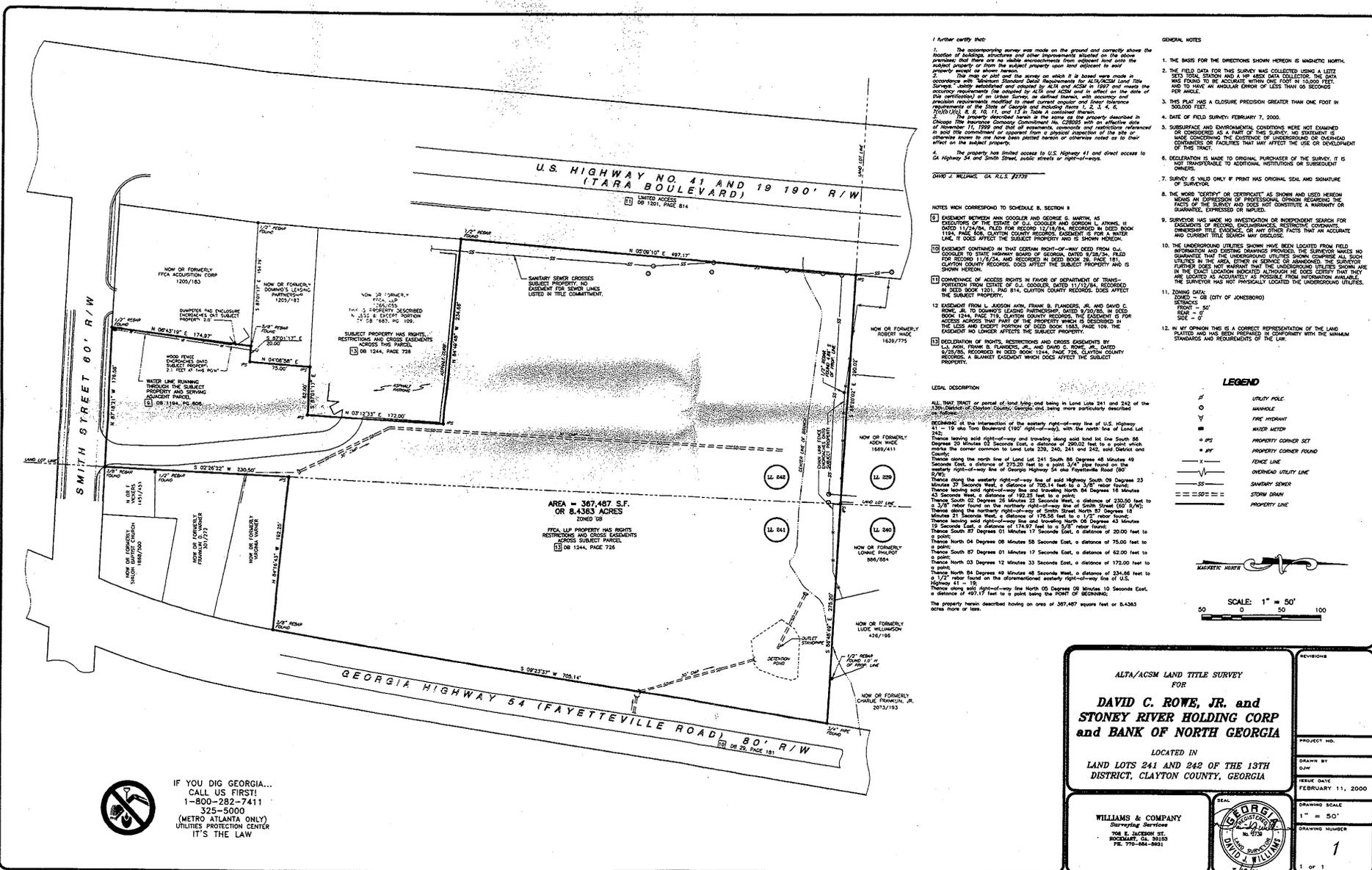


REVISIONS	DATE	DESCRIPTION

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF URBAN DESIGN
CONCEPT PLAN

TARA BOULEVARD
 PARK AND RIDE LOT

CP 1
 DRAWING No.



1 further certify that:

- The accompanying survey was made on the ground and correctly shows the location of buildings, structures and other improvements situated on the above premises and there are no visible encroachments from adjacent land onto the subject property or from the subject property upon land adjacent to same.
- The map of plat and the survey on which it is based were made in accordance with the Georgia Survey Regulations for Accurately Land Title Surveys, fully established and revised by ALTA and ACSM in 1997 and meet the accuracy requirements for a Class A and Class B survey as set forth in the certificate of an Urban Survey, as defined therein, with accuracy and precision requirements modified to meet current custom and practice in the State of Georgia and including Items 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12 as they apply to a combined traverse.
- The property herein surveyed is the same as the property described in the Chicago Insurance Company's Commission No. C28555 with an effective date of 1/1/1992 and that of any improvements thereon.
- In and to the extent of the commitment or approval from a physical inspection of the site or otherwise shown to have been granted herein or otherwise noted as to their effect on the subject property.

The property has limited access to U.S. Highway 41 and direct access to Georgia Highway 54 and Smith Street, public streets as depicted hereon.

DAVID J. ROWE, GA RLS #2739

GENERAL NOTES

- THE BASIS FOR THE DIRECTIONS SHOWN HEREON IS MAGNETIC NORTH.
- THE FIELD DATA FOR THIS SURVEY WAS COLLECTED USING A LEITZ SETS TOTAL STATION AND A WYSE DATA COLLECTOR. THE DATA WAS FOUND TO BE ACCURATE WITH ONE (1) CENTIMETER PER METER AND TO HAVE AN ANGULAR ERROR OF LESS THAN 0.05 SECONDS PER MILE.
- THIS PLAT HAS A CLOSURE PRECISION GREATER THAN ONE FOOT IN 50,000 FEET.
- DATE OF FIELD SURVEY: FEBRUARY 7, 2000.
- SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXTENTS OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THE TRACT.
- DECLARATION IS MADE TO ORIGINAL PURCHASER OF THE SURVEY, IT IS NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
- SURVEY IS VALID ONLY IF PRINT HAS ORIGINAL SEAL AND SIGNATURE OF SURVEYOR.
- THE WORD "CERTIFY" OR "CERTIFICATE" AS SHOWN AND USED HEREON MEANS AN AFFIRMATION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THE SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.
- SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIONS, COVENANTS, EGRESS/TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
- THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD INFORMATION AND EXISTING DRAWINGS PROVIDED. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
- TRACING DATA:
ZONED - 08 (CITY OF JONESTON)
FRONT - 50'
REAR - 0'
SIDE - 0'
- IN MY OPINION THIS IS A CORRECT REPRESENTATION OF THE LAND SHOWN AND HAS BEEN PREPARED IN CONFORMANCE WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE LAW.

LEGEND

UTILITY POLE:	
ANCHOR	○
FACE ANCHOR	○
WATER METER	⊗
PROPERTY CORNER SET	○
PROPERTY CORNER PLAIN	○
FORCE LINE	—
OVERHEAD UTILITY LINE	—
SAWNEY SEWER	—
STORM DRAIN	—
PROPERTY LINE	—

MAGNETIC NORTH

SCALE: 1" = 50'

50 0 50 100

LEGAL DESCRIPTION

ALL THAT TRACT or parcel of land lying and being in Land Lots 241 and 242 of the 13th District of Clayton County, Georgia, and being more particularly described as follows:

BEING part of the intersection of the easterly right-of-way line of U.S. Highway 41 - 19 one (1) mile (1609' right-of-way), with the north line of Land Lot 241.

THENCE bearing said right-of-way and traveling along said line to the South 85 Degrees 03 Minutes 02 Seconds East, a distance of 272.00 feet to a point which marks the corner common to Land Lots 239, 240, 241 and 242, said District and County.

THENCE along the north line of Land Lot 241 South 85 Degrees 48 Minutes 49 Seconds East, a distance of 272.00 feet to a point which is located on the easterly right-of-way line of Georgia Highway 54 also Fayetteville Road (80' right-of-way).

THENCE along the easterly right-of-way line of said Georgia Highway 54 South 23 Degrees 23 Minutes 23 Seconds West, a distance of 720.14 feet to a point which is located on the easterly right-of-way line of said Georgia Highway 54.

THENCE South 02 Degrees 28 Minutes 02 Seconds West, a distance of 232.00 feet to a 3/8" rebar found on the northern right-of-way line of Smith Street (60' R/W).

THENCE along the northern right-of-way line of Smith Street North 87 Degrees 12 Minutes 21 Seconds West, a distance of 176.56 feet to a 1/2" rebar found.

THENCE along the right-of-way line of Smith Street North 87 Degrees 12 Minutes 21 Seconds East, a distance of 176.56 feet to a 3/8" rebar found.

THENCE South 87 Degrees 01 Minutes 17 Seconds East, a distance of 20.00 feet to a point.

THENCE North 04 Degrees 08 Minutes 58 Seconds East, a distance of 75.00 feet to a point.

THENCE South 87 Degrees 01 Minutes 17 Seconds East, a distance of 62.00 feet to a point.

THENCE North 03 Degrees 12 Minutes 33 Seconds East, a distance of 172.00 feet to a point.

THENCE North 84 Degrees 48 Minutes 48 Seconds West, a distance of 234.00 feet to a 1/2" rebar found on the aforementioned easterly right-of-way line of U.S. Highway 41 - 19.

THENCE along said right-of-way the North 05 Degree 08 Minutes 10 Seconds East, a distance of 497.17 feet to a point being the POINT OF BEGINNING.

The property herein described having an area of 387,487 square feet or 8.8463 acres more or less.

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UTILITIES PROTECTION CENTER
IT'S THE LAW

ALTA/ACSM LAND TITLE SURVEY
FOR
DAVID C. ROWE, JR. and STONEY RIVER HOLDING CORP and BANK OF NORTH GEORGIA

LOCATED IN
LAND LOTS 241 AND 242 OF THE 13TH DISTRICT, CLAYTON COUNTY, GEORGIA

WILLIAMS & COMPANY
Surveying Services
704 E. JACKSON ST.
ROCKDALE, GA 30153
TEL: 770-864-8821

REVISIONS

PROJECT NO.	
DRAWN BY	DWR
DATE	FEBRUARY 11, 2000
DRAWING SCALE	1" = 50'
DRAWING NUMBER	1

1 of 1