ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007955, Henry County
CSMSL-0007-00(955)
Jodeco Road Park and Ride Lot

OFFICE Preconstruction

DATE April 7, 2009

FROM Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Thomas Howell
Paul Liles
David Millen
Marlo Clowers
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007955, Henry County
CSMSL-0007-00(955)
Jodeco Road Park and Ride Lot

OFFICE: Preconstruction

DATE: March 25, 2009

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 on an 8.41 acre site located in Henry County. The parcel is bordered by Interstate 75 to the west, Holloway Road to the south, and undeveloped parcels to the north and east. The park and ride facility infrastructure will consist of approximately 1004 parking spaces, four bus pavilions, a Fare Systems Shelter for ticket vending, and access to the site from various locations. Lighting facilities, security cameras and ITS units will be included in the parking lot area. Buses, in the morning, will approach the lot traveling north on the Jodeco Road on-ramp to northbound Interstate 75. They will bear right into the loading area and then merge with the ramp traffic prior to merging onto the interstate to head to Atlanta. In the afternoon, buses will approach the site by traveling south on I-75. They will turn left onto Jodeco Road, left onto Patrick Henry Parkway, left on Holloway Road to enter the bus pavilion. Commuters will access the site by turning onto Patrick Henry Parkway, turning left on Holloway Road and then enter the parking facility by either of the two driveways off Holloway Road. Commuters may also access the facility from Jodeco Road through the existing Rideshare Lot on Octagon Road. This project also includes paving Holloway Road which is currently a mixture of asphalt pavement, graded aggregate and dirt. This project incorporates a dry detention facility in the northwest corner of the site.

From 1990 to 2000, the region added more than 1 million residents for a total of 3.7 million residents. Despite significant investments in freeways and transit systems, radial and suburban cross-town corridors alike are congested. By 2025, the number of daily trips in the region will rise to 14.6 million, a 37% increase. Until recently an overall transit plan had not been developed for the region which would address the current and future transit needs. The plan, identified as the Regional Transit Action Plan (RTAP), has been developed over a two year time frame and has provided an integrated public transportation network for the region. The plan lays out a new direction in extending transit services into congested corridors through the implementation of a regional express bus program and the regional bus rapid transit system. As part of the development of such a system, locations throughout the region for supporting infrastructure are being identified. Such supporting infrastructure would include, but not be limited to, park and ride lots, new construction and existing sites, and maintenance facilities.

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

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C And inflation)	$ 4,748,000	$ 6,325,000	41559	2009
Right-of-way	$ 3,000,000	$ 3,000,000	41559	2009
Utilities	$ 55,000		41559	2009

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR _____
Director of Preconstruction

APPROVED _____
Rodney A. Barry, P.E., Division Administrator FHWA

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Innovative Program Delivery

PROJECT CONCEPT REPORT

Jodeco Road Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(955)
PI No. 0007955

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
COUNTY ROUTE NO: CR 082400/Jodeco Road
CR 222300/Patrick Henry Parkway
CR 015800/Holloway Road

Recommendation for Approval:

DATE 1/27/09 Marlo S. Chivers
Project Manager

DATE 1/29/09 Daryl A. Vanmeter
State Innovative Program Delivery Engineer

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

DATE State Transportation Planning Administrator

DATE Financial Management Administrator

DATE State Environmental / Location Engineer

DATE Project Review Engineer

3-2-09 Neal Bold
DATE State Traffic Safety and Design Engineer

DATE State Urban Design Engineer

DATE District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Innovative Program Delivery

PROJECT CONCEPT REPORT

Jodeco Road Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(955)
PI No. 0007955

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STATE ROUTE NO: SR 401
COUNTY ROUTE NO: CR 082400/Jodeco Road
CR 222300/Patrick Henry Parkway
CR 015800/Holloway Road

Recommendation for Approval:

DATE 1/27/09 Marlon S Clowers
Project Manager

DATE 1/29/09 Daryl A. Vanmeter
State Innovative Program Delivery Engineer

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

DATE _____ State Transportation Planning Administrator

DATE 2-3-09 Angela D. Whitworth (P)
Financial Management Administrator

DATE _____ State Environmental / Location Engineer

DATE _____ Project Review Engineer

DATE _____ State Traffic Safety and Design Engineer

DATE _____ State Urban Design Engineer

DATE _____ District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Innovative Program Delivery

PROJECT CONCEPT REPORT

Jodeco Road Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(955)
PI No. 0007955

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STATE ROUTE NO: SR 401
COUNTY ROUTE NO: CR 082400/Jodeco Road
CR 222300/Patrick Henry Parkway
CR 015800/Holloway Road

Recommendation for Approval:

DATE 1/27/09 — Project Manager

DATE 1/29/09 — State Innovative Program Delivery Engineer

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

2/25/09 DATE — State Transportation Planning Administrator

DATE — Financial Management Administrator

DATE — State Environmental / Location Engineer

DATE — Project Review Engineer

DATE — State Traffic Safety and Design Engineer

DATE — State Urban Design Engineer

DATE — District Engineer

RECEIVED
FEB 26 2009

NOTICE OF LOCATION AND DESIGN APPROVAL

JODECO ROAD PARK AND RIDE LOT IMPROVEMENTS
HENRY COUNTY

Project Number CSMSL-0007-00(955)
P. I. No. 0007955

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: APRIL 7, 2009

This project is an 8.4-acre park and ride lot at the west end of Holloway Road near the I-75/Jodeco Road interchange in Stockbridge, Georgia. The project lies entirely within Henry County and within Land District 6, Land Lots 50, 51, 78 and 79.

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.

Mark Sanford, District 3/Area 5 Engineer
Department of Transportation
Griffin Area Office
1001 Highway 19 South
Griffin, Georgia 30223
(770)228-7205/(770) 228-7337

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

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

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Innovative Program Delivery

PROJECT CONCEPT REPORT

Jodeco Road Park and Ride Lot
Henry County

Project Number: CSMSL-0007-00(955)
PI No. 0007955

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
COUNTY ROUTE NO: CR 082400/Jodeco Road
CR 222300/Patrick Henry Parkway
CR 015800/Holloway Road

Recommendation for Approval:

DATE 1/27/09 Marlon S. Clowers
Project Manager

DATE 1/29/09 Daryl A. Vanmeter
State Innovative Program Delivery Engineer

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

DATE State Transportation Planning Administrator

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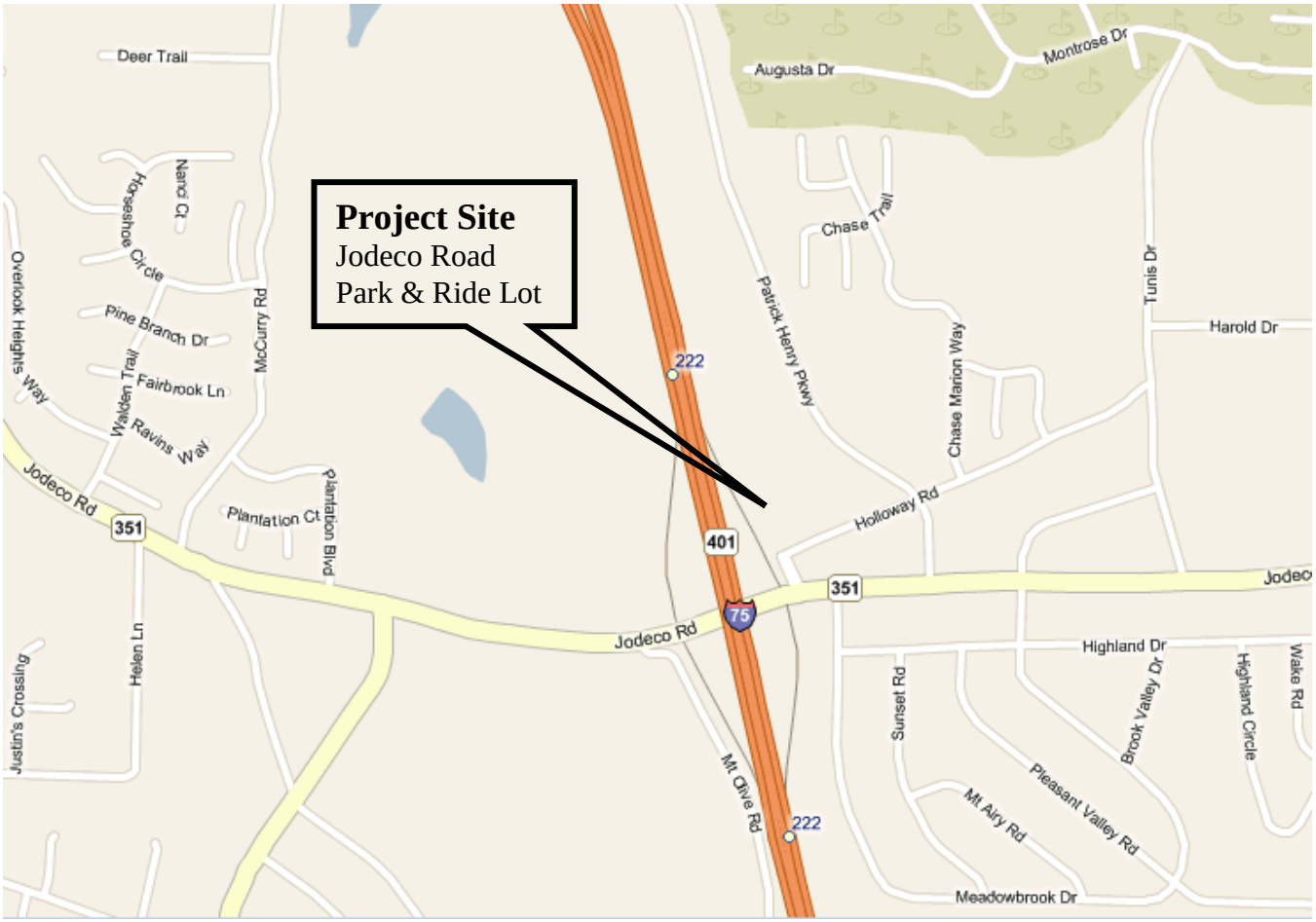
DATE State Urban Design Engineer

DATE District Engineer



Location Map

Project: CS**MSL-0007-00(955)** Henry **PI No.:** 0007955

Description: Jodeco Road Park and Ride Lot

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

Atlanta's development pattern has increasingly dispersed employment and has generated scattered residential suburbs throughout the region. The dispersed pattern has created suburb-to-suburb transportation needs and has decreased the percentage of the region's jobs located in one central location, downtown Atlanta (from 29% of the jobs in downtown Atlanta to 6%).

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

In recent years, the Atlanta metropolitan region has taken major steps in meeting the transportation challenges for its residents and visitors. Two comprehensive transit plans have been developed to address the current and future transit needs. The initial plan, identified as the Regional Transit Action Plan (RTAP), was developed over a two year time frame and provided an integrated public transportation network for the Atlanta region.

The RTAP concept plan was identified as the initial regional blueprint which identified the future public transportation network for the Atlanta region. The plan laid out a new direction in extending transit services into congested corridors through the implementation of a regional transit network consisting of 1) the Regional Express Bus Program and 2) the Regional Bus Rapid Transit System.

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

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

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

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

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

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

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

One identified facility is the Jodeco Road Park and Ride Lot. This facility would be located in an 8.41-acre parcel on Holloway Road, between Interstate 75 and Patrick Henry Parkway, in Henry County, Georgia. The property consists of portions of five privately owned parcels, approximately 0.11 acres of existing Octagon Road right-of-way, and approximately 0.12 acres of land that was once a part of the Mt. Olive Road right-of-way. In addition, parts of the proposed park and ride lot will sit on existing Georgia Department of Transportation right-of-way.

Description of the proposed project:

Existing Conditions

The proposed project consists of constructing a park and ride lot facility on an 8.41-acre site located in Henry County, Georgia. The parcel is bordered by Interstate 75 to the west, Holloway Road to the south, and undeveloped parcels to the north and east. The site is predominantly wooded though there are linear areas cleared to accommodate an overhead power line and a dirt access road. The surrounding property is largely undeveloped. However an American Tower cellular tower stands at the southeast corner of the main parcel. The project also includes paving Holloway Road which currently consists of a mixture of asphalt pavement, graded aggregate and dirt.

Proposed Improvements

The park and ride facility infrastructure would consist of approximately 1004 parking spaces, a Fare Systems shelter and four bus pavilions, and access to the site as described below. The facility will also include site lighting and the installation of a fire hydrant. The project will also include a security camera system.

Intersection Improvements

The construction of a left-turn only lane on the southbound approach of Patrick Henry Parkway to its intersection with Jodeco Road is recommended by the Traffic Impact Study. The existing shared-through-left lane would remain in place, thus creating a dual left-turn movement. As Jodeco Road currently has one receiving lane, the addition of the recommended lane would require the construction of a second receiving lane on Jodeco Road, thus a feasibility study is proposed. Installing a signal with left turn lanes at the intersection of Holloway Road and Patrick Henry Parkway is also recommended by the Traffic Impact Study. A signal warrant analysis will need to be performed.

Bus Access

In the morning, buses will approach the lot traveling north on the Jodeco Road on-ramp to northbound Interstate 75. They will bear right into the loading area and then merge with the ramp traffic prior to merging onto the Interstate to head north to Atlanta. In the afternoon, buses will approach the site by traveling south on Interstate 75. They will turn left onto Jodeco Road, left onto Patrick Henry Parkway, left onto Holloway Road to enter the bus pavilion. After passengers have unloaded, buses will depart the bus pavilion and exit the facility by turning right at the western entrance, looping through the parking facility, and then turning left onto Holloway Road from the eastern entrance. Buses will then turn right onto Patrick Henry Parkway and finally right onto Jodeco Road to continue southbound on Interstate 75. Refer to the attached Traffic Report and Concept Plan for additional details pertaining to bus access to and from the site.

Commuter Access

From Jodeco Road, commuters will access the site by turning north onto Patrick Henry Parkway, turning left onto Holloway Road and then entering the parking facility by either of the two driveways off of Holloway Road. Commuters may also access the facility from Jodeco Road through the existing Rideshare Lot on Octagon Road. This point of access will be removed by the scheduled I-75 @ Jodeco Road Interchange Improvement project. From Patrick Henry Parkway southbound, commuters will access the site by turning right onto Holloway Road and then entering the parking facility by either of the two driveways off of Holloway Road. Refer to the attached Traffic Report and Concept Plan for additional details pertaining to vehicular access to and from the site.

Holloway Road Paving

In its current condition, Holloway Road is not capable of handling the proposed traffic. Portions of the road are paved, but large sections are graded aggregate or bare dirt. The proposed project includes the paving of Holloway Road from the two parking facility entrances to the intersection of Holloway Road and Patrick Henry Parkway. The proposed work should be coordinated the GDOT plans for the I-75/Jodeco Road Interchange.

Stormwater Management

The proposed project incorporates a dry detention facility in the northwest corner of the site. The design criteria used provides for Channel Protection, Overbank Flood Protection and Extreme Flood Protection. However the present design does not incorporate Water Quality Volume. Off –site water will be routed

around this pond. The pond is 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: Jodeco Road – Urban Minor Arterial Street
Patrick Henry Parkway – Urban Local Street
Holloway Road – Urban Local Street
Interstate 75 – Interstate/Freeway

U.S. Route Number(s): I-75

State Route Number(s): SR 401

County Route Number(s): SR 08240 / Jodeco Road
SR 222300 / Patrick Henry Parkway
SR 015800 / Holloway Road

Existing Traffic (2007 AADT):	**Build Year Traffic (2010 AADT):**	**Design Traffic (2030 AADT):**
Jodeco Road – 15080	Jodeco Road – 18597	Jodeco Road – 22692
Patrick Henry Parkway – TBD	Patrick Henry Parkway – TBD	Patrick Henry Parkway – TBD
Holloway Road – TBD	Holloway Road – TBD	Holloway Road – TBD

Existing design features:

- Typical Section: Jodeco Road – 2 lane roadway
  Patrick Henry Parkway – 2 lane roadway
  Holloway Road – 2 lane roadway, largely unpaved
- Posted speed: Jodeco Road – 45 mph
  Patrick Henry Parkway – 35 mph southbound from Holloway Road
  45 mph northbound from Holloway Road
  Holloway Road – 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: Jodeco Road – 80 feet
  Patrick Henry Parkway – 80 feet
  Holloway Road – 50 feet
- Major structures: N/A
- Major interchanges or intersections:
  - Traffic Signal Control on Jodeco Road at Patrick Henry Parkway
  - Stop Control on Holloway Road at intersection with Patrick Henry Parkway

- Existing length of roadway segment: 0.75 miles in length (Holloway Road)

Proposed Design Features:

- Number of parking spaces: 1004
- Transit facilities buildings: 1 Fare System Shelter, 4 Bus Pavilions
- Proposed typical section(s):
  - Jodeco Road – Feasibility study for a second eastbound receiving lane
  - Patrick Henry Parkway – Signal Warrant Analysis to convert intersection with Holloway Road from Stop Control to Signal Control
  - Holloway Road – Repave road surface
- Typical section(s) changes have been proposed by the I-75/Jodeco Road Interchange Improvement Project (Project Number NH IM 75-2 (213)
- Proposed Maximum grade Side Street: N/A
- Maximum grade allowable Side Street: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius of curve: N/A
- Minimum Radius allowable: N/A
- Proposed Superelevation rate for curves: N/A
- Right of way
  - Acquisition of approximately 0.12 acres of land that was once Mt. Olive Road right-of-way
  - Acquisition of approximately 0.11 acres of Octagon Road right-of-way
  - Easements: Temporary ☐, Permanent ☐, Utility ☒, Other ☒.
    - An easement will need to be provided for an existing overhead power line that will be rerouted through the site
    - An access easement will need to be granted through the proposed parking facility as a part of the Octagon Road relocation
  - Type of access control: Full ☒, Partial ☒, By Permit ☐, Other ☐.
  - Number of parcels: 2 full parcels, 2 partial parcels (one is divided by existing Octagon Road right-of-way)
    - Acquisition of approximately 0.06 acres of a private parcel to replace Octagon Road right-of-way
    - Acquisition of approximately 0.68 acres of a private parcel for the parking lot only
    - Acquisition of approximately 3.41 acres of a private parcel for the parking lot only
    - Acquisition of a 0.79 acre private parcel for the parking lot only
    - Acquisition of a 0.48 acre private parcel for the parking lot only
    - Acquisition of approximately 2.62 acres of a private parcel for the parking lot only
  - Number of displacements: 0
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges: None
  - Retaining walls: The current Concept Plan does not include any retaining walls. However, walls may be considered during design in order to maximize parking along the perimeter of the site.

  - Bus Pavilions and the Fare Systems Shelter

- Major intersections:
  - A feasibility study is recommended to consider adding a receiving lane to Jodeco Road eastbound from Patrick Henry Parkway
  - A signal warrant analysis is proposed to consider converting the intersection of Patrick Henry Parkway and Holloway Road from Stop Control to Signal Control
- Traffic control during construction: Minimal traffic control is anticipated on Holloway Road as access to the ride share lot on Octagon Road is also provided from Jodeco Road. All work will be constructed under traffic exiting from or entering onto Octagon Road from Holloway Road. In addition, traffic control is anticipated on the Jodeco Road on-ramp to northbound I-75 for the bus-only access.
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	☐	☐	☒
ROADWAY WIDTH:	☐	☐	☒
SHOULDER WIDTH:	☐	☐	☒
VERTICAL GRADES:	☐	☐	☒
CROSS SLOPES:	☐	☐	☒
STOPPING SIGHT DISTANCE:	☐	☐	☒
SUPERELEVATION RATES:	☐	☐	☒
HORIZONTAL CLEARANCE:	☐	☐	☒
SPEED DESIGN:	☐	☐	☒
VERTICAL CLEARANCE:	☐	☐	☒
BRIDGE WIDTH:	☐	☐	☒
BRIDGE STRUCTURAL CAPACITY:	☐	☐	☒

- Design Variances: None expected
- Environmental concerns: None. Environmental analysis is 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: Water and Power R/W – A fire hydrant will be installed at the northern end of the proposed parking facility. It is expected that it will be served by the water main along the northern edge of Holloway Road. An existing overhead power line will need to be relocated so that its poles do not interfere with commuter and bus traffic flow.

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: *Meeting to be held*
- 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:
  - *PI #312160, NHIM0 – 0075-02(213), HE-AR-216,AR-H-052, HE-165B,HE-110*
- Other coordination to date: *Project has been discussed and coordinated with the GDOT Project Manager, Jan Hilliard (Office of Urban Design) for the 312160 (I-75 @ Jodeco Road Interchange Improvement Project). Coordination will continue throughout project development. FHWA was provided a copy of the draft concept report on 1/8/09. No comments have been received.*
- Utility Coordination: *Although standard to the PDP process, the need for utility coordination is highlighted here because of the known existing overhead power lines and access drive that cut through the site.*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 3 Months
- Time to complete preliminary construction plans: 3 Months
- Time to complete right of way plans: 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: 5 Months
- List other major items that will affect the project schedule: None anticipated

Alternates considered:
GRTA initially considered locating this lot in the northeast quadrant of the interchange, but there was insufficient room to obtain the required parking amount. Other properties were considered and the proposed property was determined to be the most advantageous.

Comments:
Octagon Road provides access to an active ride share lot which is proposed to be relocated by project PI #312160. GDOT may wish to consider closing this facility once the proposed lot is operational.

Attachments:

1. Preliminary Cost Estimate
2. Notice of Location & Design Approval
3. Concept Meeting Minutes
4. Excerpts From Traffic Report (full report on file with GDOT)
5. Concept Plan
6. Site Survey

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSMSL-0007-00(955), Henry Jodeco Road Park and Ride Lot – GRTA
P.I. No. 0007955

OFFICE Innovative Program Delivery

DATE 1/27/2009

FROM Darryl D. VanMeter, P.E., Acting Innovative Program Delivery Engineer

TO Ron Wishon, Acting Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Marlo L. Clowers, P.E.

MNGT LET DATE 9/18/2009

MNGT R/W DATE 2/28/2009

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**
CONSTRUCTION	$6,325,000.00	DATE 7/31/2008
RIGHT OF WAY	$3,000,000.00	DATE 7/31/2008
UTILITIES	None	DATE None

REVISED COST ESTIMATES

CONSTRUCTION*	$4,394,385.00
RIGHT OF WAY	No Change
UTILITIES**	$50,000.00

* Costs contain **5%** Engineering and Inspection and **3%** Construction Contingencies and **0%** Fuel and Liquid AC Adjustments.

** Costs contain **10%** contingency.

REASON FOR COST INCREASE The exact location of the park and ride lot was not determined by GRTA at the time of the last estimate. This is the concept level cost estimate for the selected site.

CONTINGENCY SUMMARY

Construction Cost Estimate:	$4,068,874.00	(Base Estimate)
Engineering and Inspection:	$203,444.00	(Base Estimate x **5 %**)
Construction Contingency:	$122,067.00	(Base Estimate x **3 %**) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 0	(From attached worksheet)
Total Liquid AC Adjustment	$ 0	(From attached worksheet)
Construction Total:	$4,394,385.00	
Utility Cost Estimate:	$50,000.00	
Utility Contingency:	$5,000.00	**10 %**
Utility Total:	$55,000.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
Georgia Power Company	$50,000.00

Attachments

c: Genetha Rice - Singleton, Assistant Director of Preconstruction

Angela Whitworth, Financial Management Administrator

Estimate Report for file "Jodeco Road (Revised Estimate) CSMSL-0007-00(955)"

Section Holloway Road Improvements

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	1	Lump Sum	357992.52	Holloway Road Improvements	357992.52
				Section Sub Total:	**$357,992.52**

Section PAVEMENT ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	16825	TN	19.92	GR AGGR BASE CRS, INCL MATL	335154.00
402-3121	385	TN	73.34	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	28235.90
402-3131	2530	TN	81.72	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	206751.60
402-3190	4110	TN	75.19	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	309030.90
413-1000	3365	GL	2.83	BITUM TACK COAT	9522.95
				Section Sub Total:	**$888,695.35**

Section STRIPING ITEMS

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

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	50000.00	TRAFFIC CONTROL -	50000.00
210-0100	1	LS	1330885.00	GRADING COMPLETE - CSMSL-0007-00(955)	1330885.00
318-3000	627	TN	20.39	AGGR SURF CRS	12784.53
441-0104	1290	SY	37.47	CONC SIDEWALK, 4 IN	48336.30
441-6216	7573	LF	15.66	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	118593.18
				Section Sub Total:	**$1,560,599.01**

Section UTILITY - WATER ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
670-1080	1000	LF	29.90	WATER MAIN, 8 IN	29900.00
670-2080	1	EA	1511.32	GATE VALVE, 8 IN	1511.32
670-3107	1	EA	3333.30	TAPPING SLEEVE & VALVE ASSEMBLY, 10 IN X 8 IN	3333.30
670-4000	1	EA	2377.40	FIRE HYDRANT	2377.40
670-9732	1	EA	3009.15	INSTALL BACKFLOW PREVENTION ASSEMBLY, WITH VAULT	3009.15
				Section Sub Total:	**$40,131.17**

Section EROSION CONTROL AND GRASSING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	10	AC	16605.00	EROSION CONTROL AND GRASSING	166050.00
				Section Sub Total:	**$166,050.00**

Section UTILITY - LIGHTING AND COMMUNICATION CONDUITS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	10	AC	28107.00	LIGHTING, POWER AND COMMUNICATION CONDUIT	281070.00
				Section Sub Total:	**$281,070.00**

Section SIGN ITEMS

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 FENCE ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
643-1152	400	LF	15.07	CH LK FENCE, ZC COAT, 6 FT, 9 GA	6028.00
643-8010	1	EA	871.34	GATE, CHAIN LINK ZC COAT -	871.34
				Section Sub Total:	**$6,899.34**

Section HARDSCAPE/BUILDING ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-9000	16	EA	143.06	PRECAST BUMPER BLOCK	2288.96
763-0100	1	LS	150000.00	FARE SYSTEM SHELTER BUILDING	150000.00
763-0110	2	LS	150000.00	BUS PAVILLION - includes two pavilions	300000.00
900-0526	8	EA	651.69	BOLLARDS	5213.52
				Section Sub Total:	**$457,502.48**

Section STORM DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	10	AC	29300.00	STORM DRAINAGE	293000.00
				Section Sub Total:	**$293,000.00**

Total Estimated Cost: $4,068,873.87

Subtotal Construction Cost	**$4,068,873.87**
* E&C Rate 8.0 %	$325,509.91
Inflation Rate 0.0 % @ 0 Years	$0.00
Total Construction Cost	**$4,394,383.78**
Right Of Way	$3,000,000.00
** ReImb. Utilities	$55,000.00
Grand Total Project Cost	**$7,449,383.78**

* Contains 5% E+I and 3% Construction Contingencies

** Contains 10% Utility Contingency

NOTICE OF LOCATION AND DESIGN APPROVAL

JODECO ROAD PARK AND RIDE LOT IMPROVEMENTS
HENRY COUNTY

Project Number CSMSL-0007-00(955)
P. I. No. 0007955

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 at the west end of Holloway Road near the I-75/Jodeco Road interchange in Stockbridge, Georgia. The project lies entirely within Henry County and within Land District 6, Land Lots 50, 51, 78 and 79.

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.

Mark Sanford, District 3/Area 5 Engineer
Department of Transportation
Griffin Area Office
1001 Highway 19 South
Griffin, Georgia 30223
(770)228-7205/(770) 228-7337

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

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

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

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:**	15284039
From:	Patrick Gallagher, PE	**Copy:**	John Oliver, URS
Date:	January 8, 2008		Chris Hill, URS

Subject: MEETING MINUTES – Concept Team Meeting for the Henry County Park and Ride Lot
GDOT Project: CSMSL-0007-00(955), PI 0007955

Purpose:
The purpose of this memo is to document the Concept Team Meeting held with GDOT, Henry County and GRTA on Thursday, January 8, 2008 at GDOT headquarters.

Meeting items discussed are as follows:

1. The rational for determining the number of parking spaces for the lot was discussed. Although a formal study was not conducted, GRTA targeted 1,000 commuter vehicle parking spaces based on historic trends in Xpress bus ridership, historic use of Xpress bus park and ride lots for organized and casual ride share programs, projected use of the lot for local bus services, and the projected service area. GRTA will check the DRI guidelines to determine if DRI review is required for a parking lot over 1,000 spaces.

2. The concept team discussed the number, location and anticipated use of the bus loading areas. The main Xpress bus loading area is located adjacent to the I-75 northbound entrance ramp. The second bus pavilion area located adjacent to Holloway Road could serve midday and reverse commute Xpress coaches and possible future Henry County Public Transit needs.

3. The project is subject to Federal oversight due to the impact on Interstate 75 Right-of-Way.

4. A previous project in Gwinnett County, garnered three requests from FHWA in order for the bus pavilion access off of the Interstate On-Ramp.
    a. No increase in stormwater runoff shall drain from the bus pavilion area onto the ramp.
    b. Clear Zone Requirements shall be adhered to as closely as possible.
    c. A clearly defined Maintenance Agreement be in place.

5. The project is currently scheduled to be let in September of 2009, but GRTA indicated that it would be possible to postpone the project until December 2009.

6. Henry County questioned the 80' Right-of-Way figure for Patrick Henry Parkway cited in the Concept Report. Henry County agreed to research this matter and relay their findings to Marlo Clowers.

7. Henry County questioned whether or not the Right-of-Way for Holloway Road cited in the Concept Report was in fact Right-of-Way rather than a Prescriptive Easement. Henry County agreed to research this matter further and relay their findings to Marlo Clowers.

8. Henry County stated there is an existing asbestos water line in the Holloway Road right of way and recommended not using that line for water service. Water service could come from a water line in the Patrick Henry right of way.

9. A statement was made that the relocation of an existing overhead power line that crosses the site would be a reimbursable utility cost. The concept team recommended the overhead power line be replaced with an underground line.

10. Coordination of this project with the GDOT I-75/Jodeco Road Interchange Project was discussed. The GDOT plans currently show dual southbound left turn lanes on Patrick Henry Parkway, but there is a possibility that these will be removed. A copy of the Traffic Impact Study for the park and ride lot to the GDOT project manager for the interchange project and turn lanes will be coordinated between the two projects.

11. Concern was expressed about the ability for the existing access from Jodeco Road onto Patrick Henry Parkway to accommodate the increased traffic. As stated in item 8, turn lanes will be coordinated between the park and ride project and the interchange project.

12. The feasibility of placing a traffic signal at the intersection of Holloway Road and Patrick Henry Parkway was discussed. A concern was raised about a new signal would be less than the desired 660' feet from the traffic light at the revised (and current) intersection of Patrick Henry Parkway and Jodeco Road.

13. An alternative drive location for the project from Patrick Henry Parkway to the northern end of the parking lot was suggested. While it would need to be coordinated with the current property owner, the idea received several positive responses including:
    a. This change would remove the need to repave Holloway Road.
    b. It would allow bus access from Patrick Henry Parkway.
    c. It would allow for both northbound and southbound buses to use the same bus pavilion area, thereby eliminating the need for a separate bus pavilion area at an estimated savings of $200,000 to $300,000.
    d. Henry County agreed to provide a recommended location on which to base a concept layout. GRTA will present the alternative drive location idea to the property owner.

14. GDOT plans for the Interstate 75/Jodeco Road Interchange Project currently show the existing Octagon Road Ride Share Lot being reconfigured. GRTA stated that this would not be necessary as the proposed facility would be able to absorb the proposed 22 vehicles. The concept team discussed that the park and ride project could potentially use the area programmed in the interchange project for the relocated Ride Share Lot to increase parking for the park and ride facility.

15. GDOT requested that URS further efforts to coordinate their interchange plans with the proposed park and ride facility with particular emphasis on the grading of the Interstate 75 on-ramp.

16. The GDOT Right of Way Office provided preliminary comments on the submitted RW Plans. The comments will be addressed in the final RW Plans submittal.

17. Henry County requested plats and legal descriptions of the existing County right of way that needs to be abandoned; Octagon Road, Holloway Road, Mt. Olive Road. This information will be provided to the County during the design of the project.

18. Henry County will research the status/ownership of Octagon Road, specifically whether it would require easements or right of way to remain open or if it can be closed off.

19. The concept team discussed the possibility of adding a fourth bus bay to the on-ramp pavilion. If it is feasible, the final concept plan will reflect it.

20. GDOT District 3 asked who would be responsible for maintaining the facility (GDOT or GRTA?). GRTA and Henry County were to discuss this further after the meeting and the outcome will be documented in a written agreement.

21. GDOT District 3 asked why the security cameras were not included in the Preliminary Cost Estimate. GRTA funds them under a separate contract.

22. Concern was raised by GDOT District 3 about the flow of buses on the on-ramp to Interstate 75, particularly with regards to the number of buses stacking up at the bus pavilion area. URS will review ways to facilitate bus movement, but GRTA feels that the schedules should not present bus stacking problems.

23. Under the Schedule – Responsible Parties' Estimate the Time to purchase right of way will be revised from 3 months to 5 months.

24. URS will include these meeting minutes in the Final Concept Report, and submit it for approval.

GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Jodeco Road Park and Ride – GRTA
LOCATION: One Georgia Center 27th floor Conference Room
DATE: 01/08/2009 TIME: 10:00 a.m.

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1	MarloClowers	GDOT - IPD	(4)463-1713	mclowers@dot.ga.gov
2	KENKWERHO	GDOT - T.O.	404-635-8144	KWERHO@DOT.GA.GOV
3	Crew Heimer	GRTA	4/463-3054	crew@grta.org
4	Reuben Woods	GDOT Planning	4/463/1804	rwoods@dot.ga.gov
5	Pat Gallagher	URS	6/808-899	pj-gallagher@urscorp.com
6	Troy Byers	GDOT - P/W	(404)347-0176	tbyers@dot.ga.gov
7	VICTOR OLARA AMAECHI	GDOT	4)631-231	VAMAECHI@DOT.GA.GOV
8	Shawn Green	GRTA	4/463-2437	sgreen@grta.org
9	Todd Long	GRTA	4/463-3099	tlong@grta.org
10				
11				
12				
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14				
15				
16				
17				
18				
19				
20				

0007955 Henry Sign In 1-8-09
Concept meeting
Park Ride - Henry

Tom Queen	GDOT -
Joyce Head	"
Thomas Howell	GDOT D3
David Milben	GDOT D3
Cary Melton	City of Stockbridge
Terry L. McMickle	Henry Co. Public Works
Cheri Hasan-Matthews	Henry Co Transportation Plng.
Kerry Cook	GDOT

0007956 Coweta Sign In

P+R Lot Newnan

Tom Queen -	GDOT
Thomas Howell	" D3
David Milben	" D3
Jimbo Wilson	D3

Send to Mark Clowers

EXECUTIVE SUMMARY

The Georgia Regional Transportation Authority (GRTA) has requested a traffic impact analysis of the proposed Park and Ride Lot to be located northeast of the intersection of Jodeco Road and I-75 northbound On-Ramp in Henry County. The proposed lot will consist of a total of 1,004 parking spaces for park and ride users.

The transportation impact analysis was performed for four existing intersections in the vicinity of the proposed lot. Intersections included in the study area are as follows:

- Jodeco Road at I-75 Southbound Ramps;
- Jodeco Road at I-75 Northbound Ramps;
- Jodeco Road at Patrick Henry Parkway; and
- Patrick Henry Parkway at Holloway Road.

Each intersection was analyzed for the existing year, background year, and build year to determine the impact of traffic generated by the proposed development. Mitigation was proposed at deficient intersections in an attempt to achieve Georgia Department of Transportation (GDOT) level-of-service (LOS) D standard.

A summary of the operations for the existing, background, and build conditions is provided in the following sections:

Existing Conditions

The analysis indicated that during the AM peak hour the intersection of Jodeco Road and the I-75 northbound ramps and the westbound movement at the intersection of Patrick Henry Parkway and Holloway Road operate at a LOS F. During the PM peak hour, the intersection of Jodeco Road and the I-75 southbound ramps operates at a LOS F.

Background Conditions

The analysis indicated that during the AM peak hour the intersection of Jodeco Road and the I-75 northbound ramps and the westbound movement at the intersection of Patrick Henry Parkway and Holloway Road operate at a LOS F. Additionally, during the PM peak hour the intersection of Jodeco Road and the I-75 southbound ramps operates at a LOS F.

The following improvements were analyzed to mitigate unacceptable background condition LOS:

- Jodeco Road and I-75 Northbound Ramps: The construction of a northbound left-turn lane and an eastbound left-turn lane. This will improve the AM LOS from F to B.
- Jodeco Road and I-75 Southbound Ramps: The construction of a southbound right-turn lane and a westbound left-turn lane. This will improve the PM LOS from F to D.

Note: Project HE-AR-216, I-75 south at Jodeco Road interchange modification, which is programmed for 2011 includes the turn lane improvements to the I-75 ramps.

- Patrick Henry Parkway and Holloway Road: The installation of a signal with left-turn lanes will improve the LOS from F to A and enhance safety specifically for the eastbound approach which has limited sight distance. However, a field investigation of the intersection indicated minimal delay; therefore, signalization is not warranted for background conditions.

Build Conditions

The analysis indicated that the eastbound and westbound movements at the intersection of Patrick Henry Road and Holloway Road operate at LOS F for both peak hours. Additionally, the intersection of Patrick Henry Road and Jodeco Road operates at LOS F during the PM peak hour. An acceptable LOS can be achieved if the following measures are implemented in addition to the proposed background condition mitigation:

- Jodeco Road and Patrick Henry Parkway: The construction of a second left turn lane for the southbound approach. The existing southbound shared-through-left turn lane would remain, which would create a southbound dual left-turn movement. This will improve the PM LOS from E to D but decrease the AM LOS from C to D, this is due to the split phase operation that is required if this improvement is to be implemented. Additionally, dual left-turn lanes require two receiving lanes, currently there is a single receiving lane on Jodeco Road thus a feasibility study is needed.
- Patrick Henry Parkway and Holloway Road: The installation of a signal with left-turn lanes will improve the LOS from F to A and enhance safety specifically for the eastbound approach which has limited sight distance. However, a signal warrant analysis needs to be performed to evaluate the signal warrants described in Section 4C of the 2003 edition of the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

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INTRODUCTION

This study investigates the impact to traffic operations resulting from the proposed 1,004 space park and ride lot located northeast of the intersection of Jodeco Road and I-75 northbound ramps in Henry County. The proposed site, shown in **Figure 1**, will be accessed via a full access point on Holloway Road. Additionally, the concept plan for the parking lot expansion is provided in **Figure 2**.

Figure 1 - Location Map

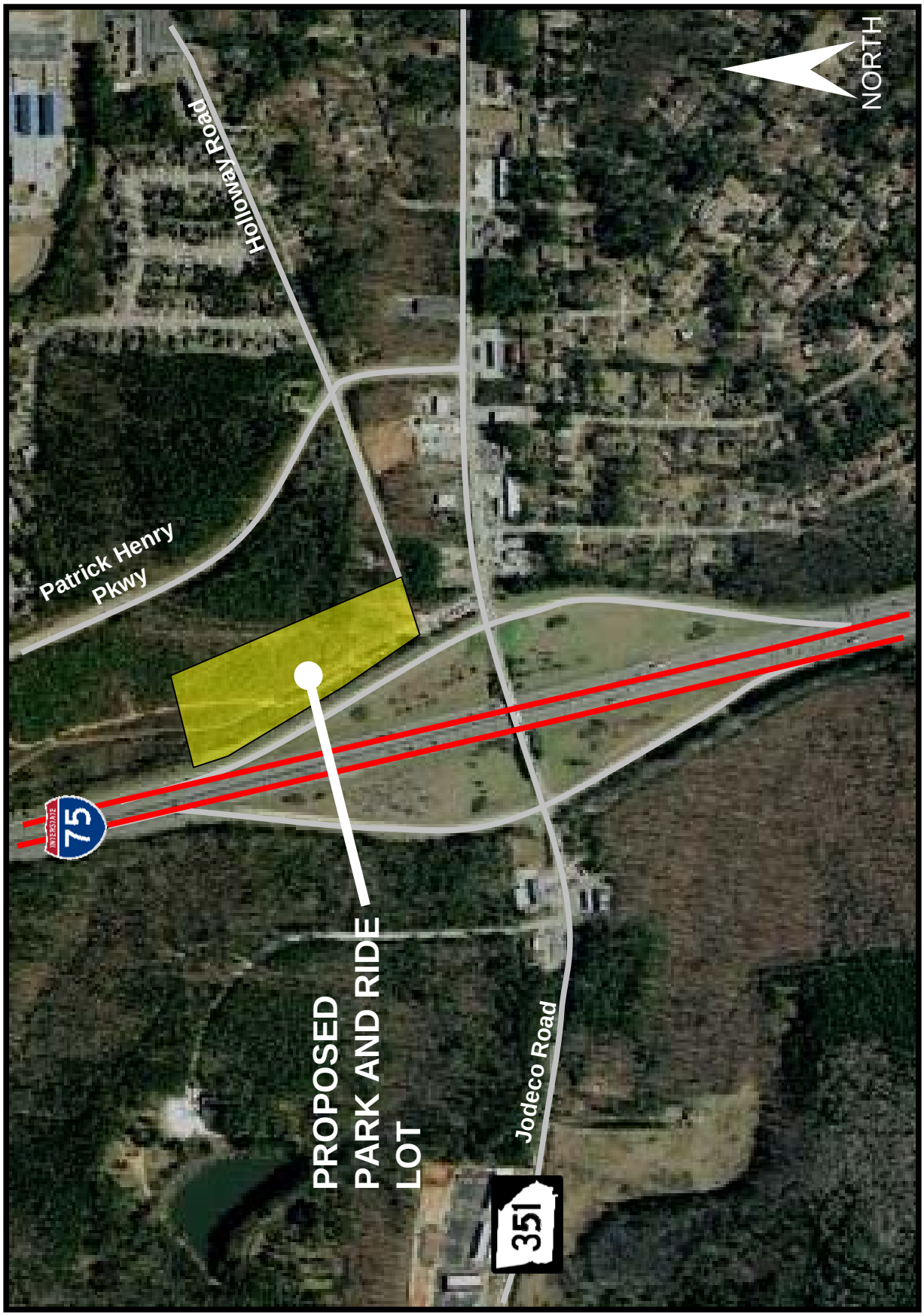


Figure 2 - Concept Plan

Evaluation Methodology

For this study, Synchro 7.0, which utilizes Highway Capacity Manual (HCM) methodologies, was used to evaluate intersections within the study area. The sections that follow summarize HCM methodologies for both unsignalized and signalized intersections.

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

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

Source: 2000 Highway Capacity Manual

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

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

Source: 2000 Highway Capacity Manual

EXISTING CONDITIONS

Local Roadway Network

An inventory of the roadway facilities within the study area was performed. The following is a brief description of each facility. A schematic diagram of the study network is provided in **Figure 3** to more clearly depict the intersection geometries.

Jodeco Road (County Road 082400)

Jodeco Road is a two lane east-west arterial running between College Street and State Route 42. Jodeco Road's functional classification is Urban Minor Arterial Street; it serves as a major commuter facility connecting with I-75 to downtown Atlanta. The posted speed limit on Jodeco Road is 45 miles per hour (mph).

Patrick Henry Parkway (County Road 222300)

Patrick Henry Parkway is a two lane north-south local roadway running between Jodeco Road and Eagles Landing Parkway. Patrick Henry Parkway's functional classification is Urban Local Street; it has a posted speed limit of 35 mph which changes to 45 mph north of Holloway Road.

Holloway Road (County Road 015800)

Holloway Road is a two lane east-west roadway running between Octagon Road and North Tunis Road. It is a gravel roadway west of Patrick Henry Parkway and a paved roadway east of Patrick Henry Parkway. Holloway Road's functional classification is Urban Local Street; it has a posted speed limit of 25 mph. The proposed park and ride lot will have its only access point located off of Holloway Road east of Patrick Henry Parkway.

NOTE: A field investigation indicated that the eastbound approach at the intersection of Patrick Henry Parkway and Holloway Road has inadequate sight distance due to a combination of its position on the inside of a horizontal curve and a wooded area on the northwest corner of the intersection.

Figure 3 - Lane Geometry

Existing Traffic Volumes

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

Existing Traffic Operations

An evaluation with Synchro 7.0 of existing conditions was conducted using the existing turning movement volumes and existing lane geometry. A summary of the results of the analysis are presented in **Table 1** with detailed Synchro 7.0 analysis reports provided in the **Appendix**.

Table 1 Existing Traffic Operations

Intersection		AM		PM	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Jodeco Road & I-75 Southbound Ramps		C	20.7	**F**	**125.2**
Jodeco Road & I-75 Northbound Ramps		**F**	**94.1**	D	45.4
Jodeco Road & Patrick Henry Parkway		C	30.7	D	42.0
Patrick Henry Parkway & Holloway Road	EB	A	0	B	11.1
	WB	**F**	**159.8**	C	22.3

As indicated in **Table 1**, during the AM peak hour the intersection of Jodeco Road and the I-75 northbound ramps and the westbound movement at the intersection of Patrick Henry Parkway and Holloway Road operate at a LOS F. During the PM peak hour, the intersection of Jodeco Road and the I-75 southbound ramps operates at a LOS F.

Figure 4 - Existing AM/PM Peak Hour Volumes

BACKGROUND CONDITIONS

Background Traffic Forecast

In order to analyze the impacts of the proposed development it is necessary to project future conditions without the development. This scenario is referred to as Background Conditions. To project background traffic volumes, an analysis of historical traffic trends in the study area was conducted. As shown in **Table 2**, historical Georgia Department of Transportation (GDOT) traffic data at Count Stations 450 and 223 were analyzed to determine which location showed the strongest statistical correlation to determine traffic growth rates (indicated by a R^2 of 75 percent or greater). The strongest correlation was observed at Count Station 450 (on SR155, east of I-75), where from 2002 to 2007, an exponential growth trend of 0.6 percent annually was observed.

Table 2 Historical Traffic Trends

Count Station	Historical AADT						Trend	R2
	2002	2003	2004	2005	2006	2007		
450	15,478	15,627	17,585	17,320	17,150	17,530	0.6%	74%
223	8,052	8,925	9,564	9,150	9,190	9,150	0.4%	63%

To conservatively project background traffic, a 1.0 percent exponential growth rate was applied annually to the existing traffic volumes to project the 2010 background volumes (the year the park and ride expansion will be constructed). These traffic volumes are presented in **Figure 5**.

Planned Transportation Improvements

Planned transportation projects which will impact the proposed study area were identified from Atlanta Regional Commission (ARC)'s Regional Transportation Plan and its Transportation Improvements Program. The information regarding the projects' status and projected completed years are shown in **Table 3**. However, the projects are not projected to be completed until after 2010 (the projected opening year of the proposed project) and are not included in the analysis.

Figure 5 - Background AM/PM Peak Hour Volumes

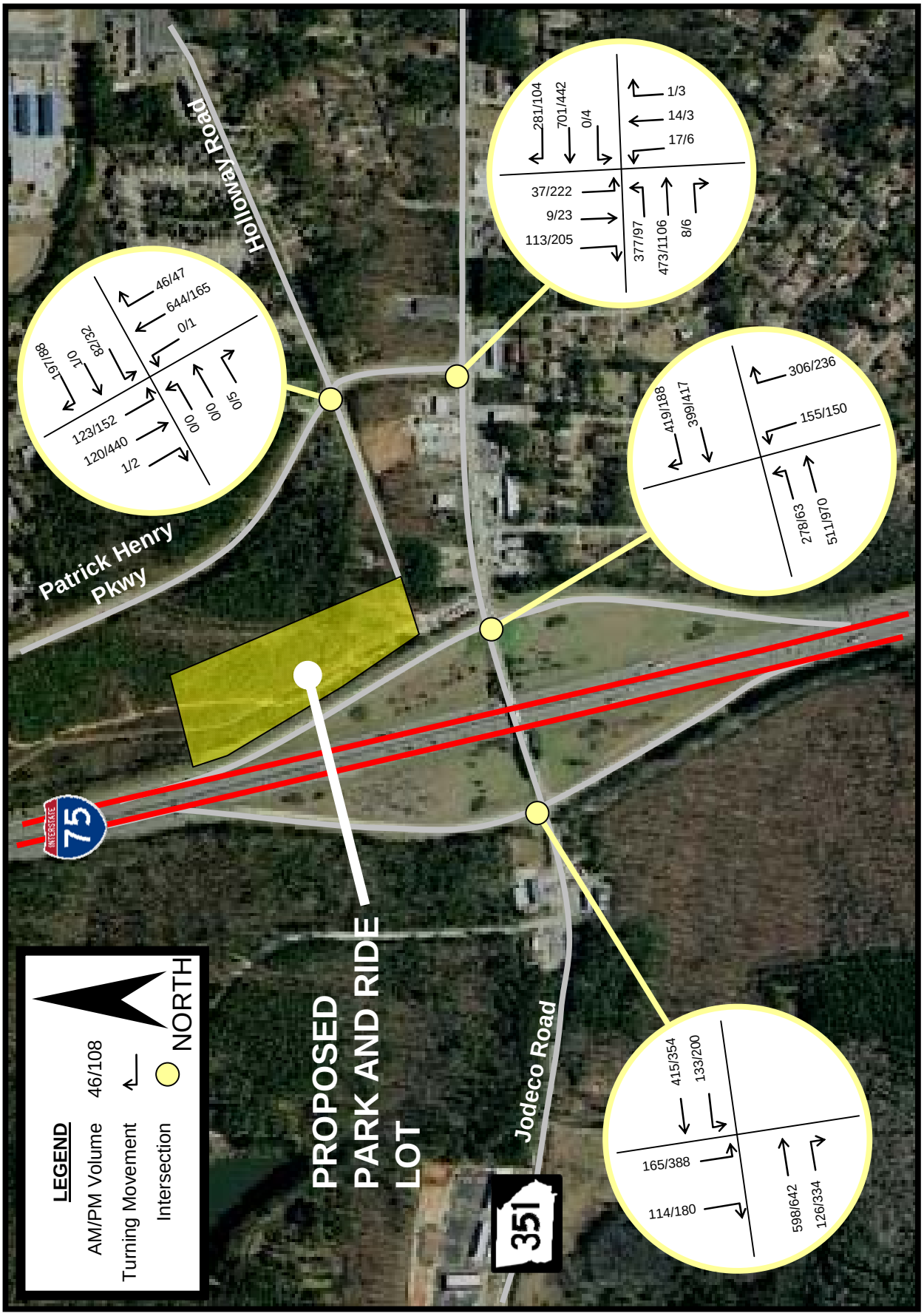


Table 3 Planned Transportation Improvements

ARC Project Number	Description	Status	Projected Completion Year
AR-H-052	I-75 SOUTH MANAGED LANES FROM EAGLES LANDING PARKWAY TO SR 155 IN HENRY COUNTY	Long Range	2030
HE-165B	PATRICK HENRY PARKWAY WIDENING FROM JODECO ROAD TO EAGLES LANDING PARKWAY	Long Range	2020
HE-AR-216	I-75 SOUTH AT JODECO ROAD INTERCHANGE MODIFICATION	Programmed	2011
HE-110	JODECO ROAD WIDENING AND CAMPGROUND ROAD EXTENSION/REALIGNMENT FROM MEADOWBROOK DRIVE TO PEACH DRIVE (WIDENING OF JODECO) AND FROM PEACH DRIVE TO BRANNAN ROAD (EXTENSION/REALIGNMENT) TO MEADOWBROOK	Programmed	2013

Background Traffic Operations

An evaluation with Synchro 7.0 of background conditions was conducted using the background turning movement volumes and existing lane geometry shown in **Figure 3**. A summary of the results of the analysis are presented in **Table 4** with detailed Synchro 7.0 analysis reports provided in the **Appendix**.

Table 4 Background Traffic Operations

Intersection		AM		PM	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Jodeco Road & I-75 SB Ramp		C	22.0	F	135.6
Jodeco Road & I-75 NB Ramp		F	103.3	D	49.8
Jodeco Road & Patrick Henry Parkway		C	32.4	D	45.2
Patrick Henry Parkway & Holloway Road	EB	A	0.0	B	11.2
	WB	F	187.5	C	23.6

The analysis indicated that during the AM peak hour the intersection of Jodeco Road and the I-75 northbound ramps and the westbound movement at the intersection of Patrick Henry Parkway and Holloway Road operate at a LOS F. Additionally, during the PM peak hour the intersection of Jodeco Road and the I-75 southbound ramps operates at a LOS F.

The following improvements were analyzed to mitigate unacceptable background condition LOS. The potential mitigation indicated below is shown in **Figure 6** and the intersection analysis results are shown in **Table 5**.

- Jodeco Road and I-75 Northbound Ramps: The construction of a northbound left-turn lane and an eastbound left-turn lane. This will improve the AM LOS from F to B.

- Jodeco Road and I-75 Southbound Ramps: The construction of a southbound right-turn lane and a westbound left-turn lane. This will improve the PM LOS from F to D.

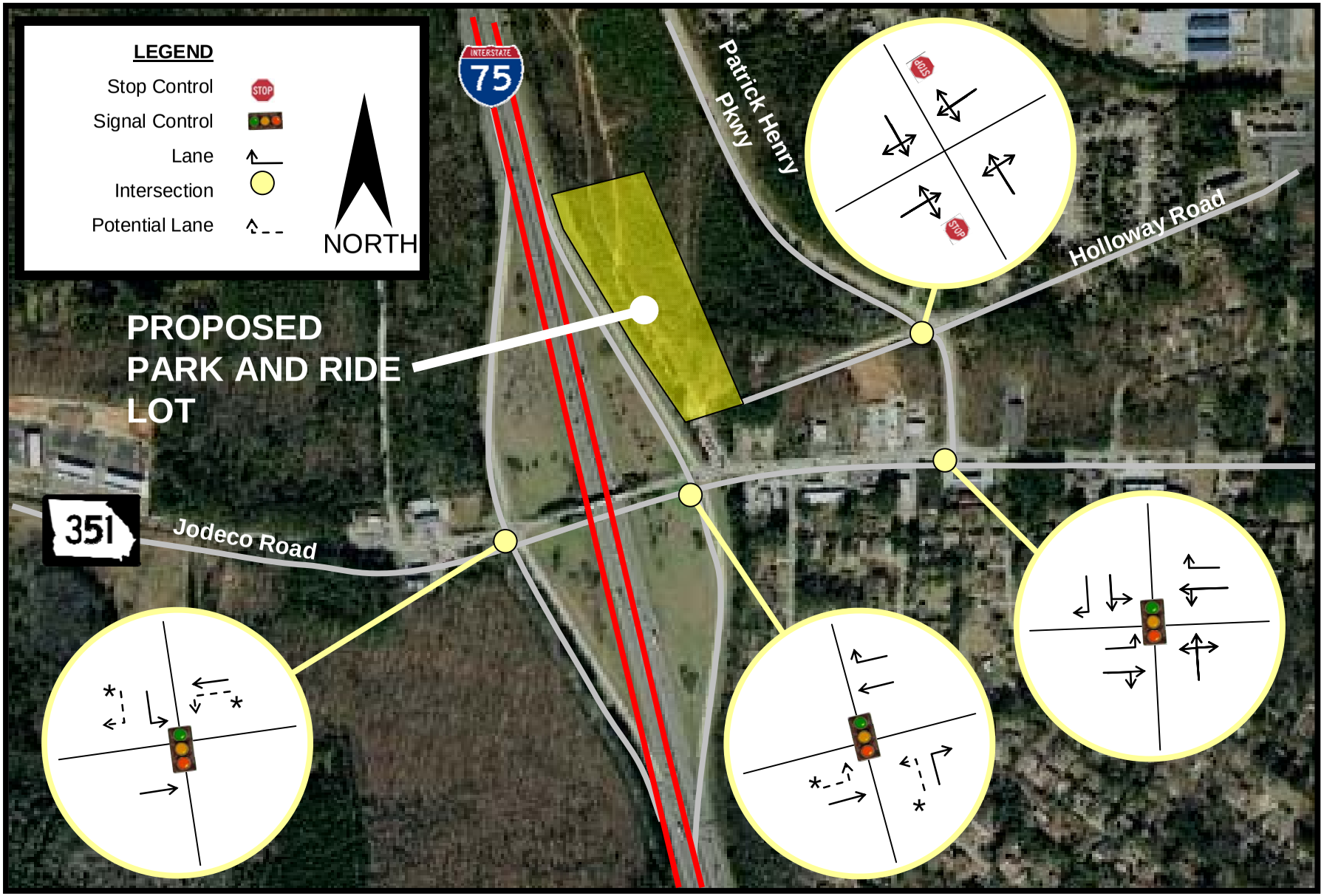
Note: Project HE-AR-216, I-75 south at Jodeco Road interchange modification, which is programmed for 2011 includes the turn lane improvements to the I-75 ramps.

Patrick Henry Parkway and Holloway Road: The installation of a signal with left-turn lanes will improve the LOS from F to A and enhance safety specifically for the eastbound approach which has limited sight distance. However, a field investigation of the intersection indicated minimal delay; therefore, signalization is not warranted for background.

Table 5 Background Traffic Operations with mitigation

Intersection		AM		PM	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Jodeco Road & I-75 SB Ramp		C	21.5	D	46.3
Jodeco Road & I-75 NB Ramp		B	20.0	C	22.9
Jodeco Road & Patrick Henry Parkway		C	31.9	D	45.1
Patrick Henry Parkway & Holloway Road	EB	A	0.0	B	11.2
	WB	F	187.5	C	23.6

Figure 6 – Mitigation for Background Conditions



***Note:** Project HE-AR-216, I-75 south at Jodeco Road interchange modification, which is programmed for 2011 includes the turn lane improvements to the I-75 ramps.

BUILD CONDITIONS

Traffic Forecast

Traffic projections for this scenario incorporate three components:

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

Therefore the final volumes for the scenario are calculated using the following formula: *(Background Traffic) + (Project Traffic) – (Diversion Traffic)*

Project Traffic

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

Trip generation for the proposed expansion was based on the following assumptions provided by GRTA:

- Peak Hour
  - Bus service every 15 minutes during the peak hour
  - Each bus serves 60 customers (57 seated, three standees) with a 90 percent single occupancy vehicle rate for bus customers utilizing the lot
  - The remaining 10 percent of bus customers are kiss and ride users
  - Three vanpools per peak hour with 15 users per vanpool
  - 15 carpools with 2 users per carpool
- Daily Use
  - 16 daily buses
  - Each bus serves 60 customers (57 seated, three standees) with a 90 percent single occupancy vehicle rate for bus customers utilizing the lot
  - The remaining 10 percent of bus customers are kiss and ride users
  - Three daily vanpools with 15 users per vanpool
  - 15 carpools daily with 2 users per carpool

The trip generation calculated for the park and ride lot is presented in **Table 6**.

Trip distribution was determined based on the existing traffic patterns observed in the existing counts. The trip distribution is shown in **Figure 7**, and the projected project traffic is shown in **Figure 8**.

Table 6 Trip Generation

Trip Type	Total Trips	
	In	Out
AM Peak Hour		
Bus Trips	8	8
SOV Bus Customers	216	0
Kiss and Ride Bus Customers	24	24
Vanpool Trips	45	3
Carpool Trips	30	15
Total	**319**	**46**
PM Peak Hour		
Bus Trips	8	8
SOV Bus Customers	0	216
Kiss and Ride Bus Customers	24	24
Vanpool Trips	3	45
Carpool Trips	15	30
Total	**46**	**319**
Daily		
Bus Trips	16	16
SOV Bus Customers	432	432
Kiss and Ride Bus Customers	96	96
Vanpool Trips	48	48
Carpool Trips	45	45
Total	**637**	**637**

Diversion Traffic

The diversion traffic was generated in a similar way to the project traffic. Using the trip generation volumes and the background traffic patterns of bus customers. vanpool users, and carpool users that would utilize the park and ride lot. As the park and ride lot is primarily a commuter facility with its main orientation being the bus service offered to downtown Atlanta, all of the diversion traffic was estimated with their original patterns being oriented towards using Jodeco Road to I-75. **Figure 9** indicates the diversion traffic

volumes. The final build traffic volumes are provided in **Figure 10**.

Figure 7 – Project Trip Distribution

Figure 8 - AM/PM Project Traffic Volumes

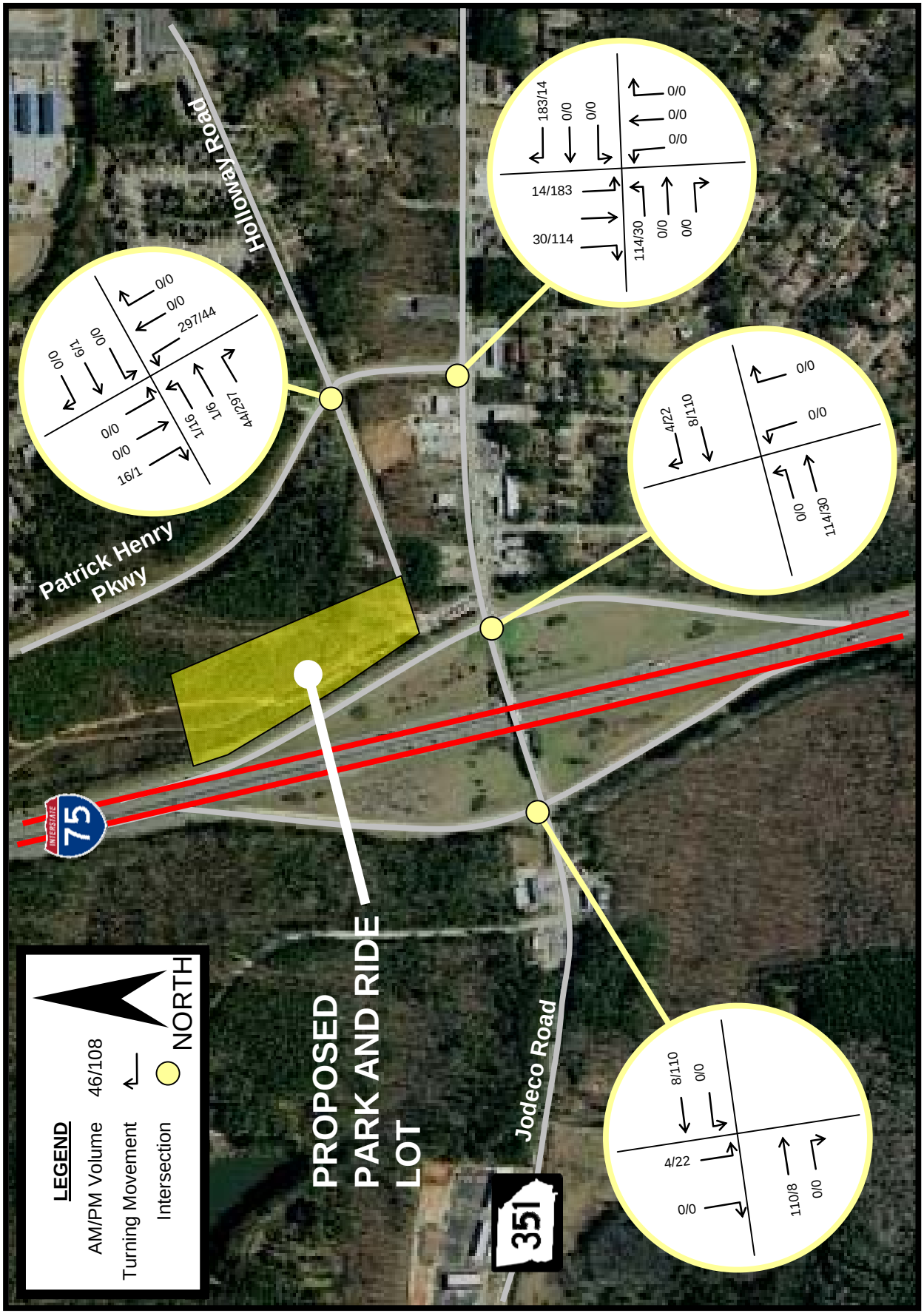
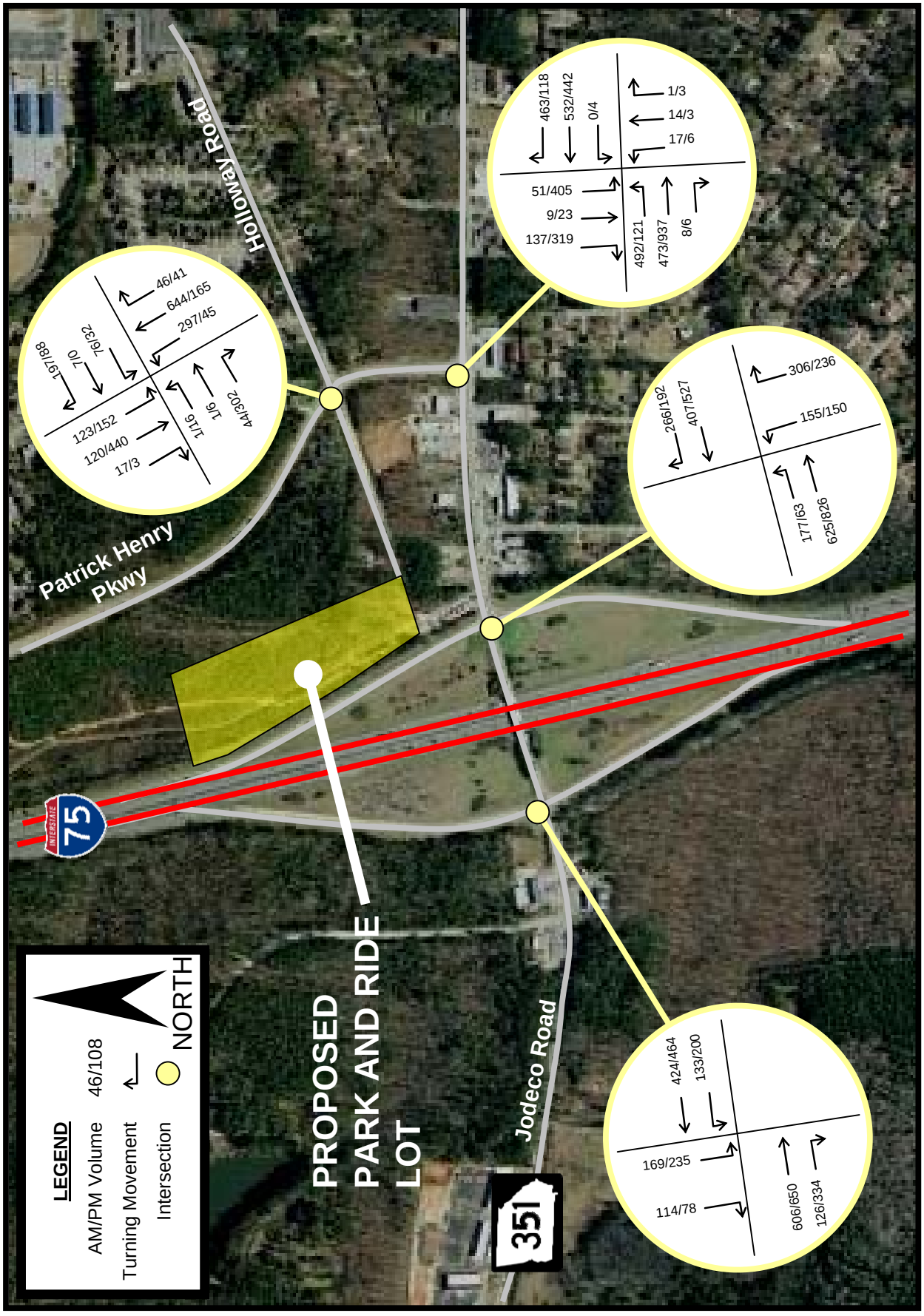


Figure 9 - AM/PM Diversion Volumes

Figure 10 – Build AM/PM Peak Hour Volumes



Build Traffic Operations

An evaluation using Synchro 7.0 of the Build conditions was conducted using the build condition turning movement volumes and background lane geometry shown in **Figure 6**.

A summary of the results of the analysis are presented in **Table 7** with detailed Synchro 7.0 analysis reports provided in the **Appendix**.

Table 7 Build Traffic Operations

Intersection		AM		PM	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Jodeco Road & I-75 SB Ramp		C	21.9	C	29.3
Jodeco Road & I-75 NB Ramp		C	22.3	C	25.4
Jodeco Road & Patrick Henry Parkway		C	30.5	**E**	68.7
Patrick Henry Parkway & Holloway Road	EB	**E**	49.7	**F**	Err*
	WB	**F**	Err*	**F**	Err*

*Err-Volume greatly exceeds capacity, methodology to calculate delay not available

As indicated in **Table 7**, the eastbound and westbound movements at the intersection of Patrick Henry Road and Holloway Road operate at LOS F for both peak hours. Additionally, the intersection of Patrick Henry Road and Jodeco Road operates at LOS F during the PM peak hour.

Based on the analysis, potential improvements were analyzed to determine mitigation of the projected negative changes in LOS and delay. The potential mitigation indicated below is shown in **Figure 11** and the intersection analysis results are shown in **Table 8**.

- Jodeco Road and Patrick Henry Parkway: The construction of a second left turn lane for the southbound approach. The existing southbound shared-through-left turn lane would remain, which would create a southbound dual left-turn movement. This will improve the PM LOS from E to D but decrease the AM LOS from C to D, this is due to the split phase operation that is required if this improvement is to be implemented. Additionally, dual left-turn lanes require two receiving lanes, currently there is a single receiving lane on Jodeco Road thus a feasibility study is needed.

- Patrick Henry Parkway and Holloway Road: The installation of a signal with left-turn lanes will improve the LOS from F to A and enhance safety specifically for the eastbound approach which has limited sight distance. However, a signal warrant analysis needs to be performed to evaluate the signal warrants described in Section 4C of the 2003 edition of the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

Table 8 Build Traffic Operations with Mitigation

Intersection	AM		PM	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Jodeco Road & I-75 SB Ramp	C	21.9	C	33.2
Jodeco Road & I-75 NB Ramp	C	22.3	C	25.7
Jodeco Road & Patrick Henry Parkway	D	51.5	D	51.4
Patrick Henry Parkway & Holloway Road	B	11.8	B	17.4

C

Figure 11 – Mitigation for Build Conditions

A transportation impact analysis was performed for four existing intersections in the vicinity of the proposed park and ride lot. Intersections included in the study area are as follows:

- Jodeco Road at I-75 Southbound Ramps;
- Jodeco Road at I-75 Northbound Ramps;
- Jodeco Road at Patrick Henry Parkway; and
- Patrick Henry Parkway at Holloway Road.

Each intersection was analyzed for the existing year, background year, and build year to determine the impact of traffic generated by the proposed development. Mitigation was proposed at deficient intersections in an attempt to achieve GDOT LOS D standard.

A summary of the operations for the existing, background, and build conditions is provided in the following sections:

Existing Conditions

The analysis indicated that during the AM peak hour the intersection of Jodeco Road and the I-75 northbound ramps and the westbound movement at the intersection of Patrick Henry Parkway and Holloway Road operate at a LOS F. During the PM peak hour, the intersection of Jodeco Road and the I-75 southbound ramps operates at a LOS F.

Background Conditions

The analysis indicated that during the AM peak hour the intersection of Jodeco Road and the I-75 northbound ramps and the westbound movement at the intersection of Patrick Henry Parkway and Holloway Road operate at a LOS F. Additionally, during the PM peak hour the intersection of Jodeco Road and the I-75 southbound ramps operates at a LOS F.

The following improvements were analyzed to mitigate unacceptable background condition LOS:

- Jodeco Road and I-75 Northbound Ramps: The construction of a northbound left-turn lane and an eastbound left-turn lane. This will improve the AM LOS from F to B.
- Jodeco Road and I-75 Southbound Ramps: The construction of a southbound right-turn lane and a westbound left-turn lane. This will improve the PM LOS from F to D.

Note: Project HE-AR-216, I-75 south at Jodeco Road interchange modification, which is programmed for 2011 includes the turn lane improvements to the I-75

ramps.

- Patrick Henry Parkway and Holloway Road: The installation of a signal with left-turn lanes will improve the LOS from F to A and enhance safety specifically for the eastbound approach which has limited sight distance. However, a field investigation of the intersection indicated minimal delay; therefore, signalization is not warranted for background conditions.

Summary of Traffic Operations (Existing and Background)

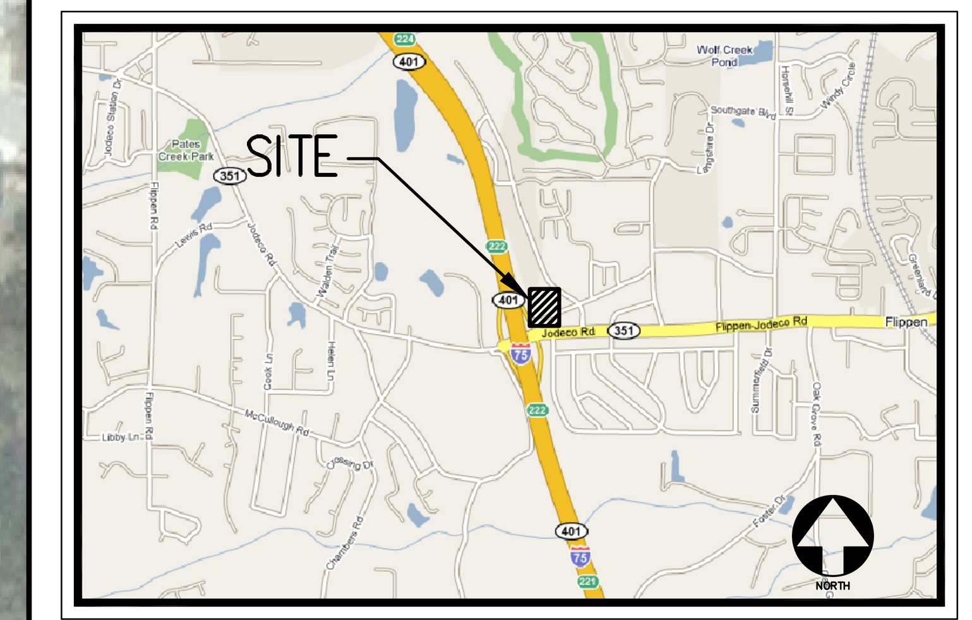
Intersection		Existing				Background				Background (Potential Mitigation)			
		AM		PM		AM		PM		AM		PM	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Jodeco Road & I-75 SB Ramp		C	20.7	**F**	**125.2**	C	22.0	**F**	**135.6**	C	21.5	D	46.3
Jodeco Road & I-75 NB Ramp		**F**	**94.1**	D	45.4	**F**	**103.3**	D	49.8	B	20.0	C	22.9
Jodeco Road & Patrick Henry Parkway		C	30.7	D	42.0	C	32.4	D	45.2	C	31.9	D	45.1
Patrick Henry Parkway & Holloway Road	EB	A	0.0	B	11.1	A	0.0	B	11.1	A	0.0	B	11.2
	WB	**F**	**159.8**	C	22.3	**F**	**187.5**	C	23.6	**F**	**187.5**	C	23.6

Build Conditions

The analysis indicated that the eastbound and westbound movements at the intersection of Patrick Henry Road and Holloway Road operate at LOS F for both peak hours. Additionally, the intersection of Patrick Henry Road and Jodeco Road operates at LOS F during the PM peak hour. An acceptable LOS can be achieved if the following measures are implemented in addition to the proposed background condition mitigation:

- Jodeco Road and Patrick Henry Parkway: The construction of a second left turn lane for the southbound approach. The existing southbound shared-through-left turn lane would remain, which would create a southbound dual left-turn movement. This will improve the PM LOS from E to D but decrease the AM LOS from C to D, this is due to the split phase operation that is required if this improvement is to be implemented. Additionally, dual left-turn lanes require two receiving lanes, currently there is a single receiving lane on Jodeco Road thus a feasibility study is needed.
- Patrick Henry Parkway and Holloway Road: The installation of a signal with left-turn lanes will improve the LOS from F to A and enhance safety

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
HENRY		1	3



LOCATION MAP (NTS)

CONCEPT DESIGN BACKGROUND DATA SOURCES

TOPO:
- ☐ USGS QUAD MAP
- ☐ COUNTY GIS MAP
- ☒ GRADING PLAN FROM OTHERS

BOUNDARY:
- ☐ ESTIMATED
- ☐ GIS/TAX PARCEL (LOT SIZE = 8.29 ACRES)
- ☒ BOUNDARY SURVEY

EXISTING SITE FEATURES:
- ☐ COUNTY GIS/AERIAL PHOTO
- ☒ FIELD RUN SURVEY

ESTIMATED PARKING SUMMARY

STANDARD (9' x 19'):	984 SPACES
HANDICAP (9' x 19'):	20 SPACES
PARKING PROVIDED:	1004 SPACES

NORTH

Windows Explorer.lnk

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

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch = 100 ft.

REVISIONS

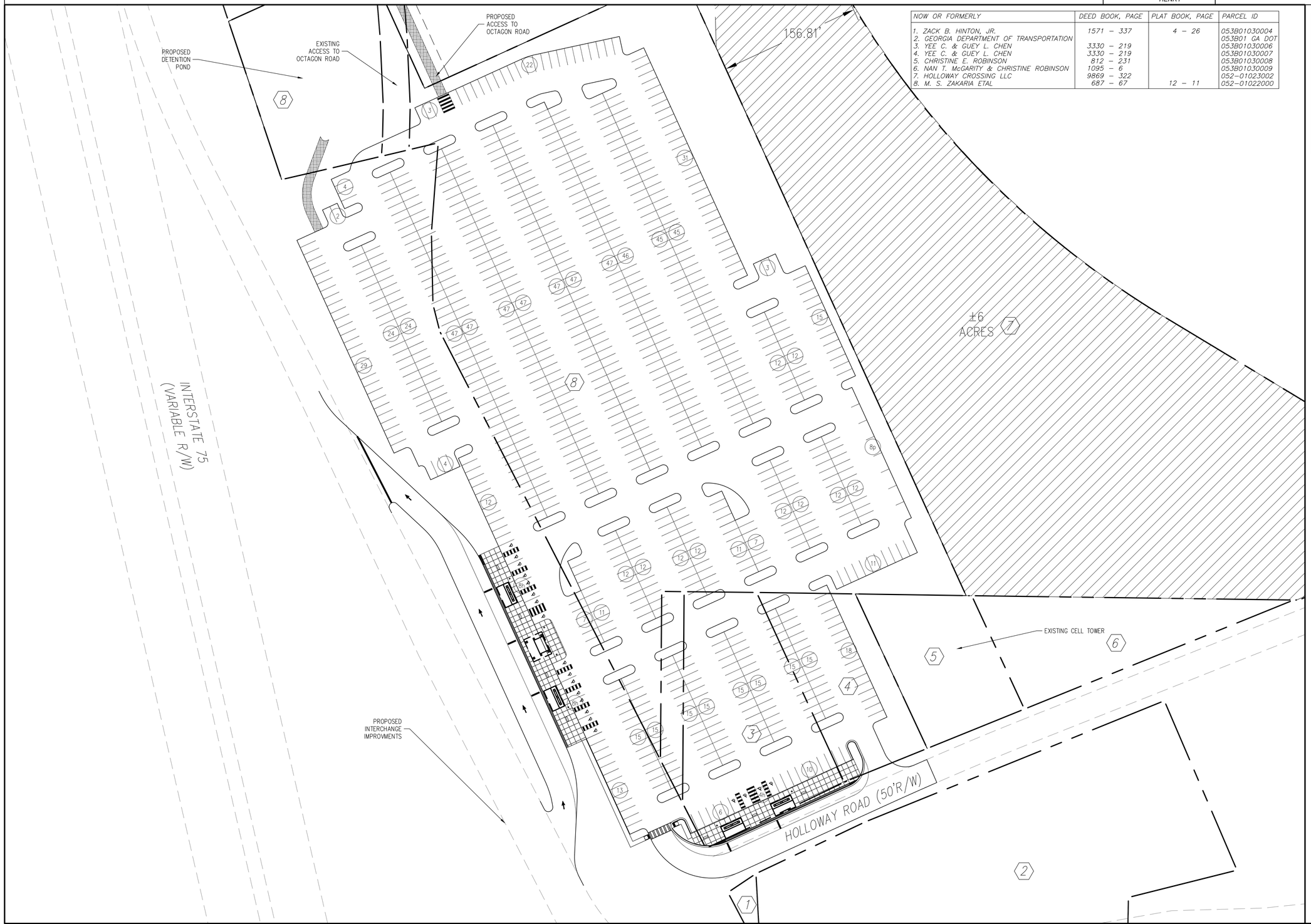
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF URBAN DESIGN

CONCEPT PLAN

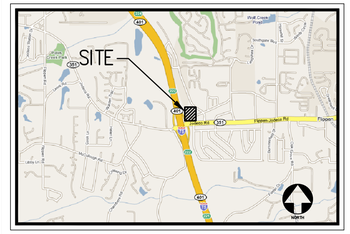
JODECO ROAD
PARK AND RIDE LOT

CP-1
DRAWING No.

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
HENRY		2	3



NOW OR FORMERLY	DEED BOOK, PAGE	PLAT BOOK, PAGE	PARCEL ID
1. ZACK B. HINTON, JR.	1571 – 337	4 – 26	053B01030004
2. GEORGIA DEPARTMENT OF TRANSPORTATION			053B01 GA DOT
3. YEE C. & GUEY L. CHEN	3330 – 219		053B01030006
4. YEE C. & GUEY L. CHEN	3330 – 219		053B01030007
5. CHRISTINE E. ROBINSON	812 – 231		053B01030008
6. NAN T. McGARITY & CHRISTINE ROBINSON	1095 – 6		053B01030009
7. HOLLOWAY CROSSING LLC	9869 – 322		052–01023002
8. M. S. ZAKARIA ETAL	687 – 67	12 – 11	052–01022000



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CONCEPT DESIGN BACKGROUND DATA SOURCES

TOPO:
- ☐ USGS QUAD MAP
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- ☒ GRADING PLAN FROM OTHERS

BOUNDARY:
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- ☐ GIS/TAX PARCEL (LOT SIZE = 8.29 ACRES)
- ☒ BOUNDARY SURVEY

EXISTING SITE FEATURES:
- ☐ COUNTY GIS/AERIAL PHOTO
- ☒ FIELD RUN SURVEY

ESTIMATED PARKING SUMMARY

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HANDICAP (9' x 19'):	20 SPACES
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NORTH

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

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

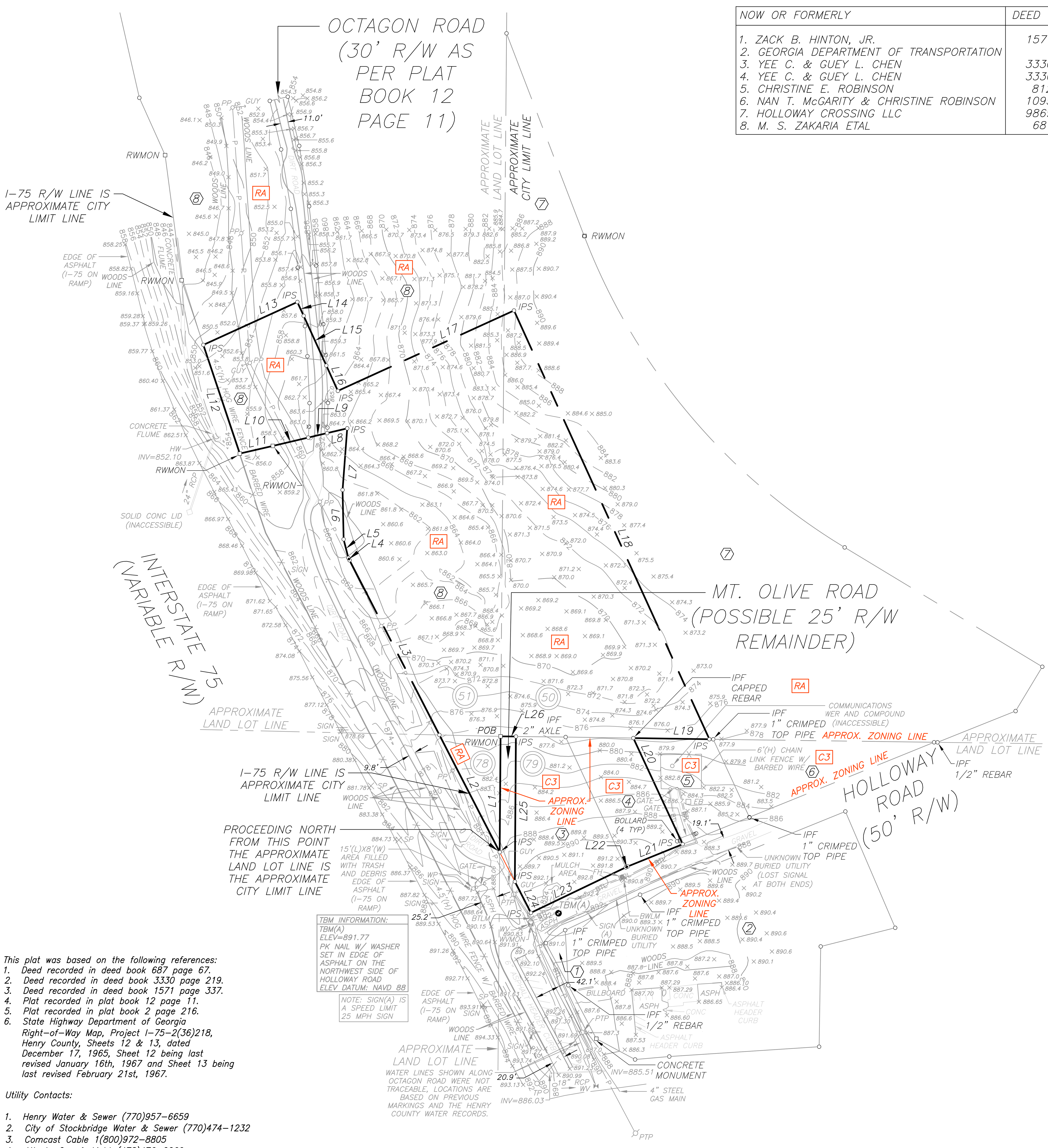
REVISIONS

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF URBAN DESIGN

CONCEPT PLAN

JODECO ROAD
PARK AND RIDE LOT

CP-2
DRAWING No.



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7. HOLLOWAY CROSSING LLC	9869 – 322		052-01023002
8. M. S. ZAKARIA ETAL	687 – 67	12 – 11	052-01022000

Course	Bearing	Distance
L1	S 00°26'00" W	188.15'
L2	N 27°13'41" W	214.13'
L3	N 27°13'41" W	319.31'
L4	N 26°59'46" W	4.24'
L5	N 14°17'23" W	31.20'
L6	N 01°12'37" W	80.25'
L7	N 04°18'42" E	100.28'
L8	S 76°42'21" W	33.63'
L9	S 76°42'21" W	31.37'
L10	S 76°42'21" W	59.26'
L11	S 77°01'42" W	55.04'
L12	N 18°32'46" W	186.22'
L13	N 65°29'24" E	167.91'
L14	S 24°30'36" E	24.65'
L15	S 24°30'36" E	88.77'
L16	S 24°30'36" E	45.25'
L17	N 65°29'24" E	314.62'
L18	S 24°30'36" E	765.52'
L19	N 89°07'09" W	123.59'
L20	S 24°57'11" E	190.17'
L21	S 67°56'12" W	96.52'
L22	S 64°39'42" W	3.44'
L23	S 64°26'25" W	170.94'
L24	N 27°12'46" W	56.94'
L25	N 00°25'30" E	235.78'
L26	N 89°22'33" W	24.97'

This plat was based on the following references:

1. Deed recorded in deed book 687 page 67.
2. Deed recorded in deed book 3330 page 219.
3. Deed recorded in deed book 1571 page 337.
4. Plat recorded in plat book 12 page 11.
5. Plat recorded in plat book 2 page 216.
6. State Highway Department of Georgia Right-of-Way Map, Project I-75-2(36)218, Henry County, Sheets 12 & 13, dated December 17, 1965, Sheet 12 being last revised January 16th, 1967 and Sheet 13 being last revised February 21st, 1967.

Utility Contacts:

1. Henry Water & Sewer (770)957-6659
2. City of Stockbridge Water & Sewer (770)474-1232
3. Comcast Cable 1(800)972-8805
4. Atlanta Gas & Light (478)476-2260
5. AT&T (404)761-4129
6. Georgia Power (678)641-8717

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770-623-4344
(METRO ATLANTA ONLY)
UTILITIES PROTECTION CENTER
IT'S THE LAW

CAUTION

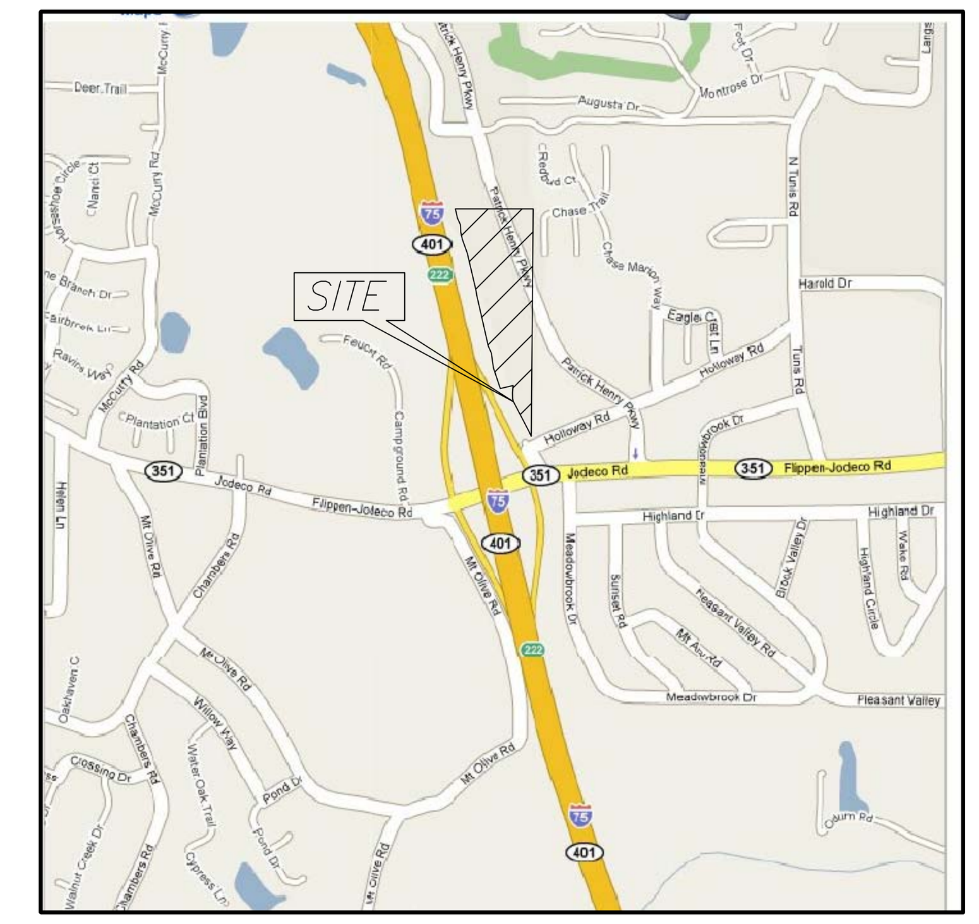
THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

Legal Description

All that tract or parcel of land lying in and being part of Land Lots 50, 51, 78 and 79 of the 6th District, City of Stockbridge, Henry County, Georgia which is more particularly described as follows:

Beginning at a right-of-way monument found lying at the intersection of the remainder of the westerly right-of-way line of Mt. Olive Road (possible 25' R/W remainder) and the land lot corner common to Land Lots 50, 51, 78 and 79; THENCE leaving said land lot corner proceed along the land lot line common to Land Lots 78 and 79 and along said remainder of right-of-way line South 00 degrees 26 minutes 00 seconds West for a distance of 188.15 feet to an iron pin set lying on the right-of-way intersection of said remainder of right-of-way line of Mt. Olive Road and the northeasterly right-of-way line of Interstate 75 (Variable R/W); THENCE leaving said remainder of right-of-way line proceed along said right-of-way line of Interstate 75 the following series of calls: North 27 degrees 13 minutes 41 seconds West for a distance of 214.13 feet to a point; THENCE North 27 degrees 13 minutes 41 seconds West for a distance of 319.31 feet to a point; THENCE North 26 degrees 59 minutes 46 seconds West for a distance of 4.24 feet to a point; THENCE North 14 degrees 17 minutes 23 seconds West for a distance of 31.20 feet to a point; THENCE North 01 degrees 12 minutes 37 seconds West for a distance of 80.25 feet to a point; THENCE North 04 degrees 18 minutes 42 seconds East for a distance of 100.28 feet to an iron pin set; THENCE South 76 degrees 42 minutes 21 seconds West for a distance of 33.63 feet to a point; THENCE South 76 degrees 42 minutes 21 seconds West for a distance of 31.37 feet to a point; THENCE South 76 degrees 42 minutes 21 seconds West for a distance of 59.26 feet to a right-of-way monument found; THENCE South 77 degrees 01 minutes 42 seconds West for a distance of 55.04 feet to a right-of-way monument found; THENCE North 18 degrees 32 minutes 46 seconds West for a distance of 186.22 feet to an iron pin set; THENCE leaving said right-of-way line proceed North 65 degrees 29 minutes 24 seconds East for a distance of 167.91 feet to an iron pin set; THENCE South 24 degrees 30 minutes 36 seconds East for a distance of 24.65 feet to a point lying on the westerly right-of-way line of Octagon Road (30' R/W as per Plat Book 12, Page 11); THENCE leaving said right-of-way line proceed South 24 degrees 30 minutes 36 seconds East for a distance of 88.77 feet to a point lying on the easterly right-of-way line of said Octagon Road; THENCE leaving said right-of-way line proceed South 24 degrees 30 minutes 36 seconds East for a distance of 45.25 feet to an iron pin set; THENCE North 65 degrees 29 minutes 24 seconds East for a distance of 314.62 feet to an iron pin set; THENCE South 24 degrees 30 minutes 36 seconds East for a distance of 765.52 feet to an iron pin set lying on the land lot line common to Land Lots 50 and 79; THENCE proceed along said land lot line North 89 degrees 07 minutes 09 seconds West for a distance of 123.59 feet to a capped rebar found; THENCE South 24 degrees 57 minutes 11 seconds East for a distance of 190.17 feet to a point lying on the northwesterly right-of-way line of Holloway Road (50' R/W); THENCE proceed along said right-of-way line the following series of calls: South 67 degrees 56 minutes 12 seconds West for a distance of 96.52 feet to a point; THENCE South 64 degrees 39 minutes 42 seconds West for a distance of 3.44 feet to a point; THENCE South 64 degrees 26 minutes 25 seconds West for a distance of 170.94 feet to an iron pin set lying on the right-of-way intersection of said right-of-way line of Holloway Road and said northeasterly right-of-way line of Interstate 75; THENCE leaving said right-of-way line of Holloway Road proceed along said right-of-way line of Interstate 75 North 27 degrees 12 minutes 46 seconds West for a distance of 56.94 feet to an iron pin set lying on the right-of-way intersection of said right-of-way line of Interstate 75 and the remainder of the easterly right-of-way line of said Mt. Olive Road; THENCE leaving said right-of-way line of Interstate 75 proceed along said remainder of right-of-way line of Mt. Olive Road North 00 degrees 25 minutes 30 seconds East for a distance of 235.78 feet to an iron pin set; THENCE continuing along said right-of-way line proceed North 89 degrees 22 minutes 33 seconds West for a distance of 24.97 feet to a right-of-way monument found, said right-of-way monument found being the TRUE POINT OF BEGINNING.

Said tract of land containing 8.29 acres being shown and described according to that certain plat entitled "Boundary and Topographic Survey", Project No. J-08S-209, for URS Corporation, prepared by LandAir Surveying Company, dated November 10th, 2008, and bearing the seal of James W. Clay III, Georgia R.L.S. No. 2850, which survey is hereby made part of this legal description by this reference.



LOCATION MAP
NOT TO SCALE

NORTH
GRID GA WEST ZONE

100 0 100 200 300
GRAPHIC SCALE – 1 INCH = 100 FEET

LEGEND:

AC	Air Conditioning Unit	IPS	Iron Pin Set
ASPH	Asphalt Paving	INV	Invert
BC	Back of Curb	IRF	Intermediate Regional Flood
B/L	Building Line	JB	Junction Box
BTLM	Buried Telephone Line Marker	LP	Light Pole
BWLM	Buried Water Line Marker	POB	Point of Beginning
CMP	Corrugated Metal Pipe	PP	Power Pole
CONC	Concrete	PTP	Power-Telephone Pole
DE	Drainage Easement	RCP	Reinforced Concrete Pipe
DI	Drop Inlet	R/W	Right-of-way
DIP	Ductile Iron Pipe	RWMON	Right of Way Monument
DWCB	Double Wing Catch Basin	SBMH	Southern Bell Man Hole
EB	Electrical Box	SCO	Sanitary Sewer Clean Out
FF	Finish Floor	SP	Sign Post
FH	Fire Hydrant	SSMH	Sanitary Sewer Man Hole
GM	Gas Meter	SWCB	Single Wing Catch Basin
GV	Gas Valve	TBM	Temporary Bench Mark
GP	Guy Pole	TP	Telephone Pole
GPMH	Georgia Power Man Hole	WP	Wooden Post
HW	Head Wall	WV	Water Valve
IPF	Iron Pin Found	WVMON	Water Valve Monument

BPL — Buried Power Line
BTL — Buried Telephone Line
Creek Line
X — Fence Line
P — Power Line
Property Line
Railroad Line
S — Sanitary Sewer Line
T — Telephone Line

C3 Delineates Zoning District
RA Delineates Zoning District
Delineates Owner Information

AREA = 8.29 ACRES

ZONING = RA

Setbacks of Zoning District "RA" as per the Henry County Zoning Department:

Front: 75'
Side: 20'
Rear: 40'
Height: 35'

ZONING = C3

Setbacks of Zoning District "C3" as per the Henry County Zoning Department:

Front: 70'
Side: None, but 30' if corner lot
Rear: 20'
Height: 6 stories

The survey shown hereon was prepared without the benefit of an abstract of title; therefore, the undersigned and LandAir Surveying Company, make no guarantees or representations regarding information shown hereon pertaining to easements, right-of-way, setback lines, agreements, reservations, and other similar matters.

This plat is for the benefit of the parties in the title block – any use by third parties is at their own risk. LandAir Surveying Company, will not accept any responsibility of liability for the use of this survey by anyone other than the person, or persons, named in the title block.

This is to certify that this survey was made under my supervision and is a true representation of the land surveyed. The field data upon which this survey is based has a precision of one foot in 15,090 feet and an angular error of 01" per angle point, and was adjusted using Least Squares. Angular and linear measurements were made using a Topcon-303 electronic total station. The data on this survey has been calculated for closure and is found to exceed one foot in 568,390 feet.

The tract of land shown on this survey is for the clients convenience only, and has not been approved by the correct jurisdictional authorities. This survey is not intended to create new a tract of land and is not a subdivision plat.

James W. Clay III Georgia Registered Land Surveyor #2850

This tract of land does not lie within the 100 year intermediate regional flood zone as per the Federal Emergency Management Agency as shown on Community-panel #13151C0152C and 13151C0151C last revised May 16, 2006.

The original of this document was sealed and signed by James W. Clay III, GA. R.L.S No. 2850, on 11/10/08.

THIS REPRODUCTION IS NOT A CERTIFIED DOCUMENT.

LANDAIR
SURVEYING COMPANY
70 BOULDERBROOK CIRCLE, SUITE 100
LAWRENCEVILLE, GA 30045
(770) 513-4645 FAX (770) 513-8128

No.	Revision	Date

Project No.	J-08S-209
Field Surveyed:	10/31/08
Drawn By:	DAS, JHS, SWC
Checked By:	JWC
Date:	11/10/08
Scale:	1" = 100'

C&G ACAD FILE NAME
08S-209.CRD
08S-209.DWG

BOUNDARY AND TOPOGRAPHIC SURVEY FOR: URS CORPORATION "JODECO ROAD PARK AND RIDE"

LAND LOTS 50, 51, 78, AND 79 OF THE 6TH DISTRICT
CITY OF STOCKBRIDGE, HENRY COUNTY, GEORGIA

Drawing No.
1 OF 1

File Number:
08S-209