

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0004428, Douglas County **OFFICE** Preconstruction
MSL-0004-00(428)
CR 817/Lee Road Widening-Phase 2 **DATE** July 20, 2005

FROM *Margaret B. Pirkle*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

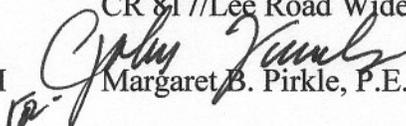
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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0004428, Douglas County **OFFICE** Preconstruction
MSL-0004-00(428)
CR 817/Lee Road Widening-Phase 2 **DATE** July 19, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of CR 817/Lee Road-Phase 2, which will begin at SR 92/Fairburn Road (MP 0.00) to 1100'± south of the existing eastbound entrance and exit ramps at I-20. County Road 817/Lee Road within the project limits is currently two lanes and classified as an urban minor arterial. The need exists to improve safety, operations, and mobility for local and through traffic in Douglas County to accommodate its growing population. Widening CR 817/Lee Road will facilitate a better connection from SR 92 to I-20 by improving the north-south movement. The accident rate for Lee Road is considerably higher than the statewide average for this functional classification for all years examined. The projected traffic volumes within the project limits are 13,345 AADT in 2004 and 27,128 AADT in 2028. Under no-build conditions, the future level of service (LOS) is projected to be LOS "F." The proposed widening will result in an improved LOS for Lee Road in 2028 of LOS "D" or better.

The proposed construction will provide a four lane urban roadway divided by a 20' raised grassed median. The existing 5' grassed shoulders will be replaced with 16' shoulders with curb and gutter and 5' sidewalks. An 8' asphalt multi-use trail will be placed within the 16' shoulder along the east side of Lee Road from East County Line Road to the end of the project accommodate Douglas County's Bicycle Pedestrian Plan. The existing traffic signal at SR 92/Fairburn Road will be upgraded to provide protected left turning movements. Temporary lane closures and on-site detours may be required during construction.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

David Studstill

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P. I. No. 0004428, Douglas

July 19, 2005

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$7,938,000	\$6,035,000	RRB	2007
Right-of-Way & Utilities*	Local	Local		

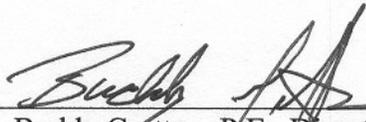
*Douglas County signed PMA on 12-3-03 for PE, right-of-way, utilities, and construction.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 7

Project Number: MSL-0004-00 (428)

County: Douglas

P. I. Number: 0004428

PROJECT CONCEPT REPORT

Federal Route Number: N/A

State Route Number: Temporary S.R. (To be Assigned)

C.R. 817/Lee Road Widening from S.R. 92 to 0.21 Miles South of I-20

Recommended for approval:

DATE 6/30/05

DATE 6/30/05



Project Manager


District 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 _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

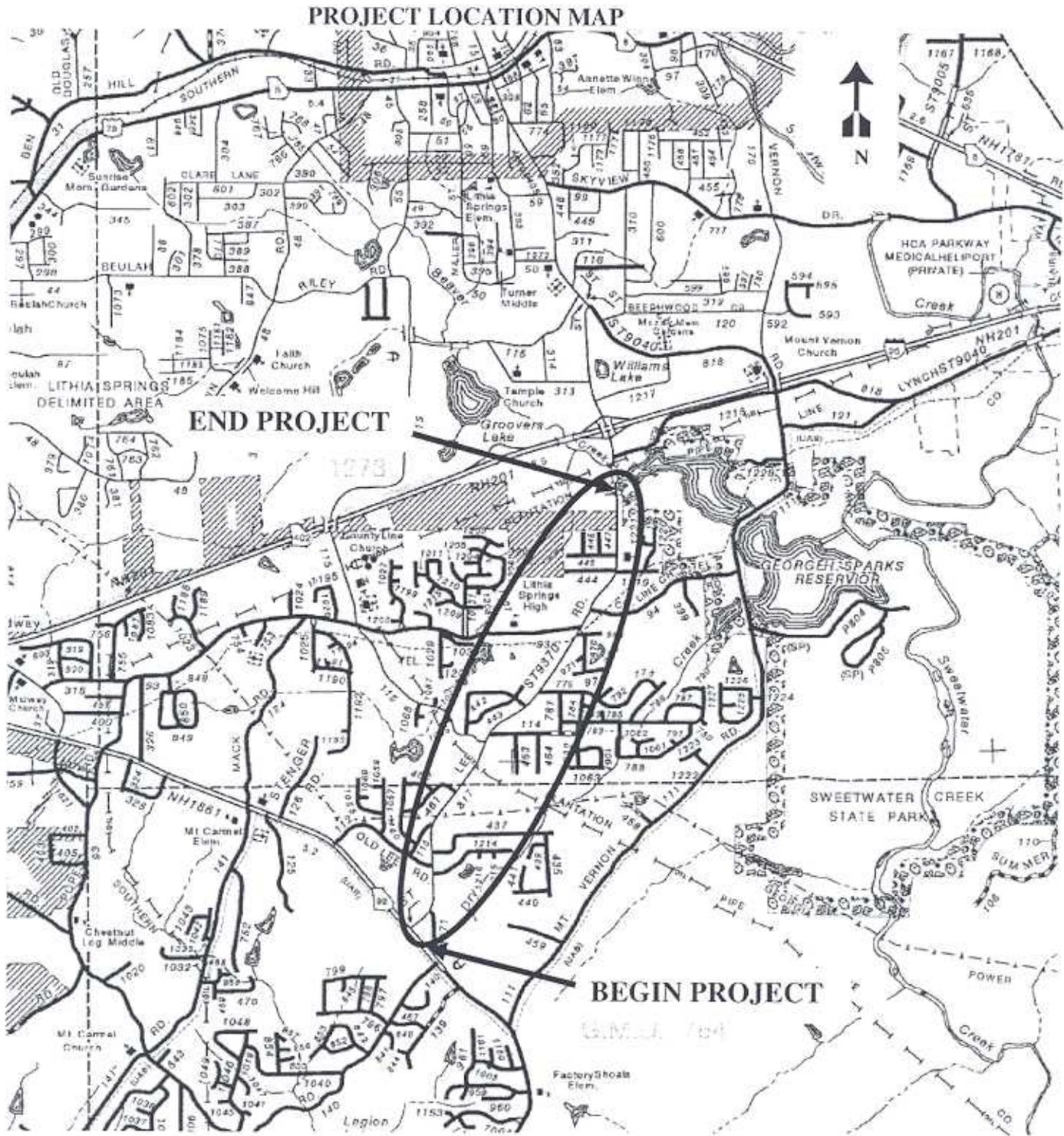
State Traffic Safety and Design Engineer

DATE _____

Office of Bridge Design

DATE _____

Project Review Engineer



Project: MSL-0004-00(428), Douglas County
PI No.: 0004428
Description: C.R.817/Lee Road Widening Project, Phase 2

Need and Purpose
Project MSL-0004-00(428)
PI# 0004428
ARC ID # DO 220A
Douglas County
Lee Road Widening Project, PH.2

The Atlanta Regional Commission (ARC) is scheduled to adopt a new Transportation Plan for the 13-county Atlanta metropolitan area in December 2004. The Plan addresses travel needs through the year 2030. This Regional Transportation Plan (RTP) is the direct result of a comprehensive, cooperative, and continuous planning process conducted by ARC, local governments and the Georgia Department of Transportation in cooperation with the Federal Highway and Federal Transit Administrations. The currently approved 2025 RTP and the draft 2030 RTP both include the Lee Road widening project. The proposed project is also listed in the short range Fiscal Year 2003-2005 Transportation Improvement Plan (TIP) as number DO-220A.

The proposed project is planned as a 4-lane divided facility that would extend from SR 92 to approximately 1100 feet south of I-20. The northern terminus of this project would tie into the proposed project for a 7-8 lane bridge over I-20 and the proposed 4-lane section of Lee Road (Lee Road, Phase 1 project) going from I-20 to US 78/SR 5 & 8. Future traffic projections suggest that the Lee Road widening has independent utility because projected traffic on Lee Road between SR 92 and I-20 indicates a capacity constrained condition.

Lee Road functions as an arterial route connecting traffic on SR 92 to I-20. The need exists to provide local and through traffic with improved transportation infrastructure on Lee Road that dramatically increases the roadway's existing capacity. The existing (year 2004) daily traffic volume on Lee Road is 13,345 vehicles per day (vpd) between C.R.98/Fairburn Road and I-20. The purpose of the proposed project is to provide the additional capacity needed to accommodate the projected number of trips that are likely to use this roadway facility for either local access or as a travel corridor between SR 92 and I-20. The projected number of daily trips is 15,020 for the year 2008 and 27,128 for the year 2028. Using the level of service (LOS) guidelines from the *GRTA Developments of Regional Impact Review-Technical Guidelines for Generalized Annual Daily Volumes*, the LOS at each of the three major intersections along Lee Road was determined for year 2004, 2008, and the design year 2028 and is shown in Table 1. The analysis of the intersections of Lee Road at East County Line Road and Lee Road at Fairburn Road indicate that these intersections will operate at an unacceptable LOS in the future year 2028 without improvements to Lee Road.

INTERSECTION	2004	2008	2028 Without Improvements	2028 With Improvements
Lee Rd @ East County Line Rd	C	C	F	C
Lee Rd @ South County Line Rd	B	B	F	D
Lee Rd @ Fairburn Rd	C	C	F	D

Widening Lee Road would provide a safer environment for vehicles to operate as well as facilitate the movement of freight more efficiently from its nearby generators to I-20 and points beyond. Three years of crash data (2001 through 2003) were reviewed and analyzed for the section of Lee Road between S.R.92/Fairburn Rd and I-20. Table 2 shows both the total number of accidents and the accident rate along this stretch of Lee Road and compares this with the statewide accident rate averages for facilities functionally classified as Urban Minor Arterials. The accident rate for Lee Road is considerable higher than the statewide average for this functional classification for all years examined.

	2001	2002	2003
Total Accidents	89	81	96
Accident Rate*	823	749	944
Statewide Accident Rate*	564	577	585

* Rates per 100 Million Vehicle Miles Traveled.

There are two projects in the area that must be coordinated with this Lee Road widening project. They are: Lee Road/South Sweetwater Road, PH.1 (from I-20 west to US 78), listed as TIP number DO-022 and Lee Road Bridge over I-20, listed as TIP number DO-220B. The Lee Road, PH.2 project (DO-220A) and the other two area projects (DO-022 & DO-220B) are all scheduled for construction in fiscal year 2007.

A portion of Lee Road from East County Line Road to South Sweetwater lies within Douglas County's Bicycle and Pedestrian Path Plan. This plan proposes a multi use path be placed along the east side of Lee Road from East County Line Road to South Sweetwater and would connect Lithia Springs High School with the Sweetwater Creek Park Recreational Area.

Description of the proposed project:

C.R.817/Lee Road is a primary North-South corridor in Douglas County, Georgia. The proposed project will improve C.R. 817/Lee Road from S.R.92/Fairburn Road (M.P.0.00) to approximately 1100 feet south (M.P.2.73) of the existing eastbound entrance and exit ramps at I-20. Improvements consist of widening Lee Road from a two-lane roadway with a rural section to a four-lane urban roadway divided by a 20-foot wide raised grass median. The existing five-foot grassed shoulders will be replaced with 16-foot shoulders with curb and gutter and five foot sidewalks. An eight-foot asphalt multi-use trail will be placed within the 16-foot shoulder along the east side of Lee Road from East County Line Road to the end of the project to accommodate Douglas County's Bicycle Pedestrian plan. The existing traffic signal at S.R.92/Fairburn Road will be upgraded to provide protected left turning movements. The intersection with S.R.92/Fairburn Road will be constructed to provide for two left turn lanes and a right turn lane with storage along Lee Road. The signal at East County Line Road will be replaced with a new signal with signal phasing for protected left turns. The intersection at East County Line Road will be reconstructed to provide left and right turn lanes with storage. The intersection of Lee Road and South County Line Road will be reconstructed to provide left and right turn lanes with storage. Left turning movements from South County Line Road will be stop sign controlled and right turns will be yield sign controlled. Additional turn lanes will be provided along Lee Road as required. The total length of the proposed project is approximately 2.73 miles.

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

The proposed concept matches the conforming plan's description.

PDP Classification: Major Minor

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

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): N/A

State Route Number(s): A temporary State Route number will be assigned to Lee Rd.

Traffic (AADT):

Current Year: (2004) 13,345 ADT Design Year: (2028) 27,128 ADT

Existing design features:

- **Typical Section:** The existing roadway has two 12-foot travel lanes with approximately five-foot grassed shoulders and roadside ditches.
- **Posted speed:** 45 mph **Minimum radius of curvature:** 700'
- **Maximum grade:** 7.1 %

- **Width of right of way:** 60 ft
- **Major structures:** None
- **Major interchanges or intersections along the project:**
 1. S.R.92/Fairburn Road
 2. South County Line Road
 3. East County Line Road

Proposed Design Features:

- **Proposed typical section(s):** The proposed roadway will consist of two 12-foot travel lanes in each direction divided by a 20-foot wide raised grass median with 16-foot shoulders that include curb & gutter and 5-foot sidewalks. An 8-foot asphalt multi-use trail will be placed in the 16-foot shoulder in lieu of the 5-foot sidewalk along the east side of Lee Road from East County Line Road to the end of the project. Turn lanes will be provided as required.
- **Proposed Design Speed Mainline:** 45 mph
- **Proposed Maximum grade Mainline:** 6.0 % **Maximum grade allowable:** 6.0 %
- **Proposed Maximum grade Side Street:** 8.0% **Maximum grade allowable:** 8.0%
- **Proposed Minimum radius of curve:** 730' **Minimum radius allowable:** 730'
- **Right of way**
 - **Width:** 100 – 125 feet
 - **Easements:** Temporary (), Permanent (X), Utility (X), Other ()
 - **Type of access control:** Full (), Partial (), By Permit (X), Other ()
 - **Number of parcels:** 150+/- **Number of displacements:** 9
 - **Business:** 2
 - **Residences:** 7
 - **Mobile homes:** 0
 - **Other:**
- **Structures:**
 - Retaining walls
- **Major intersections and interchanges:**
 1. S.R.92/Fairburn Road (signalized)
 2. South County Line Road
 3. East County Line Road (signalized)
- **Traffic control during construction:** Existing two-way traffic will be maintained by stage construction of the project. Some temporary lane closures and on-site detours may be required during staged construction where grade changes are significant.

Design Exceptions to controlling criteria anticipated: None

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

- **Design Variances:** A design variance will be required for the 8-foot Multi use trail.
- **Environmental concerns:** Anticipate COE 404 and Nationwide 14 Permit.
 - Wetlands – There are three wetland areas identified within the project limits.
 - 4f/6f – There are 3 potential historic properties located along the mainline or intersecting side roads. No right of way acquisition is proposed from these properties. Sweetwater Creek Recreational Area and State Park has approximately 1400 feet of frontage along Lee Road. Some easements may be required. The need for a 6f evaluation is yet to be determined.
 - Underground Storage Tanks - There are four existing gasoline stations within the project limits.
 - Do not anticipate any hazardous waste, archeological, etc. impacts.
- **Level of environmental analysis:** EA - Anticipated
 - Are Time Saving Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().
- **Utility involvement:** There are both overhead and underground utilities located within the project limits. These include Georgia Power Transmission, Georgia Power Distribution and Plantation Pipe line, which all have Easements crossing Lee Road. Other utilities located within the project limits include Bellsouth, Austell Gas, Douglas County Water and Sewer, and Greystone Power.

Project responsibilities:

- o Design – Douglas County
- o Right of Way Acquisition – Douglas County
- o Relocation of Utilities – Douglas County
- o Letting to contract – Douglas County
- o Supervision of construction – Douglas County
- o Providing material pits – Contractor
- o Providing detours – Contractor, no off-site detours anticipated.

Coordination

- An Initial Concept Team Meeting was held on 10/19/04. See attached minutes
- Concept meeting date and brief summary – Held 12/12/04. See attached minutes
- P. A. R. meetings, dates and results – Not Applicable
- FEMA, USCG, and/or TVA – FEMA no-rise certification anticipated.
- Public involvement – A Public Information Open House Meeting was held 1/13/2005. A Public Hearing will be required after the Draft Environmental Document is approved.
- Local government comments – See attached Initial Concept Team Meeting and Concept Team Meeting minutes. An LGPA was signed by Douglas County on December 3, 2003 to provide P.E., Right of Way, Utility Relocation, and Construction funds.
- Other projects in the area –
 1. MSL-0004-00 (427), PI# 0004427 – Widening Lee Rd/South Sweetwater Rd (PH.1)
 2. NHS-001-00 (917), PI# 0001917 – Lee Rd over I-20 Bridge Replacement
 3. MSL-0003-00(165), PI# 0003165 – I-20 HOV Lanes from SR5/Bill Arp Rd to SR6
 4. Future Douglas County project to extend Lee Road south from S.R. 92 to Bomar Road
- Railroads – Not Applicable
- Other Coordination – COE 404 and Nationwide 14 Permit will be required.

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 10 Months
- Time to complete preliminary construction plans: 9 Months
- Time to complete right of way plans: 4 Months
- Time to complete the Section 404 Permit: 3 Months
- Time to complete final construction plans: 8 Months
- Time to complete to purchase right of way: 12 Months
- List other major items that will affect the project schedule:
 1. Coordination with the proposed Lee Road bridge replacement over I-20 project.
 2. Environmental clearance on state park parcel if a 6F evaluation is required.

Alternates Considered: (1) Build proposed roadway by utilizing stage construction to maintain existing traffic. (2) Build proposed roadway on existing alignment by utilizing an offsite detour to maintain existing traffic (3) No Build

Comments: Alternate (1) was chosen as the preferred Alternate due to its overall lower construction costs (see attached Cost Estimate). Alternate (2) was not chosen due to the need to maintain access for residents living along Lee Rd. Alternate (3) was not chosen due to the need to provide local and through traffic with improved transportation infrastructure on Lee Road that dramatically increases the roadway's existing capacity.

- Lee Road, PH.2 will require coordination with the Lee Road bridge replacement project over I-20 to finalize the concept alignment at the project termini.
- The limits for Lee Road, Phase 2 are currently programmed from S.R.92 (Fairburn Road) to the I-20 eastbound ramps. Project NHS-001-00-917 is currently programmed to widen the Lee Road bridge over I-20. Project MSL-003-00(165) represents adding HOV lanes to I-20 from S.R.5 to S.R.6 in Douglas County and would require replacing the Lee Road bridge over I-20 with a longer bridge as well as improving the interchange ramps. GDOT is currently proposing through an agreement with Douglas County to revise and extend the limits of project NHS-001-00-917 to approximately 1100 feet south of the I-20 eastbound ramps and 600 feet north of the I-20 westbound ramps. This project would include replacing the Lee Road Bridge and constructing a portion of the proposed relocated ramps. The project description for Lee Road, Phase 2 was revised and included in this report to reflect the proposed limits for the Lee Road bridge replacement project.

Attachments:

1. Cost Estimates
2. Sketch location map
3. Typical sections
4. Initial Concept Team Meeting Minutes
5. Concept Team Meeting Minutes
6. Traffic Diagrams

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 Project Number: MSL-0004-00 (428)
 P. I. Number: 0004428
 County: Douglas

**PRELIMINARY COST ESTIMATE
 (ALTERNATE 1)**

DATE: June 28, 2005 PREPARED BY: The LPA Group, Inc.
 PROJECT NO.: MSL-0004-00(428)
 P.I. NO.: 0004428 LENGTH: 2.73 Miles

PROJECT DESCRIPTION: C.R.817/Lee Road Widening from S.R.92/Fairburn Road to 1100 feet south of the I-20 eastbound ramps

PROJECT COSTS

A. RIGHT OF WAY

1. Property (Land & Easement)	<u>\$3,000,000</u>
2. Displacements; Res: 7, Bus: 2, M.H.: 0	<u>\$0</u>
3. Other Cost (Adm./Cost, Inflation)	
Subtotal: A	<u>\$3,000,000</u>

B. REIMBURSEABLE UTILITIES

1. Railroad; (None)	<u>\$0</u>
2. Transmission Lines;	<u>\$0</u>
3. Services:	
Subtotal: B	<u>\$0</u>

C. CONSTRUCTION

1. Major Structures	
a. Retaining Walls;	<u>\$27,000</u>
b. Bridges;	<u>\$0</u>
c. Box Culverts;	<u>\$0</u>
d. Removal of existing bridge;	<u>\$0</u>
Subtotal: C-1	<u>\$27,000</u>
2. Grading and Drainage:	
a. Earthwork; 175,000 cy @ \$4.00 cy	<u>\$700,000</u>
b. Drainage;	
1) Curb and Gutter 51,000 ft @ \$11.00 ft	<u>\$561,000</u>
2) Longitudinal System	
a. Storm Drain Pipe 28,000 ft @ \$30.00 ft	<u>\$840,000</u>
b. Catch Basins 93 @ \$1,740.00 Ea	<u>\$161,820</u>
c. Drop Inlets 15 @ \$1,740.00 Ea	<u>\$26,100</u>
Subtotal: C-2	<u>\$2,288,920</u>

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 Project Number: MSL-0004-00 (428)
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 County: Douglas

3. Base and Paving

a. Aggregate Base;	(72,467 tons	@ \$15 tn)	\$1,087,005
b. Asphalt Paving;				
1) Surface	(	9,100 tons	@ \$36 tn)	\$327,600
2) Binder	(	12,133 tons	@ \$38 tn)	\$461,054
3) Base	(	24,266 tons	@ \$36 tn)	\$873,576
4) Tack Coat	(	8,824 gal	@ \$1 gl)	\$8,824
c. Concrete Median, 6 inch;	(	1,000 syd	@ \$35 syd)	\$35,000
d. Concrete Valley Gutter;		2,138 syd	@ \$28.50 syd	\$60,933
				<u>Subtotal: C-3</u> \$2,853,992

4. Lump Items:

a. Traffic Control;				\$100,000
b. Clearing & Grubbing;		30 acres	@ \$4,500 acre	\$135,000
c. Grassing;		18 acres	@ \$1,500 acre	\$27,000
d. Erosion Control;				\$90,000
				<u>Subtotal: C-4</u> \$352,000

5. Miscellaneous:

a. Lighting;			(None)	\$0
b. Striping - (5 in yellow);		31,250 ft	@ \$0.50 ft)	\$15,625
c. Striping - (5 in white);		32,950 ft	@ \$0.50 ft)	\$16,475
d. Signing				\$20,000
e. Guardrail		50 ft	@ \$14.00 ft	\$700
f. Sidewalk		15,000 syd	@ \$25 syd	\$375,000
f. Asphalt Multi-use Trail				
1. Asphalt		305 tons	@ \$36 tn	\$10,980
2. Aggregate Base		1,280 tons	@ \$15 tn	\$19,200
				<u>Subtotal: C-5</u> \$457,980

6. Special Features (None)

a. Signal Upgrades;				\$145,000
b. ITS (Installation of Conduit & Pullboxes)				\$420,500
				<u>Subtotal: C-6</u> \$565,500

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Project Number: MSL-0004-00 (428)
P. I. Number: 0004428
County: Douglas

INITIAL CONCEPT TEAM MEETING

MEETING MINUTES

SUBJECT: MSL-0004-00(427) & MSL-0004-00(428) Douglas County
PI No 0004427 & 0004428
Widening Lee Road/South Sweetwater Road – Phase 1 and Phase 2
Initial Concept Team Meeting

MEETING DATE: October 19, 2004

TODAY'S DATE: October 27, 2004

PREPARED BY: Rob Dell-Ross, Day Wilburn Associates, Inc. (DWA)

ATTENDEES:

Kathy Macias, Douglasville-Douglas County Water & Sewer Authority
Michael B. Payne, Douglasville-Douglas County WSA
Buddy Allison, City of Douglasville
Keary Lord, Douglas County DOT
Gary Westmoreland, Douglas County DOT
Randy Hulsey, Douglas County DOT
Amy Brumelow, City of Douglasville Planning & Zoning
Tony Pritchett, Georgia Transmission
Doyle West, Austell Gas
Sandy Beasley, GreyStone Power
Daniel Hall, BellSouth
Wade Woodward, GDOT District 7 Utilities
Joe Carr, GDOT District 7, Douglasville Project Engineer
Ralph Merrow Jr., GDOT District 7
Scott Lee, GDOT District 7
Nebiat Abraham, GDOT District 7
Linda Edwards, Edwards-Pitman Environmental, Inc. (EPE)
Susan Thomas, EPE
Terri Malone, EPE
Lee Maxfield, Moreland Altobelli
Ronald Nix, Moreland Altobelli
Alva Byrom, Moreland Altobelli
Danny Godwin, The LPA Group
John Weingard, The LPA Group
Rick Day, DWA
Jeff VanDyke, DWA
Rob Dell-Ross, DWA

LOCATION: Citizens Hall, Douglas County Courthouse

Introduction & Meeting Purpose

Jeff VanDyke and Danny Godwin began the meeting. Randy Hulsey welcomed everyone and thanked them for attending. He explained that these two projects are very important to Douglas County.

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Project Number: MSL-0004-00 (428)
P. I. Number: 0004428
County: Douglas

Project Identification

Jeff VanDyke and Danny Godwin both gave a short walkthrough of their respective projects.

Randy Hulsey gave an update on the new fire station being built off Groovers Lake Road.

One of the important design decisions when dealing with designing a raised median is deciding where the median openings will go. It is important that Phase I designs these while keeping the fire station and access to the school from Junior High Drive in mind. There is some pedestrian activity associated with the school but this is contained to back roads and not along South Sweetwater Road.

Amy Brumelow from the City of Douglasville Planning & Zoning department gave a brief update of the redevelopment of Lithia Springs which will include the northern end of South Sweetwater Road. The next meeting for the potential Livable Centers Initiative (LCI) is at 6:30 P.M. on November 8th at Lithia Springs High School.

Phase II has 140+/- parcels along the project, with approximately 35 being commercial. It is an existing 2-lane urban arterial with a speed limit of 45 mph. There are 19 side roads, two of which are signalized. The two signalized intersections are at S.R. 92 at beginning of the project and East County Line Rd.

Randy Hulsey is working with GDOT personnel to try to take the reconstruction of the I-20/Lee Road interchange out of the I-20 HOV project and insert it into one of these two phases, so that there won't be a significant gap in time in construction. Kathy Macias said that this bridge is the #1 traffic problem for the corridor and needs to be included in this effort.

Project Schedule

Both projects will be working on concept design, hoping to have a finished Concept Report and a Concept Team Meeting before the end of the year. Both projects are aiming for a 2007 letting to construction, which is an aggressive schedule.

Randy Hulsey explained that the two projects were tied to the GRETA bond program and that the projects have aggressive schedules, but it is very important that the projects stay on schedule. GRTA has the money ready to be spent on these projects.

Project Issues

Both project teams have received property data through the Douglas County GIS department. The surveying and mapping process is currently underway.

Danny Godwin asked if a Public Information Meeting would be required, before the surveying is completed. Both projects will need a PIM, and PIM information will need to be coordinated with GDOT OEL.

The Property Owner Notification letters for Phase II survey activities were sent out September 30. To date the LPA Group has received one inquiry. Phase I will be mailing notification letters shortly.

Both project's Need & Purpose will be coordinated with GDOT Office of Planning. Ralph Merrow stated that it was all right to coordinate directly with the GDOT Planning Office as long as he was kept in the loop. Cedric Clark in Planning covers Douglas County.

Traffic projections will be reviewed and approved by GDOT OEL.

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Project Number: MSL-0004-00 (428)
P. I. Number: 0004428
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No major safety/maintenance issues were noted for either project. Accident data is available through the Douglas County sheriff's office for analysis.

Phase I will most likely widen Lee Road/S Sweetwater Road symmetrically, there is an equal number of resources to avoid on both sides of the road.

Phase I is proposing a realignment of Lee Road/S Sweetwater Road to facilitate the north-south traffic flow.

Phase II will most likely alternate between the left side and right side in order to minimize impact to several UST's, historic resources and the Sweetwater Creek Park and Recreation Area. Impacts to the park and recreation land would result in a 4-f and possible a 6-f depending on the funds used to purchase the land. It was also noted that there is a sewage pumping station located across the road from the Sweetwater Creek Park and Recreation Area. It was estimated that the cost of the pumping station was in excess of \$1 million dollars.

Preliminary traffic diagrams are underway and almost complete. The traffic engineering report will be submitted to Randy Hulsey when finished. A&R Engineering is doing the traffic for Phase II.

DWA has some truck percentages for the corridor that will share with LPA.

There are ITS opportunities for both phases of Lee Road/South Sweetwater Road. Bankhead Highway serves as a parallel route to I-20 and acts as a spillover route when I-20 is heavily congested. Douglas County is interested in installing conduit and pullboxes along Lee Road so that the infrastructure could support future ITS development.

Staging and traffic control should not be a major issue on either project. Phase 2 will be modifying several vertical curves to meet speed design.

Traffic calming measures will be evaluated in the LCI redevelopment project along South Sweetwater Road. Randy Hulsey would like to look for context sensitive design opportunities.

There is no known history of maintenance problems or flooding anywhere on either project.

The speed design for Phase I will be 45 mph south of the Skyview Drive intersection and 35 mph north of the Skyview Drive intersection. Phase II's speed design will be 45 mph throughout. Both projects will use a curb&gutter system, but look at changing to a rural shoulder if property impacts can be minimized.

Scott Lee stated that he did not believe that using a 16' urban shoulder was GDOT policy, but that it was considered desirable. Both design teams would like to propose 12' urban shoulders in order to minimize property impacts. It was stated that using an urban shoulder less than 16' width might require a GDOT variance. It was also stated that Clear Zone requirements would need to be met no matter what shoulder width is used.

Danny Godwin stated that due to the preliminary traffic counts, Phase II fell within the threshold between using a paved flush median and a raised median. Randy Hulsey stated that he preferred using a raised median over a flush median and that he felt a raised median should be used on Phase II. Both design teams would also like to propose a 20' raised median instead of the desirable 24'.

There are no design exceptions anticipated for either phase.

Ronnie Nix said that there is no funding available for landscaping features at this time.

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Access control for both projects will be by permit, except for the limits of the interstate. Both projects contain large portions of commercial development. Douglas County is currently developing its own access management policies. If a raised median is used, Douglas County would like to be able to landscape it at some point in the future.

Several Douglas County officials have received phone calls requesting updates on the status of these two projects. They are mainly speculative commercial buyers. When the public involvement outreach begins, special attention will need to be paid to: Friends of Sweetwater Creek Park, Vulcan Quarry, Plantation Pipeline, and elderly residents along the northern end of Phase I. In addition, there will need to be informal meetings with all the schools impacted by both projects. Any PIM's or public hearings will be open house style.

There will need to be coordination with GDOT and FHWA to resolve the termini questions for both phases and the possibility of bringing the I-20 interchange into one of the phases.

All of the utility companies present discussed where their utilities were located on both projects. These companies included: Austell Gas, GreyStone Power, BellSouth, the Douglasville-Douglas

County Water & Sewer Authority, and GA Transmission. Randy Hulsey said that the county prefers to avoid having any utilities under the pavement.

There is a Norfolk Southern rail line along the Northern end of Phase I. There will be some coordination with them due to the possibility of changes to the Bankhead Highway/S Sweetwater Rd signal, which involves railroad pre-emption.

Plantation Pipe Line, Georgia Power, and Georgia Power Transmission all have easements and facilities crossing Lee Road on the Phase II segment. The county will check records to see whether the county or the Utilities have prior rights along the right of way. Coordination will be required with Plantation Pipe Line to try to minimize impacts to their major gas line crossing Lee Rd. It was noted that a SUE survey is included in the contracts on both projects.

Susan Thomas and Terri Malone reviewed the environmental concerns for both projects. Phase I's primary concern is the 9 historic resources eligible for listing on the National Register. She will be meeting soon with OEL/SHPO for concurrence on these locations. Phase II's primary concern is impacting Sweetwater Creek Park & reservoir near I-20. FHWA may require Edwards-Pitman Environmental to prepare one environmental document for the entire corridor, but this has not been decided yet.

The permits that will be needed for these projects are a 404 permit and a FEMA permit.

Multimodal concerns are important to Douglas County. There is a Park n Ride location at the southern end of Phase I that may or may not stay at that location in the future due to interchange reconstruction. Sidewalks should be placed on both sides of both projects from begin to end. Bike/ped groups are present in the area and may require additional coordination.

Other projects in the area that will need coordination include: I-20/Lee Road interchange reconstruction, the re-development of Lithia Springs affecting S Sweetwater Road, a possible extension of Lee Road across SR 92, and the widening of US 78/Bankhead Highway which is in GDOT Urban Design.

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Next Steps

- Continue with concept development
- Submit traffic volumes to GDOT for approval
- Submit Need & Purpose to GDOT for approval
- Coordinate with GDOT on PIM

These meeting minutes reflect the notes and memory of Rob Dell-Ross. If any additions, deletions, or corrections are necessary, please contact Rob Dell-Ross at 404-249-7550 or rdell-ross@daywilburn.com. If no responses are received within five days, these meeting minutes will be considered final.

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CONCEPT TEAM MEETING MINUTES

MSL-0004-00(428) Douglas County PI No 0004428 Lee Road Widening – Phase 2

MEETING DATE: December 13, 2004
MEETING LOCATION: Citizens Hall, Douglas County Courthouse
PREPARED BY: John Weingard, The LPA Group Incorporated

ATTENDEES:

Ralph Merrow Jr., GDOT District 7 - Preconstruction
Randy Hulsey, Douglas County DOT
Gary Westmoreland, Douglas County DOT
Melissa Wheeler, Georgia Power Transmission
Sandy Beasley, Greystone Power Corp.
Wade Woodward, GDOT District 7 - Utilities
Marshall Troup, GDOT District 7
Michelle Wright, City of Douglasville
Linda Edwards, Edwards-Pitman Environmental, Inc. (EPE)
Terri Malone, EPE
Mike Lobbell, GDOT District 7 – Preconstruction
Scott Lee, GDOT District 7 - Preconstruction
Buddy Allison, City of Douglasville
Vince Taylor, Georgia Dept. of Natural Resources
Ronald Nix, Moreland Altobelli
Lee Maxfield, Moreland Altobelli
Carl R. Lieberman, Plantation Pipeline Co.
Eric Linton, Douglas County
Victor Rachael, A&R Engineering
Abdul Amer, A&R Engineering
Jeffrey Cantey, GDOT
Loren Frost, GDOT
Harry Graham, GDOT – Traffic Ops
Keary Lord, Douglas County DOT
Carolyn Westbrook, Douglas County DOT
Lisa Meyers, GDOT – Engineering Services.
Danny Godwin, The LPA Group
John Weingard, The LPA Group

On December 13, 2004 a Concept Team Meeting for project MSL-0004-00(428) was held in the Citizen's Hall at the Douglas County Courthouse. Danny Godwin representing The LPA Group opened the meeting by welcoming the attendees and explaining the concept meeting was for the Phase 2 Lee Road widening project from SR 92/Fairburn Road to the Ramps at I-20. Mr. Godwin then requested each of the attendees introduce themselves. Randy Hulsey started the introductions by introducing himself and explaining to those in

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attendance the importance of the Lee Road projects to Douglas County's future traffic infrastructure. Following the introductions of the attendees, Mr. Godwin read out loud the draft concept report for those in attendance.

Mr. Godwin stated that the project might require a design exception for an existing substandard vertical curve located in the vicinity of Beaver Creek. It was noted that there is a county pumping station located in this area that could be adversely impacted by raising the grade of Lee Road in this area. Mr. Godwin stated that a determination would be made as to the need of a design exception after additional survey data was received. Mr. Godwin also noted that a design variance would be needed to allow for a median opening at Monier Boulevard.

It was noted that the program manager would need to have a temporary state route number assigned to Lee Road due to the right of way funding.

Lisa Meyers, GDOT Office of Engineering Services, stated that new GDOT guidelines would require a minimum of 600 feet of Limited Access from the ends of the interchange ramps for the bridge over I-20. She stated that she had spoken with Walter Boyd with FHWA and 600 feet of Limited Access is what FHWA wants on Interstate bridge projects. She further stated that the Right of Way for the limited access should be purchased under the Lee Road widening project. Lisa stated that the cost for R/W shown on the Concept Cost Estimate should be doubled to account for the cost of obtaining the 600 feet of Limited Access.

It was noted that providing 600 feet of Limited Access from the ramps at I-20 would not allow for a median opening at Monier Blvd. and would also require taking three existing commercial businesses and a proposed car wash as well as cutting access to a Douglas County Water and Sewer lift station. The county stated that they were very concerned about not providing a median opening at Monier Blvd. and losing access to the lift station. It was noted that there are a number of Industrial Businesses located on Monier Blvd that depend on truck traffic for their business. These trucks must access Monier Blvd from Lee Road because Monier Blvd to Mt. Vernon Road is residential and posted as being a truck-restricted route. It was noted that not allowing a median opening at Monier Blvd would seriously and adversely affect these businesses.

The county stated it felt the required R/W and limits of access for the Lee Road bridge replacement project should be obtained under the bridge project and not the Lee Road widening project. The costs of the commercial displacements caused by the limited access would make the project prohibitive to the county. It was decided that the county would meet with GDOT to further discuss the limits of access issue and to determine the proper project termini for the Lee Road widening and the bridge replacement project.

John Weingard with The LPA Group then went over the project display layout identifying the locations of median openings, potential residential and commercial displacements, wetlands and stream crossings. Mr. Weingard explained that the proposed alignment alternated from the left side and right side of the existing Lee Road centerline in order to allow for correcting several existing substandard vertical curves and to avoid or minimize impacts to several UST's, historic resources and the Sweetwater Creek Park and Recreation Area. Mr. Weingard also stated that there are two existing signalized intersections along Lee Road that would be upgraded to allow protected left turning movements. These intersections are at S.R. 92 and at East County Line Rd.

Terry Malone with Edwards-Pitman Environmental then went over the environmental issues affecting the project. She pointed out that there are three wetlands and three historical resources located with the project's limits. She also pointed out that there are two stream crossings and one short stream running parallel with Lee road that will be impacted. The stream running parallel to Lee road should not qualify as a longitudinal impact, but this will need to be confirmed after the survey is completed. The permits that will be needed for these projects are a 404 permit and a FEMA permit. Ms. Malone also pointed out that any encroachment onto the Sweetwater Creek Park and Recreation property would result in a 4-f and possible a 6-f depending on the funds used to purchase the land. Vince Taylor then stated that according to the tax plat he has, the Sweetwater Creek Park and Recreation property was on both sides of Lee Road and not just to the East as

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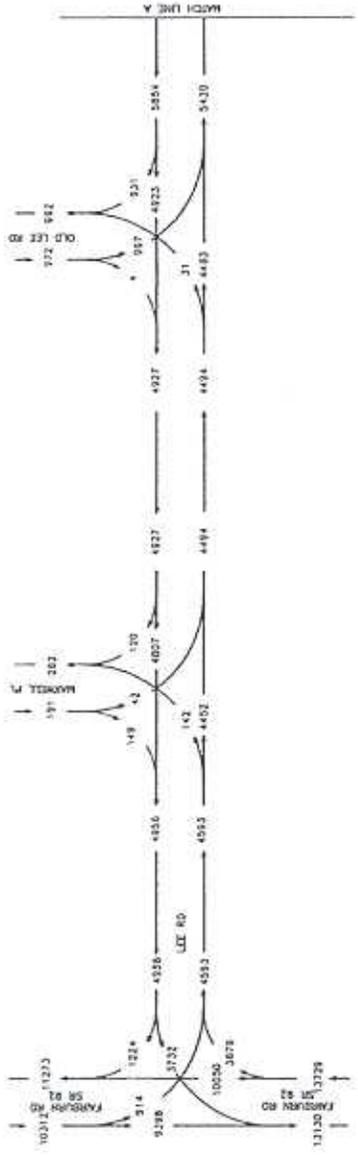
shown on the Concept Team Meeting Layout. Ms. Malone stated that she had found no tax plat showing the park property on both sides and asked Mr. Taylor for a copy of his tax plat. Mr. Taylor gave Ms. Malone his copy of the tax plat. It was noted that the park might have had an easement for property on the west side of Lee Road at one time. It was noted that any property issues should be resolved once the property survey was completed.

It was noted that The LPA Group had received some property data from the Douglas County GIS department and that the 60-foot width of existing R/W shown on the project display layout was based on that GIS property data. It was noted that the actual existing R/W width could vary through the project corridor from that shown on the display, but any variances wouldn't be known until the property survey was completed. It was stated that the property survey would not be completed until after the Public Information Open House Meeting and that only surveying within the existing right of way for mapping was currently being done.

Abdul Amer with A&R Engineering then discussed the traffic counts and turning movements along Lee Road. He stated that the preliminary traffic diagrams are underway and almost complete. It was noted that the traffic engineering report would need to be submitted to Randy Hulsey when finished.

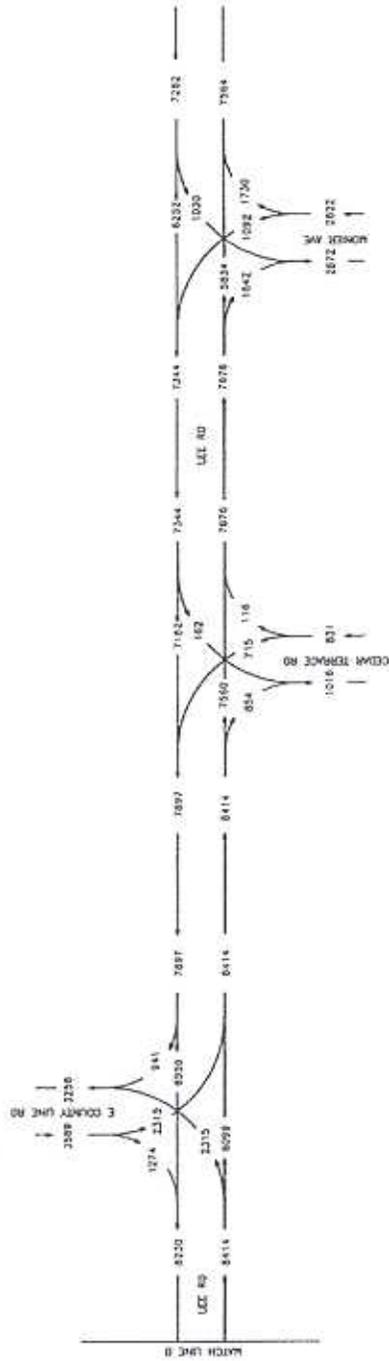
All of the utility companies present discussed where their utilities were located on both projects. Plantation Pipe Line, Greystone Power, Georgia Power, and Georgia Power Transmission all have easements and facilities crossing Lee Road. It was noted that Greystone Power has an existing easement on the park property. There was some concern over possible impacts to a power substation located within the project limits. It was pointed out that there would be no impacts to the substation. Plantation Pipeline stated that they have 3 lines crossing Lee Road near the substation and a gas line crossing down near Beaver Creek. Coordination will be required with Plantation Pipe Line to try to minimize impacts to their gas lines crossing Lee Rd. It was noted that a SUE survey is included in the contracts on both projects. It was noted that Plantation Pipeline would need to contact the City of East Point and the DNR regarding any digging on park property.

These meeting minutes reflect the notes and memory of John Weingard. If any additions, deletions, or corrections are necessary, please contact John Weingard at 770-263-9118 or jweingard@lpagroup.com



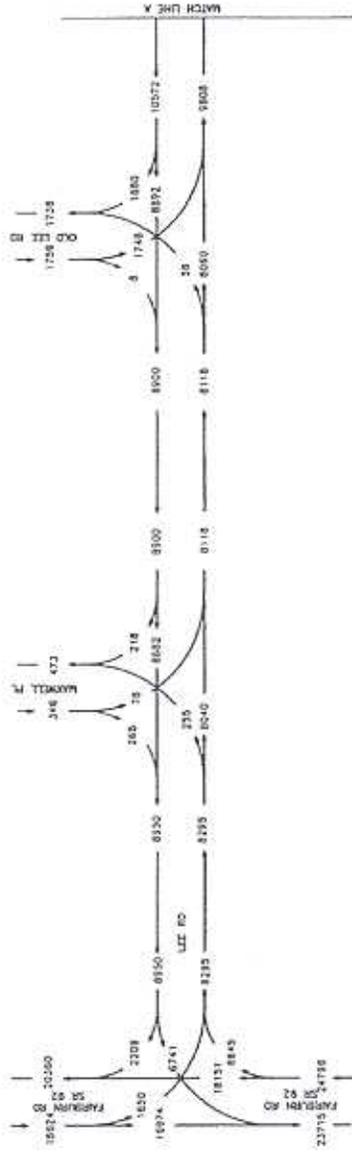
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DOUGLAS COUNTY, GA

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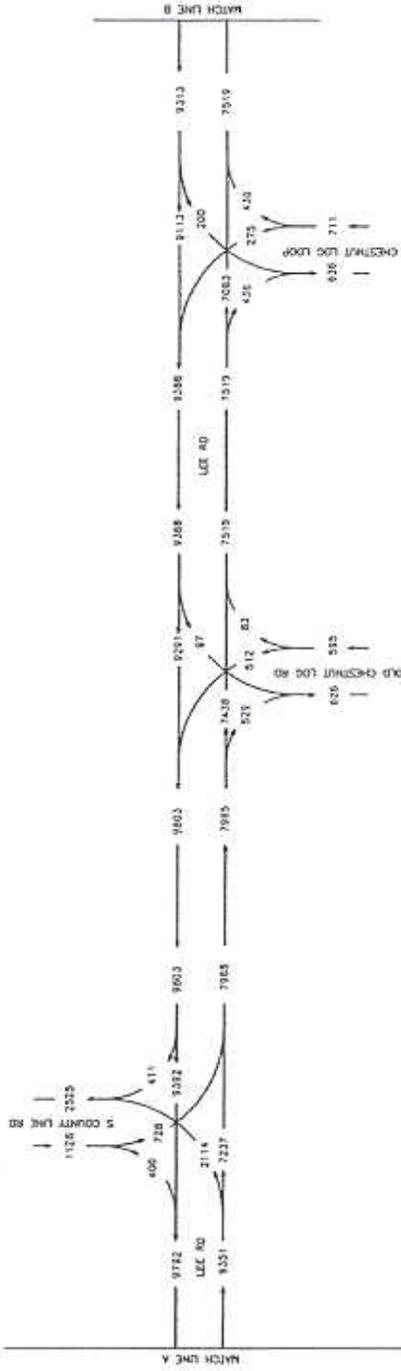
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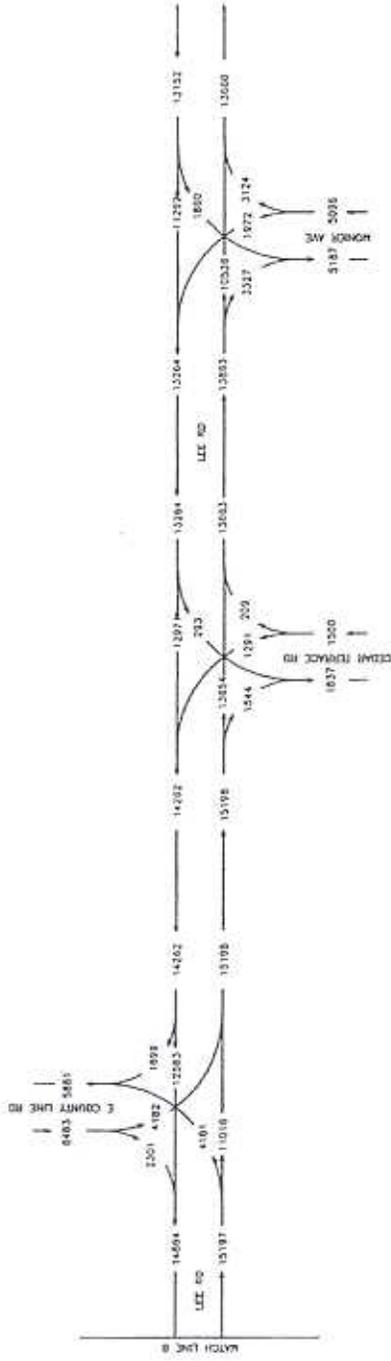
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