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CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
COMPREHENSIVE ENGINEERING
SOIL MAPPING & SEPTIC SYSTEMS
WETLAND & ENVIRONMENTAL MONITORING

October 27, 2025

Ms. Brittany Giles / Mr. Donald Shockey

dshockey@atlantaregional.org

Bwilliams@srta.ga.gov

Project: City of McDonough – SRM Concrete Ready Mix Plant - DRI #4487
295 Racetrack Road, McDonough, GA 30252
Methodology Meeting Packet (MMP) - GRТА LTGM & Expedited Review Schedule Request

Dear Ms. Giles / Mr. Shockey,

ABE Consulting, Inc. (ABE) is the Traffic and Design Engineer for the subject DRI # 4487. ABE is pleased to submit the revised MMP for the subject DRI on behalf of the Applicant and Developer. The Site Plan has been completed per the ARC / DRI requirements. The proposed project consists of replacing an existing operational sign company. The total net ADT has been calculated to be 118.

We are requesting that the Limited Trip Generation Memo and Expedited Review Schedule for the subject DRI be allowed since the ADT since the total Net ADT is estimated to be less than 1,000.

Executive Summary: Proper heavy vehicle entrance with adequate radii, width and deceleration lane extension are being proposed. The main heavy traffic entrance is planned to be heavy duty concrete pavement, replacing the existing driveway. Based on the attached LTGM, the proposed transportation improvement and the relatively low net ADT of 118, ABE concludes that minimum to no impact is expected to existing roads or infrastructures.

Please review the attached MMP and Site Plan and if all is acceptable, forward to the other appropriate Stakeholders.

Please let us know if there are any questions or comments.

Respectfully Submitted,

ABE Consulting, Inc.

Abe Abouhamdan, PE, F.ASCE

President & CEO

cc: -Richard Oshileds, Applicant & Developer's Rep
-Christian Penta, Penta Engineering Co., Developer's Coordinating Consultant
-Aaron Hypolite, City of McDonough, Community Development Dept.

MMP for SRM Concrete Ready Mix Plant City of McDonough – DRI # 4487

DRI Name & Number: SRM Concrete Ready Mix Plant - DRI #4487

Pre-Review / Methodology Meeting Date: July 21, 2025 @ 10:00 am

Project Rendering: Refer to the Attached Site Plan (Exh. A).

Permitting Local Government: City of McDonough

Additional Local Government(s) with development approval authority: none

DRI Trigger: Construction Plans Permit

DRI Trigger Application / Permit #: 295 Racetrack RD

Qualifying DRI Threshold Exceeded: Yes, the proposed project is located within 1 mile of a public facility. The City of McDonough's Public Works Department is located directly adjacent to the subject site.

Zoning:

Existing: M-2 (Heavy Industrial)

Proposed: M-2 (Heavy Industrial)

Project Information: See below:

Construction of a ready-mix concrete batch plant. The project includes the following main components:

1. Operations/Office Building: 908 SF
2. Pump House: 66 SF
3. Batching Equipment such as hoppers. Mixers, conveyors & loading, etc.
4. Materials Storage Stockpiles
5. Weight Station/Scales
6. Rinsing/Cleaning Cells
7. Parking Areas (13 spaces)
8. Dedicated Loading & Unloading Areas
9. Truck Overflow Areas

Project Location: 295 Racetrack Road, McDonough, GA 30252

GPS Coordinates: LAT: N 33°25' 51.1", LONG: W 84° 08' 06.2"

Location Description: Approximately 3.305 acres located off of Racetrack Road within the City Limits of McDonough. The site is approximately 1,030 feet (0.20 miles) to the west to Hwy 155 S / S Zack Hinton Pkwy. Racetrack Road continues further west approximately 3,070 feet (0.58 miles) to reach its intersection with Hwy 42 S. The site is located within a mainly developed industrial and commercial area with some residential developments intrusion to the south. (See Exh. D)

Exhibit D

Project Orientation Map:



Unified Growth Policy Map land use area designation: Developing Suburbs, Exh. B

Exhibit B

Unified Growth Policy Map Land Use Area:

Exhibit B_ Unified Growth Policy Map Land Use Area



July 11, 2025

 Regional Centers	 Counties	Regional Areas - copy
 Town Centers	 Expressways	Developing Suburbs

1:18,056

0 0.17 0.35 0.7 mi

0 0.3 0.6 1.2 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Neighboring Jurisdiction(s): See following page – Exh. C

Exhibit C

Neighboring Jurisdictions:



Project Orientation Map (Section 2.2.1.2): See following page, Exh. D.

Exhibit D

Project Orientation Map:



Project Driveways & Access Points: Two existing driveways will be utilized to access the property from Racetrack Road. The main truck access driveway will be widened and improved to approximately 28' wide commercial drive with 35' radii. The existing decel lane will be extended to the truck access driveway for improved ingress and egress, see Site Plan. The second existing driveway will be utilized for standard vehicular access to the front parking lot.

Project Build Out Year & Phases (s): The project Build-Out year will be 2026. Project will be completed in 1 phase.

Net Average Daily Trips (ADT) & Requested Review Schedule (Sec. 4.2.2): Total Net ADT: 118
See ADT breakdown and formulas in table 4. Expedited review schedule is being requested through GRTA.



Government Stakeholders (Sec 1.2.2):

Mr. Donald Shockey

dshockey@atlantaregional.org

Mr. Aaron Hypolite, Planner
Community Development Department
City of McDonough

ahypolite@mcdonoughga.org

Ms. Sylvia Smith, Community Development Director
City of McDonough

SSmith@McDonoughGa.org

GDOT District Office

Paul DeNard, PE

District Engineer – GDOT District 7

5025 New Peachtree Road

Chamblee, GA 30341

Phone: 770-216-3810

Applicant Stakeholders (Section 1.2.2):

Applicant: Richard Oshields
1000 Hollingshead Circle, Murfreesboro, TN 37167
Email: richard.oshields@smyrnareadymix.com
Phone: 615-624-1221

Developer: Hollingshead Materials, LLC. C/O: Brian Hercules
1000 Hollingshead Circle, Murfreesboro, TN 37167
Email: richard.oshields@smyrnareadymix.com
Phone: 615-624-1221

Traffic Engineer: Mr. Abe Abouhamdan, PE, / ABE Consulting, Inc.
& Site Designer: 2410 Hog Mountain Rd, Suite 103, Watkinsville, GA 30677,
e-mail: abe@abeconsultinginc.com, Ph: 706-613-8900

Applicant Email & Mailing Address: : richard.oshields@smyrnareadymix.com
1000 Hollingshead Circle, Murfreesboro, TN 37167

Planning Context:

Programmed Projects (Section 2.2.2.1, Sec 2.2.2.3):

These programmed projects have been taken from the City of Mc Donough Comprehensive Plan 2024-2028 & Henry County Comprehensive Plan, dated October 17, 2023 & GDOT.



Table 1 - Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI NO	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 155 Widening	I-75 South to Hampton Grove Rd/Bill Garden Pkwy	GDOT	0015284	HE-189	2026	2028 to 2030	2030
SR 81 Widening	From Post Master Dr to N. Bethany Rd	GDOT	0015089	HE-005	2017	2024 to 2027	2027
SR 155 Widening	From I-75 Southbound Ramps to SR 42/US 23	GDOT	0007856	HE-113	2016	2023 to 2026	2026
Local Bus Pilot Route Implementation /Henry County	From McDonough to Stockbridge Park-and-Ride Area	Henry County		HE-450	2025	2025	2025

See Appendix A for ARC Fact Sheets & GDOT Sheets.

Programmed Project Attached Design Documents: **Please see Appendix A & B for ARC fact sheets & GDOT project sheets.**

Transportation Project Interaction with DRI (Section 2.2.2.5): **None known or found. No conflict is anticipated or found from this DRI.**

Planned Projects (Section 2.2.2.2): **No conflict noted with planned projects.**



Table 2 - Planned Projects

Project Name	From / To Points:	Sponsor	GDOT PI NO	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Racetrack Rd Widening	From SR-81 to Old Griffin Rd/SR 155	GDOT/ Henry County	0008337	HE-204	2051	2051	2051
SR 155 Widening	SR 42/US 23 to Racetrack Rd	GDOT	0008336	N/A	2023	2024	2026
Norfolk Southern RR- Scoping Only in McDonough	5 Various Locations	GDOT	0019827	N/A	2023	2025	2026

See Appendix B for ARC Fact Sheets & GDOT Sheets.

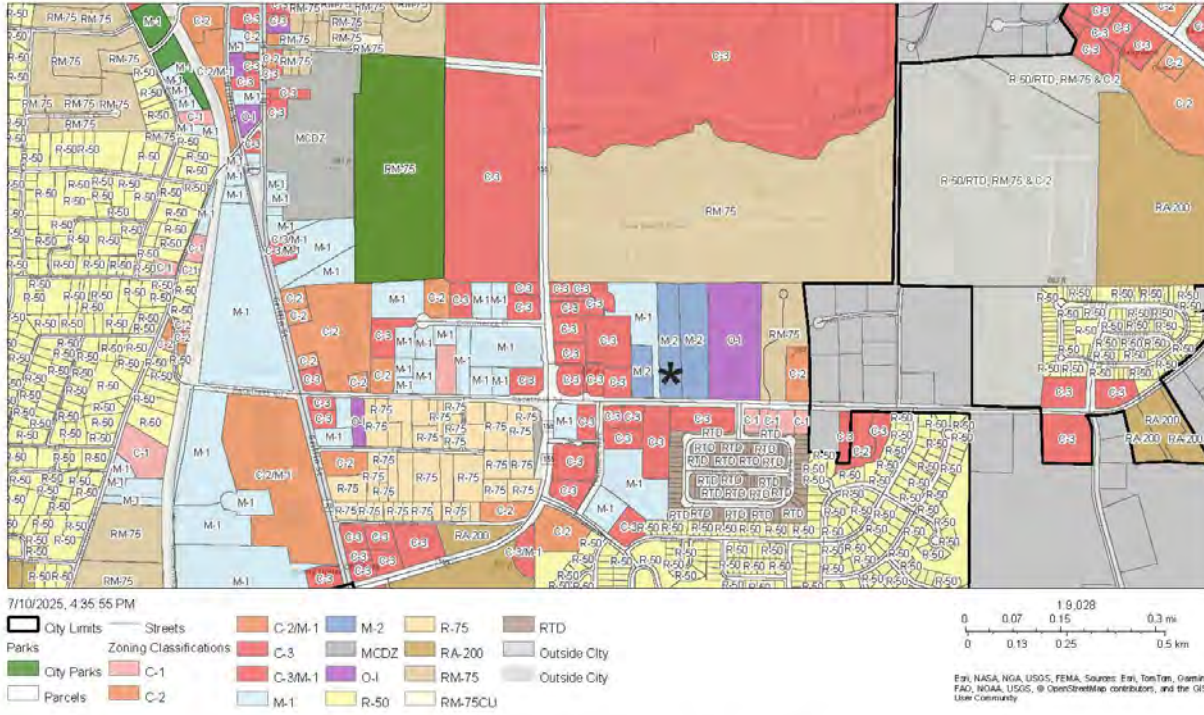
Land Use and Zoning (Sec 2.2.1.1, Sec 2.2.2.2):

Existing Zoning: M-2 (Heavy Industrial) – Exh. E

Exhibit E

Existing Zoning:

Exhibit E_Existing Zoning



Esri Community Map Contributors, ©OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SatNav, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census/Bureau, USDA, USFWS | Esri, NASA, NOAA, USGS, FEMA)

The project site is typically gated and not open to the general public. Only authorized employees and product supplies access the site. The estimated alternative transportation to access the site is less than 1%. This may include pedestrian, bicycle or by private shuttle.

Existing Alternative Transportation Map: None

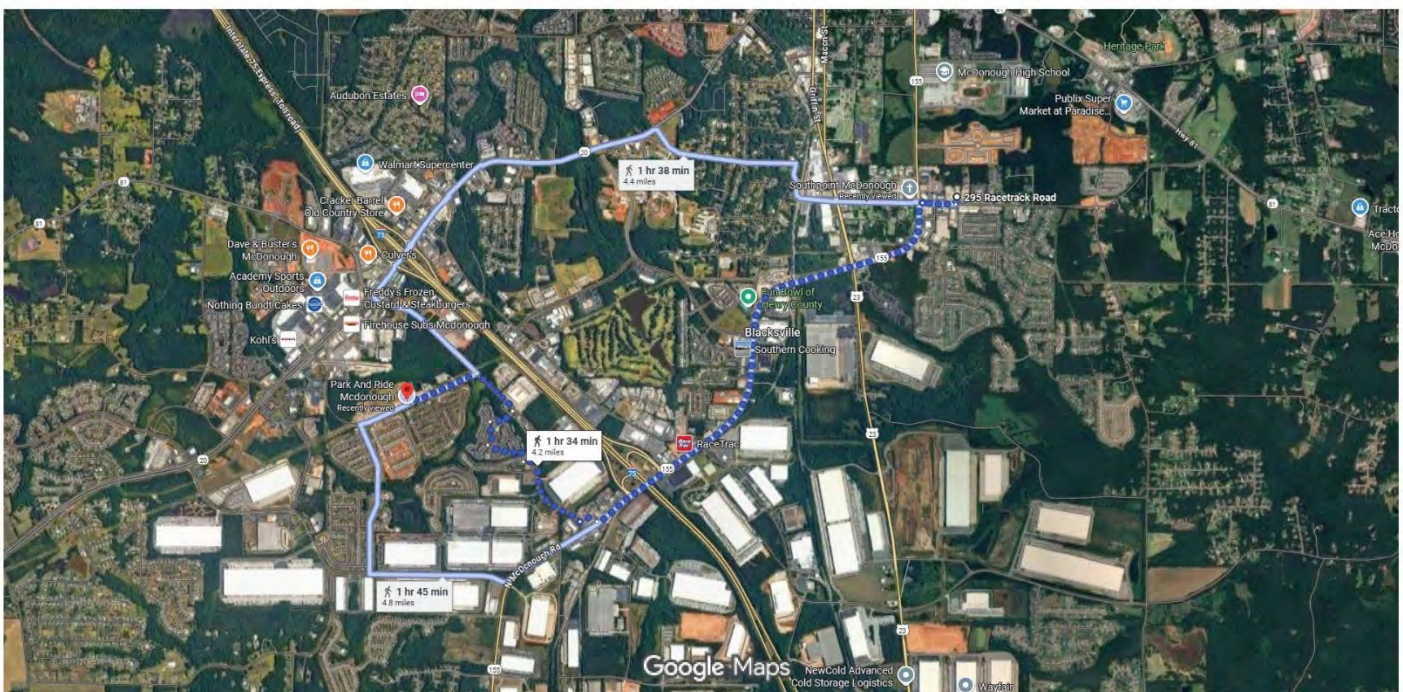
Pedestrian Distance Calculations (Section 2.2.3.2): Shortest distance to transit station (Park-and-Ride) is 4.2 miles, see Exhibit M.

Exhibit M

Pedestrian Distance to Park and Ridge Routes:

295 Racetrack Rd, McDonough, GA 30252 to 1059 Industrial Parkway, McDonough, GA

Walk 4.2 miles, 1 hr 34 min



Imagery ©2025 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2025 Google 2000 ft

Bicycle and Pedestrian Facilities (Sec 2.2.3.3): There are no existing Bicycle facilities within 1/4 mile of the project site. There are existing pedestrian facilities in the form of existing sidewalks on both sides of the road, see Exhibit L.

Description of Existing Infrastructure: Existing sidewalks and pedestrian facilities are shown on the Exhibit L. Currently, there are 5' sidewalks on both side of the street at the subject site. ADA ramps will be required for all driveway crossings. The sidewalks extend down the street to connect to existing residential, commercial and industrial sites. Cross-walk and ADA facilities are installed at main intersections adjacent to the site. A 10' landscape strip is also required along the frontage of the site. Street trees are required and have been shown on the site plan as existing trees. Street lighting is not required for the subject site or zoning. Furniture zones or any other streetscapes are not being proposed on the site plans. please refer to Exhibit L for additional information. Existing roads within the vicinity are found generally in good operable



conditions. No major failures or deterioration zones are found in the area. All travel lanes within the vicinity have 12' lanes or wider. Existing sidewalks have been found, for the majority, on both sides of the road. They are found in good operable conditions. Existing sidewalks have been found to be 5' wide minimum. Proper cross-walks have been found at intersections in both directions leaving the project site. Pedestrian facilities (sidewalks) extend along existing streets from project sites to several intersections in both directions.

Sidewalk & Streetscape Ordinance Standards:

[City of McDonough Codes](#) (link to current code)

Summary of sidewalk ordinance standards: 5' sidewalk for local streets in the right-of-way or in an easement to create uninterrupted pedestrian walkways. Internal pedestrian pathways a minimum of 8' wide and ADA compliant are required to provide pedestrian and bicycle movement between sidewalks and principle building on site. ADA ramps will be required for all driveway crossings. Cross-walk and ADA facilities are installed at main intersections adjacent to the site, see link for more information.

Summary of street trees ordinance standards: One street tree shall be planted for every 40' of road frontage. A 10' minimum landscape strip is required along property road frontage per City Ordinances for M-2 zoning designation, see link for more information.

Potential Pedestrian & Bicycle Destinations: Existing Sidewalks destinations include

commercial, retail, restaurants, industrial and residential establishments in the vicinity, see Exhibit L.

Exhibit L
Existing Sidewalk Routes:

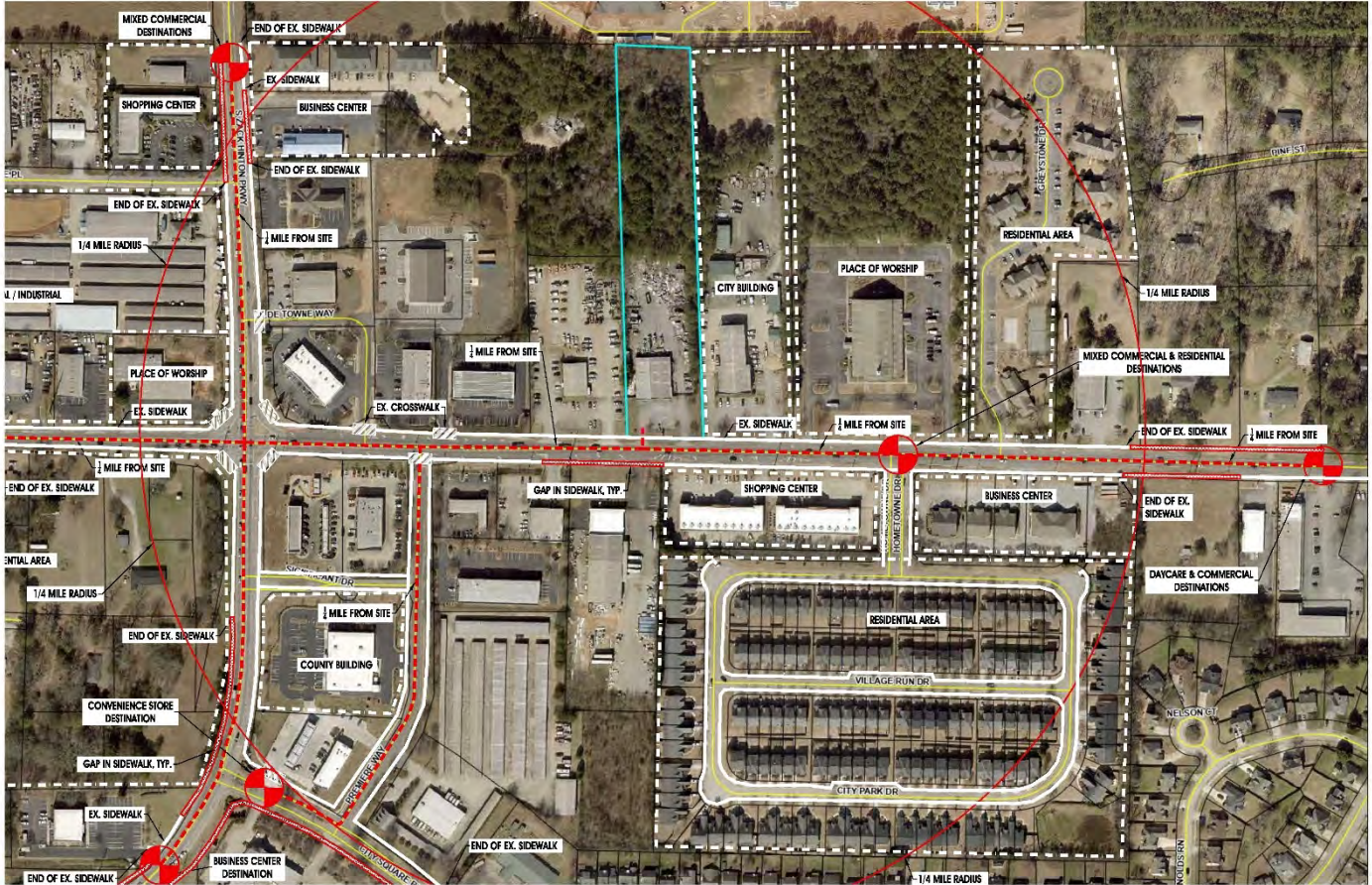
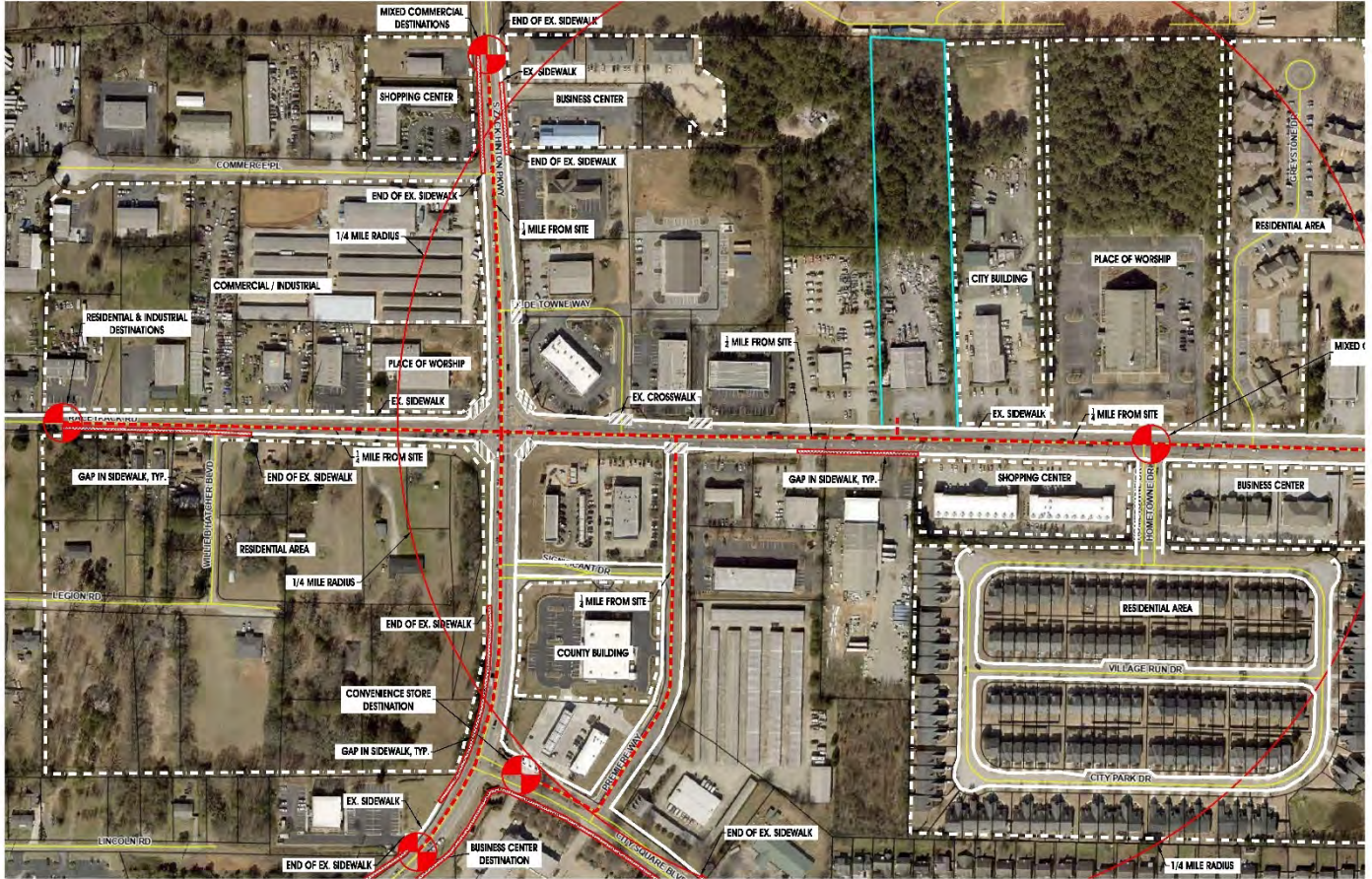


Exhibit L
Existing Sidewalk Routes:



Transit Accommodations (Sec 2.2.3.4)

Existing Transit Routes: See attached Map for Xpress Transit Park & Ride Route. Ex. H

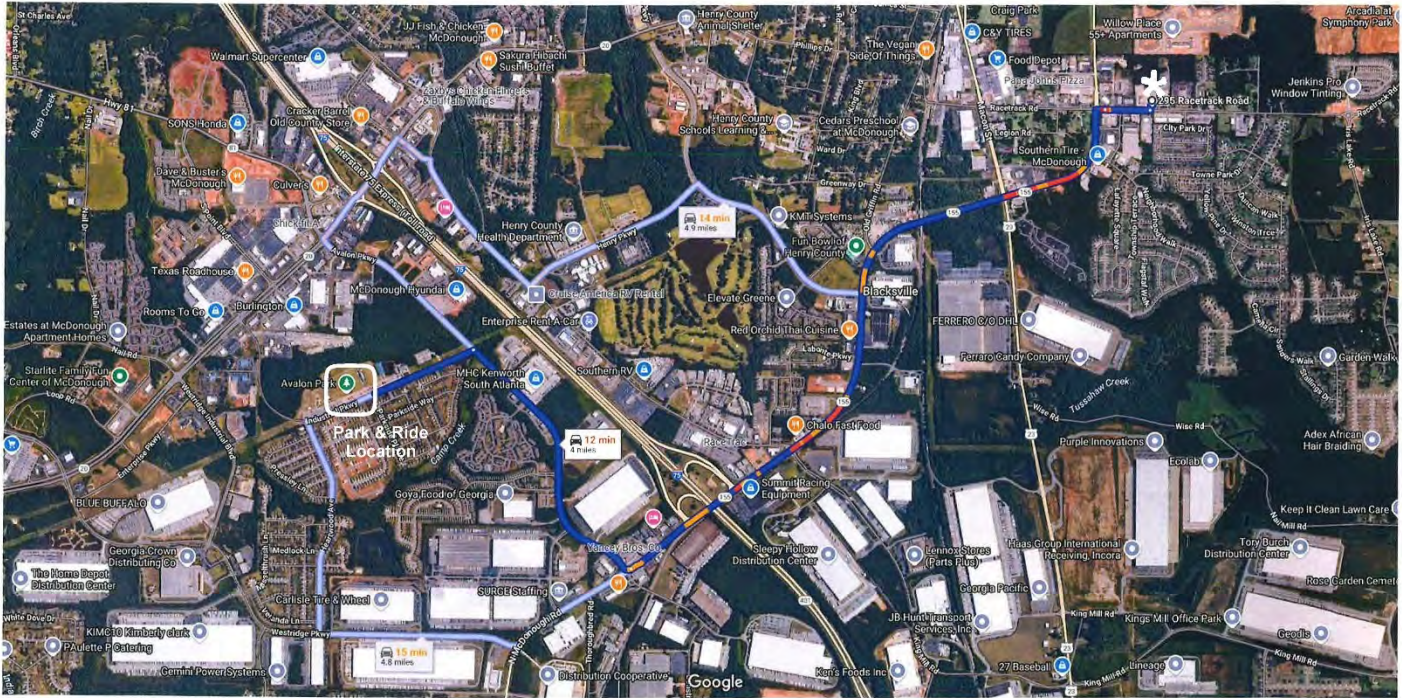
Exhibit H

Existing Transit Routes:

295 Racetrack Rd, McDonough, GA to McDonough Park and Ride - Google Maps

295 Racetrack Rd, McDonough, GA to McDonough Park and Ride

Drive 4.0 miles, 12 min



Imagery ©2025 Airbus, Maxar Technologies, Map data ©2025 Google 1000 ft

McDonough Park & Ride Location: 1059 Industrial Parkway Parking

Xpress Route: 430 McDonough / Stockbridge to Downtown/Midtown

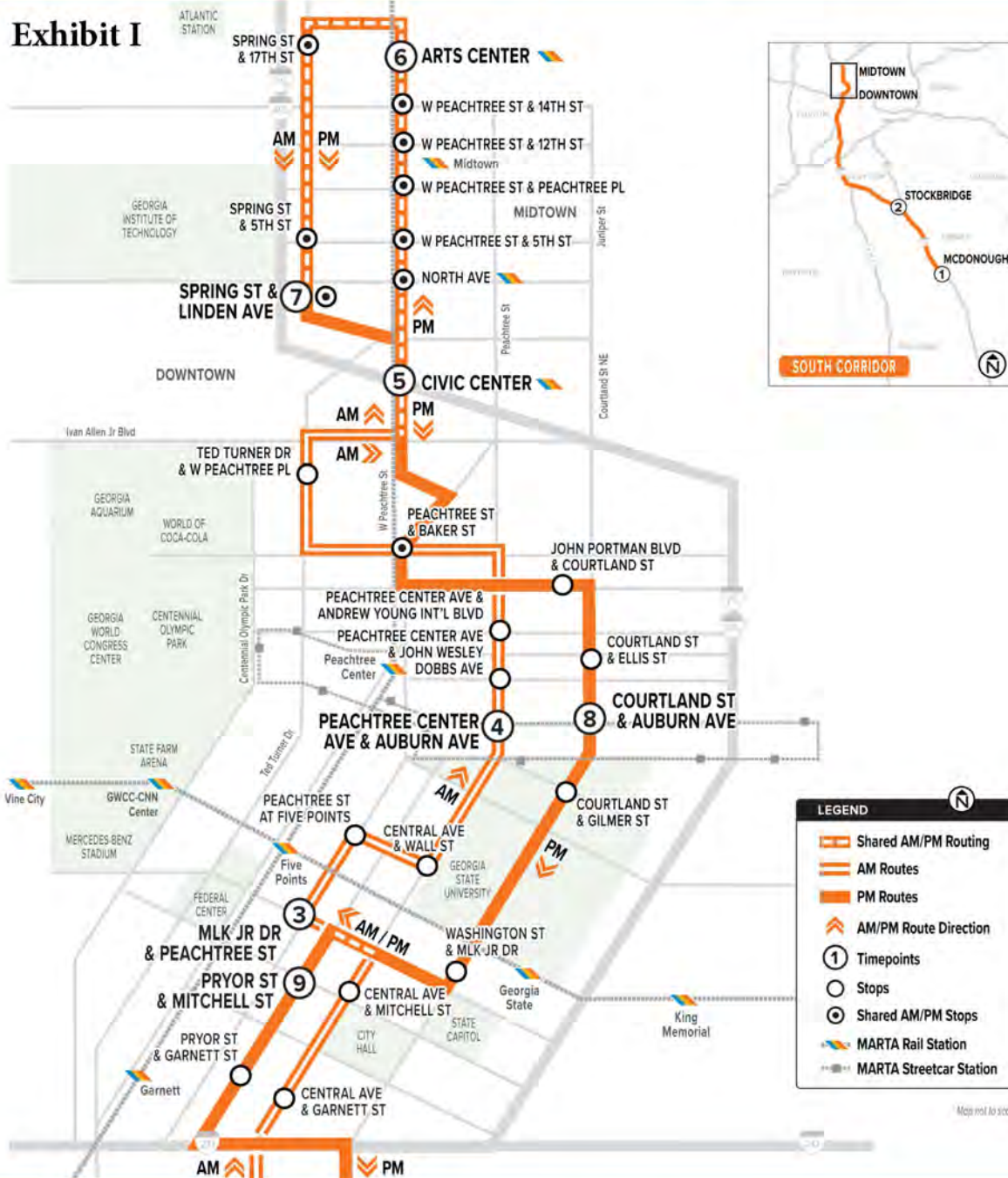
Existing High Capacity Transit Stations: None.

Existing Transit Service Details: Park-and-Ride Xpress Route 430: McDonough - Stockbridge to

Downtown / Midtown Atlanta. See attached route and operating schedule. Exh. I

Xpress Route 430 McDonough - Stockbridge to Downtown/Midtown

Exhibit I



For more information, visit XpressGA.com

Exhibit I -Existing Transit Service Details (Bus Schedule):

430	Afternoon	11	600008	Civic Center MARTA Station (southbound)
430	Afternoon	12	900725	Peachtree St at Baker St
430	Afternoon	13	600005	John Portman Blvd at Courtland St
430	Afternoon	14	900781	Courtland St at Ellis St
430	Afternoon	15	210762	Courtland St at Auburn Ave
430	Afternoon	16	400112	Courtland St at Gilmer St
430	Afternoon	17	400113	Washington St at MLK Jr Dr
430	Afternoon	18	400104	Pryor St at Mitchell St
430	Afternoon	19	102028	Pryor St at Garnett St
430	Afternoon	20	400020	Stockbridge Park-and-Ride
430	Afternoon	21	400014	McDonough Park-and-Ride

430	Morning	16	600011	West Peachtree St at Peachtree PI
430	Morning	17	600058	West Peachtree St at 12 th St
430	Morning	18	600014	West Peachtree St after 14 th St
430	Morning	19	400208	Arts Center MARTA Station
430	Morning	20	400203	Spring St at 17 th St
430	Morning	21	400204	Spring St at 5 th St
430	Morning	22	400205	Spring St before Linden Ave

Afternoon

Route	Direction	Position	Stop ID#	Stop Name
430	Afternoon	1	600007	Civic Center MARTA Station (northbound)
430	Afternoon	2	600013	North Ave MARTA Station
430	Afternoon	3	600012	West Peachtree St at 5 th St
430	Afternoon	4	600011	West Peachtree St at Peachtree PI
430	Afternoon	5	600058	West Peachtree St at 12 th St
430	Afternoon	6	600014	West Peachtree St after 14 th St
430	Afternoon	7	400208	Arts Center MARTA Station
430	Afternoon	8	400203	Spring St at 17 th St
430	Afternoon	9	400204	Spring St at 5 th St
430	Afternoon	10	400205	Spring St before Linden Ave

Stop Locations

Morning

Route	Direction	Position	Stop ID#	Stop Name
430	Morning	1	400014	McDonough Park-and-Ride
430	Morning	2	400020	Stockbridge Park-and-Ride
430	Morning	3	102056	Central Ave at Garnett St
430	Morning	4	600024	Central Ave at Mitchell St
430	Morning	5	600039	MLK Jr Dr at Peachtree St
430	Morning	6	211645	Peachtree St at MARTA Five Points Station
430	Morning	7	400106	Wall St at Central Ave
430	Morning	8	600006	Peachtree Center Ave at Auburn Ave
430	Morning	9	600050	Peachtree Center Ave at John Wesley Dobbs Ave
430	Morning	10	600049	Peachtree Center Ave at Andrew Young Int'l Blvd
430	Morning	11	600001	Baker St at Peachtree St
430	Morning	12	600057	Ted Turner Dr at West Peachtree Pl
430	Morning	13	600007	Civic Center MARTA Station (northbound)
430	Morning	14	600013	North Ave MARTA Station
430	Morning	15	600012	West Peachtree St at 5 th St



3:50 PM	4:02 PM	4:25 PM	4:33 PM	4:40 PM	5:11 PM	5:30 PM
4:40 PM	4:52 PM	5:14 PM	5:23 PM	5:29 PM	5:56 PM	6:13 PM
5:30 PM*	5:42 PM*	6:04 PM*	6:13 PM*	6:19 PM*	6:46 PM*	7:03 PM*

**Trip will only operate on Tuesdays – Thursdays. No service on Mondays and Fridays for this trip.*

The stop locations and times listed on the schedule represent only selected stop locations and their associated bus departure times.

If your stop is not a timed stop, the bus will arrive between the times listed before and after the stop.

Please plan to arrive at your stop at least 10 minutes prior to the time listed.

Exhibit I

Schedules

Effective June 16, 2025, Xpress has updated schedules to better serve you.

Stops and Times

430 McDonough/Stockbridge – Downtown/Midtown						
Weekday						
McDonough Park-and-Ride	Stockbridge Park-and-Ride	MLK Jr Dr at Peachtree St	Peachtree Center Ave at Auburn Ave	Civic Center MARTA Station (northbound)	Arts Center MARTA Station	Spring St before Linden Ave
MCDO	STOC	MLPE	AUPC	CIVI	ARTS	LISP
5:00 AM*	5:18 AM*	5:50 AM*	5:55 AM*	6:02 AM*	6:12 AM*	6:22 AM*
5:50 AM	6:08 AM	6:40 AM	6:45 AM	6:52 AM	7:02 AM	7:12 AM
6:40 AM	6:58 AM	7:30 AM	7:35 AM	7:42 AM	7:52 AM	8:02 AM
7:30 AM	7:51 AM	8:25 AM	8:31 AM	8:38 AM	8:50 AM	8:59 AM
Civic Center MARTA Station (northbound)	Arts Center MARTA Station	Civic Center MARTA Station (southbound)	Courtland St at Auburn Ave	Pryor St at Mitchell St	Stockbridge Park-and-Ride	McDonough Park-and-Ride
CIVI	ARTS	CIVS	AUCO	MIPR	STOC	MCDO
3:00 PM	3:12 PM	3:31 PM	3:40 PM	3:46 PM	4:13 PM	4:20 PM

Proposed Pedestrian Route to Access Transit: **None.**

Transit Stop Ridership: **None**

Existing Transit Stop Ridership: None

Transit Stop Amenity Standards: **None.**

Trip Generation & Adjustments

Trip Generation Inputs (Sec 2.2.4.1):

ITE Trip Generation Manual Used: ITE Trip Generation Manual 11th Edition

ITE Land Use Code(s): Ready Mix Concrete Plant: Code 140 (Manufacture)

ITE Independent Variable Inputs for each Land Use Code: 1,000 SQFT GFA

Day & Time of Day of ITE Surveys: N/A - TBD

ITE Trip Generation Formula Used: $T = 3.77 (X) + 201.98$

Trip Generation Calculation Alternative Approaches: N/A

Trip Generation Reductions: (NOTE: If the Gross ADT is less than 1,000 ADT then the Trip Generation Reductions section is not required). **N/A, ADT is less than 1,000**

Redeveloped Square Footage (If applicable – the DRI will replace existing development in operation when traffic counts were taken): **33,684 SF**

Alternative Mode Reduction (Sec 2.2.4.2): **N/A**

Contributing Factors: **N/A**

Summary of Existing and Proposed Bicycle / Pedestrian / Transit: **N/A**

Parking Requirements & Proposed Amount (Specific numbers must be included): **Total Required Parking based on M-2 (Heavy Industrial) Uses is 9 spaces. Total Provided Parking Spaces is 13.**

Alternative Parking Provided: **None**

Affordable Housing: **N/A**

Transportation Demand Management: **N/A**

Supplemental Commuter Data: **N/A**

Proposed Reduction Percentage: **N/A**

Proposed Reduction Justification Explanation: **N/A**

Internal Capture / Mixed Use Reduction (Sec 2.2.4.3): **N/A**

Pass-by Trips Reduction (Sec 2.2.4.4): **N/A**

Proposed Pass-by Trips Table: **N/A**

Trip Generation Summary Table (Section 2.2.4.5): **Total net calculated number of trips at build-out is 118 ADT (two-way trips per 24-hour) - See Table 4 below for Trip Generation Summary with breakdown for various uses.**

- Independent Variable Inputs
- Time Period
- Equation Formula
- The Equation Results
- Equations used

Table 3 – Trip Generation Summary Reduction

Trip Generation	118	
Internal Trip Reductions	N/A	N/A %
Adjusted New Trips	0	
Pass-by Reductions	N/A	N/A%
Total New Trips	118	

Table 4

Existing Operational Sign Company					
Vehicle					
Land Use Code(s)	Land Use	Indepent Variable	Time Period Weekdays	Peak Hours AM 7AM-9AM	Peak Hours PM 4PM-6PM
140	Manufacturing	1,000 SQFT. GFA	3.77(X)+201.98 50% IN/ 50% OUT	0.617(X)+9.54 76% IN/ 24% OUT	0.87(X)+17.50 31% IN/ 69% OUT
$8,768 / 1,000 * 4.75 = 41.65$					42 ADT
Heavy Vehicle					
Land Use Code(s)	Land Use	Indepent Variable	Time Period Weekdays	Peak Hours AM 7AM-9AM	Peak Hours PM 4PM-6PM
140	Manufacturing	1,000 SQFT. GFA	50% IN/ 50% OUT	56% IN/ 44% OUT	41% IN/ 59% OUT
$8.76 * 0.45 = 3.94$					4 ADT
Proposed Operational SRM Concrete					
Vehicle					
Land Use Code(s)	Land Use	Indepent Variable	Time Period Weekdays	Peak Hours AM 7AM-9AM	Peak Hours PM 4PM-6PM
140	Manufacturing	1,000 SQFT. GFA	3.77(X)+201.98 50% IN/ 50% OUT	0.65(X)+27.27 73% IN/ 27% OUT	0.69(X)+20.74 42% IN/ 58% OUT
$33,684 / 1,000 * 4.75 = 159.99$					160 ADT
Heavy Vehicle					
Land Use Code(s)	Land Use	Indepent Variable	Time Period Weekdays	Peak Hours AM 7AM-9AM	Peak Hours PM 4PM-6PM
140	Manufacturing	1,000 SQFT. GFA	50% IN/ 50% OUT	56% IN/ 44% OUT	41% IN/ 59% OUT
$33.68 * 0.45 = 15.16$					15 ADT
Existing ADT 42 - Proposed ADT 160 =				Total Net ADT:	118 ADT
Existing ADT4 - Proposed ADT 15 =				Estimated Net Heavy Vehicle ADT:	11 ADT

**All rates and equation listed are from the ITE Trip Generation Manual, 11th Edition, 2021*

Draft Schedule

Draft Transportation Study Submittal Date: **TBD**

Anticipated GRTA Review Schedule (Section 4.2): **TBD by GRTA or ARC**

DCA DRI 'Initial Form' & 'Additional Form' Submittal Date(s): *(Forms must be submitted before review begins.)*

(Optional): **Form 1 has been submitted by the City. Form 2 will be submitted to ARC prior to Final DRI.**

Key Permitting Local Government Review Board Dates(s):

- **City of McDonough Community Development Department Review- TBD after DRI**
- **Other meetings to be listed: None**

Heavy Vehicle Enhanced Focus Area (Section 3.2.4.1): Heavy vehicles are expected to access the site from I-75 (North & South) from Racetrack Road. This route will consist of the majority of heavy vehicle trips. A secondary access route will be along Racetrack Road to SR 155 towards Conyers. Please refer to Exhibit J. The right-side entrance to the site, as depicted on the site plan, will be the designated truck entrance.

Exhibit J -*Truck Route Maps:*

295 Racetrack Road to Interstate 75

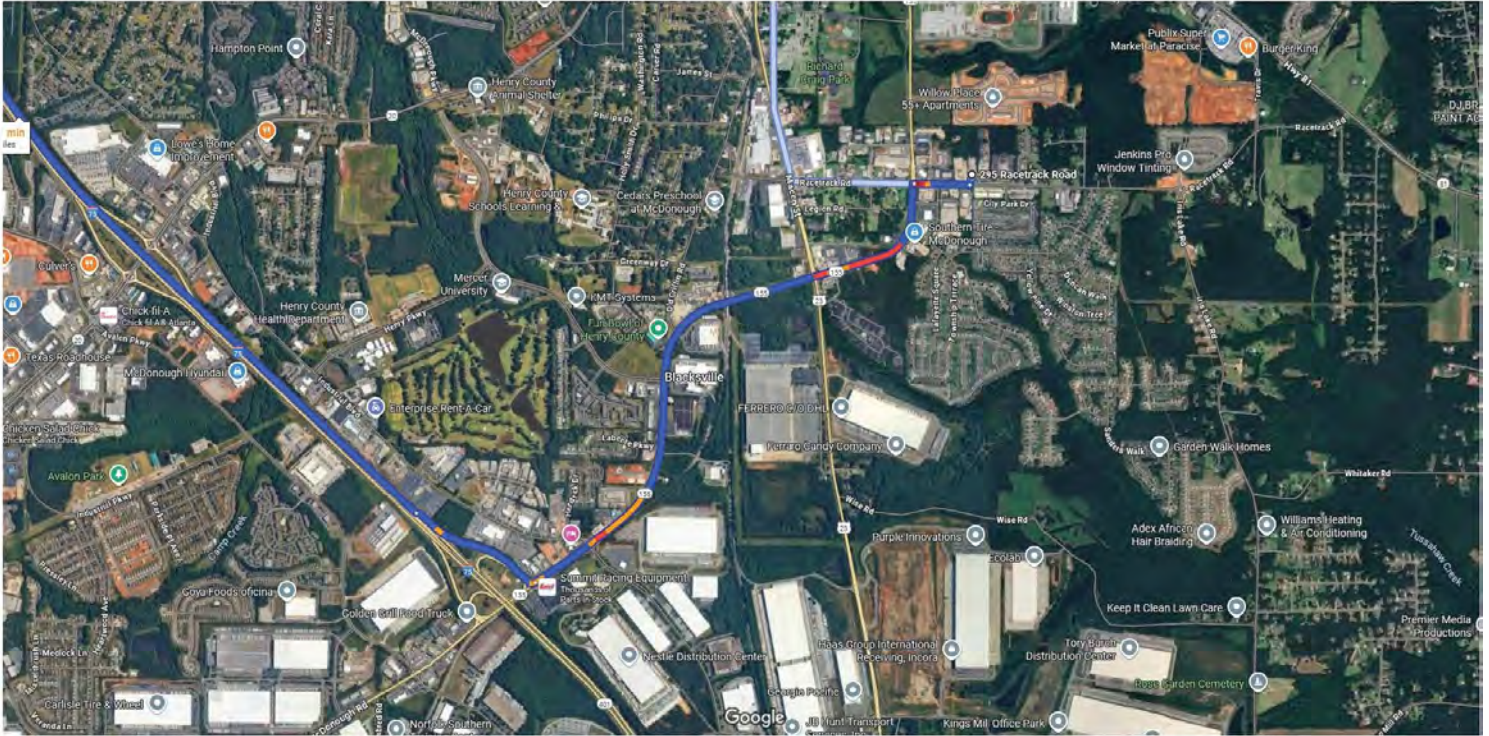
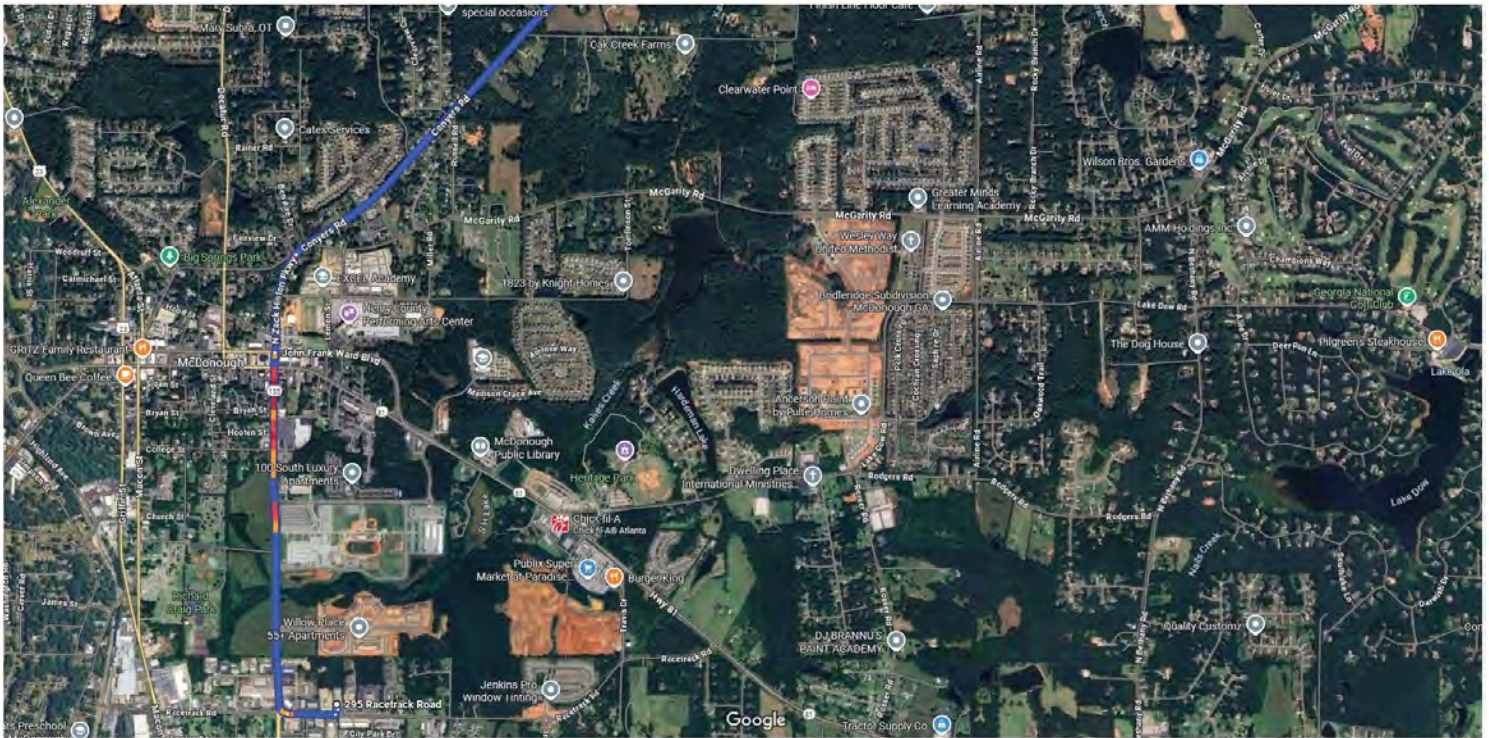


Exhibit J -Truck Route Maps:

295 Racetrack Road to Conyers



Pavement Condition: The heavy vehicle routes between the main entrance of the site and the nearest intersection in both directions are: Racetrack Road to Zack Hinton PKWY (SR 155) and Racetrack Road to Hometowne Drive, see Exhibit M for details. Based on the site inspection and attached pictures, the existing pavement conditions are in great operable shape. No cracking, rutting, raveling, loss of section, bleeding, corrugation, edge cracks, patches, potholes or base failures were found. Minor surface topping cracks were found in a couple of locations, see Exhibit M for more details.

Exhibit M:

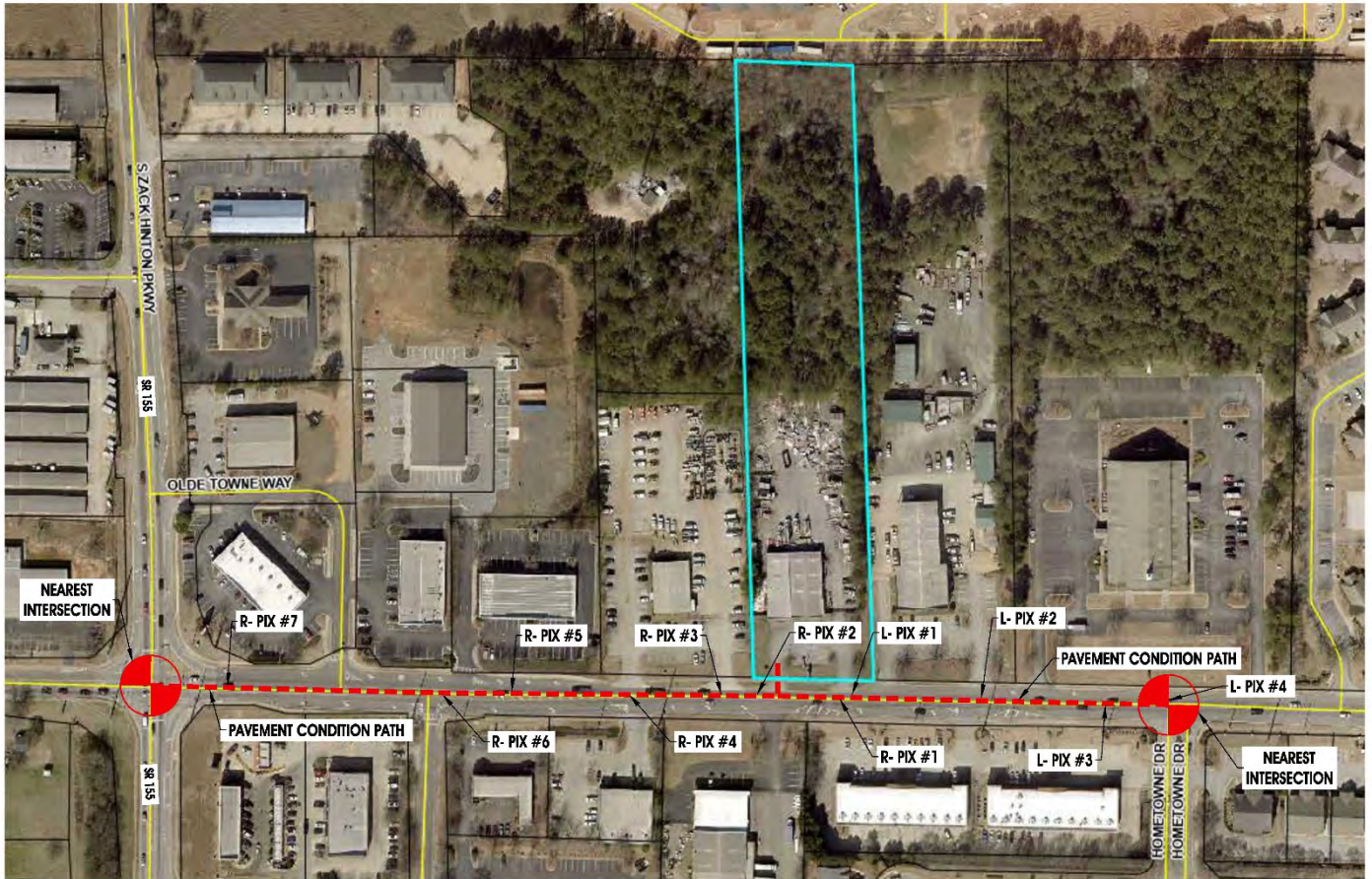


Exhibit M: L-PIX #1



Exhibit M: L-PIX #2



Exhibit M: L-PIX #3



Exhibit M: L-PIX #4



Exhibit M: R-PIX #1



Exhibit M: R-PIX #2



Exhibit M: R-PIX #3



Exhibit M: R-PIX #4



Exhibit M: R-PIX #5



Exhibit M: R-PIX #6



Exhibit M: R-PIX #7

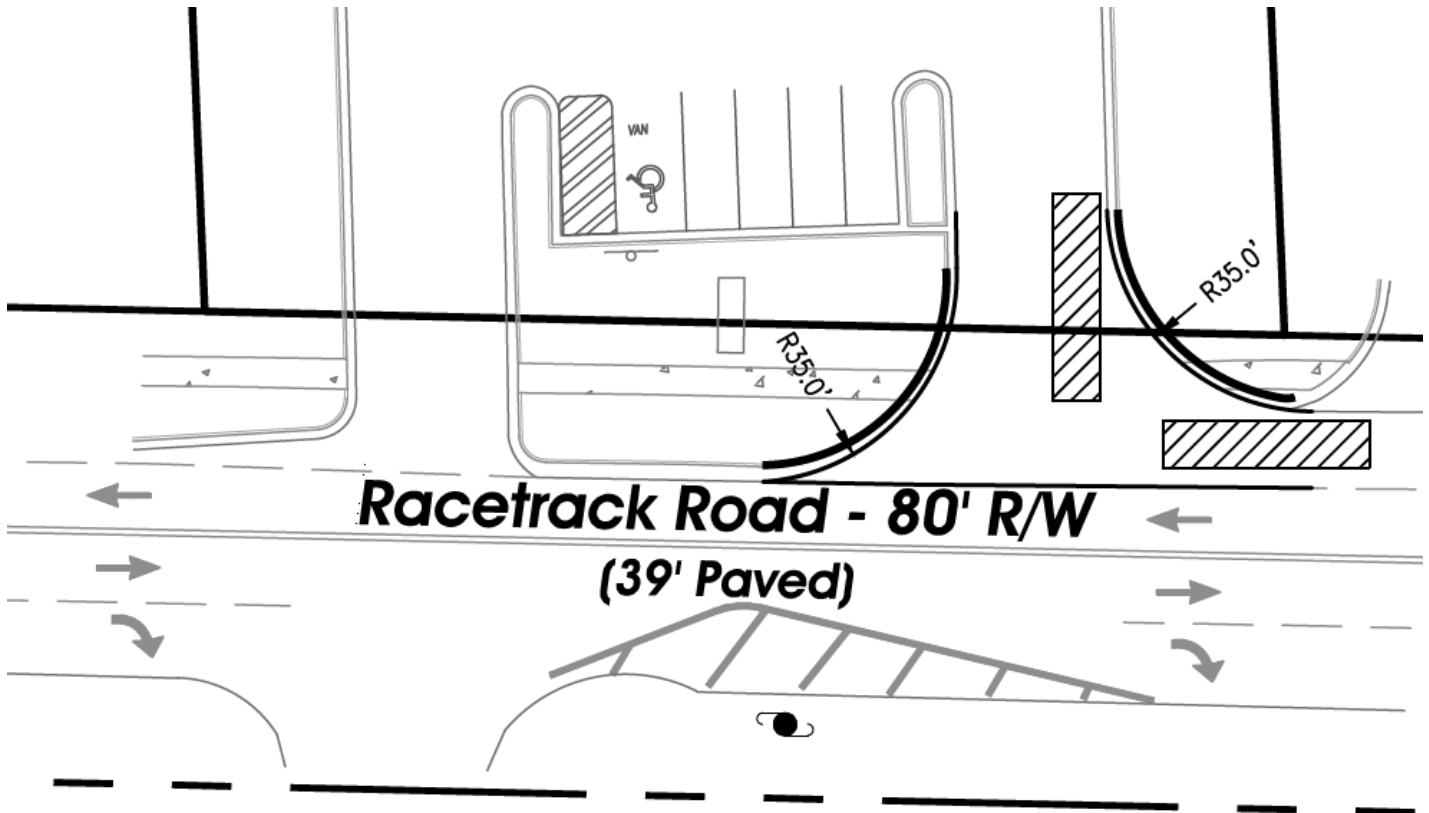


Roadway Width: Roadway width along Racetrack Road from Zack Hinton PKWY (SR 155) intersection to Hometowne Drive intersection will be analyzed. The city of McDonough requires a minimum of 12' wide lanes for heavy vehicles. This is also required by GDOT. Please refer to the following Table 5 for existing specific pavement width for each road segment.

Table 5 - Roadway Pavement Width				
ID	Road Name / Section	Northbound LANE (FT)	Southbound LANE (FT)	Standard Required Width (FT)
1	Racetrack Rd to SR 155	12.1	12	12
2	Racetrack Rd to Hometowne Dr	12	12.2	12

Corner Radii: The heavy vehicle main entrance/ driveway is being widened to have a 35' radii per city of McDonough standards. Please see the following heavy vehicle diagram for the main project site driveway for access, Exhibit N.

Exhibit N:



Heavy Vehicle Staging: Heavy vehicle staging and overflow is provided on site. Please see Exhibit O from site plan for specified location of heavy vehicle staging and overflow. Offsite heavy vehicle staging is provided at the entrance and decel lane, See Exhibit N. The project anticipated delivery hours will be 7 am to 5 pm Monday thru Friday, 7 am to 12 noon on Saturday and only occasionally on special occasions on Sunday. The expected number of delivery vehicles during peak period is 2. The site plan provides a planned area to accommodate 6 heavy vehicles on-site, 3 overflow and 2 heavy vehicles off-site.

Pedestrian Safety: The proposed improved heavy truck driveway will also include ADA sidewalk ramps as required by Americans with Disabilities ACT (ADA). The ADA ramps will be aligned and constructed on both sides of the main driveway. The second driveway already incorporates ADA ramps.

Exhibit 0:

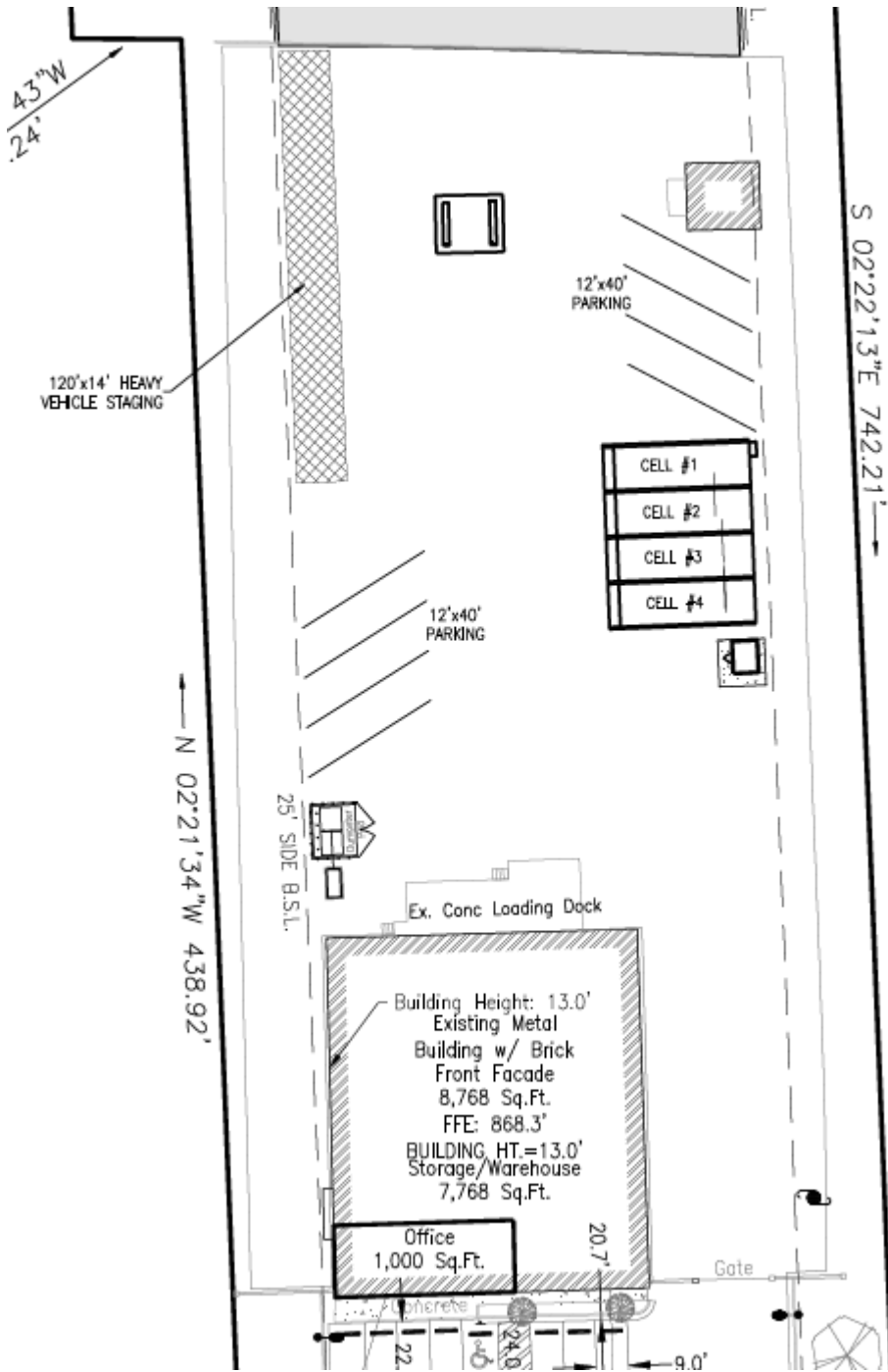




Exhibit K -Sustainability Practices:

Introduction

A little about SRM
and who we Are



WE MAKE THE MIX

Founded in 1999, SRM Concrete is the largest ready-mix concrete supplier in the country with 8,500 team members across 21 states. The dedication and determination of SRM's team members continues to drive the company's growth while setting the industry standard for quality products and services.

**558 CONCRETE
PLANTS**

**27
QUARRIES**

**12 CEMENT
TERMINALS**

MISSION & VALUES

At SRM Concrete, we are helping build our communities with strong concrete and even stronger relationships. Community engagement has been at the core of our business since the start. We strive to operate in a way that brings honor and dignity to the hard work being done in our industry.

BRIAN D. HERCULES | BUSINESS DEVELOPMENT | 615-624-1221 | BRIAN.HERCULES@SMYRNAREADMIX.COM

OUR PRODUCTS & SERVICES



WWW.SMYRNAREADYMIX.COM



VALUE OF A PLANT

SRM optimizes its extensive plant network by operating facilities that are strategically-located in close proximity to major metropolitan areas that are currently experiencing rapid expansion.

**\$12-15 MILLION
PLANT INVESTMENT**

**20-30
NEW JOBS**

**AVG SALARY
75K TO 100K**

Producing and delivering great concrete begins with people, and our company is built on great people.

SUSTAINABILITY PRACTICES



Facts about Concrete Ready-Mix Plants?

1. Is a concrete Ready-mix plant the same as a cement plant?

- No – Ready-mix plants receive, store and load cement, aggregates, sand, additives and water to make concrete. When orders are received, the concrete mixer trucks are loaded with specific quantities of raw materials into the drum of a mixer truck. The mixing of materials and water occur while the truck is in route to its deliver destination.

2. Is there blasting, mining or crushing of rock?

- No – All materials are prepared elsewhere and delivered to the site ready for use. Ready-mix operations only combine the materials in specific proportions based on what is required by the buyers.

3. Doesn't a Ready-mix plant produce a lot of dust?

- No – But they did at one time and still do at old facilities. SRM takes the following measures to nearly eliminate airborne dust.
 - Pave surfaces in lieu of gravel
 - Daily cleaning of the site with sweeping and water washdowns.
 - Storing aggregates and sands in blocked in areas, and water irrigation system to keep material damp.
 - Use of dust collection systems for loading of all trucks. (Dust collection details on next slide)

9

3. Doesn't a Ready-mix plant produce a lot of dust? (continued)

- **Stephen's Plant dust collection specifications and figures:**

- How effective is the Stephen's Plant dust collector used by SRM?
 - The dust collector is rated for 8,000 cubic feet per minute with a filtration rate of 99.5% at 0.2 to 2.0 microns, and 99.9995% at 1 micron and above.
SRM uses the Stephens SOS-4000 Central Dust Collector with Automatic Recycle System

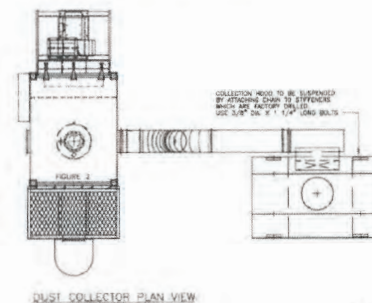
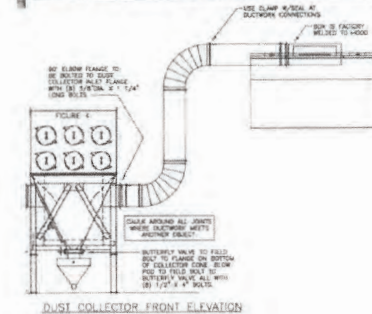
Specifications

Style Eco 23W Pleated Media
Fiber 100% Polyester
Media Permeability 99.995% at 1 Micron and above
Air Permeability 28 CFM@ 1/2" Delta p
Thermal Stability 2% Maximum at 250-degree F
Moisture Tolerant can be washed and reused
Max Operating Temp 200-Deg F (higher temp rating constr. available up to 275)

Fabric Characteristics

Using 3 grains per cubic foot loading at a ration of 8.5:1 for 24 hours constant, the material and filter media is weighed before and after the test and the results are as follows:

- 99.5 at .2 to 2.0 micron range
- 99.995 at 1 micron and above



Facts about Concrete Ready-Mix Plants?

4. Is there a lot of Noise generated from the plant?

- Not more than other light industrial facilities - Ready-mix plants have typically between 8-10 trucks at each location.
- When next to residential properties, natural barriers like trees and berms help control noise levels.
- In other cases, block wall barriers and fencing almost makes the facilities become unnoticeable.

5. Do we have to worry about contamination of the soil and water?

- No – Although cement is caustic, the water used to clean the site and equipment is reclaimed through the wash cells. Water is filtered and recycled for wetting the aggregate piles. The plant has to obtain permitting through the EPA for storm controls and discharge where each site design is reviewed. A PH treatment machine can also be utilized to manage water discharge when the site is designed not to capture 100% of wastewater.

6. Is there Nuisance lighting?

- No – The facility typically operates from 7am to 5pm, Monday through Saturday. Minimal flood lighting is used at the site at night for security. On rare occasions, at the request of major civil projects or special FDOT projects, the facility may have some extended hours. Requests for using special types of lighting can be accommodated.

(Facts: 2 of 3)

Facts about Concrete Ready-Mix Plants?

7. Do the trucks damage the road and leave debris?

- No to Damage of roads - Sites are selected that are designed for heavy truck traffic.
- No to leaving debris - With the paved surfaces at the site and the Load & Go truck wash, trucks can exit the site in a clean state, which eliminates the risk of trailing debris on the roadway.

8. How about excessive truck traffic on the roadways?

- No – The truck traffic for a typical site is less than 100 trips a day, this may seem like a lot, but in a 10-hour day, this equates to only 1 truck every 5-7 mins on a busy day.

9. What about the risks of chemical spills?

- No – All the products used to make concrete are considered nonhazardous. Almost all sites will keep storage of diesel fuel for refilling the work trucks, however the fuel will be stored in double walled approved containers and barricaded to protect from accidental punctures. For emergencies, waste spill kits are kept at every site in the event any work trucks were to lose fluids.

(Facts: 3 of 3)



Aggregate Bin

Dust Collector

Feed Belt









Appendix A -Programmed Projects:

Short Title RACETRACK ROAD WIDENING FROM SR 81 TO OLD GRIFFIN ROAD

GDOT Project No. N/A

Federal ID No. N/A

Status Long Range

Service Type Roadway / General Purpose Capacity

Sponsor Henry County

Jurisdiction Henry County

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This project will widen Racetrack Road to 4 lanes from SR 81 to Old Griffin Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2029-2030	\$20,000,000	\$0,000	\$0,000	\$0,000	\$20,000,000
				\$20,000,000	\$0,000	\$0,000	\$0,000	\$20,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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CR 376/RACETRACK ROAD FROM SR 155 TO SR 81

Project ID:	0008337	Notice to Proceed Date:	
Project Manager:	Albert V. Shelby III	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Henry	Work Completion Date:	
Congressional District:	010	Construction Contract Amount:	
State Senate District.:	017	Construction Contractor:	
State House District:	115, 117	Preconstruction Status Report	
Project Type:	Reconstruction/Rehabilitation	Construction Status Report	
Project Status:	Long Range Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)	2051	\$2,341,422.00	9/30/2008
ROW (Right of Way)	2051	\$2,869,008.00	11/20/2008
PE (Preliminary Engineering)	2051	\$1,035,072.80	5/6/2009
CST (Construction)	2051	\$12,938,410.00	5/6/2009

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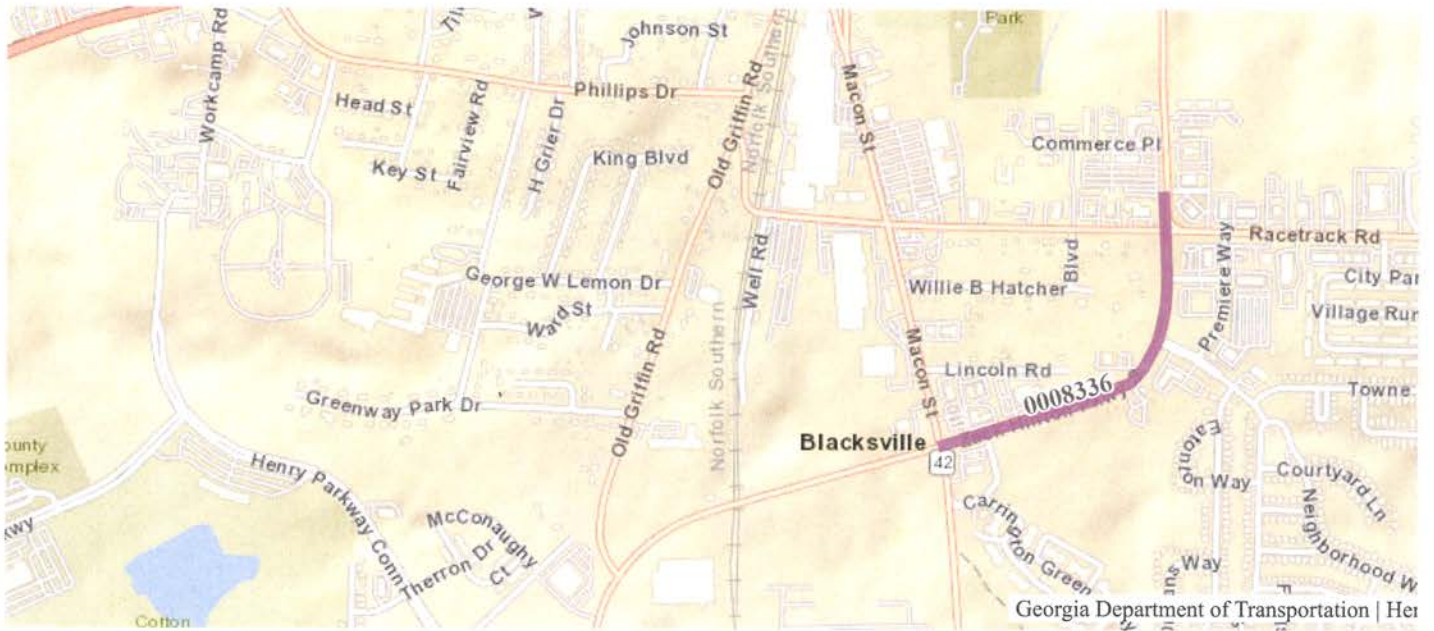
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SR 155 FROM SR 42/US 23 TO CR 376/RACETRACK ROAD

Project ID: **0008336** Notice to Proceed Date:
Project Manager: Albert V. Shelby III Construction Percent Complete: %
Office: Program Delivery Current Completion Date:
County: Henry Work Completion Date:
Congressional District: 010 Construction Contract Amount:
State Senate District.: 017 Construction Contractor:
State House District: 115 [Preconstruction Status Report](#)
Project Type: Reconstruction/Rehabilitation [Construction Status Report](#)
Project Status: Long Range Program
Right of Way [Contact Us](#)
Authorization:

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)	2051	\$764,610.00	9/30/2008
ROW (Right of Way)	2051	\$445,498.00	11/20/2008
PE (Preliminary Engineering)	2051	\$476,631.36	5/6/2009
CST (Construction)	2051	\$5,957,892.00	5/6/2009



Project Documents

There are no items to show in this view.



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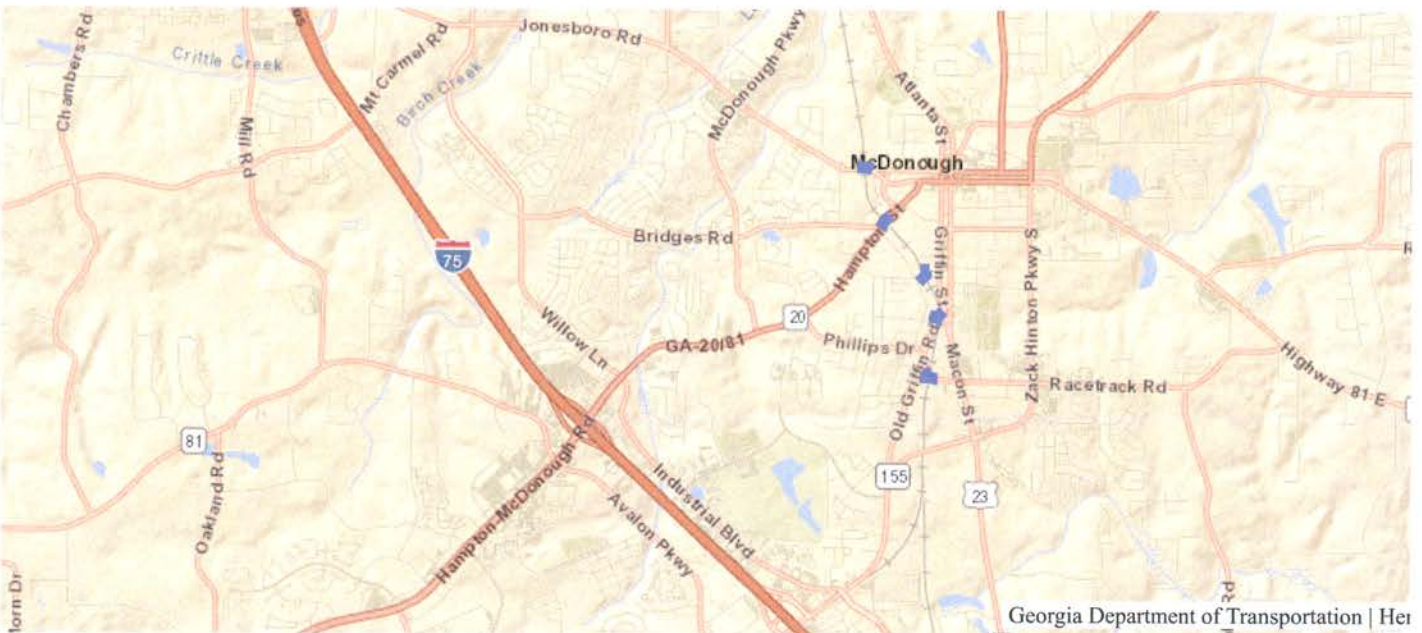
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NORFOLK SOUTHERN RAILROAD @ 5 LOCS IN MCDONOUGH-SCOPING ONLY

Project ID:	0019827	Notice to Proceed Date:	
Project Manager:	John H. Brodnax	Construction Percent Complete:	%
Office:	Utilities	Current Completion Date:	
County:	Henry	Work Completion Date:	
Congressional District:	010	Construction Contract Amount:	
State Senate District.:	017	Construction Contractor:	
State House District:	110, 111	Preconstruction Status Report	
Project Type:	Safety	Construction Status Report	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2023	\$300,000.00	





Appendix B - Planned Projects:

Short Title SR 155 (MCDONOUGH ROAD) WIDENING FROM I-75 SOUTH TO HAMPTON-LOCUST GROVE ROAD/BILL GARDNER PARKWAY

GDOT Project No. 0015284

Federal ID No. N/A

Status Programmed

Service Type Roadway / General Purpose Capacity

Sponsor GDOT

Jurisdiction Henry County

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This project will widen SR 155 to 4 lanes from I-75 to Hampton-Locust Grove Road & Bill Gardner Parkway.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Surface Transportation Block Grant Program (STBG) Flexible	AUTH	2022	\$500,000	\$400,000	\$100,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)		2026	\$3,184,000	\$0,000	\$3,184,000	\$0,000	\$0,000
ROW	Transportation Funding Act (HB 170)		2028	\$24,419,000	\$0,000	\$24,419,000	\$0,000	\$0,000
ALL	Transportation Funding Act (HB 170)		LR 2029-2030	\$64,218,000	\$0,000	\$64,218,000	\$0,000	\$0,000
				\$92,321,000	\$400,000	\$91,921,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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SR 155 FM I-75 TO HAMPTON-LOCUST GROVE RD/BILL GARDNER PKWY

Project ID:	0015284	Notice to Proceed Date:	
Project Manager:	Michael Vincent Hamilton	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Henry	Work Completion Date:	
Congressional District:	010	Construction Contract Amount:	
State Senate District.:	025	Construction Contractor:	
State House District:	116, 117	Preconstruction Status Report	
Project Type:	Reconstruction/Rehabilitation	Construction Status Report	
Project Status:	Construction Work Program		
Right of Way Authorization:	6/14/2027	Contact Us	

Project Description:

The project begins at the intersection of SR 155 and Hampton Locust Grove Rd/Bill Gardner Parkway, MP 1.95, and extends 3.75 miles along SR 155 in a northeasterly direction to the intersection of SR 155 and I-75, 5.70 MP. The project ends just south of the City of McDonough city limits in Henry County, GA.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2022	\$500,000.00	
PE (Preliminary Engineering)	2026	\$3,184,000.00	
ROW (Right of Way)	2028	\$24,419,000.00	
UTL (Utilities)	2030	\$4,492,000.00	
CST (Construction)	2030	\$39,799,000.00	



Project Documents
There are no items to show in this view.



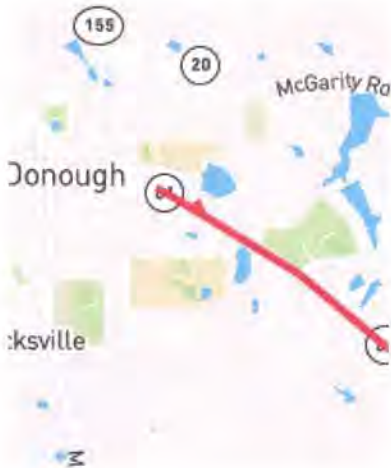
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HE-005: SR 81 WIDENING

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Project Description

The proposed project would widen and improve SR 81 from the eastern terminus of GDOT 321530 (EW one-way pair) to Bethany Road, a distance of 3 miles. The existing facility is a two-lane highway with turn lanes

GDOT ID	Project Type	Lead Agency	Total Cost
0015089	General	Henry	\$51,898,602
Network Year	Status	Existing Thru Lane	Planned Thru Lane
2030	In the Region's Air	-	-
Flex	From	To	Congressional District
No	-	-	1

FUND OVERVIEW

FUND HISTORY

REVISION HISTORY

PHASE

FUND SOURCE

Preliminary Engineering	Local Jurisdiction/Municipality Funds
Preliminary Engineering	Surface Transportation Block Grant (STBG) Program - Urban (
Total Preliminary Engineering	
Right of Way	Local Jurisdiction/Municipality Funds
Right of Way	Surface Transportation Block Grant (STBG) Program - Urban (
Total Right of Way	
Utilities	Local Jurisdiction/Municipality Funds
Total Utilities	
Construction	Local Jurisdiction/Municipality Funds
Construction	Surface Transportation Block Grant (STBG) Program - Urban (
Total Construction	

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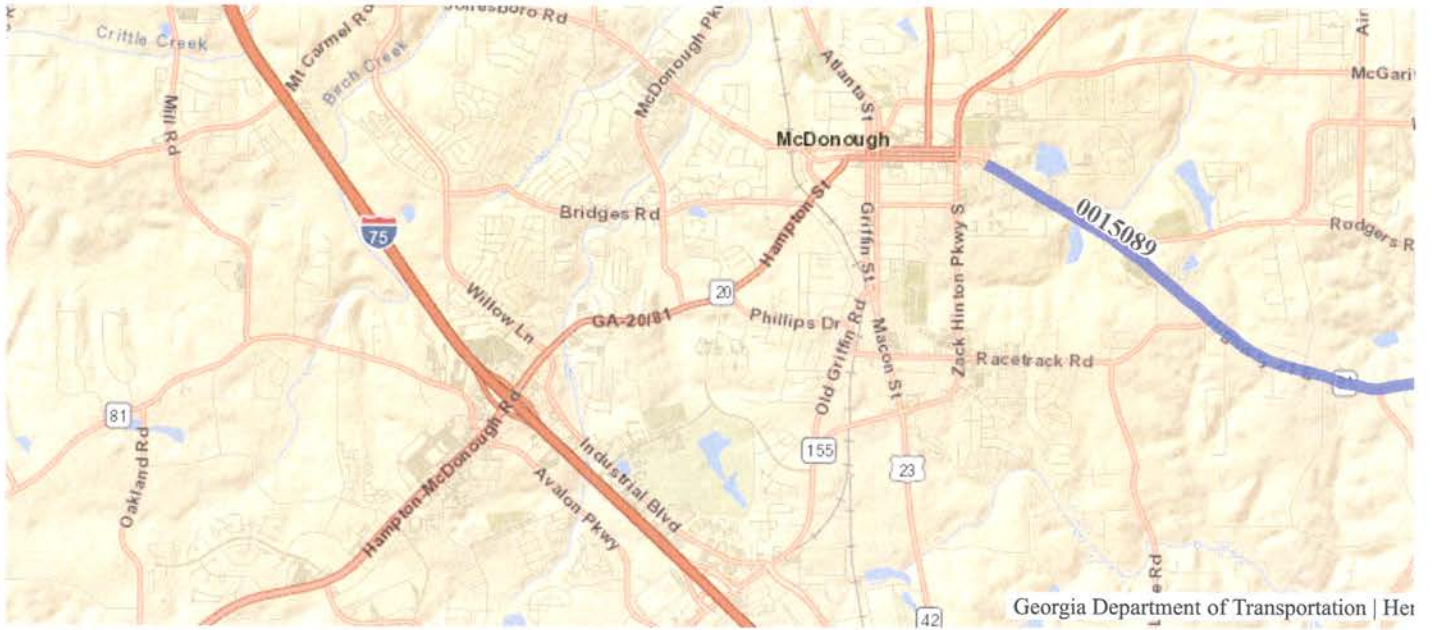
SR 81 FROM E OF SR 81 WE TO E OF CR 371/BETHANY ROAD

Project ID:	0015089	Notice to Proceed Date:	
Project Manager:	Shanda G. Marsh	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Henry	Work Completion Date:	
Congressional District:	010	Construction Contract Amount:	
State Senate District.:	017	Construction Contractor:	
State House District:	115, 117	Preconstruction Status Report	
Project Type:	Reconstruction/Rehabilitation	Construction Status Report	
Project Status:	Construction Work Program		
Right of Way Authorization:	4/10/2023	Contact Us	

Project Description:

This project will widen SR 81 from East of Lemon Street to East of Bethany Road from a two-lane section to a four-lane raised median section. It will included curb and gutter, ADA-compliant sidewalks, shared-use path and wheelchair ramps, as well as a proposed raised median.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2017	\$1,500,000.00	
ROW (Right of Way)	2023	\$10,470,000.00	6/3/2022
UTL (Utilities)	2026	\$1,531,860.80	8/6/2024
CST (Construction)	2026	\$37,146,741.23	10/25/2024



Project Documents
Approved Concept Reports
0015089_CR_FEB2020.pdf
0015089_L&D_MAR2023.pdf
0015089_L&D_AD_APR2023.pdf



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Short Title SR 155 WIDENING FROM I-75 SOUTH TO SR 42/US 23

GDOT Project No. 0007856

Federal ID No. CSSTP-0007-00(856)

Status Programmed

Service Type Roadway / General Purpose Capacity

Sponsor GDOT

Jurisdiction Henry County

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This project involves adding one general purpose lane in each direction along SR 155 from I-75 South to SR 81.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP Transportation Funding Act (HB 170)	AUTH	2016	\$709,302	\$0,000	\$709,302	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)	AUTH	2016	\$2,290,698	\$0,000	\$2,290,698	\$0,000	\$0,000
ROW Transportation Funding Act (HB 170)	AUTH	2024	\$3,530,000	\$0,000	\$3,530,000	\$0,000	\$0,000
ROW Transportation Funding Act (HB 170)		2025	\$6,864,600	\$0,000	\$6,864,600	\$0,000	\$0,000
UTL Transportation Funding Act (HB 170)		2027	\$11,350,081	\$0,000	\$11,350,081	\$0,000	\$0,000
CST Transportation Funding Act (HB 170)		2027	\$45,988,868	\$0,000	\$45,988,868	\$0,000	\$0,000
			\$70,733,549	\$0,000	\$70,733,549	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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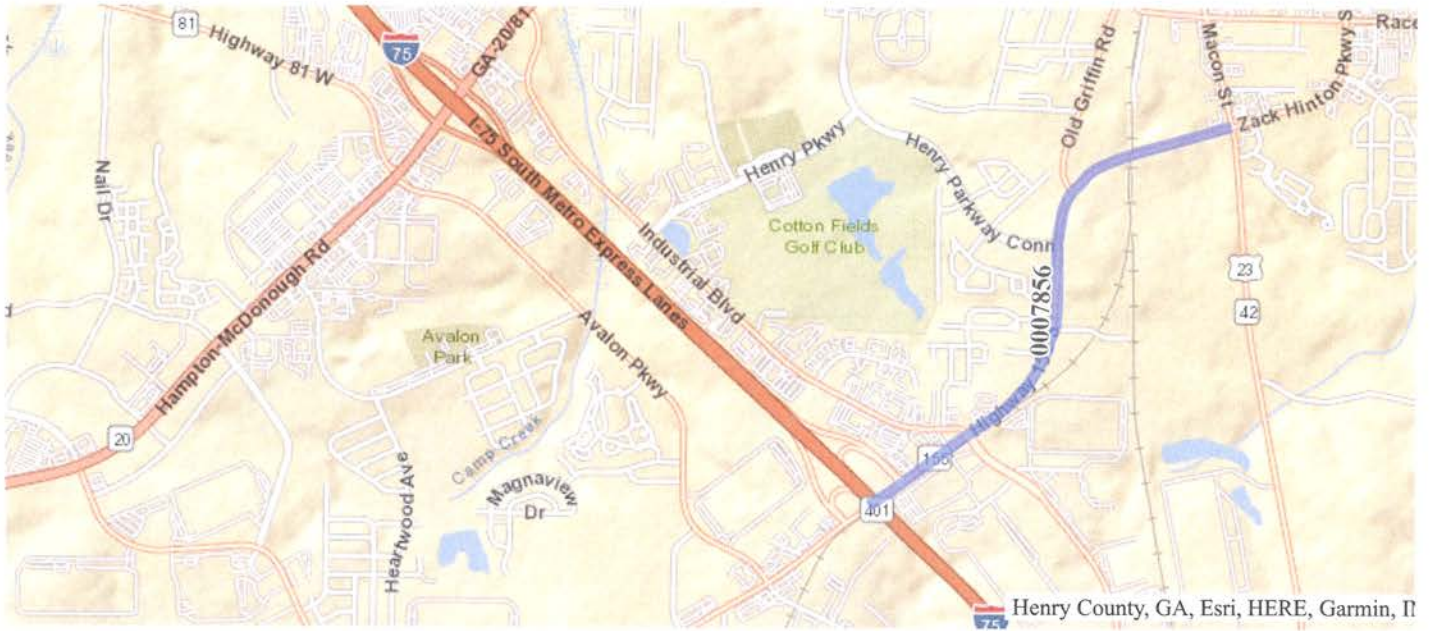
SR 155 FROM I-75 TO SR 42/US 23

Project ID:	0007856	Notice to Proceed Date:	
Project Manager:	Michael Vincent Hamilton	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Henry	Work Completion Date:	
Congressional District:	010	Construction Contract Amount:	
State Senate District.:	017, 025	Construction Contractor:	
State House District:	115, 116, 117	Preconstruction Status Report	
Project Type:	Reconstruction/Rehabilitation	Construction Status Report	
Project Status:	Construction Work Program		
Right of Way Authorization:	12/13/2024	Contact Us	

Project Description:

This project includes the widening of SR 155 from I-75 on the south terminus to SR 81 on the north terminus. The widening will increase the current number of lanes from 2 to 4 with an urban section including turn lanes. The existing bridge over Norfolk Southern Railroad will be studied for widening or replacement. The northern and southern termini of the project will be further determined once traffic data and operational analyses are completed.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2016	\$709,301.90	
PE (Preliminary Engineering)	2016	\$2,290,698.10	8/6/2015
ROW (Right of Way)	2024	\$3,530,000.00	11/20/2024
ROW (Right of Way)	2025	\$18,370,000.00	11/20/2024
UTL (Utilities)	2028	\$12,456,800.00	7/2/2025
CST (Construction)	2028	\$52,168,136.29	8/16/2024



Project Documents

Approved Concept Reports

0007856_L&D_Affidavit_JUN2024.pdf

0007856_L&D_MAY2024.pdf

0007856_CR_APR2023.pdf



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Short Title
HENRY COUNTY LOCAL BUS PILOT ROUTE IMPLEMENTATION FROM MCDONOUGH TO STOCKBRIDGE PARK AND RIDE LOT

GDOT Project No.
0019633

Federal ID No.
N/A

Status
Programmed

Service Type
Transit / Operations & Maintenance

Sponsor
Henry County

Jurisdiction
Henry County

Analysis Level
Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This project will implement a new fixed-route local bus service from McDonough city center to Stockbridge and the Stockbridge park-&-ride lot providing intra-county transit connectivity and regional connectivity via Xpress routes 431 and 432. This route was assessed as the best performing route and was recommended in the Henry County Transit Master Plan.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	AUTH	2023	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2024	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2025	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
				\$6,000,000	\$4,800,000	\$0,000	\$0,000	\$1,200,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases