ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #s 0006900, 0006901 & 720970- **OFFICE** Design Policy & Support
CSSTP-0006-00(900) - Phase #1
CSSTP-0006-00(901) - Phase #2
STP00-0186-01(011) - Phase #3
Douglas County **DATE** May 21, 2010
SR 92 Improvements & Douglasville Bypass

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

Attached is the approved Revised Concept Report for the above projects.

Attachment

DISTRIBUTION:

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Peter Emmanuel, Project Manager
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF PROGRAM DELIVERY
REVISED PROJECT CONCEPT REPORT

Project Numbers: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011)
County: Douglas
P. I. Numbers: 0006900, 0006901, 720970-

Federal Route Number: N/A
State Route Number: SR 92

Project Description:
The original project, PI#720790-, has been separated into the following three projects: PI# 0006900, PI# 0006901, and PI# 720970-. Phase 1, PI# 0006900, begins at the proposed intersection of relocated SR 92 with the proposed East Broad Street Ramp and ends at the proposed intersection of relocated SR 92 and relocated Ellis Street. This phase includes a grade separation of the SR 92 Realignment and US 78/East Broad Street, the Norfolk Southern Railroad, and East Strickland Street. Phase 2, PI# 0006901, begins just south of the existing intersection of SR 92/Fairburn Road and Durelee Lane and ends at the proposed intersection of relocated SR 92 with the proposed East Broad Street Ramp. Phase 3, PI# 720970-, begins at the intersection of relocated SR 92 and relocated Ellis Street and ends just north of the existing intersection of SR 92/Dallas Highway and Malone Road. All three phases consist of the widening and realignment of SR 92 in Douglasville.

Submitted for approval:

DATE 4-8-10 — CROY ENGINEERING
Design Consultant Name and Firm Name

DATE 4/8/10 — William V. Thrasher
Local Government (City of Douglasville)

DATE 4/8/10 — Bobby Hilliard
Office Head (Project Manager's Office)

DATE 4/8/10 — Nate B. Emmanuel
Project Manager

Recommendation for approval:

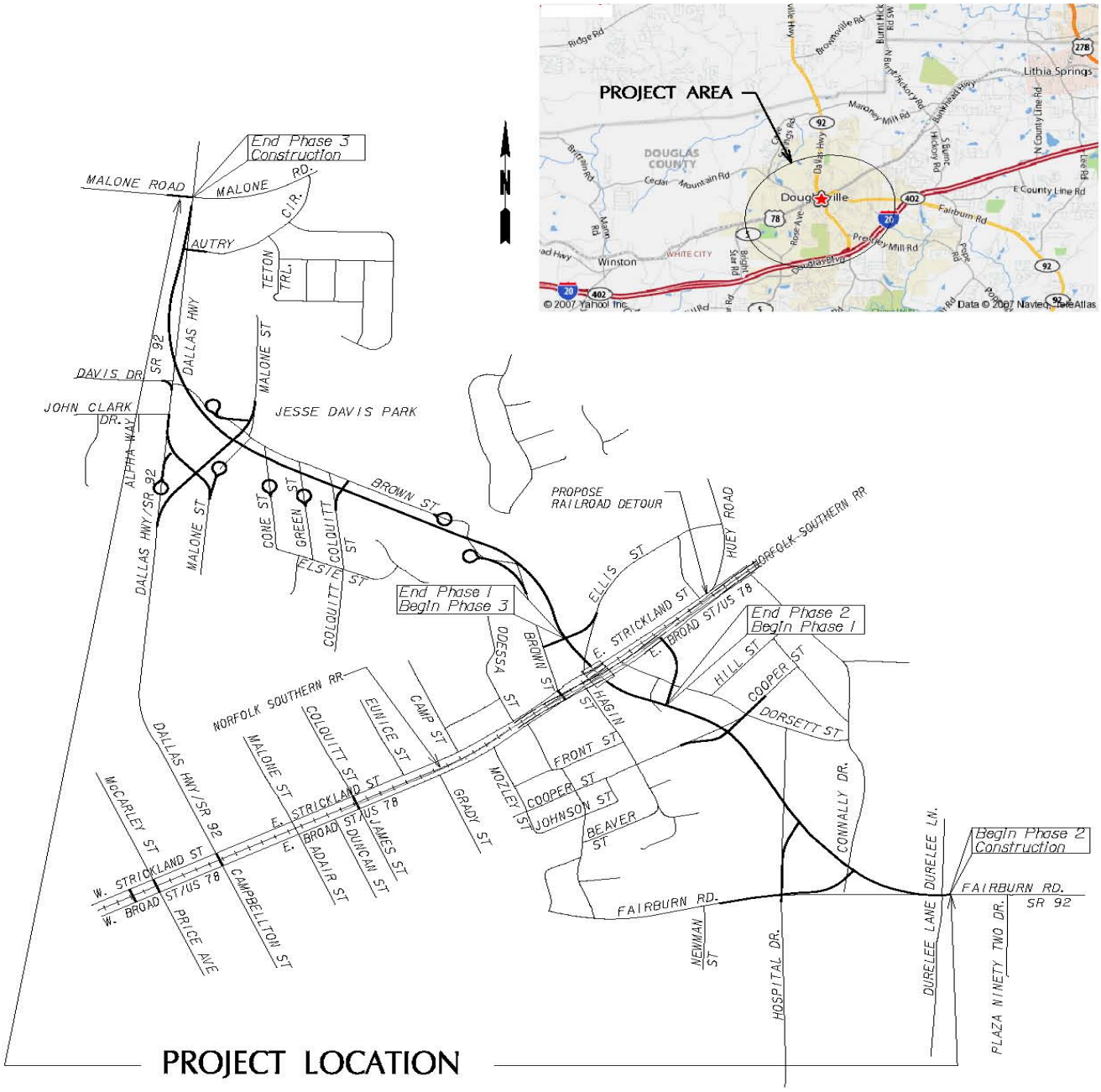
DATE 04/14/10 — GLENN BOWMAN / for *
State Environmental Administrator

DATE 05/03/10 — PAUL LILES / for *
State Bridge Design Engineer

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

DATE 5-6-2010 — Angela T. Alexander
State Transportation Planning Administrator

* RECOMMENDATION ON FILE



SR 92 – DOUGLASVILLE LOCATION MAP

Need and Purpose:

A. Background

State Route 92 between US 78 and I-20 is known as Fairburn Road. State Route 92 between US 78 and Malone Road is known as Dallas Highway. US 78 in Douglasville is SR 5 and SR 8 and is sometimes referred to as Bankhead Highway. US 78 east of downtown Douglasville (Campbellton Street) is signed as East Broad Street. US 78 west of downtown Douglasville (Campbellton Street) is signed as West Broad Street.

In the project area, SR 92 is classified as an urban minor arterial; however, it provides a major north/south corridor through downtown Douglasville and between Douglas and Paulding Counties. The SR 92 corridor is a major north-south corridor connection from northern Douglas and Paulding Counties to I-20, which provides a direct link to I-285 less than ten miles east of the Douglas/Fulton County line. The SR 92 corridor provides a vital link for commuters using I-20, as well as connectivity between residential neighborhoods and the Arbor Place Mall area. In addition, SR 92 provides a heavily used north/south corridor between I-20 and US 78. SR 92/Fairburn Road crosses I-20 to US 78/East Broad Street, then follows US 78/East Broad Street easterly until the Mozley Street intersection. Also, SR 92/Fairburn Road crosses the Norfolk Southern Railroad at Mozley Street, and then follows East Strickland Street westerly until intersecting with Campbellton Street. SR 92/Dallas Highway then extends northerly to Malone Road.

With the increasing population growth in Douglas and Paulding Counties over the last few decades, SR 92 has become a major transportation corridor for vehicles traveling between the two counties, especially to gain access to I-20. The SR 92 corridor is the only direct corridor between the cities of Hiram and Douglasville and one of only three travel corridors between Paulding County and I-20. This corridor no longer has sufficient capacity to meet the present vehicle travel demands. Without additional capacity, the corridor will experience increasingly longer and unacceptable delays. Although minor corridor improvements would provide some benefits, none would sufficiently increase the corridor capacity and reduce travel delays. These improvements, primarily of the Transportation Systems Management/ Transportation Demand Management type, include such features as turn lanes, signal modifications and Intelligent Transportation Systems, transit and ridesharing programs, flexible work hours, telecommuting, bicycle/pedestrian improvements, and other measures that would make a system function more efficiently and/or reduce the demands on a system by offering alternative modes of travel. However, none of these improvements would significantly add capacity or reduce travel delays without also adding vehicle travel lanes to the system.

All existing railroad crossings in the vicinity of SR 92 and the City of Douglasville are at-grade. The Norfolk Southern Railroad is a heavily used train corridor that runs just north of and parallel to US 78. This train corridor is the most direct railroad line from Atlanta, Georgia, to Birmingham, Alabama. The track carries an average of 11 heavy freight trains per day with an operating density of 60 to 70 million gross ton-miles per mile. The system also accommodates Amtrak passenger service. Combining both freight and Amtrak trains, 8 and 12 trains run daily along these tracks. Train speeds in the downtown area can reach up to 60 miles per hour.

US 78 is a major crossroads in downtown Douglasville that is highly congested. It is the primary route through downtown Douglasville as well as a major east/west corridor providing an alternative to I-20. To make matters worse, existing SR 92 combines with US 78 through the downtown of Douglasville for four blocks before turning north becoming Dallas Highway and heading south becoming Fairburn Road. The presence of the railroad in the downtown area further aggravates the already hectic condition by hindering the flow of SR 92. Further worsening the situation, the at-grade railroad crossings downtown do not accommodate trucks, causing them to take a circuitous route to allow appropriate clearance for crossing the tracks.

Existing pedestrian facilities to and from major destinations in the City of Douglasville are minimal. The primary area where pedestrian activity occurs is in downtown Douglasville where an adequate sidewalk

network connects the downtown commercial area, government offices, and a few residential pockets. The existing SR 92 corridor in the project area includes sporadic areas of existing sidewalks that do not meet existing American's with Disability Act (ADA) standards.

The projects are identified in the Atlanta Regional Commission's (ARC) Envision 6 RTP as ARC numbers DO-282C, DO-282B, and DO-282A. Project DO-282C (PI#720790-) is identified as, "Metro Arterial Connector – SR 92 Realignment Phase III." Project DO-282B (PI#0006901) is identified as, "Metro Arterial Connector – SR 92 Realignment Phase II. From SR 92 (Fairburn Road) south of Hospital Drive to US 78 (Broad Street)" Project DO-282A (PI#0006900) is identified as, "Metro Arterial Connector – SR 92 Realignment Phase I – Underpass. At US 78 (Broad Street) and NS Rail Line." All three sections are identified in the plan as general purpose roadway capacity projects. All three units are also identified in the ARC's current FY 2008-2013 Transportation Improvement Program (TIP) under the same numbers as those in the RTP.

The Douglasville Livable Centers Initiative (LCI) Study Report (May 2001) proposes to divert traffic from the downtown area to make it more livable. The realignment of SR 92 is recommended in the LCI plan and is considered essential for the success of a more livable downtown. This goal would also be reached by building more pedestrian sidewalks and bicycle paths that link other areas of the City to the downtown area. The proposed projects are consistent with the City of Douglasville's 1994 and 2004 Comprehensive Plan goals, policies and statements.

B. Proposed Improvements

The proposed projects would improve the level of service and safety along the SR 92 corridor and alleviate congestion in the downtown area of the City of Douglasville. These projects are also needed to accommodate both current and future traffic growth in Douglas and Paulding Counties and allow for better freight movement into and out of Douglas County, east Paulding County and south Cobb County. The proposed projects, in conjunction with other projects in the Georgia Department of Transportation (GDOT) Construction Work Program (CWP) and the ARC's Envision6 RTP would provide a continuous multi-lane north-south corridor from I-20 to SR 120, two significant east-west corridors in the region.

C. Logical Termini

In order to be consistent with the environmental document, the widening and realignment of SR 92 from Malone Road in Douglas County to Nebo Road in Paulding County, identified in the Regional Transportation Plan (RTP) as Project PA-092A, also falls within the logical termini. Consequently, the logical southern terminus for the widening and realignment of SR 92 in Douglas and Paulding Counties would be just south of Durelee Lane, in the City of Douglasville, Douglas County and the logical northern terminus would be Nebo Road in Paulding County. The southern terminus just south of Durelee Lane is located at the termini of two (2) GDOT projects currently under construction. These projects are the Durelee Lane extension project and the I-20 interchange project. Specifically, the I-20 Interchange project is increasing capacity of SR 92 south of Durelee Lane. In addition, the proposed southern terminus would provide a connection to a section of SR 92 with the same number of lanes to those proposed. Lastly, the traffic data supports our southern terminus as logical, as the numbers do not show a need for additional capacity south of Durelee Lane after the I-20 Interchange project (which is currently under construction) is complete, nor do they show that the I-20 Interchange project would further exacerbate the traffic capacity needs along the proposed alignment. This is because other projects in the area are taken into account in the ARC travel demand model.

The northern terminus at Nebo Road is located at the termini of other GDOT programmed projects along the SR 92 corridor. Currently, SR 92/Dallas Highway is two (2) lanes until Nebo Road, where it transitions to a five (5) lane section for a short distance. Based on the traffic analysis, acceptable LOS would be provided as a result of the proposed project, where unacceptable LOS is projected under the no-build conditions to Bill Carruth

Parkway. The traffic capacity analysis does show an acceptable LOS between Bill Carruth Parkway and Nebo Road under the no-build scenario; however, stopping the proposed project at Bill Carruth Parkway would create an undesirable lane configuration. The lane configuration under this scenario would be six (6) lanes to Bill Carruth Parkway, two (2) lanes between Bill Carruth Parkway Nebo Road and five (5) lanes from Nebo Road north on SR 92. Furthermore, existing and future land use of the section of SR 92 between Bill Carruth Parkway and Nebo Road was analyzed. Even though it does not appear that this area currently has, nor in the near future would have, any major traffic generators, it has been determined that the section between Bill Carruth Parkway and Nebo Road would be widened to four (4) travel lanes for continuity. In addition, the proposed project connects to other programmed GDOT projects, specifically at Bill Carruth Parkway and Nebo Road. As a result of these factors, it was determined that Nebo Road would be the most logical northern terminus.

Additionally, the traffic capacity analysis demonstrates independent utility, as the proposed alignment would not affect capacity on SR 92 south of Durelee Lane or north of Nebo Road if no other projects were constructed.

D. Other Projects in the Area

ARC Project #	GDOT P.I. #	Description	Service Type	Status
DO-AR-BP072B	0009390	Malone Rd. Sidewalks from SR 92 (Dallas Highway) to Hunters Ridge Dr.	Pedestrian Facility	CST - 2011
AR-H-201	0003165	I-20 West Managed Lanes from SR 6 to Bright Star Road	Managed Lanes – Auto/Bus	ROW – 2014
DO-009	0004425	Durelee Lane Extension from current end of Durelee Lane to Dorris Road	General Purpose Roadway Capacity	Let to CST –2009
DO-281	0007149	SR 92 (Dallas Highway) at Thompson Street/Forrest Avenue	Roadway Operational Upgrades	ROW - 2010
AR-610	0007924	Park and Ride Facilities for Xpress Bus Service in the vicinity of the City of Hiram	Transit Facilities	Under Construction
PA-015	S000163	Bill Carruth Parkway (formerly West Hiram Parkway) from SR 92 near intersection of Panter School Rd to intersection of US 278 and SR 120	General Purpose Roadway Capacity	ROW -2011 CST – Long Range
PA-016	0004688	East Hiram Parkway from intersection of SR 92 and SR 120 Connector to US 278 between Metromont Road and Poplar Springs Road	General Purpose Roadway Capacity	CST - 2011
PA-027	632921-	SR 92 at Southern Rail Line in downtown Hiram	Bridge Capacity	CST – 2016
PA-038	0006930	Ridge Road from SR 92 to SR 61	General Purpose Roadway Capacity	ROW – 2010 CST – Long Range
PA-092B1	621720-	Metro Arterial Connector - SR 92 (Hiram Acworth Highway) from Nebo Road to SR 120	General Purpose Roadway Capacity	ROW – 2015 CST – 2017
PA-092A	0007691	Metro Arterial Connector – SR 92 (Hiram Douglasville Highway)	General Purpose Roadway Capacity	ROW – 2012 CST – 2016

Source: Envision 6 RTP and FY 2008-2013 TIP

E. Existing and Proposed Traffic

A capacity analysis within the project area was performed for the existing 2006 and future 2037 build and no-build traffic conditions to determine the impact of the project. The analysis took into account anticipated developments. Using procedures based on the Highway Capacity Manual, this analysis determines the operating level-of-service (LOS) for roadway sections and intersections. Level of service (LOS) is a qualitative system of measurement that measures the effect of speed and travel time, traffic interruptions or restrictions, freedom to maneuver, safety, driving comfort and convenience, and economy. Traffic speed is the major factor used in identifying the LOS. The ratio of service volume to capacity is a second accompanying factor. Six LOS are defined for each type of facility for which analysis procedures are available. The LOS are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. A LOS A describes an operating condition of free flow with low volumes and high speed. A LOS B describes an operating condition of stable flow with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and driving lane. A LOS C describes an operating condition still in the range of stable flow; however, speed and maneuverability are more closely controlled by the higher volume of traffic. A LOS D describes an operating condition of high density and is approaching unstable flow. Although tolerable operating speeds are maintained, they can be significantly affected by changes in operating conditions. A LOS E describes an operating condition at or near the capacity level with unstable flow and short stoppages. Driver frustration is generally high. A LOS F describes an operating condition of forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount of traffic that can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop and go waves and are extremely unstable.

The results of the year 2006 existing roadway capacity analysis indicates that the existing SR 92/Fairburn Road corridor, north of I-20, currently carries 33,552 vehicles per day (VPD) and is projected to carry as many as 46,510 VPD by the year 2037. Trucks account for approximately 15% of the traffic. The capacity analysis indicates that the existing SR 92/Fairburn Road from Durelee Lane to US 78/East Broad Street currently operates at a LOS C during the AM peak hours and a LOS D during the PM peak hours. However, it is anticipated that this same section of roadway would function at a LOS F during both peak hour periods by the year 2037, under the no-build condition.

The capacity analysis indicates that the existing SR 92/Dallas Highway from US 78/East Broad Street to Malone Road currently operates at a LOS B during both peak hour periods. However, it is also anticipated that this same section of roadway would function at a LOS F during both peak hour periods by the year 2037, under the no-build condition. Additional existing and proposed traffic information is included in Table 1: Traffic Analysis below.

Table 1: Traffic Analysis

Road Name	Base Year (2017) VPD	Design Year (2037) VPD
SR 92/Fairburn Road south of Durelee Lane	31,480	51,790
SR 92 Realignment north of Durelee Lane	29,490	47,960
SR 92 Realignment south of US 78/East Broad Street Ramp	25,880	40,940
SR 92 Realignment north of US 78/East Broad Street Ramp	19,980	38,440
SR 92 Realignment south of Malone Road	24,880	47,850
SR 92 Dallas Highway north of Malone Road	24,660	47,430

Source: GDOT Traffic Count Data along with Traffic Study prepared by Jacobs.

Future traffic volumes were estimated through an analysis of traffic counts, existing turning movement counts, and traffic projections from the ARC travel demand mode. The traffic analysis indicates a need for 6 through lanes from Durelee Lane to Malone Road to accommodate design year 2037 daily traffic volumes which are projected to be greater than 40,000 vehicles per day. The roadway capacity was examined under the build condition at key intersections and, according to the analysis, a LOS D or better is anticipated. This LOS is considered acceptable for most drivers in urban and suburban areas.

In addition to traffic flow benefits, a grade separation is needed between SR 92 and the heavily traveled Norfolk Southern Railroad to limit vehicle and train interaction. Currently, all railroad crossings in the City of Douglasville are at-grade. The only existing railroad crossing in downtown Douglasville that is adequate for trucks to cross is located at Mozley Street. Trucks often attempt to use the other crossings and get physically caught on the tracks, contributing to the congestion problem. Furthermore, trucks that utilize the Mozley Street crossing are required to make several turns in the downtown area to utilize the existing SR 92 corridor, further exacerbating the congestion problem.

F. Crash Information

Crash data for the project area for the most recent consecutive three-year period for which data is available (2006 through 2008) was compiled and a comparison was conducted, which compares the automobile crash rates per 100 million vehicle miles traveled (100MVMT) in the project area with statewide comparisons for similar type roadways. The statewide average for urban minor arterials, based on 2008 data, is 471 crashes per 100MVMT. SR 92/Fairburn Road between US 78/East Broad Street and I-20 has a history of crash experience that is more than twice the statewide average rate for an urban minor arterial for 2006 and 2007. US 78/ East Broad Street between Rose Avenue and Connelly Drive has a history of crash experience that is also higher that the statewide average for all three years and nearly double for 2006 and 2007 as well. This information is detailed in Table 2. The crash/injury/fatality statistics are detailed in Table 3.

Table 2: Automobile Crash Rates on SR 92

Crash Analysis Section	Year	Number of Crashes	Crash Rate (100MVMT)	Statewide Average
SR 92 from I-20 to US 78//East Broad Street				
	2006	153	1026	531
	2007	158	1054	514
	2008	119	806	471
US 78 /East Broad Street from Rose Avenue to Connelly Drive				
	2006	83	929	531
	2007	81	927	514
	2008	71	834	471
SR 92 from US 78 /East Broad Street to Brownsville Road				
	2006	82	217	531
	2007	92	264	514
	2008	63	186	471

Source: Concept Report Traffic Study SR 92 from Durelee Lane in the City of Douglasville to Nebo Road in Paulding County Prepared by Jacobs

Table 3: Crash/Injury/Fatality Statistics on SR 92

Crash Analysis Section	Year	Number of Crashes	Number of Injuries	Number of Fatalities
SR 92 from I-20 to US 78 /East Broad Street				
	2006	153	39	0
	2007	158	46	0
	2008	119	23	0
US 78 /East Broad Street from Rose Avenue to Connelly Drive				
	2006	83	15	0
	2007	81	13	0
	2008	71	19	0
SR 92 from US 78 /East Broad Street to Brownsville Road				
	2006	82	29	0
	2007	92	28	0
	2008	63	24	0

Source: GDOT Crash Database.

Areas where a majority of the accidents occur along the proposed projects corridor include the intersection of SR 92 with Fairburn Road, Durelee Lane, Hospital Drive, Newman Street, Lincoln Street, Thompson Street, East Strickland Street and Brownsville Road. A majority of accidents along US 78/East Broad Street within the proposed projects corridor occur at the intersections with Campbellton Street, McCarley Street, Mozley Street, and Brown Street.

In addition to the crash experience occurring along the SR 92 corridor, existing roadway geometric constraints contribute to the potential for crashes at the SR 92/Dallas Highway railroad crossing. The crossing experiences an abrupt drop in elevation (approximately 5 feet) from the railroad tracks to the edge of the intersection with US 78/East Broad Street, located 50 feet to the south. This elevation change makes the SR 92/Dallas Highway railroad crossing unsuitable for trucks that may become physically caught on the railroad tracks.

The SR 92/Dallas Highway railroad crossing and surrounding crossings have a history of railroad crossing accidents. From 2001 through 2009, eleven railroad crossing crashes involving trains occurred at the five at-grade crossings in the downtown area of Douglasville. Five of the eleven crashes occurred at the SR 92/Dallas Highway railroad crossing, five occurred at the Brown Street railroad crossing, and one occurred at the Rose Avenue crossing. Please see Table 4 below for detailed railroad crossing crash data.

Table 4: Railroad Crossing Crash History

Railroad Crossing	Year Accident Occurred	Vehicle Driver Injured	Type of Accident
Rose Avenue	96	No	Car Stalled on Crossing
	08	No	Car Stalled on Crossing
McCarley Street	97	Yes	Car Trapped on Crossing
	97	No	Car Trapped on Crossing
	99	No	Car Moving over Crossing
SR 92/Dallas Highway	77	No	Car Stalled on Crossing
	81	Yes	Car Stopped on Crossing
	82	No	Car Stopped on Crossing
	84	No	Car Stopped on Crossing
	89	No	Car Stopped on Crossing
	92	No	Car Stalled on Crossing
	94	No	Car Stopped on Crossing
	94	No	Car Stopped on Crossing
	95	Yes	Car Stopped on Crossing
	97	No	Car Moving over Crossing
	01	No	Car Moving over Crossing
	01	No	Car Stopped on Crossing
	01	No	Car Stalled on Crossing
	01	No	Car Stopped on Crossing
	03	No	Car Stopped on Crossing
Mozley Street	79	Yes	Car Moving over Crossing
	83	No	Car Stopped on Crossing
	83	No	Car Stopped on Crossing
	86	No	Car Stalled on Crossing
	90	No	Car Moving over Crossing
	90	No	Car Moving over Crossing
	94	No	Car Stopped on Crossing
Brown Street	85	Yes	Car Stalled on Crossing
	86	No	Car Moving over Crossing
	87	No	Car Moving over Crossing
	89	Fatality	Car Moving over Crossing
	93	No	Car Stalled on Crossing
	01	No	Car Stopped on Crossing
	01	No	Car Stalled on Crossing
	05	No	Car Stalled on Crossing
	06	No	Car Trapped on Crossing
	08	No	Car Stalled on Crossing

Federal Railroad Administration, Office of Safety Analysis. The data is from 1996 to 2009.

G. Need and Purpose Statement

The proposed projects are greatly needed to alleviate congestion in the downtown area of the City of Douglasville. Furthermore, the additional capacity provided by the proposed projects are needed to provide an acceptable LOS (LOS D or better) along SR 92/Fairburn Road. This LOS is considered to be acceptable for most drivers in urban and suburban areas.

An additional benefit of these projects is improved motorist safety that would be provided by the construction of the proposed grade-separated crossing at the Norfolk Southern Railroad. It is anticipated that most vehicle and truck through traffic (65% of all traffic traveling on SR 92) would utilize the proposed grade-separated

railroad crossing. The grade-separated crossing would also provide an opportunity for emergency vehicles to cross the tracks, even when a train is on the tracks.

In addition to the provision of a grade-separated crossing in Douglasville, the proposed project would close the existing at-grade crossings in the downtown Douglasville area at Brown Street, Mozley Street and SR 92/Dallas Highway. These closures would reduce the potential for crashes between trains and vehicles. In addition to the railroad crossing closures indicated above, the proposed projects would relocate the existing at-grade crossing at McCarley Street to provide a safer at-grade crossing. The upgraded crossing would include a reduced grade differentiation between McCarley Street and US 78/West Broad Street and improve the signing, marking and signal timing at the crossing.

Furthermore, the addition of a raised median would also improve safety along the project corridor. According to studies conducted by the GDOT Office of Planning, the provision of raised medians on roadways would provide greater vehicle safety by reducing turning conflicts and crashes by up to 55%. The addition of a raised median would allow for left turn lanes to separate left-turning vehicles from through traffic, reducing the likelihood of rear-end collisions and providing a buffer that would significantly reduce the likelihood of head-on collisions.

Pedestrian safety would also be improved along the SR 92 corridor with the addition of a sidewalk and multi-use trail, the addition of signalized intersections with pedestrian crossings, and the provision of a median to provide a mid-way pedestrian refuge. The proposed projects would provide approximately 2.3 miles of sidewalks on one side of the SR 92 corridor and approximately 2.3 miles of a multi-use trail on the other, which would connect to the existing sidewalk systems in downtown Douglasville and along Hospital Drive. Also, the proposed projects would provide a grade-separated railroad crossing for pedestrians. Separating the grades between pedestrians and the railroad would reduce the possibility of pedestrian accidents involving the railroad.

H. Modifications to the Original Concept Report

The original concept report, approved on April 02, 2002, consisted of the relocation of SR 92 starting near Durelee Lane in the south and extending 2.3 miles to Malone Road in the north. The proposed typical section consisted of four 12-foot lanes with a 24-foot raised median and 12-foot urban shoulders. The original concept report featured grade separations at the Norfolk Southern Railroad, East Strickland Street, and US 78/East Broad Street. Based on recommendations from the traffic study, the typical section was widened to include six 12-foot travel lanes with a 20-foot raised median. As a result of the VE study, the 12’ lanes were then reduced to 11’. The shoulder on the east side of SR 92 was widened to 15 feet to accommodate a 10-foot multi-use trail. As a result of a noise study, noise barriers were added to the project in order to suppress traffic noise. The typical sections of each of the three bridges were also changed. The original US 78/East Broad Street bridge had four 11-foot travel lanes, a 20-foot median, 6-foot sidewalks and a 12-foot right turn lane totaling 96 feet wide. The current design was reduced to four 11-foot travel lanes with a 19-foot median, two 4-foot bike lanes, and 6-foot sidewalks on both sides of the roadway for a total width of 89 feet. The Norfolk Southern Railroad bridge has been widened to include adequate width for a third rail. The typical section for the East Strickland Street bridge was revised to remove the sidewalk on the south side and widen the lanes to 14-feet in each direction. A replacement concept report is needed because of these numerous revisions to the proposed typical sections and the additional mitigation items added throughout the project.

DESCRIPTION OF THE PROPOSED PROJECTS:

The proposed projects consist of the widening and realignment of SR 92 in Douglasville from just south of the existing intersection of SR 92/Fairburn Road and Durelee Lane to just north of the existing intersection of SR 92/Dallas Highway and Malone Road. The proposed projects would include a grade separation of the SR 92 Realignment and US 78/East Broad Street, the Norfolk Southern Railroad, and East Strickland Street. The

proposed projects would also include the relocation of the existing at-grade railroad crossing at McCarley Street and the closing of three existing at-grade crossings in Downtown Douglasville. The total length of the three projects would be approximately 2.3 miles.

The proposed typical cross-section would consist of six 11-foot travel lanes, three in each direction, with a 20-foot raised median and 12-foot urban shoulders consisting of curb, gutter, and a 5-foot sidewalk on the west side of the road and 15-foot urban shoulders consisting of curb, gutter, and a 10-foot multi-use trail on the east side. Double 12-foot, left turn lanes would be provided at Hospital Drive. Single 12-foot right and left turn lanes would be provided elsewhere as needed.

The original project, PI#720790-, has been separated into the following three projects: PI# 0006900, PI# 0006901, and PI# 720970-.

Phase 1, PI# 0006900, is the central project and features the grade separation of the SR 92 Realignment and US 78/East Broad Street, the Norfolk Southern Railroad, and East Strickland Street. It begins at the proposed intersection of relocated SR 92 with the proposed East Broad Street Ramp and ends at the proposed intersection of relocated SR 92 and relocated Ellis Street.

Phase 2, PI# 0006901, is the southern portion and begins just south of the existing intersection of SR 92/Fairburn Road and Durelee Lane and ends at the proposed intersection of relocated SR 92 with the proposed East Broad Street Ramp where it connects with phase 1.

Phase 3, PI# 720970-, is the northern portion and begins at the intersection of relocated SR 92 and relocated Ellis Street where it connects with phase 1. It ends just north of the existing intersection of SR 92/Dallas Highway and Malone Road.

The overall project, all three phases combined, would widen existing SR 92/Fairburn Road, beginning just south of Durelee Lane, until reaching a point just north of Durelee Lane. The alignment would then curve easterly on new location creating a new intersection with the existing SR 92/Fairburn Road, then intersecting Hospital Drive approximately 1,200 feet east of the existing intersection of SR 92/Fairburn Road and Hospital Drive. The alignment would continue northerly just west of and roughly parallel to Dorsett Street, until reaching US 78/East Broad Street. The alignment would then underpass US 78/East Broad Street, the Norfolk Southern Railroad and East Strickland Street, near the existing intersection of US 78/East Broad Street and Dorsett Street. The underpass structure at US 78/East Broad Street would be constructed large enough to accommodate the future widening of US 78/East Broad Street to four lanes with a 19 foot raised median. A ramp would be provided from the proposed SR 92 Realignment to US 78/East Broad Street and right and left turn lanes would be added to US 78/East Broad Street at the ramp. The alignment would continue northwesterly just west of and roughly parallel to Brown Street. Just north of Malone Street, the alignment would curve northeasterly, where it would follow the existing SR 92/Dallas Highway alignment before ending at the existing intersection of SR 92/Dallas Highway and Malone Road.

The overall project would realign and modify existing cross streets as follows:

- Realign Fairburn Road to intersect with the proposed SR 92 Realignment.
- Realign Hospital Drive to intersect with the proposed SR 92 Realignment.
- Realign Cooper Street, Ellis Street, Colquitt Street and Old SR 92/Dallas Highway to intersect with the proposed SR 92 Realignment.
- Access to Brown Street will be maintained via the intersections at Ellis Street and Colquitt Street. Cul-de-sac's will be added, approximately 1,000 feet north of East Strickland Street, where the SR 92 Realignment crosses Brown Street.

- Malone Street will have a cul-de-sac on the south side as well as a tie-in to Old SR 92/Dallas Highway. On the north side, Malone Street will be realigned to form a perpendicular intersection with the SR 92 realignment and Old SR 92/Dallas Highway.
- Cul-de-sacs will be provided at Green Street & Cone Street, with access provided via Elsie Street to Colquitt Street.
- Widen all intersecting cross-streets in the immediate vicinity of the intersections to include 12-foot lanes, with 12-foot urban shoulders, curb and gutter, and a 5-foot sidewalk on at least one side of the roadway, and right and left turn lanes as needed. Based on recommendations from the VE study, lane widths will be reduced to 11' for side streets north of Cooper Street.
- Cul-de-sac Dorsett Street at one location, just south of the proposed connector between US 78/East Broad Street and SR 92/Fairburn Road. Access to SR 92 Realignment will be provided via Cooper Street.

There are no existing major structures along the proposed corridor since the alignment is primarily on new location. The overall project would include grade-separated structures at US 78/East Broad Street, at the Norfolk Southern Railroad and at East Strickland Street by providing bridges at these locations. The proposed US 78/East Broad Street bridge would be approximately 89 feet wide and 182 feet long; the Norfolk Southern railroad bridge would be approximately 50 feet wide and 182 feet long; and, the East Strickland Street bridge would be approximately 36 feet wide and 182 feet long. Culverts would be constructed to accommodate the proposed typical cross sections at three stream crossings.

The overall project would relocate the existing at-grade railroad crossing at McCarley Street. The at-grade crossing would be relocated approximately 80 feet west of its existing location to minimize the "hump" at the crossing, and the signing, marking and signal timing at the crossing would be improved. The overall project would also close the existing at-grade railroad crossings at SR 92/Dallas Highway, Brown Street, and Mozley Street. The existing at-grade crossing at Rose Avenue would not be closed or modified as part of the proposed projects.

Is the project located in a PM 2.5 Non-attainment area? __X__Yes ____No
Is the project located in an Ozone Non-attainment area?__X__Yes ____No

The proposed concept matches the projects as planned in the conforming plans model description which are identified in ARC's Envision6 RTP and the FY 2008-2013 TIP as DO-282A, DO-282B, and DO-282C.

- DO-282A is identified as Metro Arterial Connector – SR 92 Realignment Phase I – Underpass. At US 78 (Broad Street) and NS Rail Line. The service type programmed is General Purpose Roadway Capacity with 0 existing lanes and 6 planned. The proposed open to traffic year in the plan is 2020. The project length is 0.25 miles.
- DO-282B is identified as Metro Arterial Connector – SR 92 Realignment Phase II. From SR 92 (Fairburn Road) south of Hospital Drive to US 78 (Broad Street). The service type programmed is General Purpose Roadway Capacity with 0 existing lanes and 6 planned. The proposed open to traffic year in the plan is 2020. The project length is 0.6 miles.
- DO-282C is identified as Arterial Connector – SR 92 Realignment Phase III. The service type programmed is General Purpose Roadway
  Capacity with 2 existing lanes and 6 planned. The proposed open to traffic year in the plan is 2020. The project length is 1.28 miles.

PDP Classification: Major (X) Minor ( )

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

Functional Classification:

Urban Minor Arterial	Urban Collector Street	Urban Local Street
SR 92	Durelee Lane	Cooper Street
US 78	Hospital Drive	East Strickland Street
Campbellton Street	Malone Road	West Strickland Street
		Ellis Street
		Brown Street
		Colquitt Street
		Green Street
		Cone Street
		Malone Street
		Dorsett Street

U. S. Route Number(s): US 78 (SR 5, SR 8, East Broad Street, West Broad Street)
State Route Number(s): SR 92 (Fairburn Road, Dallas Highway), SR 5 (East Broad Street, West Broad Street), SR 8 (East Broad Street, West Broad Street)

Traffic (AADT):

Road Name	Base Year (2017) VPD	Design Year (2037) VPD
SR 92/Fairburn Road south of Durelee Lane	31,480	51,790
SR 92 Realignment north of Durelee Lane	29,490	47,960
SR 92 Realignment south of US 78/East Broad Street Ramp	25,880	40,940
SR 92 Realignment north of US 78/East Broad Street Ramp	19,980	38,440
SR 92 Realignment south of Malone Road	24,880	47,850
SR 92 Dallas Highway north of Malone Road	24,660	47,430

Source: GDOT Traffic Count Data along with Traffic Study prepared by Jacobs.

Existing design features:

- **Typical Section:** SR 92 corridor varies with 5-lane, 4-lane and 2-lane sections.
- **Maximum grade:**
- **Posted speed:**

Posted speed	25 mph	30 mph	35 mph	45 mph	Not Posted
Mainline					
SR 92/Fairburn Road			X		
SR 92/Dallas Highway				X	
Cross Street					
Durelee Lane		X			
Hospital Drive				X	
Cooper Street		X			
US 78/East Broad Street at SR 92 realignment				X	
US 78/West Broad Street at McCarley Street			X		
East Strickland Street at SR 92 at Realignment		X			
Ellis Street		X			
Brown Street	X				
Colquitt Street		X			
Green Street					X
Cone Street					X
Malone Street			X		
Malone Road			X		
Campbellton Street			X		

- **Maximum degree of curvature:**

Maximum degree of curvature	0 º	3 º	4 º	8 º	17 º	76 º
Mainline						
SR 92	X					
Cross Street						
Durelee Lane	X					
Hospital Drive	X					
Cooper Street	X					
US 78/East Broad Street at SR 92 Realignment	X					
US 78/West Broad Street at McCarley Street	X					
East Strickland Street at SR 92 Realignment		X				
West Strickland Street at McCarley Street	X					
Ellis Street				X		
Brown Street						X
Colquitt Street	X					
Green Street	X					
Cone Street			X			
Malone Street					X	
Malone Road		X				
Campbellton Street	X					

- **Maximum grade:**

Maximum Grade	1%	2%	3%	4%	5%	6%	7%	8%	10%	12%	13%	0 to 12%
Mainline												
SR 92									X			
Cross Street												
Durelee Lane	X											
Hospital Drive		X										
Cooper Street								X				
US 78/East Broad Street at SR 92 Realignment			X									
US 78/West Broad Street at McCarley Street				X								
East Strickland Street at SR 92 Realignment			X									
West Strickland Street at McCarley Street				X								
Ellis Street						X						
Brown Street								X				
Colquitt Street							X					
Green Street										X		
Cone Street											X	
Malone Street					X							
Malone Road						X						
Campbellton Street			X									
Driveways												X

- **Width of right of way:**

Width of Right of Way	30 Feet	40 Feet	45-50 Feet	50 Feet	60 Feet	90-100 Feet	100 Feet	125 Feet
Mainline								
SR 92						X		
Cross Street								
Durelee Lane				X				
Hospital Drive								X
Cooper Street				X				
US 78/East Broad Street at SR 92 Realignment					X			
US 78/West Broad Street at McCarley Street					X			
East Strickland Street at SR 92 Realignment					X			
West Strickland Street at McCarley Street					X			
Ellis Street		X						
Brown Street			X					
Colquitt Street					X			
Green Street	X							
Cone Street	X							
Malone Street					X			
Malone Road							X	
Campbellton Street					X			

- **Major structures:** None
- **Major interchanges or intersections along the project:**

Road Name	Interchange	Intersection
SR 92/Fairburn Road at Durelee Lane		X
SR 92/Fairburn Road at Hospital Drive		X
SR 92/Fairburn Road at US 78/East Broad Street		X
SR 92/Fairburn Road at Mozley Street		X
SR 92 at East Strickland Street		X
SR 92/Dallas Highway at Campbellton Street		X

- **Existing length of roadway segment and beginning mile log:** The existing length of roadway segment is 2.7 miles. The beginning mile log is 9.87.

Proposed Design Features:

- **Proposed typical sections:** SR 92 Realignment consists of six 11-foot lanes with a 20-foot raised median, 12-foot urban shoulders with curb and gutter and a 5-foot sidewalk on the west side and 15-foot urban shoulders consisting of curb, gutter, and a 10-foot multi-use trail on the east side. Left turn only lanes will be added within the width of the median where required. Right turn only lanes will be added where required.
- **Proposed Design Speed Mainline:**
  - SR 92: 45 mph
  - US 78/ East Broad Street: 45 mph
- **Proposed Design Speed Side Street:** (table)
- **Proposed Maximum grade Mainline:** 7% **Maximum grade allowable:** 7%.
- **Proposed Maximum grade Side Street:** (table) **Maximum grade allowable:** (table)
- **Proposed Maximum grade driveway:** Commercial 11%, Residential 15%
- **Proposed Minimum radius Mainline:** 750 ft **Minimum radius allowable:** 711 ft

- **Proposed Minimum radius side street:** (table) **Minimum radius allowable:** (table)

Road Names Side Roads	Proposed Minimum Radius Side Road:	Minimum Radius Allowable:	Proposed Speed Design	Maximum Proposed Grade	Maximum Grade Allowable
Hospital Drive	711 ft	711 ft	45 mph	5%	9%
Cooper Street	310 ft	250 ft	30 mph	10%	12%
US 78/East Broad St Ramp	371 ft	371 ft	35 mph	5%	8%
Ellis Street	300 ft	250 ft	30 mph	10%	12%
Malone Street	500 ft	250 ft	30 mph	10%	12%
Fairburn Road	433 ft	371 ft	35 mph	7%	7%

- **Right of way**
  - **Width:** SR 92 Realignment - varies 122 ft to 158 ft
  - **Easements:** Temporary ( ), Permanent (X), Utility ( ), Other ( ).
  - **Type of access control:** Full ( ), Partial (X), By Permit (X), Other ( ).
  - **Number of parcels:** 134 **Number of displacements:**
    - **Business:** 24
    - **Residences:** 60
    - **Mobile homes:** 0
    - **Other:** 0

- **Major Structures:**
  - **Bridges:** (See also Attachment 2: Typical Sections).
    Three bridges will be constructed over the SR 92 Realignment: the US 78/East Broad Street bridge, the Norfolk Southern Railroad bridge, and the East Strickland Street bridge. The US 78/East Broad Street bridge will be a two-span structure approximately 182 feet in length and 89 feet wide. The US 78/East Broad Street bridge will be built to accommodate 4 eleven-foot lanes (two in each direction), five foot sidewalks and barrier walls for future use. The US 78/East Broad Street bridge will be striped for 3 eleven-foot lanes, one westbound and two eastbound. The Norfolk Southern Railroad bridge will be constructed to accommodate 3 tracks and will be a two-span structure approximately 182 feet in length. The total width of the proposed Norfolk Southern railroad bridge is approximately 50 feet. The East Strickland Street bridge will be a two-span structure approximately 182 feet in length with 2 fourteen-foot lanes (one in each direction) with barrier walls and a sidewalk on the north side. The total width of the East Strickland Street bridge will be approximately 36 feet.

  - **Retaining walls:** A retaining wall will be constructed along the west side of the SR 92 Realignment just north of the East Strickland Street bridge to avoid impacts to property. The wall height is approximately 18 ft tall at its highest point and approximately 250 ft long. Actual dimensions of the retaining wall are subject to change once a detailed analysis is performed.
  - **Other Structures:** A preliminary noise evaluation was performed along the project corridor. Based on the preliminary cost analysis, it was determined that it would be reasonable to construct five (5) of the proposed barriers. A detailed barrier analysis would be required to further determine the feasibility and reasonableness of each proposed noise wall as well as the height of each wall. The five noise barriers are proposed along SR 92 at the following locations: a noise wall approximately 715 long will be constructed on the left (west) side of the SR 92 Realignment between Hospital Drive and Cooper Street, a noise wall approximately 515 feet long will be constructed on the east side of the SR 92 Realignment between Cooper Street and the US 78/East

Broad Street ramp, a noise wall approximately 1775 feet long will be constructed on the east side of the SR 92 Realignment starting where the SR 92 Realignment crosses the existing Brown Street and continuing north to Colquitt Street, noise walls will be constructed along both sides of the SR 92 Realignment from Colquitt Street to Malone Street. The noise wall on the west side will be approximately 815 feet long and the noise wall on the east side will be approximately 935 feet long.

- **Major intersections and interchanges:**

Road Name	Interchange	Intersection
SR 92/Fairburn Road at Durelee Lane		X
SR 92 Realignment at SR 92/Fairburn Road		X
SR 92 Realignment at Hospital Drive		X
SR 92 Realignment at Cooper Street		X
SR 92 Realignment at US 78/East Broad Street Ramp		X
US 78/East Broad Street Ramp at US 78/East Broad Street		X
SR 92 Realignment at SR 92/Dallas Highway/Malone Street		X
SR 92 Realignment at Malone Road		X

- **Traffic control during construction:** Hospital Drive will be closed at the SR 92 Realignment. Cooper Street will be closed at the SR 92 Realignment with traffic detoured to US 78/East Broad Street. East Strickland Street will be closed at the bridge construction site with traffic detoured to Brown Street and Ellis Street. The Brown Street at-grade crossing of the Norfolk Southern Railroad will be closed and detoured to Mozley Street (and closed permanently at completion of the project). Colquitt Street, Green Street, Cone Street, and Malone Street will be closed at the SR 92 Realignment with traffic detoured to SR 92/Dallas Highway.
- **Transportation Management Plan Anticipated:** Yes ( ) No (X)
- **Design Exceptions to controlling criteria anticipated:**

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	( )	(X)
VERTICAL ALIGNMENT	( )	( )	(X)
LANE WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
LATERAL OFFSET TO OBSTRUCTION:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

- **Design Variances:** None anticipated.
- **Environmental concerns:** Two historic districts and a railroad eligible for inclusion in the National Register of Historic Places, low income and minority neighborhoods, public controversy of railroad crossing closures, two schools, a park, noise impacts, large number of anticipated displacements, four churches, six streams and 1 wetland area.
- **Are Time Savings Procedures appropriate?** Yes ( ), No (X),

- **Level of environmental analysis:**
  - Categorical exclusion anticipated ( ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) anticipated (X), or
  - Environmental Impact Statement (EIS) ( ).
- **Utility involvements:** Atlanta Gas Light, BellSouth Telecommunication, Douglasville-Douglas County Water & Sewer Authority, MCI Communications, Georgia Power Transmission, Georgia Power Company (2), Douglas County DOT, Austell Gas System, Comcast Communication, Greystone Power Corporation, Quest, Verizon, Norfolk Southern Railroad.
- **VE Study Anticipated:** Yes (X) No( ) (VE Study approved on 08-10-2009)
- **Benefit Cost Ratio:** 2.95

Project Cost Estimate and Funding Responsibilities:

	PE		ROW	UTILITY	CST*	MITIGATION		**ECOLOGY MITIGATION
By Whom	**City of Douglasville**	**GDOT**	**GDOT**	**GDOT**	**GDOT**	**GDOT**	**City of Douglasville**	**GDOT**
0006900	**$160,000**	**$1,967,855**	**$15,008,000**	**$2,100,000**	**$10,637,188**	**TBD**	**TBD**	**$145,600**
0006901	**$160,000**	**$1,000,000**	**$27,150,000**	**$377,000**	**$10,690,765**	**TBD**	**TBD**	**$0**
720970-	**$180,000**	**$2,427,653**	**$14,150,500**	**$514,410**	**$11,914,059**	**TBD**	**TBD**	**$168,600**
Amount	**$500,000+**	**$5,395,508**	**$56,308,500**	**$2,991,410**	**$33,242,012**	**TBD**	**TBD**	**$314,200**

**CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment. **See Attachment 17 for Ecology Mitigation cost breakdown.*

Project Activities Responsibilities:

- Design: GDOT
- Right of Way Acquisition: GDOT
- Right of Way Funding: GDOT
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: GDOT, Norfolk Southern Corporation
- Environmental Studies/Documents/Permits: GDOT, City of Douglasville
- Environmental Mitigation: GDOT, City of Douglasville

Coordination:

- Initial Concept Team Meeting: October 1, 2001 (See Attachment 6 for Meeting Minutes)
- Concept Team Meeting: February 22, 2006 (See Attachment 6 for Meeting Minutes)
- Concept Team Meeting: April 20, 2006 (See Attachment 6 for Meeting Minutes)
- Final Concept Team Meeting: February 11, 2010 (See Attachment 10 for Meeting Minutes)
- Value Engineering Study: Approved August 10, 2009
- P. A. R. meetings, dates and results: October 2007. No comments received from agencies as a result of the PAR.
- FEMA, USCG, and/or TVA: N/A
- Public involvement:
  - December 4, 2001 – Public Information Meeting. A PIM was held for the subject project at the Douglasville City Hall on December 4, 2001. A total of one hundred and five (105) people attended the PIM. From those attending, twelve comment forms and four verbal statements were received. No letters or additional comments were received during the ten day comment period

following the meeting. Therefore, a total of sixteen comments were received. They are summarized as follows: five opposed, eight in support, one uncommitted, and two conditional. Representatives from the City of Douglasville, GDOT, and Croy Engineering attended the meeting.

February 2, 2004 – Meeting with Second Baptist Church. Those in attendance were shown a copy of the preferred alternative layouts and the proposed facility was described to them. It was explained that the project could be designed so that the church building would not be affected; however, the church would be left with minimal parking and difficult access in and out of the facility. There was general concurrence that the church would be better off moving rather than remaining under the conditions, as described. Representatives from the City of Douglasville and Croy Engineering attended the meeting.

- March 21, 2006 – Presentation at Chamber of Commerce Meeting. An approximate 30 minute presentation regarding the current proposal was made at the Chamber of Commerce Meeting. A general question and answer period followed. Representatives from the City of Douglasville and Croy Engineering attended the meeting.
- May 11, 2006 – Presentation to City Council. An approximate 30 minute presentation regarding the current proposal was made to the City Council of Douglasville. A general question and answer period followed. City of Douglasville council members, the Mayor of Douglasville and Croy Engineering were in attendance.
- May 30, 2006 – PIOH in Douglasville. A total of 416 people attended the Public Information Open House (PIOH) held for the subject project on May 30, 2006 at the City of Douglasville Conference Center, located at 6701 Church Street, Douglasville, Georgia. A total of 158 comments were received at the open house and during the ten-day comment period following the open house. They are summarized as follows: 20 opposed, 33 in support, 31 uncommitted and 74 conditional. The vast majority of the comments received that were against, uncommitted or conditional were opposed to the proposed closing of the Campbellton St/Dallas Highway railroad crossing associated with the Douglas County units. In addition, during the public comment period, a petition with 503 signatures was received opposing the proposed railroad crossing closures in downtown Douglasville. Representatives from the City of Douglasville, GDOT, and Croy Engineering attended the meeting.
- June 19, 2006 – Meeting with CBDA. A meeting was held on June 19, 2006, from approximately 5:00 pm to 7:15 pm, at the Regions Bank in downtown Douglasville. The meeting was requested by Senator Bell Hembree on behalf of the Central Douglasville Business Association (CDBA). The primary purpose of the meeting was to discuss proposed closure of existing railroad crossings in downtown Douglasville, particularly the Dallas Hwy/Campbellton Street crossing, and consumer access to the downtown area after project implementation. Senator Bill Hembree and representatives from the Georgia Department of Transportation (GDOT) Offices of Urban Design, Environment and Location, and Traffic Operations, as well as representatives from the City of Douglasville, Day Wilburn & Associates (DWA), and Croy Engineering were in attendance to address questions and receive comments from the CDBA. Approximately, 21 individuals from the CDBA attended the meeting. Representatives from the City of Douglasville and GDOT attended the meeting.
- August 8, 2006 – PIOH in Paulding County. A total of 106 people attended the Public Information Open House held for the subject project on August 8, 2006 at the gym located at Taylor Farm Park, 1380 Pine Valley Road, Powder Springs, Georgia. A total of 16 comments were received at the open house and during the ten-day comment period following the open house. They are summarized as follows: 2 opposed, 8 in support, 6 uncommitted and 0 conditional. Representatives from the City of Douglasville, Paulding County, GDOT and Croy Engineering attended the meeting.

- Numerous community meetings held from August 2009 through October 2009. See attachment 7 for meeting minutes.
- October 27, 2009 – PIOH in Douglasville. A total of 420 people attended the PIOH held at Stewart Middle School in Douglasville. A total of 94 comments were received at the open house and during the ten-day comment period following the open house. They are summarized as follows: 5 opposed, 52 in support, 9 uncommitted and 28 conditional. The major concerns included a strong desire to see the proposed project constructed earlier and right-of-way concerns. Concerns also included noise walls, median breaks, access and non-vehicular facilities. Representatives from the City of Douglasville, Paulding County, GDOT, Croy Engineering and Jacobs attended the open house.

- Local government comments. The Downtown Development Authority for the City of Douglasville gave its support to the project in a letter dated October 14, 2009. The Central Douglasville Business Association gave its support at their October 7, 2009 meeting. Douglas County Department of Transportation has also expressed their support of the project. The Douglas County Chamber of Commerce gave their support at Congressman Scott's February, 1, 2010 SR 92 Briefing and announced that they had made the projects the "only legislative priority in 2010" (see Attachment 11 for the meeting minutes).
- Other coordination to date: None
- Railroads: The railroad is owned by Norfolk Southern Corporation. The existing Brown Street, Mozley Street and SR 92/Dallas Highway at-grade railroad crossings will be permanently closed to vehicular traffic after the construction of the SR 92 Realignment is complete, with the exception of the Brown Street railroad crossing, which will be closed during construction due to the construction of the underpass. The existing McCarley Street at-grade railroad crossing will be relocated approximately 80' to the west to achieve better vertical grades.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 10 Months.
- Time to complete preliminary construction plans: 11 Months
- Time to complete railroad plans: 12 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: 24 Months.
- Time to complete bridge plans: 12 months
- Time to complete final construction plans: 12 Months.
- Time to complete to purchase right of way: 30 Months.
- List other major items that will affect the project schedule: None anticipated

Other alternates considered:

- Alternative A- No Build. No action would be taken to improve current conditions.
- Alternative B- Brown Street / Dorsett Street Alignment. The SR 92 Realignment would begin at the intersection of SR 92/Fairburn Road and Hospital Drive and continue northward aligning with Dorsett Street. The Realignment would tunnel beneath US 78/East Broad Street, Norfolk Southern railroad, and East Strickland Street. The SR Realignment would then align with Brown Street to SR 92/Dallas Highway. The alternative was rejected because of the required intersection turn at the Hospital Drive intersection, tunneling costs and impacts to Jesse Davis Park.
- Alternative C- Two Quadrant Ramps at US 78. The SR 92 Realignment's preferred alignment with an additional ramp in the southwest quadrant of the intersection of SR 92 Realignment and US 78/East Broad Street which would allow free-flow entrance and exit ramps from US 78/East Broad Street to SR

92 Realignment. The alternative was rejected because of the ramp impact to the Lois Cotton Mill and Village Historic District.

- Alternative D- Bridge over US 78/East Broad Street, Norfolk Southern railroad, and East Strickland Street. The SR 92 Realignment's preferred alignment with a bridge carrying SR 92 Realignment over US 78/East Broad Street, Norfolk Southern railroad and East Strickland Street. The bridge would have an 8% approach grade, a 45 mph vertical curve, and a 25 foot overhead clearance over the Norfolk Southern railroad. The alternative was rejected because of the visual, property and economic impacts associated with the required structure elevation and approach fill heights.

Comments:

- **Project Prioritization:** The Georgia Department of Transportation (GDOT) Office of Planning has compiled a planning level study (project prioritization) to assist with project balancing and programming using a micro-analysis tool, the data in the below table is the result of the study. As a result of the high Benefit/Cost Ratio (B/C Ratio), project STP00-0186-01(011) has been moved to Tier 1.

Project Prioritization Information	
P.I.#	720970
Tier #	1
Score #	41
B/C Ratio	5.16
Reduces delay by (VHT)	1793 hrs

Attachments:

1. Detailed Cost Estimates:
   a. Project Cost Estimate Summary including Engineering and Inspection
   b. Construction
   c. Right-of-Way.
   d. Utilities.
   e. Completed Fuel/Asphalt price adjustment form.
2. Sketch location map.
3. Railroad Crossing Closure Locations.
4. Typical Sections.
5. Accident Summaries.
6. Traffic Diagrams. (Approved March 25, 2010)
7. Capacity Analysis Summary.
8. Summary of Signal Warrant Studies
9. Initial Revised Concept Team Meetings.
10. Final Concept Team Meeting.
11. Minutes of Meetings showing support or objection to the concept.
12. PFA's.
13. Conforming plan's network schematics showing thru lanes.
14. Concept Layout.
15. Benefit Cost Analysis.
16. Mitigation Plan.
17. Ecology Mitigation: Wetland & Stream Credits

Concur: _____
Director of Engineering

Approve: _____ Date: 5/17/2010
Chief Engineer

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:	**County:**	**PI No.:**

Report Date:	**Concept By:**
	DOT Office:
☐ CONCEPT	
	Consultant:

Project Type: Choose One From Each Column	☐ Major ☐ Minor	☐ Urban ☐ Rural	☐ ITS ☐ Bridge ☐ Building ☐ Interchange ☐ Intersection ☐ Interstate ☐ New Location ☐ Widening & Reconstruction ☐ Miscellaneous

FOCUS AREAS	**SCORE**	**RESULTS**
Presentation		
Judgement		
Environmental		
Right of Way		
Utility		
Constructability		
Schedule		

Attachment 1:

Detailed Cost Estimates:

a. Project Cost Estimate Summary including Engineering and Inspection
b. Construction
c. Right-of-Way.
d. Utilities.
e. Completed Fuel/Price adjustment form.

Print Form

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSSTP-0006-00(900) , Douglas

OFFICE Program Delivery

SR 92 Bridge Underpass @ SR 5/US 78 including RR - Phase 1

DATE April 8, 2010

P.I. No. 0006900

FROM Bobby K. Hilliard, P.E. State Program Delivery Engineer

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MNGT LET DATE 06/15/2015

PROJECT MANAGER Peter B. Emmanuel

MNGT R/W DATE 06/15/2012

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**	
CONSTRUCTION	$ 10,838,000.00	DATE	01/06/2009
RIGHT OF WAY	$ 9,738,000.00	DATE	05/12/2008
UTILITIES	$ 489,684.00	DATE	09/30/2008

REVISED COST ESTIMATES

CONSTRUCTION*	$ 10,637,188.10
RIGHT OF WAY	$ 15,008,000.00
UTILITIES**	$ 2,100,000.00

* Costs contain 5 % Engineering and Inspection and 0 % Construction Contingencies.

** Costs contain 0 % contingency.

REASON FOR COST INCREASE

Detailed Concept Layout
Utility Reimbursement Updates
Addition of 125% adjustments for fuel and asphalt cement.
Annual Cost Updates

Revised: February 9, 2009

CONTINGENCY SUMMARY

Construction Cost Estimate:	$ 9,493,499.05	(Base Estimate)
Engineering and Inspection:	$ 474,674.95	(Base Estimate x 5 %)
Construction Contingency:	$ 0	(Base Estimate x 0 %)
		(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 331,501.16	(From attached worksheet)
Total Liquid AC Adjustment	$ 337,512.94	(From attached worksheet)
Construction Total:	**$** 10,637,188.10	
Utility Cost Estimate:	$ 2,100,000.00	
Utility Contingency:	$ 0	0 %
Utility Total:	**$** 2,100,000.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Norfolk Southern	2,100,000.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

Print Form

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSSTP-0006-00(901) , Douglas

OFFICE Program Delivery

SR 92 Relocation from Durelee Lane to SR 5/US 78/ Bankhead Hwy - Phase 2

DATE April 8, 2010

P.I. No. 0006901

FROM Bobby K. Hilliard, P.E. State Program Delivery Engineer

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MNGT LET DATE 06/15/2015

PROJECT MANAGER Peter B. Emmanuel

MNGT R/W DATE 06/15/2012

PROGRAMMED COST (TPro W/OUT INFLATION)

CONSTRUCTION	$ 10,137,800.00	
RIGHT OF WAY	$ 21,449,000.00	
UTILITIES	$ N/A	

LAST ESTIMATE UPDATE

DATE	07/13/2009
DATE	05/12/2008
DATE	N/A

REVISED COST ESTIMATES

CONSTRUCTION*	$ 10,690,764.45
RIGHT OF WAY	$ 27,150,000.00
UTILITIES**	$ 377,000.00

* Costs contain 5 % Engineering and Inspection and 0 % Construction Contingencies.

** Costs contain 0 % contingency.

REASON FOR COST INCREASE

Detailed Concept Layout
Addition of Utility Reimbursements
Addition of 125% adjustments for fuel and asphalt cement.
Annual Cost Estimate

Revised: February 9, 2009

CONTINGENCY SUMMARY

Construction Cost Estimate:	$ 8,807,041.08	(Base Estimate)
Engineering and Inspection:	$ 440,352.05	(Base Estimate x 5 %)
Construction Contingency:	$ 0	(Base Estimate x 0 %)
		(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 450,095.28	(From attached worksheet)
Total Liquid AC Adjustment	$ 993,276.04	(From attached worksheet)
Construction Total:	**$** 10,690,764.45	
Utility Cost Estimate:	$ 377,000.00	
Utility Contingency:	$ 0	0 %
Utility Total:	**$** 377,000.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Colonial Pipeline	100,000.00
Georgia Power Transmission	147,000.00
Verizon	130,000.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

Print Form

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. STP00-0186-00(011) , Douglas

OFFICE Program Delivery

SR 92 Relocation from Strickland Street to Malone Road - Phase 3

DATE April 8, 2010

P.I. No. 720970

FROM Bobby K. Hilliard, P.E. State Program Delivery Engineer

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MNGT LET DATE 07/15/2015

PROJECT MANAGER Peter B. Emmanuel

MNGT R/W DATE 06/15/2012

PROGRAMMED COST (TPro W/OUT INFLATION)

CONSTRUCTION	$ 12,876,000.00	
RIGHT OF WAY	$ 9,005,000.00	
UTILITIES	$ N/A	

LAST ESTIMATE UPDATE

DATE	01/06/2009
DATE	05/12/2008
DATE	N/A

REVISED COST ESTIMATES

CONSTRUCTION*	$ 11,914,059.32
RIGHT OF WAY	$ 14,150,500.00
UTILITIES**	$ 514,410.00

* Costs contain 5 % Engineering and Inspection and 0 % Construction Contingencies.

** Costs contain 0 % contingency.

REASON FOR COST INCREASE

Detailed Concept Layout
Addition of Utility Reimbursements
Addition of 125% adjustments for fuel and asphalt cement.
Annual Cost Updates

Revised: February 9, 2009

CONTINGENCY SUMMARY

Construction Cost Estimate:	$ 9,547,360.68	(Base Estimate)
Engineering and Inspection:	$ 477,368.03	(Base Estimate x 5 %)
Construction Contingency:	$ 0	(Base Estimate x 0 %)
		(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 587,992.75	(From attached worksheet)
Total Liquid AC Adjustment	$ 1,301,337.86	(From attached worksheet)
Construction Total:	**$** 11,914,059.32	
Utility Cost Estimate:	$ 514,410.00	
Utility Contingency:	$ 0	0 %
Utility Total:	**$** 514,410.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Norfolk Southern	120,000.00
AT&T formerly Bellsouth	88,160.00
Colonial Pipeline	156,250.00
Georgia Power Transmission	150,000.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

Estimate Report for file "SR 92 - PHASE 1"

Section BASE/PAVING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5100	24000	SY	15.16	GR AGGR BASE CRS, 10 INCH, INCL MATL	363840.0
318-3000	600	TN	28.7	AGGR SURF CRS	17220.0
402-1812	100	TN	78.08	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	7808.0
402-3121	5300	TN	80.02	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	424106.0
402-3130	2000	TN	76.4	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	152800.0
402-3192	3500	TN	84.73	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	296555.0
413-1000	1520	GL	4.2	BITUM TACK COAT	6384.0
				Section Sub Total:	**$1,268,713.00**

Section CONCRETE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
433-1100	1200	SY	127.38	REINF CONC APPROACH SLAB, INCL CURB	152856.0
441-0104	2500	SY	25.19	CONC SIDEWALK, 4 IN	62975.0
441-0740	1700	SY	23.97	CONCRETE MEDIAN, 4 IN	40749.0
441-6222	6400	LF	12.4	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	79360.0
441-6720	4300	LF	21.0	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	90300.0
500-3110	250	LF	301.82	CLASS A CONCRETE, TYPE P1, RETAINING WALL	75455.0
				Section Sub Total:	**$501,695.00**

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	2000	LF	28.35	STORM DRAIN PIPE, 18 IN, H 1-10	56700.0
550-1240	1000	LF	34.91	STORM DRAIN PIPE, 24 IN, H 1-10	34910.0
550-4124	5	EA	405.75	FLARED END SECTION 24 IN, SIDE DRAIN	2028.75
668-1100	20	EA	2120.39	CATCH BASIN, GP 1	42407.79
				Section Sub Total:	**$136,046.55**

Section EARTHWORK

Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	LS	1280000.0	GRADING COMPLETE -	1280000.0
				Section Sub Total:	**$1,280,000.00**

Section EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0001	1	Lump Sum	75000.0	EROSION CONTROL	75000.0
				Section Sub Total:	**$75,000.00**

Section MISCELLANEOUS ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	310000.0	TRAFFIC CONTROL -	310000.0
153-1300	1	EA	76500.0	FIELD ENGINEERS OFFICE TP 3	76500.0
634-1200	1	LUMP SUM	4333.0	RIGHT OF WAY MARKERS	4333.0
641-0001	1	Lump Sum	25000.0	GUARDRAIL	25000.0
682-9030	1	LS	200000.0	LIGHTING SYSTEM	200000.0
				Section Sub Total:	**$615,833.00**

Section STRIPING, SIGNAGE & SIGNALS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-0001	1	Lump Sum	25000.0	SIGNAGE	25000.0
647-1000	3	LS	100000.0	TRAFFIC SIGNAL INSTALLATION NO -	300000.0
653-0001	1	Lump Sum	20000.0	STRIPING	20000.0
				Section Sub Total:	**$345,000.00**

Section BRIDGES

Item Number	Quantity	Units	Unit Price	Item Description	Cost
001-0001	7500	SF	100.0	STRICKLAND STREET BRIDGE	750000.0
001-0002	9500	SF	280.0	N&S R/R BRIDGE	2660000.0
001-0003	15500	SF	100.0	US 78 BRIDGE	1550000.0
				Section Sub Total:	**$4,960,000.00**

Section DETOURS-ROAD

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5080	5865	SY	15.54	GR AGGR BASE CRS, 8 INCH, INCL MATL	91142.09
402-3110	134	TN	78.36	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	10500.24
402-3121	1242	TN	80.02	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	99384.84
402-3130	484	TN	76.4	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	36977.60
402-3192	864	TN	84.73	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	73206.72
				Section Sub Total:	**$311,211.50**

Total Estimated Cost: $9,493,499.05

Estimate Report for file "SR 92 - PHASE 2 (PHASE 2 OF 3)"

Section BASE/PAVING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5100	75000	SY	15.16	GR AGGR BASE CRS, 10 INCH, INCL MATL	1137000.0
318-3000	2097	TN	28.7	AGGR SURF CRS	60183.9
402-1812	96	TN	78.08	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	7495.68
402-3121	16500	TN	80.02	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	1320330.0
402-3130	6200	TN	76.4	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	473680.00
402-3192	9200	TN	84.73	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	779516.0
413-1000	4950	GL	4.2	BITUM TACK COAT	20790.0
				Section Sub Total:	**$3,798,995.58**

Section CONCRETE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	4700	SY	25.19	CONC SIDEWALK, 4 IN	118393.0
441-0740	3800	SY	23.97	CONCRETE MEDIAN, 4 IN	91086.0
441-6222	12500	LF	12.4	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	155000.0
441-6740	10300	LF	11.11	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	114433.0
				Section Sub Total:	**$478,912.00**

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	6000	LF	28.35	STORM DRAIN PIPE, 18 IN, H 1-10	170100.0
550-1240	3000	LF	34.91	STORM DRAIN PIPE, 24 IN, H 1-10	104729.99
550-4224	15	EA	545.47	FLARED END SECTION 24 IN, STORM DRAIN	8182.05
668-1100	55	EA	2120.39	CATCH BASIN, GP 1	116621.45
				Section Sub Total:	**$399,633.50**

Section EARTHWORK

Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	LS	2190000.0	GRADING COMPLETE -	2190000.0
				Section Sub Total:	**$2,190,000.00**

Section EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0001	1	LUMP SUM	150000.0	EROSION CONTROL	150000.0
				Section Sub Total:	**$150,000.00**

Section MISCELLANEOUS ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	301000.0	TRAFFIC CONTROL -	301000.0
153-1300	1	EA	76500.0	FIELD ENGINEERS OFFICE TP 3	76500.0
624-0410	1	Lump Sum	200000.0	SOUND BARRIER	200000.0
634-1200	1	LUMP SUM	32000.0	RIGHT OF WAY MARKERS	32000.0
641-1200	1	LUMP SUM	40000.0	GUARD RAIL	40000.0
682-9030	1	LUMP SUM	400000.0	LIGHTING SYSTEM	400000.0
700-0001	1	Lump Sum	100000.0	LANDSCAPING	100000.0
				Section Sub Total:	**$1,149,500.00**

Section STRIPING, SIGNAGE & SIGNALS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-0001	1	LUMP SUM	15000.0	SIGNAGE	15000.0
647-0001	6	LUMP SUM	100000.0	TRAFFIC SIGNAL INSTALLATION NO	600000.0
653-0001	1	LUMP SUM	25000.0	STRIPING	25000.0
				Section Sub Total:	**$640,000.00**

Total Estimated Cost: $8,807,041.08

Estimate Report for file "SR 92-PHASE 3 (PHASE 3 OF 3)"

Section BASE/PAVING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5100	93000	SY	15.16	GR AGGR BASE CRS, 10 INCH, INCL MATL	1409880.0
402-1812	209	TN	74.42	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	15553.78
402-3121	22000	TN	71.61	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	1575420.0
402-3130	7800	TN	78.29	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	610662.0
402-3192	12200	TN	85.06	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	1037732.0
413-1000	4800	GL	2.45	BITUM TACK COAT	11760.0
				Section Sub Total:	**$4,661,007.78**

Section MISCELLANEOUS ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	300000.0	TRAFFIC CONTROL -	300000.0
153-1300	1	EA	67749.9	FIELD ENGINEERS OFFICE TP 3	67749.9
624-0001	1	Lump Sum	630000.0	SOUND BARRIER	630000.0
634-1200	1	Lump Sum	31000.0	RIGHT OF WAY MARKERS	31000.0
641-0001	1	Lump Sum	42000.0	GUARDRAIL	42000.0
682-9030	1	Lump Sum	500000.0	LIGHTING SYSTEM	500000.0
700-0001	1	Lump Sum	15100.0	LANDSCAPING	15100.0
				Section Sub Total:	**$1,585,849.90**

Section EARTHWORK

Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	LS	1000000.0	GRADING COMPLETE -	1000000.0
				Section Sub Total:	**$1,000,000.00**

Section CONCRETE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	7800	SY	25.19	CONC SIDEWALK, 4 IN	196482.0
441-0740	1800	SY	23.97	CONCRETE MEDIAN, 4 IN	43146.0
441-6222	32300	LF	12.4	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	400520.0
441-6740	13100	LF	11.11	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	145541.0
				Section Sub Total:	**$785,689.00**

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	12000	LF	28.35	STORM DRAIN PIPE, 18 IN, H 1-10	340200.0
550-1240	6000	LF	34.91	STORM DRAIN PIPE, 24 IN, H 1-10	209459.99
550-4124	20	EA	405.75	FLARED END SECTION 24 IN, SIDE DRAIN	8115.0

668-1100	100	EA	2120.39	CATCH BASIN, GP 1	212039.0
				Section Sub Total:	**$769,814.00**

Section STRIPING, SIGNAGE, & SIGNALS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-0001	1	Lump Sum	95000.0	SIGNAGE	95000.0
647-1000	3	LS	100000.0	TRAFFIC SIGNAL INSTALLATION NO -	300000.0
653-0001	1	Lump Sum	100000.0	STRIPING	100000.0
				Section Sub Total:	**$495,000.00**

Section EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0001	1	Lump Sum	250000.0	EROSION CONTROL	250000.0
				Section Sub Total:	**$250,000.00**

Total Estimated Cost: $9,547,360.68

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: January 19, 2010
Project: CSSTP-0006-00(900)Douglas, Phase 1 UPDATE
Existing/Required R/W: Varies/Varies
Project Termini : SR 92 Relocation
Project Description: SR 92 Phase 1, Middle Section

P.I. Number: 0006900
No. Parcels: 40

Land:			
Commercial R/W: 47,777 sf @ $ 5.75/sf	$	274,718	
Residential R/W: 148,360sf @ $ 0.45/sf		66,762	$ 341,390
Improvements : 4 Com., 33 Res. & misc. site improvements			4,250,000
Relocation: Commercial (4) @ $25,000	$	100,000	
Residential (33) @ $ 40,000		1,320,00	1,420,000
Damage : Proximity (2)			40,000
Net Cost			$ 6,051,390

Net Cost		$ 6,051,390
Scheduling Contingency	55 %	3,328,264
Adm/Court Cost	60 %	5,627,792
		$ 15,007,447

Total Cost $15,008,000

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

Note: This update is based upon estimate by consultant dated January 11, 2007.

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: January 19, 2010
Project: CSSTP-0006-00(901)Douglas, Phase 1 UPDATE
Existing/Required R/W: Varies/Varies
Project Termini : SR 92 Relocation
Project Description: SR 92 Phase II, South Section

P.I. Number: 0006901
No. Parcels: 34

Land:			
Commercial R/W: 352,408 sf @ $ 5.75/sf	$ 2,026,346		
Residential R/W: 202,711sf @ $ 0.45/sf	91,220	$ 2,117,566	
Improvements : 20 Com., 7 Res. & misc. site improvements		8,345,000	
Relocation: Commercial (20) @ $25,000	$ 500,000		
Residential (7) @ $ 40,000	280,000	405,000	
Damage : Proximity (2)	$ 40,000		
Cost to Cure (2)	40,000	$ 80,000	
Net Cost		$ 10,947,566	

Net Cost		$ 10,947,566
Scheduling Contingency	55 %	6,021,161
Adm/Court Cost	60 %	10,181,236
		$ 27,149,963

Total Cost $27,150,000

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

Note: This update is based upon estimate by consultant dated January 11, 2007.

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: January 19, 2010
Project: STP-186-1(11)Douglas, Phase III UPDATE
Existing/Required R/W: Varies/Varies
Project Termini : SR 92 Relocation
Project Description: SR 92 Phase III, North Section

P.I. Number: 720970
No. Parcels: 60

Land:			
Commercial R/W: 69,418 sf @ $ 5.75/sf		$ 399,154	
Residential R/W: 782,232sf @ $ 0.45/sf		586,674	$ 985,828
Improvements : 20 Res. & misc. site improvements			3,880,000
Relocation: Commercial (0)	$ 00		
Residential (20) @ $ 40,000	800,000		800,000
Damage : Proximity (2)			$ 40,000
Net Cost			$ 5,705,828

Net Cost		$ 5,705,828
Scheduling Contingency	55 %	3,138,205
Adm/Court Cost	60 %	5,306,420
		$ 14,150,453

Total Cost $14,150,500

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

Note: This update is based upon estimate by consultant dated January 11, 2007.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0006-00(900)
P.I. No. 0006900
SR 92 Bridge Underpass
@ SR5/US 78 Including RR – Phase I

OFFICE Chamblee

DATE February 5, 2010

FROM Jonathan Walker
District Utilities Engineer

TO Peter Emmanuel, Office of Program Delivery

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
AT&T formerly BellSouth	$100,160.00	
Atlanta Gas Light Co	$6,750.00	
Comcast Cable	$3000.00	
Douglasville-DWSA	$30,800.00	
Georgia Power Distribution	$87,000.00	
Totals	$227,710.00	

Total reimbursable cost for the above project is $0.00.

If you have any questions, please contact Yulonda Pride-Foster at 770-986-1117.

Sincerely,

Bryant R. Poole
District Engineer

By: Jonathan Walker
District Utilities Engineer

BRP/JBW/ypf

C: Jeff Baker, P.E. / State Utilities Office (OGC 10th Floor)
Mike Hill, Area 3 Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0006-00(900), Douglas County
P.I. No. 0006900

OFFICE: State Utilities Office

DATE: February 9, 2010

FROM for Jeff Baker, State Utilities Engineer

TO Bobby Hilliard, PE, State Program Delivery Engineer
ATTN: Peter Emmanuel, Senior Project Manager

SUBJECT PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report provided. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Norfolk Southern	$0.00	$2,100,000.00
Total Reimbursement Cost:	**$0.00**	**$2,100,000.00**

Total railroad surface work reimbursable cost for the above project is estimated to be:
$2,100,000.00

Please note that this amount does not include other reimbursable utility costs and railroad warning device costs that may be associated with this project. Please keep the railroad costs separate from other utilities in your designer's cost estimate.

If you have any questions, please contact Richard Crowley, (404) 631-1372, rcrowley@dot.ga.gov.

JB:RLC:lfb

cc: Lee Upkins, State Utilities Preconstruction Engineer
Angela Robinson, State Financial Management Administrator
Jonathan Walker, District 7 Utilities Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0006-00(901)
P.I. No. 0006901
SR 92 Relocation FM Durelee Ln to
SR 5/ US 78 / Bankhead HWY- Phase II

OFFICE Chamblee

DATE February 5, 2010

FROM Jonathan Walker
District Utilities Engineer

TO Peter Emmanuel, Office of Program Delivery

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
AT&T Formerly Bellsouth	$200,000.00	
Atlanta Gas Light Co.	$129,000.00	
Colonial Pipeline		$100,000.00
Comcast Comm.	$3000.00	
Douglasville-DWSA	$28300.00	
Georgia Power Distribution	$123,000.00	
Georgia Power Transmission		$147,000.00
Verizon		$130,000.00
Totals	$483,300.00	$377,000.00

Total reimbursable cost for the above project is $377,000.00.

If you have any questions, please contact Yulonda Pride-Foster at 770-986-1117.

Sincerely,

Bryant R. Poole
District Engineer

By: Jonathan Walker
District Utilities Engineer

BRP/JBW/ypf

C: Jeff Baker, P.E. / State Utilities Office (OGC 10th Floor)
Mike Hill, Area 3 Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0186-01(011)
P.I. No. 720970
SR 92 Relocation
FM Strickland St to Malone Rs-Phase III

OFFICE Chamblee

DATE February 5, 2010

FROM Jonathan Walker
District Utilities Engineer

TO Peter Emmanuel, Office of Program Delivery

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
AT&T formerly BellSouth	$1,700,160.00	$88,160.00
Atlanta Gas Light Co	$6,750.00	
Colonial Pipeline		$156,250.00
Comcast Comm.	$6500.00	
Douglasville-DWSA	$122,500.00	
Georgia Power Distribution	$183,000.00	
Georgia Power Transmission		$150,000.00
Totals	$2,018,910.00	$394,410.00

Total reimbursable cost for the above project is $394,410.00.

If you have any questions, please contact Yulonda Pride-Foster at 770-986-1117.

Sincerely,

Bryant R. Poole
District Engineer

By: Jonathan Walker
District Utilities Engineer

BRP/JBW/ypf

C: Jeff Baker, P.E. / State Utilities Office (OGC 10th Floor)
Mike Hill, Area 3 Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0186-01(011), Douglas County
P.I. No. 720970

OFFICE: State Utilities Office

DATE: February 9, 2010

FROM For RLC Jeff Baker, State Utilities Engineer

TO Bobby Hilliard, PE, State Program Delivery Engineer
ATTN: Peter Emmanuel, Senior Project Manager

SUBJECT PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report provided. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Norfolk Southern	$0.00	$120,000.00
Total Reimbursement Cost:	$0.00	$120,000.00

Total railroad surface work reimbursable cost for the above project is estimated to be:
$120,000.00

Please note that this amount does not include other reimbursable utility costs and railroad warning device costs that may be associated with this project. Please keep the railroad costs separate from other utilities in your designer's cost estimate.

If you have any questions, please contact Richard Crowley, (404) 631-1372, rcrowley@dot.ga.gov.

JB:RLC:lfb

cc: Lee Upkins, State Utilities Preconstruction Engineer
Angela Robinson, State Financial Management Administrator
Jonathan Walker, District 7 Utilities Engineer

Date 4/7/2010

P.I. Number **6900** County **DOUGLAS**

Project Number **CSSTP-0006-00(900)**

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

ENTER FPL DIESEL	2.877
ENTER FPM DIESEL	6.473

ENTER FPL UNLEADED	2.716
ENTER FPM UNLEADED	6.111

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 **(CUBIC YARD)**		0.29		0.15		
Excavations paid as specified by Sections 206 **(CUBIC YARD)**		0.29		0.15		
GAB paid as specified by the ton under Section 310 **(TON)**	16800.000	0.29	4872.00	0.24	4032.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 **(TON)**		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 **(TON)**	13624.000	2.90	39509.60	0.71	9673.04	
PCC Pavement paid as specified by the square yard under Section 430 **(SY)**		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500	1.00	700,000.00	700.0000	8.00	5600.00	1.50	1050.00	STRICKLAND STREET BRIDGE
Class __Concrete (CY) Section 500	1.00	1,895,600.00	1895.6000	8.00	15164.80	1.50	2843.40	N&S R/R BRIDGE
Class __Concrete (CY) Section 500	1.00	1,805,000.00	1805.0000	8.00	14440.00	1.50	2707.50	US 78 BRIDGE
Superstru Con Class__(CY) Section 500	1.00	152,856.00	152.8560	8.00	1222.85	1.50	229.28	CONCRETE APPROACH SLABS
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	**80809.25**	**SUM QF UNLEADED=**	**20535.22**

DIESEL PRICE ADJUSTMENT($)	**$267,361.44**
UNLEADED PRICE ADJUSTMENT($)	**$64,139.72**

ASPHALT CEMENT PRICE ADJUSTMENT
(BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 504 **ENTER APM** 1134

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000		1520	6.5286	

TMT = 6.5286

PRICE ADJUSTMENT($)	$3,948.47

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 504 **ENTER APM** 1134

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-1812		100	5.00	5.00	
402-3121	25 mm SP	5300	5.00	265.00	
402-3130	12.5 mm SP	2000	5.00	100.00	
402-3192	19 mm SP	3500	5.00	175.00	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	545.00	

PRICE ADJUSTMENT($)	$329,616.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR TACK COAT(Surface Treatment 125% MAX) BITUMINOUS

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 504 ENTER APM 1134

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	1520

TMT = 6.5286

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	$3,948.47

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

DIESEL PRICE ADJUSTMENT($)	$267,361.44
UNLEADED PRICE ADJUSTMENT($)	$64,139.72
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$3,948.47
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$329,616.00
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	$3,948.47

REMARKS:

TOTAL ADJUSTMENTS	$669,014.09

DWM 10/08

Date 4/7/2010

P.I. Number **6901** County **DOUGLAS**

Project Number **CSSTP-0006-00(901)**

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

ENTER FPL DIESEL	2.877
ENTER FPM DIESEL	6.473

ENTER FPL UNLEADED	2.716
ENTER FPM UNLEADED	6.111

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 **(CUBIC YARD)**		0.29		0.15		
Excavations paid as specified by Sections 206 **(CUBIC YARD)**		0.29		0.15		
GAB paid as specified by the ton under Section 310 **(TON)**	42185.000	0.29	12233.65	0.24	10124.40	
Hot Mix Asphalt paid as specified by the ton under Sections 400 **(TON)**		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 **(TON)**	32000.000	2.90	92800.00	0.71	22720.00	
PCC Pavement paid as specified by the square yard under Section 430 **(SY)**		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	**105033.65**	**SUM QF UNLEADED=**	**32844.40**

DIESEL PRICE ADJUSTMENT($)	**$347,509.08**
UNLEADED PRICE ADJUSTMENT($)	**$102,586.20**

ASPHALT CEMENT PRICE ADJUSTMENT
(BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 504 **ENTER APM** 1134

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000		4950	21.2607	

TMT = 21.2607

PRICE ADJUSTMENT($)	$12,858.50

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 504 **ENTER APM** 1134

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-1812		96	5.00	4.80	
402-3121	25 mm SP	16500	5.00	825.00	
402-3130	12.5 mm SP	6200	5.00	310.00	
402-3192	19 mm SP	9200	5.00	460.00	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	1599.80	

PRICE ADJUSTMENT($)	$967,559.04

ASPHALT CEMENT PRICE ADJUSTMENT FOR TACK COAT(Surface Treatment 125% MAX) BITUMINOUS

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 504 ENTER APM 1134

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	4950

TMT = 21.2607

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	$12,858.50

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

DIESEL PRICE ADJUSTMENT($)	$347,509.08
UNLEADED PRICE ADJUSTMENT($)	$102,586.20
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$12,858.50
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$967,559.04
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	$12,858.50

REMARKS:

TOTAL ADJUSTMENTS	$1,443,371.32

DWM 10/08

Date 4/7/2010

P.I. Number **720970** County **DOUGLAS**

Project Number **STP-186-1(11)**

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

ENTER FPL DIESEL	2.877
ENTER FPM DIESEL	6.473

ENTER FPL UNLEADED	2.716
ENTER FPM UNLEADED	6.111

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 **(CUBIC YARD)**		0.29		0.15		
Excavations paid as specified by Sections 206 **(CUBIC YARD)**		0.29		0.15		
GAB paid as specified by the ton under Section 310 **(TON)**	52310.000	0.29	15169.90	0.24	12554.40	
Hot Mix Asphalt paid as specified by the ton under Sections 400 **(TON)**		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 **(TON)**	42209.000	2.90	122406.10	0.71	29968.39	
PCC Pavement paid as specified by the square yard under Section 430 **(SY)**		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	**137576.00**	**SUM QF UNLEADED=**	**42522.79**

DIESEL PRICE ADJUSTMENT($)	**$455,177.07**
UNLEADED PRICE ADJUSTMENT($)	**$132,815.68**

ASPHALT CEMENT PRICE ADJUSTMENT
(BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 504 **ENTER APM** 1134

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000		4800	20.6165	

TMT = 20.6165

PRICE ADJUSTMENT($)	$12,468.85

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 504 **ENTER APM** 1134

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-1812		209	5.00	10.45	
402-3121	25 mm SP	22000	5.00	1100.00	
402-3130	12.5 mm SP	7800	5.00	390.00	
402-3192	19 mm SP	12200	5.00	610.00	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	2110.45	

PRICE ADJUSTMENT($)	$1,276,400.16

ASPHALT CEMENT PRICE ADJUSTMENT FOR TACK COAT(Surface Treatment 125% MAX) BITUMINOUS

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 504 ENTER APM 1134

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	4800

TMT = 20.6165

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	$12,468.85

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

DIESEL PRICE ADJUSTMENT($)	$455,177.07
UNLEADED PRICE ADJUSTMENT($)	$132,815.68
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$12,468.85
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$1,276,400.16
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	$12,468.85

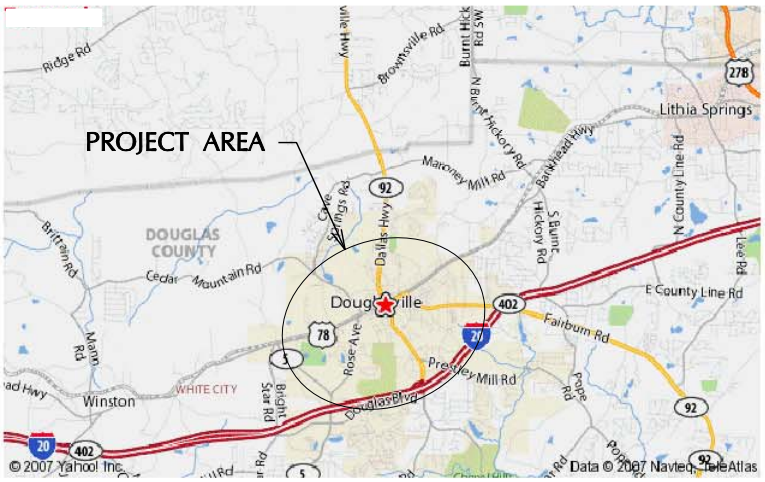
REMARKS:

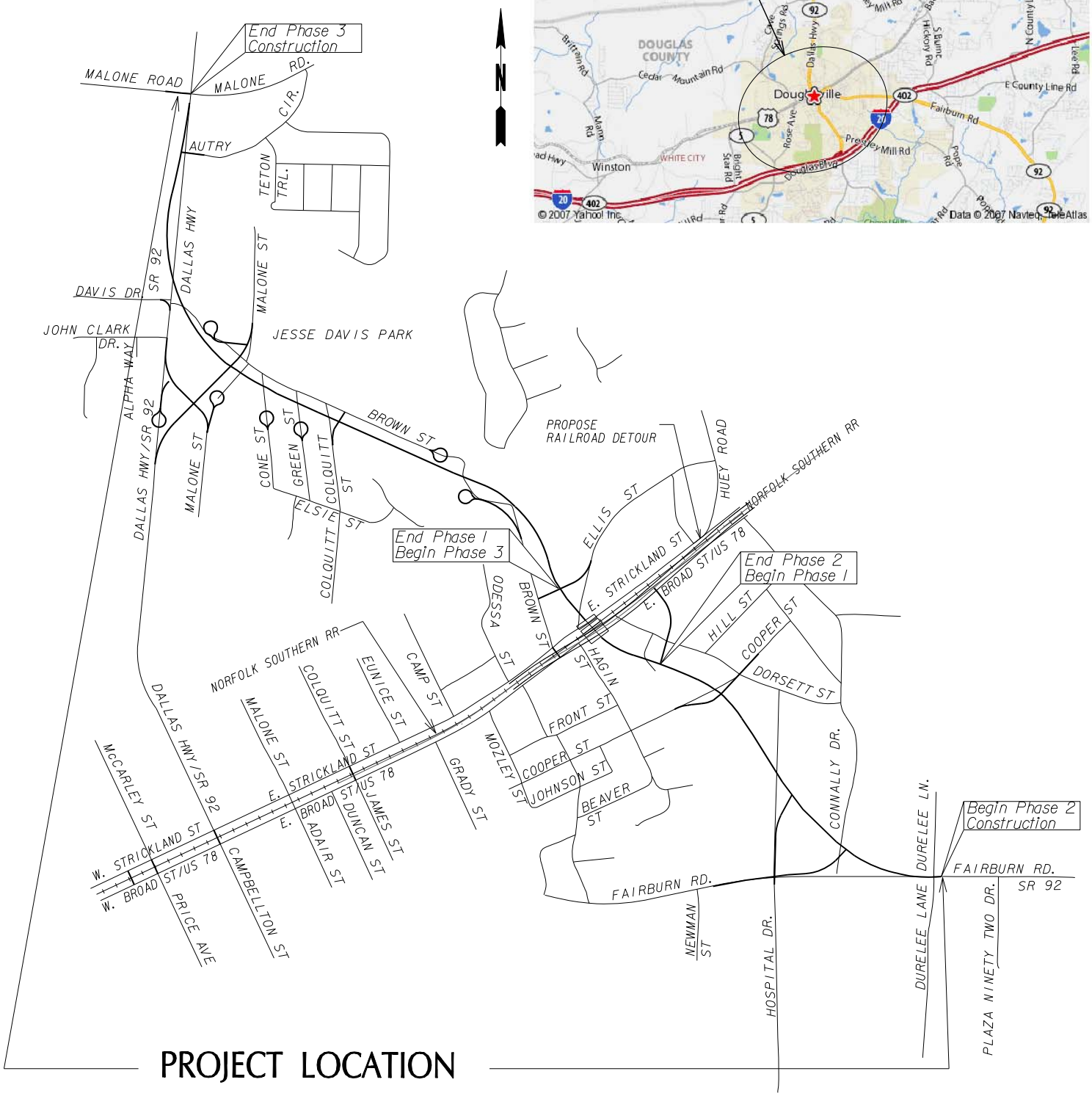
TOTAL ADJUSTMENTS	$1,889,330.61

DWM 10/08

Attachment 2:

Sketch Location Map





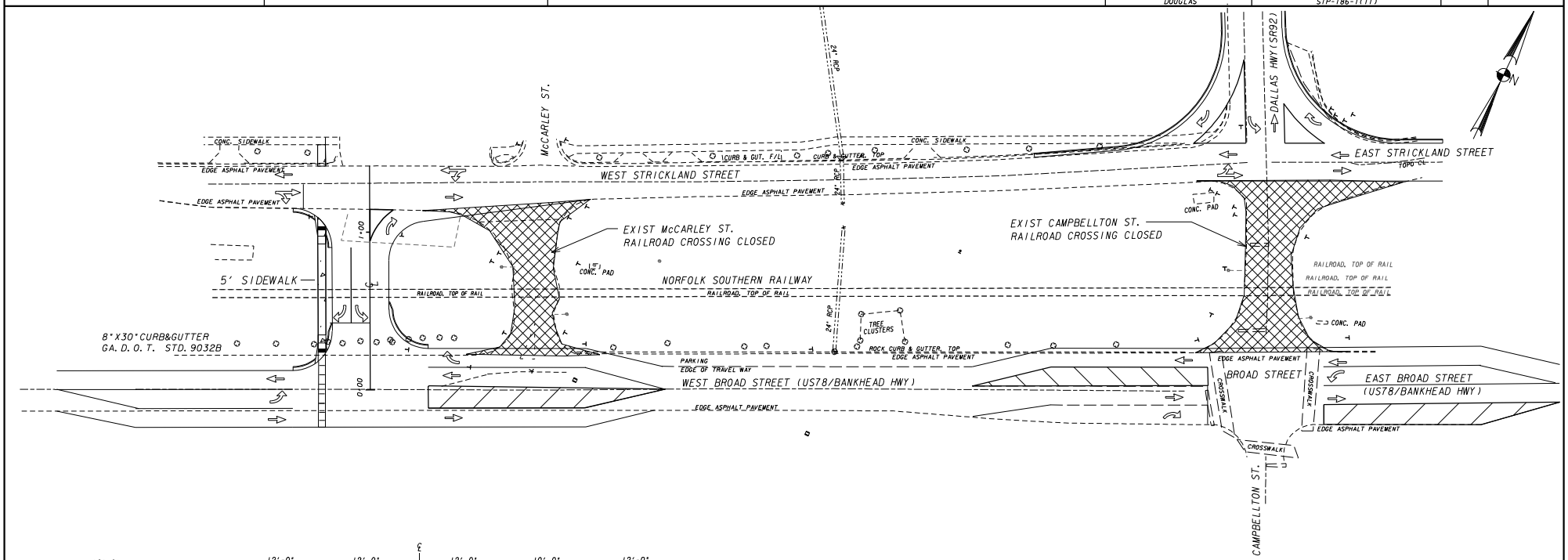
PROJECT LOCATION

SR 92 – DOUGLASVILLE LOCATION MAP

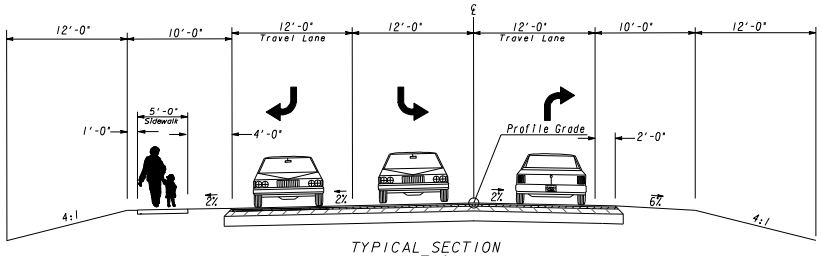
Attachment 3:

Railroad Crossing Closure Locations

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
DOUGLAS	STP-186-(111)		



CAMPBELLTON STREET
RAILROAD CROSSING CLOSURE



TYPICAL SECTION
N. T. S.

McCARLEY STREET CROSSING UPGRADE

CROY ENGINEERING
Engineers Planners Surveyors
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0520

NOT TO SCALE

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

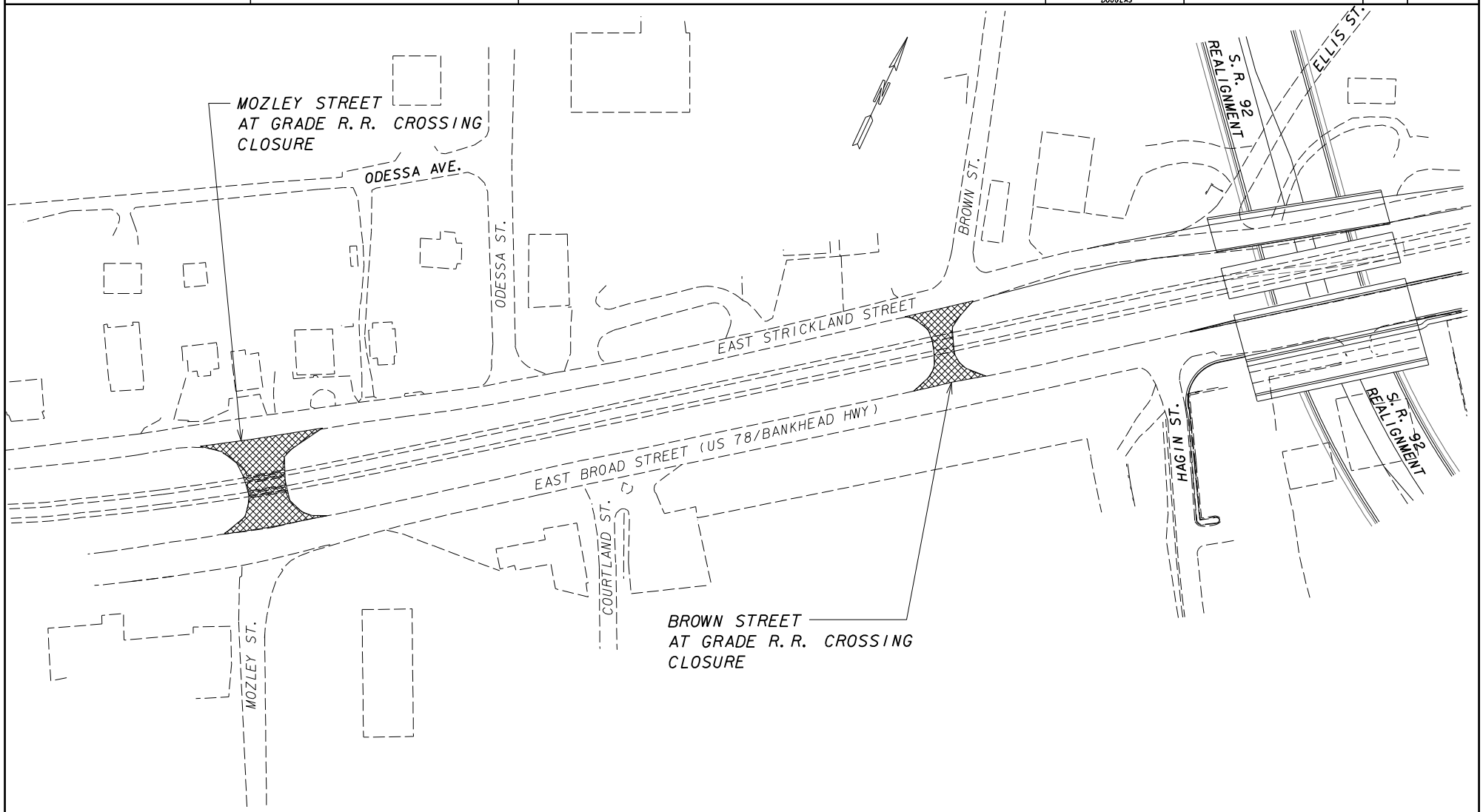
OFFICE:

McCARLEY STREET CROSSING UPGRADE

SR 92 REALIGNMENT

DRAWING No. 5 -05

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
DOUGLAS			



CROY ENGINEERING
Engineers Planners Surveyors
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0520

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

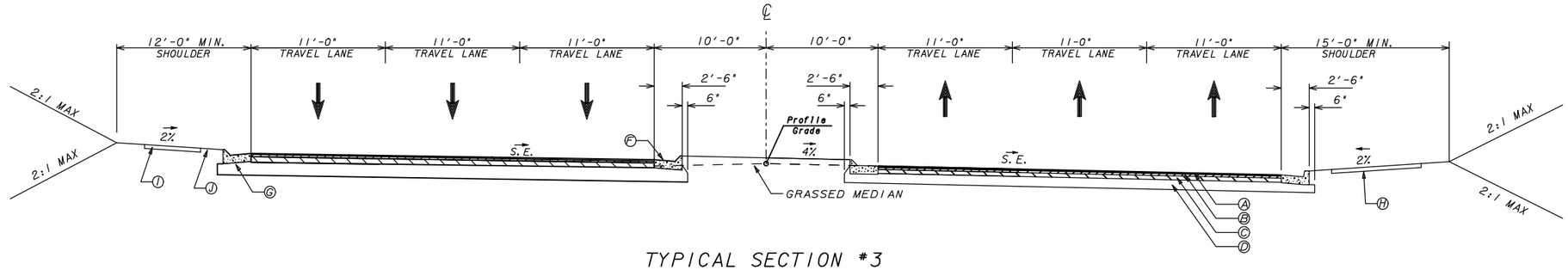
MOSLEY STREET AND BROWN STREET AT GRADE RAILROAD CLOSURES

SR 92 REALIGNMENT

DRAWING No. 5-06

Attachment 4:

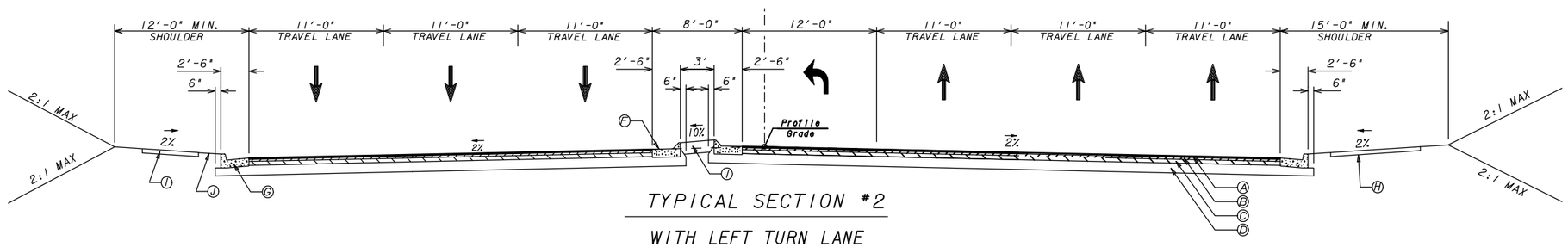
Typical Sections



TYPICAL SECTION #3

SUPER ELEVATED SECTION

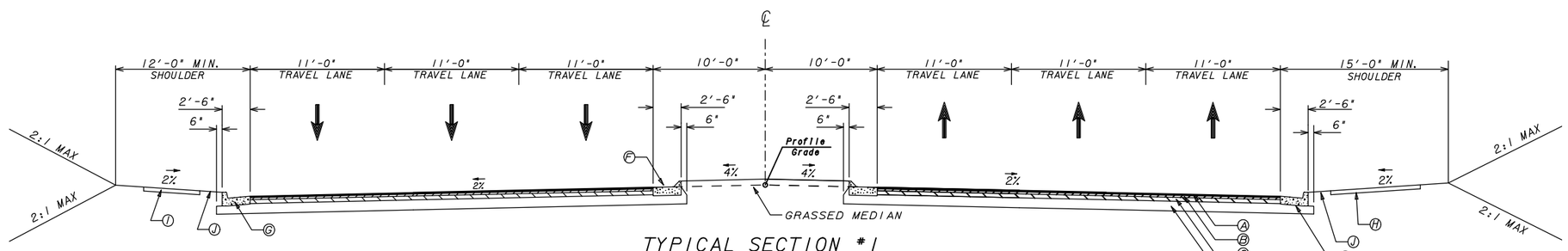
S.R. 92



TYPICAL SECTION #2

WITH LEFT TURN LANE

S.R. 92



TYPICAL SECTION #1

NORMAL CROWN

S.R. 92

REQUIRED PAVEMENT

- Ⓐ ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 1½"
- Ⓑ ASPHALTIC CONCRETE 19mm SUPERPAVE, 2"
- Ⓒ ASPHALTIC CONCRETE 25mm SUPERPAVE, 4"
- Ⓓ GRADED AGGREGATE BASE, 10"
- Ⓕ 8"X30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 7
- Ⓖ 8"X30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2
- Ⓗ 4" x 10' ASPHALT MULTI USE TRAIL
- Ⓘ 4" x 5' CONC. SIDEWALK, GA. STD. 9031 W
- Ⓙ 4" CONCRETE MEDIAN PAVING
- Ⓚ TWO-FOOT BEAUTY STRIP (STAMPED CONCRETE, BRICK PATTERN, COLOR RED)
- ✳ PAVEMENT SECTION IS FOR COST ESTIMATE PURPOSES ONLY, FINAL PAVING DESIGN SHALL BE APPROVED BY OMR.

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MARIETTA, GA 30062
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DEPARTMENT OF TRANSPORTATION

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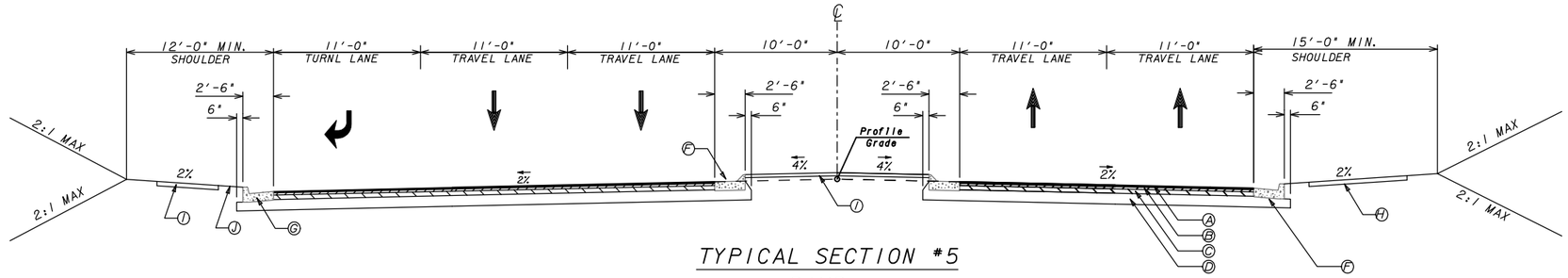
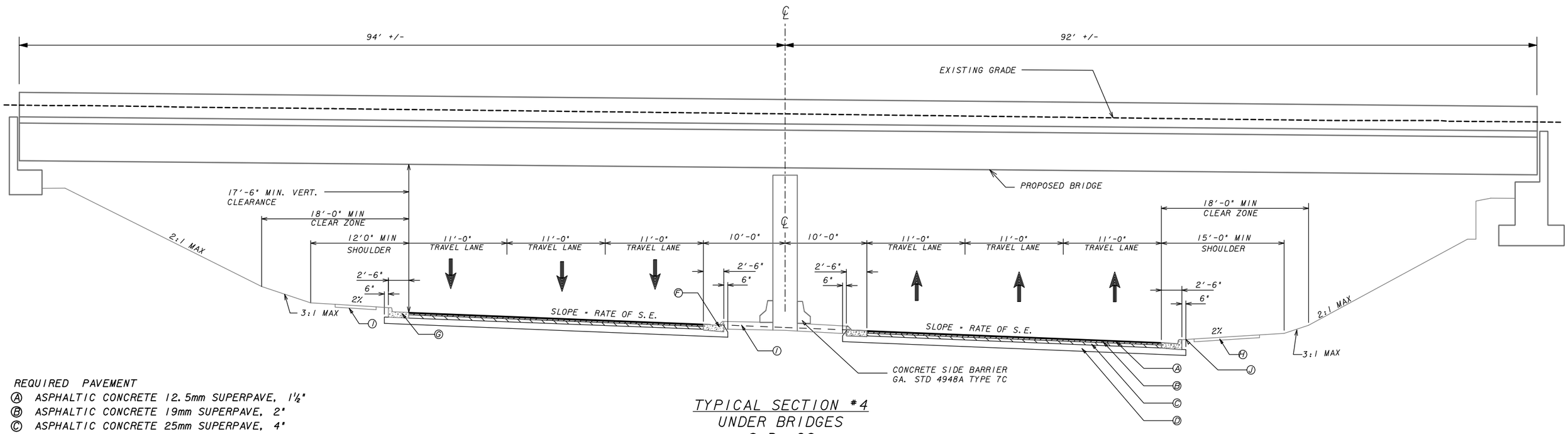
TYPICAL SECTIONS

SR 92 REALIGNMENT
DOUGLASVILLE

DRAWING No. 5-01



TYPICAL SECTION #5
RAMP
FROM SR 92 TO US 78/EAST BROAD STREET



TYPICAL SECTION #4
UNDER BRIDGES
S.R. 92

REQUIRED PAVEMENT

- (A) ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 1½"
- (B) ASPHALTIC CONCRETE 19mm SUPERPAVE, 2"
- (C) ASPHALTIC CONCRETE 25mm SUPERPAVE, 4"
- (D) GRADED AGGREGATE BASE, 10"
- (F) 8"X30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 7
- (G) 8"X30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2
- (H) 4" x 8' ASPHALT MULTI USE TRAIL
- (I) 4" x 5' CONC. SIDEWALK, GA. STD. 9031 W
- (J) 4" CONCRETE MEDIAN PAVING
- (K) TWO-FOOT BEAUTY STRIP (STAMPED CONCRETE, BRICK PATTERN, COLOR RED)
- ✳ PAVEMENT SECTION IS FOR COST ESTIMATE PURPOSES ONLY, FINAL PAVING DESIGN SHALL BE APPROVED BY OMR.

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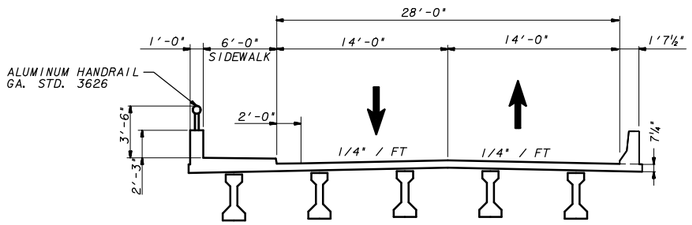
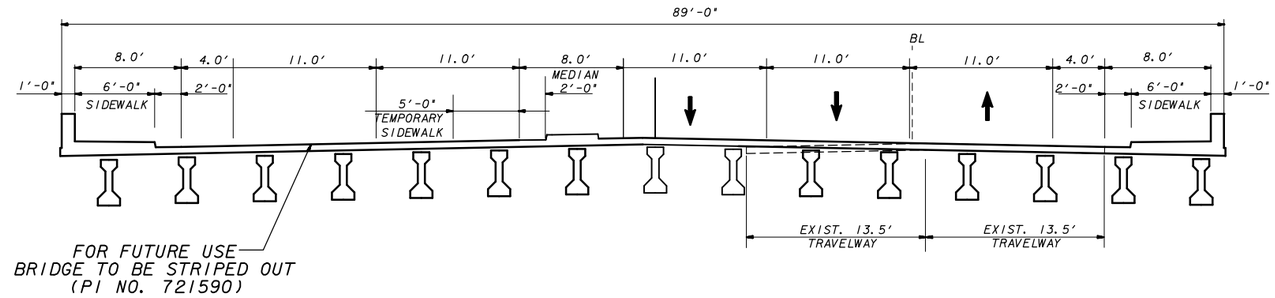
TYPICAL SECTIONS

SR 92 REALIGNMENT
DOUGLASVILLE

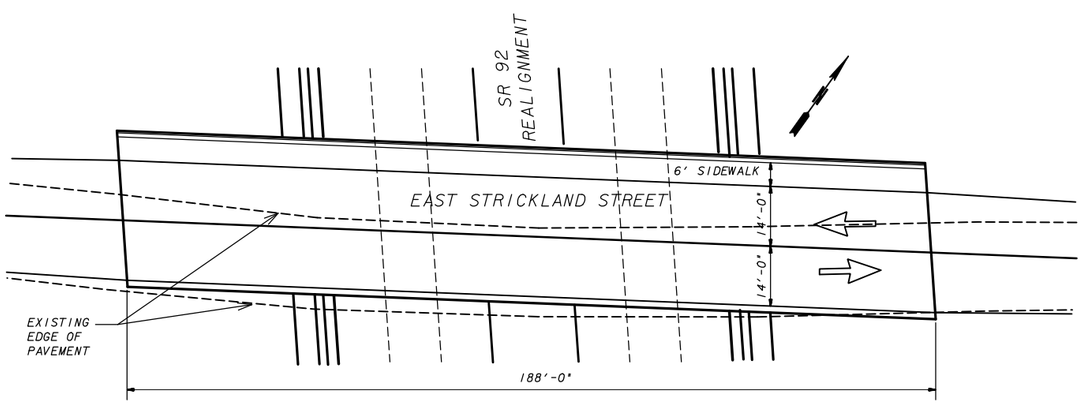
DRAWING No. 5-02



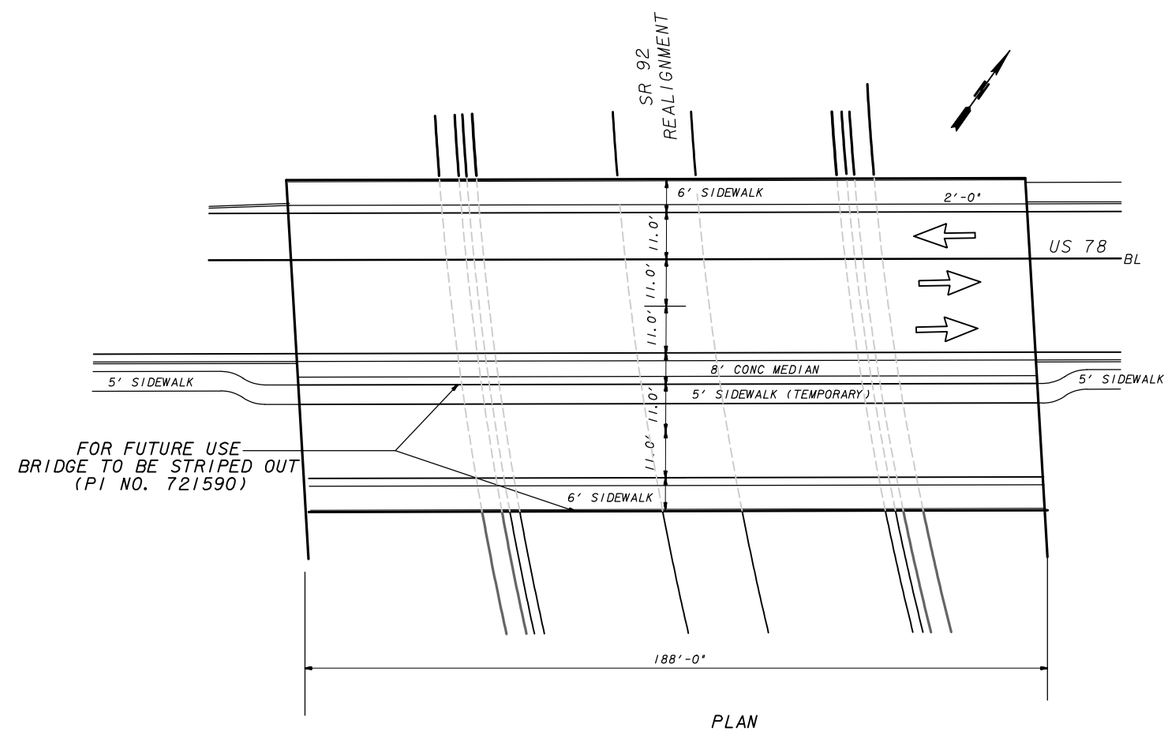
BRIDGE
TYPICAL SECTION
EAST STRICKLAND STREET
OVER SR92 REALIGNMENT



BRIDGE
TYPICAL SEACTION
EAST BROAD STREET
OVER SR 92 REALIGNMENT



PLAN
EAST STRICKLAND STREET OVER SR 92 REALIGNMENT



PLAN
EAST BROAD STREET
BRIDGE OVER SR 92 REALIGNMENT

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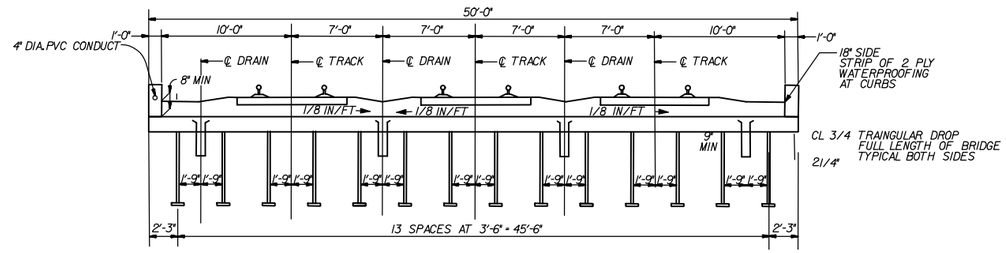
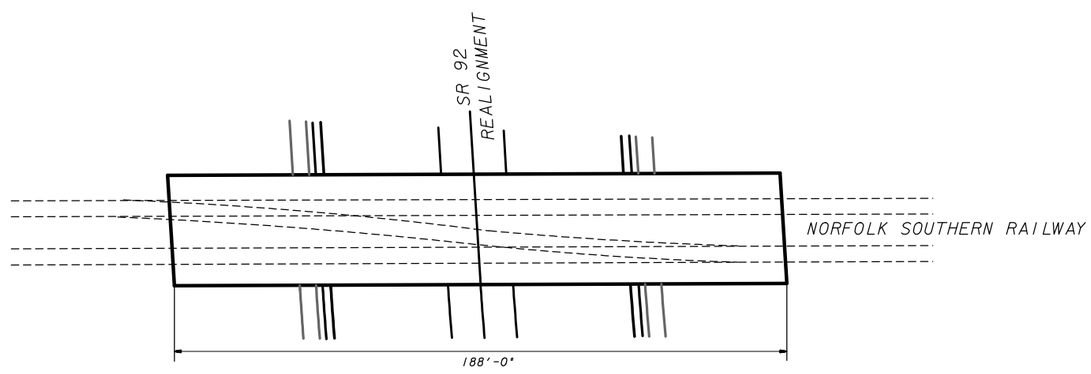
BRIDGE PLANS AND
TYPICAL SECTIONS

SR 92 REALIGNMENT

DRAWING No.
5 -03



BRIDGE
TYPICAL SEACTION
NORFOLK SOUTHERN RAILROAD
OVER SR 92 REALIGNMENT



PLAN
NORFOLK SOUTHERN RAILWAY BRIDGE
OVER SR 92 REALIGNMENT

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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

BRIDGE PLANS AND TYPICAL SECTIONS

SR 92 REALIGNMENT

DRAWING No. 5 -04

Attachment 5:

Accident Summaries

Table 1 - Automobile Crash Rates on SR 92

SR 92 Crash Analysis Section	AADT	Distance (mile)	Annual VMT	Year 2006 # of Accident	Year 2006 Crash Rate (100MVMT)	Year 2007 # of Accident	Year 2007 Crash Rate (100MVMT)	Year 2008 # of Accident	Year 2008 Crash Rate (100M VMT)
SR 92 from Nebo Road to Brownsville Road	17,789	4.64	30,127,450	99	329	109	446	84	369
SR 92 from Brownsville Road to US 78 /East Broad Street	16,677	6.2	37,740,051	82	217	92	264	63	186
SR 92 from US 78 /East Broad Street to I-20	26,358	1.55	14,912,039	153	1,026	158	1054	119	805
US 78 /East Broad Street from Rose Avenue to Huey Road	15,597	1.57	8,937,861	83	929	81	927	71	834

Statewide Urban Minor Arterial Average: Crashes per 100 million vehicle miles of travel (100MVMT); 531 based on 2006 data, 514 based on 2007 data, and 471 based on 2008 data.

Table 2 – Railroad Crossing Crash History for SR 92 and Surrounding Crossings

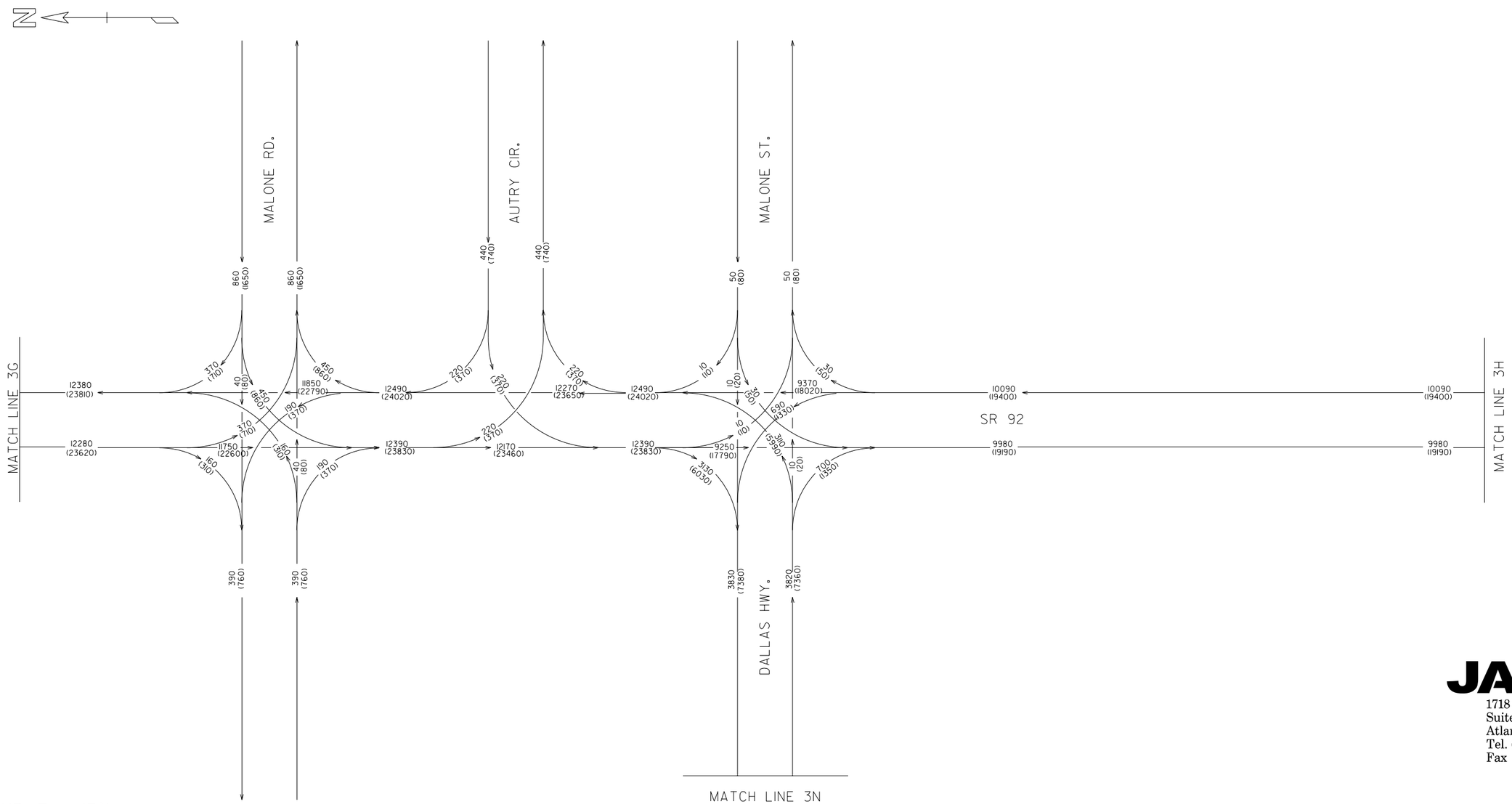
Railroad Crossing	Year Accident Occurred	Vehicle Driver Injured	Type of Accident
Rose Avenue	96	No	Car Stalled on Crossing
	08	No	Car Stalled on Crossing
McCarley Street	97	Yes	Car Trapped on Crossing
	97	No	Car Trapped on Crossing
	99	No	Car Moving over Crossing
SR 92/Dallas Highway	77	No	Car Stalled on Crossing
	81	Yes	Car Stopped on Crossing
	82	No	Car Stopped on Crossing
	84	No	Car Stopped on Crossing
	89	No	Car Stopped on Crossing
	92	No	Car Stalled on Crossing
	94	No	Car Stopped on Crossing
	94	No	Car Stopped on Crossing
	95	Yes	Car Stopped on Crossing
	97	No	Car Moving over Crossing
	01	No	Car Moving over Crossing
	01	No	Car Stopped on Crossing
	01	No	Car Stalled on Crossing
	01	No	Car Stopped on Crossing
	03	No	Car Stopped on Crossing
Mozley Street	79	Yes	Car Moving over Crossing
	83	No	Car Stopped on Crossing
	83	No	Car Stopped on Crossing
	86	No	Car Stalled on Crossing
	90	No	Car Moving over Crossing
	90	No	Car Moving over Crossing
	94	No	Car Stopped on Crossing
Brown Street	85	Yes	Car Stalled on Crossing
	86	No	Car Moving over Crossing
	87	No	Car Moving over Crossing
	89	Fatality	Car Moving over Crossing
	93	No	Car Stalled on Crossing
	01	No	Car Stopped on Crossing
	01	No	Car Stalled on Crossing
	05	No	Car Stalled on Crossing
	06	No	Car Trapped on Crossing
	08	No	Car Stalled on Crossing

Federal Railroad Administration, Office of Safety Analysis. The data is from 1996 to 2009.

Attachment 6:

Traffic Diagrams

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	28	89



24 HR T = 15%
SU = 5%
CU = 10%

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR - PHASE I,
SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY - PH II,
SR 92 RELOC FM STRICKLAND ST TO MALONE RD - PHASE III, & SR 92
FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT I

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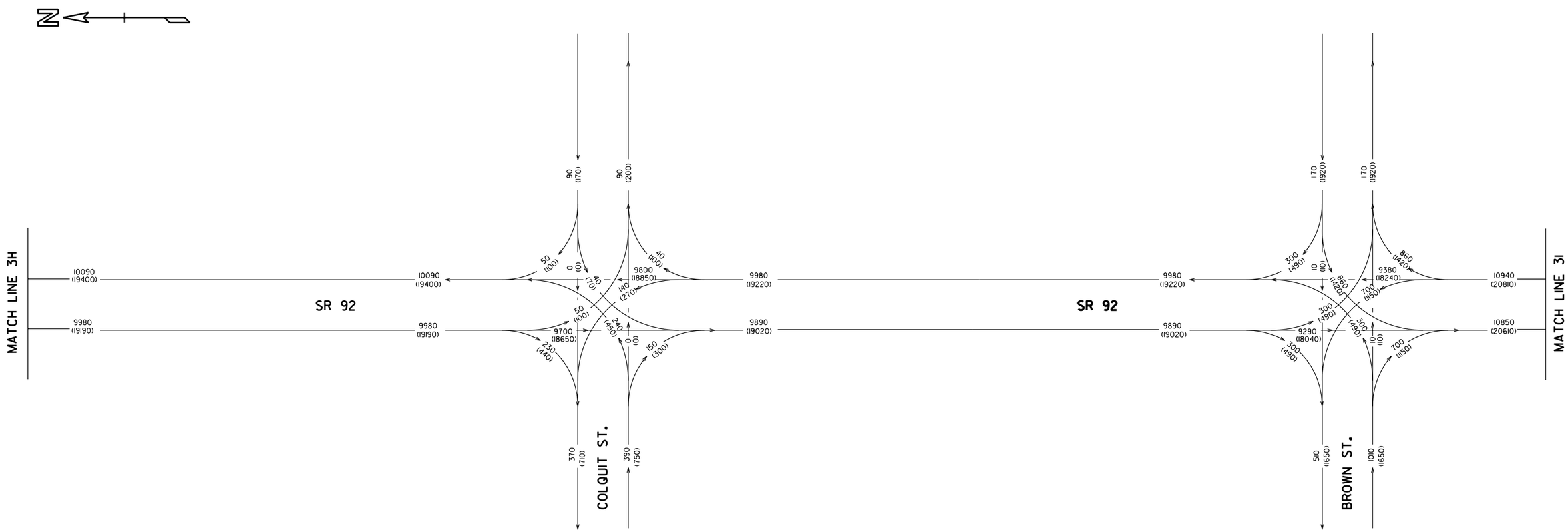
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3H

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	29	89



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24 HR T = 15%
SU = 5%
CU = 10%

LEGEND

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(0000)=2037 ADT

PROJECT DESCRIPTION

SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR - PHASE I,
SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY - PH II,
SR 92 RELOC FM STRICKLAND ST TO MALONE RD - PHASE III, & SR 92
FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT I

SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

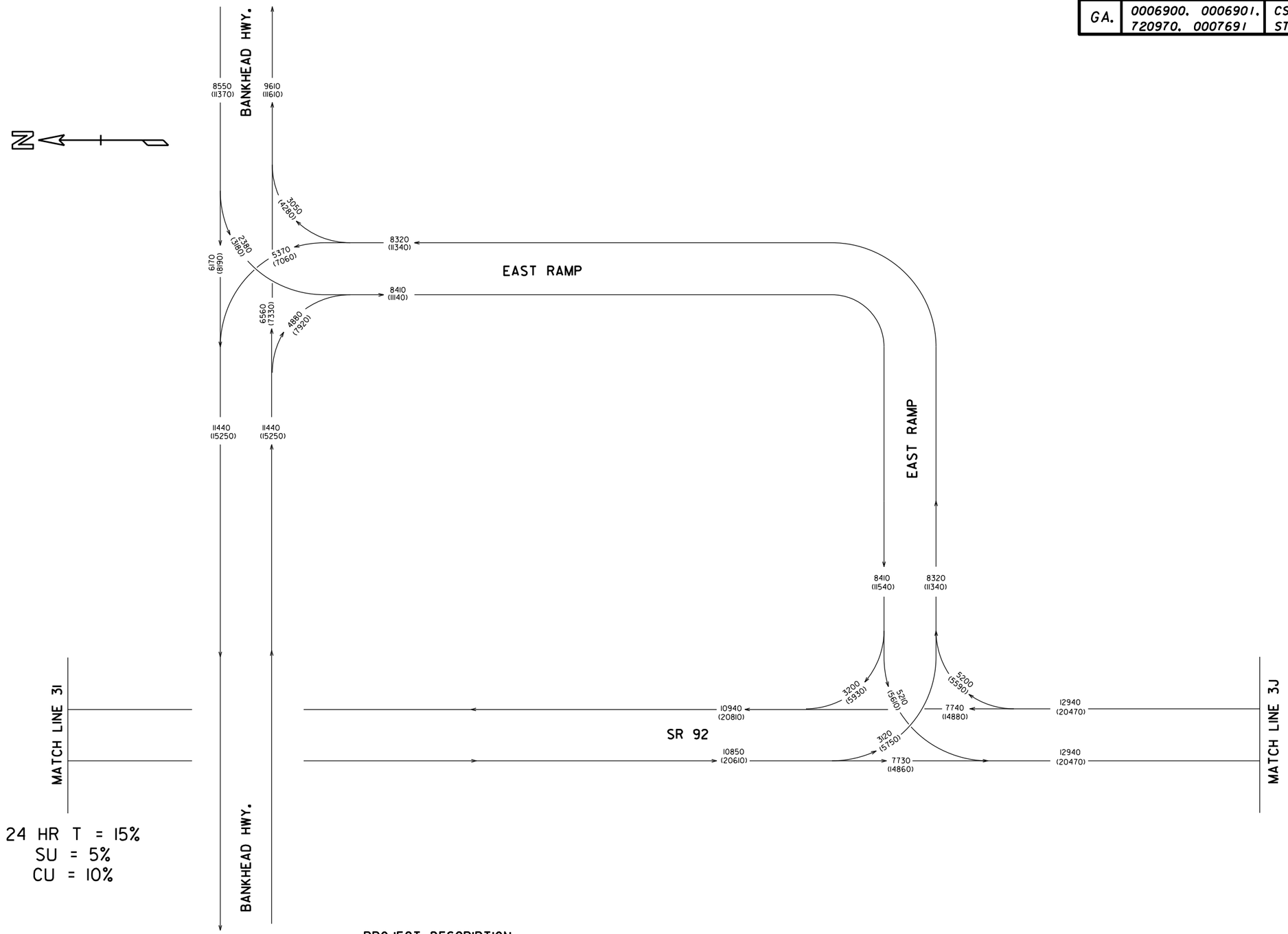
2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 31

SCALE: N.T.S. JANUARY/2010

$DATE$ $TIME$ $USER$ $FILE$

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	30	89



24 HR T = 15%
SU = 5%
CU = 10%

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR - PHASE I,
SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY - PH II,
SR 92 RELOC FM STRICKLAND ST TO MALONE RD - PHASE III, & SR 92
FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT I

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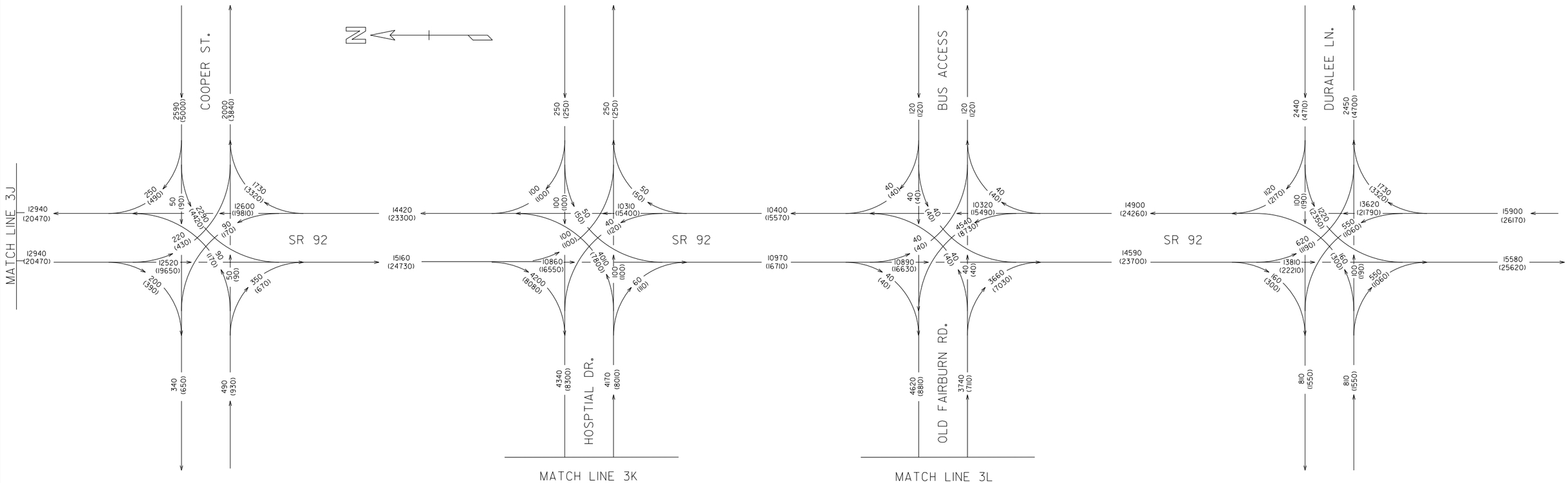
2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

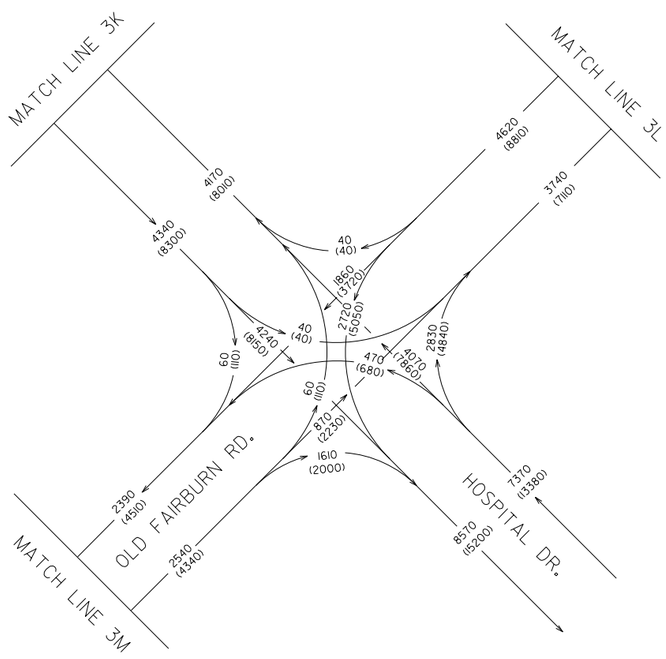
FIGURE 3J

SCALE: N.T.S. JANUARY/2010

$DATE$ $TIME$ $USER$ $FILE$

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	31	89





24 HR T = 15%
SU = 5%
CU = 10%

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR - PHASE I,
SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY - PH II,
SR 92 RELOC FM STRICKLAND ST TO MALONE RD - PHASE III, & SR 92
FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT I

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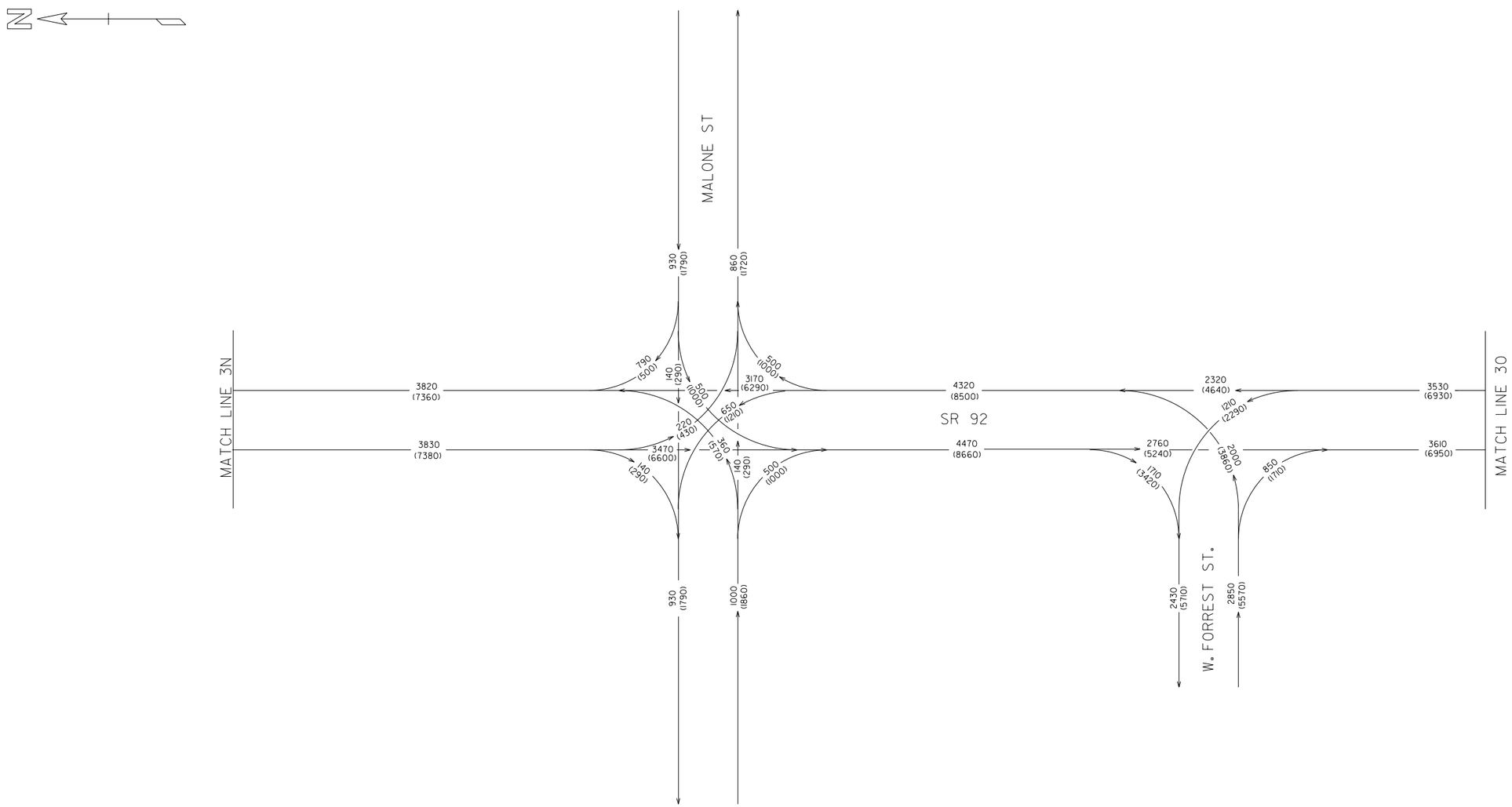
2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3K

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	32	89



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LEGEND

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PROJECT DESCRIPTION

SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR - PHASE I,
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SR 92 RELOC FM STRICKLAND ST TO MALONE RD - PHASE III, & SR 92
FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT I

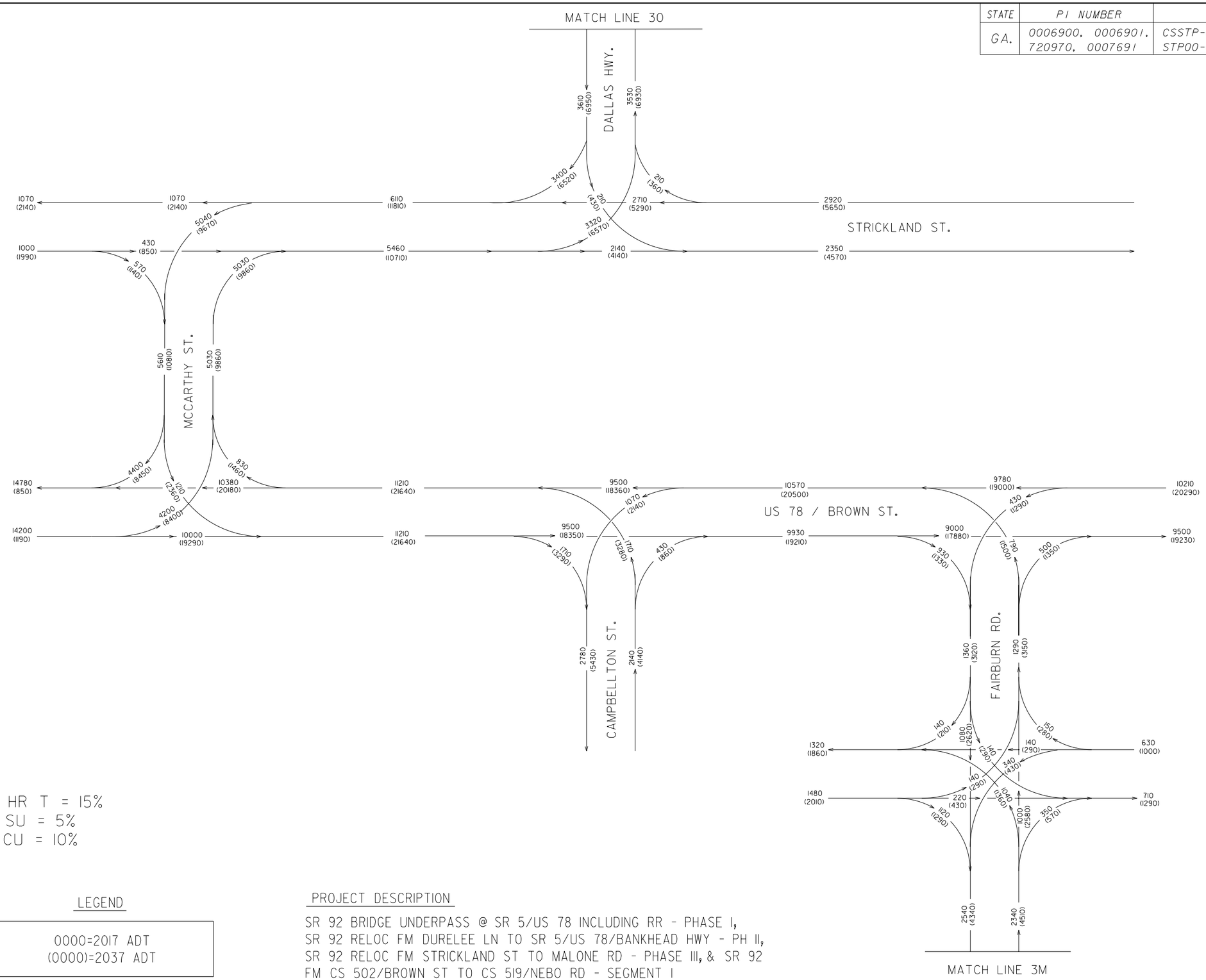
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3L

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	33	89



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(0000)=2037 ADT

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2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3M

SCALE: N.T.S. JANUARY/2010

Attachment 7:

Capacity Analysis Summary

Table 5 – Year 2037 Build Roadway Capacity Analysis

Roadway Section	SR 92 Condition	Direction	AM Peak Hour		PM Peak Hour	
			LOS	Avg Trvl Spd (mph)	LOS	Avg Trvl Spd (mph)
SR 92 south of Us 78 (Bankhead Hwy) to Durelee Ln	4-lane	NB	D	16	F	5
		SB	E	13	F	3
	6-lane	NB	D	17	D	15
		SB	D	15	D	19
SR 92 from US 78 (Bankhead Hwy) to Brownsville Rd	4-lane	NB	A	35	D	19
		SB	C	23	E	17
	6-lane	NB	A	38	B	35
		SB	A	37	A	37
SR 92 from Brownsville Rd to Bill Carruth Pkwy	4-lane	NB	D	27	F	14
		SB	E	20	E	18
	6-lane	NB	B	42	B	29
		SB	B	38	B	29
SR 92 north of Bill Carruth Pkwy to Nebo Rd	4-lane	NB	A	52	A	43
		SB	C	29	D	22

Year 2017 Roadway Capacity Analysis

Roadway capacity analysis was also performed for opening year 2017 conditions, as shown in Tables 6 and 7 for no-build and build conditions, respectively.

Table 6 – Year 2017 No-Build Roadway Capacity Analysis

Roadway Section	SR 92 Condition	Direction	AM Peak Hour		PM Peak Hour	
			LOS	Avg Trvl Spd (mph)	LOS	Avg Trvl Spd (mph)
SR 92 south of US 78 (Bankhead Hwy) to Durelee Ln	4-lane	NB	C	26	C	23
		SB	C	26	C	27
SR 92 from U S78 (Bankhead Hwy) to Brownsville Rd	2-lane	NB	B	40	D	24
		SB	B	41	E	20
SR 92 from Brownsville Rd to Bill Carruth Pkwy	2-lane	NB	A	43	B	41
		SB	A	44	A	45
SR 92 north of Bill Carruth Pkwy to Nebo Rd	2-lane	NB	A	48	A	47
		SB	D	26	C	27

Table 10 – Year 2037 No-Build Intersection LOS (Douglas County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 (Fairburn Rd) at Durelee Ln	Signal	Intersection	C	22	D	39
SR 92 (Fairburn Rd) at Hospital Dr	Signal	Intersection	F	> 80	F	> 80
SR 92 (Fairburn Rd) at Church St	Stop	EB	F	> 50	F	> 50
		WB	A	1	F	> 50
SR 92 (Fairburn Rd) at US 78 (Broad St)	Signal	Intersection	E	62	F	> 80
US 78 (Broad St) at Dallas Hwy / Campbellton St	Signal	Intersection	F	> 80	F	> 80
SR 92 at Strickland St	Stop	EB	F	> 50	F	> 50
		WB	F	> 50	F	> 50
US 78 (Broad St) at Mozley St	Signal	Intersection	D	46	D	35
Mozley St at Strickland St	Stop	EB	C	17	C	16
		WB	F	> 50	F	> 50
SR 92 at Forrest Ave	Signal	Intersection	F	> 80	F	> 80
SR 92 at Davis Dr/Brown St	Stop	EB	F	> 50	F	> 50
		WB	F	> 50	F	> 50
SR 92 at Malone Rd	Signal	Intersection	C	26	F	> 80
SR 92 at Brickleberry Rd	Stop	EB	F	> 50	F	> 50
SR 92 at Autry Cir	Stop	WB	F	> 50	F	> 50
SR 92 at Old Dallas Hwy	Stop	EB	F	> 50	F	> 50
SR 92 at Cave Springs Rd/Maroney Mill Rd	Signal	Intersection	C	26	F	> 80

Table 11 – Year 2037 No-Build Intersection LOS (Paulding County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 at Hunter Rd	Stop	WB	F	> 50	F	> 50
SR 92 at Florence Rd	Stop	EB	F	> 50	F	> 50
SR 92 at Sweetwater Church Rd/Brownsville Rd	Signal	Intersection	C	30	F	> 80
SR 92 at Sweetwater Dr	Stop	WB	F	> 50	F	> 50
SR 92 at Wimberly Way	Stop	EB	F	> 50	F	> 50
SR 92 at Enclave Dr / Indian Trail Dr	Stop	EB	F	> 50	F	> 50
		WB	F	> 50	F	> 50
SR 92 at Pilgrim Ln	Stop	WB	F	> 50	F	> 50
SR 92 at Indian Creek Dr	Stop	WB	F	> 50	F	> 50
SR 92 at Tidwell Rd	Stop	WB	F	> 50	F	> 50
SR 92 at Bethel Church Rd	Signal	Intersection	C	30	E	55
SR 92 at Ritchfield Dr	Stop	WB	F	> 50	F	> 50
SR 92 at Williams Lake Rd	Signal	Intersection	B	19	E	55
SR 92 at Village Dr	Stop	WB	F	> 50	F	> 50
SR 92 at Ridge Rd	Signal	Intersection	C	25	E	63
SR 92 at Pine Valley Rd	Signal	Intersection	C	22	D	51
SR 92 at Morningside Dr	Signal	Intersection	B	16	E	73
SR 92 at Bill Carruth Pkwy	Signal	Intersection	E	60	D	47
SR 92 at Nebo Rd	Signal	Intersection	B	10	B	14

Table 12 – Year 2037 Build Intersection LOS (Douglas County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 at Duralee Ln	Signal	Intersection	C	24	C	20
SR 92 at Old Fairburn Rd	Signal	Intersection	B	18	C	24
SR 92 at Hospital Dr	Signal	Intersection	B	17	C	33
Hospital Dr at Fairburn Rd	Signal	Intersection	B	11	B	12
SR 92 at Cooper St	Signal	Intersection	C	25	B	18
SR 92 at US 78 Ramp	Signal	Intersection	B	17	B	17
Ramp at US 78 (Bankhead Hwy)	Signal	Intersection	B	18	C	22
SR 92 at Ellis St	Stop	EB	F	> 50	F	> 50
		WB	F	> 50	F	> 50
SR 92 at Colquit St	Stop	NB	F	> 50	F	> 50
SR 92 at Green St	Stop	NB	A	9	B	10
SR 92 at Cone St	Stop	NB	A	1	B	10
SR 92 at Dallas Hwy	Signal	Intersection	C	33	D	47
Dallas Hwy at Strickland St	Stop	SBL	F	> 50	F	> 50
		SBR	F	> 50	C	19
Strickland St at McCarly St	Stop	EB	B	13	C	17
US 78 (Broad St) at McCarthy St	Signal	Intersection	F	138	F	184
US 78 (Broad St) at Campbellton St	Signal	Intersection	F	140	F	152
US 78 (Broad St) at Fairburn Rd	Signal	Intersection	D	45	E	79
Fairburn Rd @ Church St	Stop	EB	B	13	C	20
		WB	C	16	E	36
SR 92 at Malone Rd	Signal	Intersection	B	12	B	11
SR 92 at Brickleberry Rd/Autry Cir	Stop	EB	C	17	C	19
		WB	C	15	D	34
SR 92 at Old Dallas Hwy	Stop	EB	C	19	C	20
SR 92 at Cave Springs Rd/Maroney Mill Rd	Signal	Intersection	B	10	C	22

Table 13 – Year 2037 Build Intersection LOS (Paulding County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 at Hunter Rd	Stop	WB	F	> 50	F	> 50
SR 92 at Florence Rd	Stop	EB	C	19	C	19
SR 92 at Sweetwater Church Rd/Brownsville Rd	Signal	Intersection	C	26	D	45
SR 92 at Sweetwater Dr	Stop	WB	A	9	B	10
SR 92 at Wimberly Way	Stop	EB	C	16	C	16
SR 92 at Enclave Dr / Indian Trail Dr	Stop	EB	F	> 50	F	> 50
		WB	F	> 50	F	> 50
SR 92 at Pilgrim Ln	Stop	WB	B	13	C	19
SR 92 at Indian Creek Dr	Stop	WB	B	13	C	19
SR 92 at Taylor Rd	Stop	WB	A	1	A	1
SR 92 at Tidwell Rd	Stop	WB	F	> 50	F	> 50
SR 92 at Bethel Church Rd	Signal	Intersection	A	5	C	8
SR 92 at Ritchfield Dr	Stop	WB	B	11	B	13
SR 92 at Williams Lake Rd	Signal	Intersection	A	6	B	17
SR 92 at Village Dr	Stop	WB	B	12	C	16
SR 92 at Ridge Rd	Signal	Intersection	D	44	D	46
SR 92 at Pine Valley Rd	Signal	Intersection	C	25	C	32
SR 92 at Morningside Dr	Signal	Intersection	A	6	A	7
SR 92 at Bill Carruth Pkwy	Signal	Intersection	D	42	D	48
SR 92 at Nebo Rd	Signal	Intersection	A	9	C	22

Attachment 8:

Summary of Signal Warrant Studies

POTENTIAL SIGNALIZATION NEEDS

Based on the results of the signal operational analysis, several proposed new intersections and some existing unsignalized intersections were evaluated for signalization needs. The minimum warrants established by the Manual on Uniform Traffic Control Devices 2003 (MUTCD), were evaluated using Teapac's (Warrants) software. In order to project hourly traffic volumes for future conditions, existing twenty-four hour volumes were examined to determine the distribution of traffic by hourly of the day, on a percent basis. The hourly distribution percentages were then applied to the opening year daily volumes for year 2017 traffic. Crossroads with year 2017 build conditions indicating an intersection LOS of D or worse were considered for signalization. Intersections with low traffic volumes (below 80 vehicles per hour) that would not meet minimum side street volume criteria were not considered. Tables 18 and 19 summarize the results for the warrant analysis for opening year 2017 for intersections in Douglas and Paulding counties, respectively.

Table 18 – Signal Warrant Analysis for Opening Year and Design Year (Douglas County)

Intersection	2017		2017
	Evaluated	Warrant Results	Warrants Met
(Douglas County)			
SR 92 at Fairburn Rd	Yes	Met	1A, 1B, 2, 3A, 3B
SR 92 at Hospital Dr	Yes	Met	1A, 1B, 2, 3A, 3B
SR 92 at Cooper St	Yes	Met	1B, 2, 3A, 3B
SR 92 at US 78 Ramp	Yes	Met	1A, 1B, 2, 3A, 3B
US 78 at SR 92 Ramp	Yes	Met	1A, 1B, 2, 3A, 3B
SR 92 at Ellis St / Brown St.	Yes	Met	1B, 1C, 2, 3B
SR 92 at Colquit St	No	N/A	
SR 92 at Green St	No	N/A	
SR 92 at Cone St	No	N/A	
SR 92 at Dallas Hwy	Yes	Met	1A, 1B, 2, 3A, 3B
SR 92 at Malone Rd	Yes	Met	1B, 2, 3B
SR 92 at Brickleberry Rd/Autry Cir	No	N/A	
SR 92 at Old Dallas Hwy	No	N/A	
SR 92 at Cave Springs/Maroney Mill	Yes	Met	1B, 2, 3A, 3B

Note: MUTCD Signal Warrants Descriptions are provided below

- Warrant 1A - 8-Hour Minimum Vehicle Volume
- Warrant 1B - 8-Hour Interruption of Continuous Traffic
- Warrant 1C - 8-Hour Combination of Warrants
- Warrant 2 - 4-Hour Vehicle Volume
- Warrant 3A - Peak Hour Delay
- Warrant 3B - Peak Hour Volume
- Warrant 7 - Crash Experience

Table 19 – Signal Warrant Analysis for Opening Year and Design Year (Paulding County)

Intersection	2017		2017
	Evaluated	Warrant Results	Warrants Met
(Paulding County)			
SR 92 at Hunter Rd	No	N/A	
SR 92 at Florence Rd	No	N/A	
SR 92 at Sweetwater Rd	No	N/A	
SR 92 at Wimberly Way	No	N/A	
SR 92 at Enclave Dr / Indian Trail Dr	No	N/A	
SR 92 at Indian Creek Dr	No	N/A	
SR 92 at Taylor Rd	No	N/A	
SR 92 at Tidwell Rd	No	N/A	
SR 92 at Bethel Church Rd	Yes	Met	1B, 2, 3A, 3B
SR 92 at Ritchfield Dr	No	N/A	
SR 92 at Village Dr	No	N/A	
SR 92 at Morningside Dr	Yes	Met	1B, 2, 3A, 3B

Attachment 9:

Minutes of Initial Concept Team Meetings

MINUTES OF CONCEPT TEAM MEETING

PROJECT: SR 92 Realignment
City of Douglasville, Douglas County, Georgia
STP-186-1(11)
P.I. No. 720970
MSE Proj. No. 98-162004

Meeting Date/Time: October 1, 2001 at 9:00 A.M.

Location: GDOT Main Office Urban Design Conference Room No. 352

Attendees:

William Moskal, Georgia Department Of Transportation (GDOT) Urban Design/(404) 656-5442
Hal McClain, Mayes, Sudderth and Etheredge, Inc. (MSE)/(770)971-5407
Ron Cooper, MSE/(770)971-5407
Jeff Simmons, MSE/(770)971-5407
Sam Williams, MSE/(770)971-5407
Erwin Espiritu, MSE/(770)971-5407
Ferdinand Henderson, Bellsouth/(770)514-1480
Johnny Barron, Douglasville-Douglas County Water & Sewer Auth. (DDCWSA)/(770)920-3835
Barry Payne, DDCWSA/(770)920-3861
David Mulling, GDOT Engineering Services/(404)656-6846
Wayne Woodard, GDOT Metro Utilities Engineer/(770)986-1090
John Scott, GDOT Signals/(770)986-1120
Brook Martin, GDOT Traffic Management Center/(404)635-8127
Harry Graham, Traffic Ops Dist. 7/(770)986-1277
Richard Day, Day Wilburn Associates (DWA)/(404)249-7550
Richard Fangman, DWA/(404)249-7550
Mike Malcolm, GDOT Dist. 7 Preconstruction/(770)986-1050
Windy Bickers, GDOT Programming/(404)463-5023
Tom Bracey, Norfolk Southern Railroad(NSRR)/(404)527-2536
Donna Via, Georgia Power Company/(770)426-6182
Keith Williams, City of Douglasville Engineer/(770)920-3000
Melissa Wheeler, Georgia Power Transmission/(404)817-3389
Adrienne Hatcher, Bellsouth/(770)514-9755

Following the project introduction by Mr. Moskal and individual introductions, MSE presented the concept report for the State Route 92 Realignment based on a four-lane cross section throughout the project.

Comments/Questions and Answers

1) Mr. Moskal began the comment period by making several comments:
   a) A Public Information Meeting should be held prior to submitting the final concept report in order to keep the public abreast of the proposed design.

      A Public Information Meeting is scheduled for approximately the third week of November.

   b) This project is long range and not in the current GDOT Construction Work Program, and preliminary engineering has not been opened by GDOT. He stated that the right-of-way was in the distant future and mentioned the number of displaced homes. The ARC network year is 2010 and shortly there will be 13 Congressional Districts to allocate construction funds to. The City of Douglasville should write a request to GDOT to move the project forward.

      The City of Douglasville will send a request to GDOT to move project forward.

   c) Mr. Moskal requested clarification on the project listed at Malone Road at the SR 92/Dallas Hwy intersection.

      Mr. K. Williams responded that this was a CMAQ signal project in the early development stages.

      Mr. K. Williams said that about one year ago the City had traffic counts that revealed that 87% of the traffic was from outside Douglas County and the City wants to move the project forward.

      No Additional Response Required.

2) Mr. Moskal mentioned the U.S. 78/Bankhead Highway widening project. The project has been sent to the Office of Consultant Design to be let for engineering services. There should be close coordination between the projects, and the grade separation structures should be constructed with the first project let for construction. If the Bankhead Highway project is built before the construction of the bridges, the resulting multilane detour will be extremely difficult. The typical sections proposed in the concept include the typical section from the Bankhead Highway widening project.

   The two projects will be coordinated during the design phases.

3) Mr. Henderson asked if existing SR 92 would be abandoned.

   MSE responded that a substantial portion of the existing alignment will remain open as shown on the proposed plan and profile drawing.
   No additional response required.

4) Mr. Henderson asked if additional Right-of-way will be acquired on the west side of the project between Malone Street and Old Dallas Highway.

   MSE responded that the design includes acquisition of 12 feet of right-of-way, measured from the edge of pavement, as shown on the typical sections in the concept report.

   No additional response required.

5) Mr. Payne requested that the design be closely coordinated with their department and that water and sewer improvements be let (included) within the roadway contract.

   Mr. Moskal responded that plans provided by DDCWSA could be inserted in the plans provided that funding for any non-reimbursable water and sewer construction is provided by DDCWSA. DDCWSA's plans should be completed well in advance of the construction letting of this project.

   MSE will insert DDCWSA's plans in the final construction documents in accordance with Mr. Moskal's comments.

6) Mr. Mulling asked about the reimbursable utilities located along this project and requested these costs be included in the final concept report.

   Mr. S. Williams responded with costs provided by DDCWSA ($5,760,000) and Georgia Power ($840,000). Mr. Williams indicated that he had communicated to the utilities that they were to provide estimates for the reimbursable utilities only.

   The reimbursable utility cost estimate is $ 7,537,591.00, and this estimate will be included in the final concept report.

7) Ms. Via asked what width sidewalks will be used on this project.

   Mr. Simmons responded that standard 5-foot sidewalks are included on both sides of the proposed roadway as shown on the typical sections.

   No additional response required.

8) Mr. Bracey stated that NSRR had 2 tracks and a crossover affected by this project. Thoroughbred Technology and Telecommunications, Inc. ("T-Cubed") fiber optics are likely located along the tracks and will need to be relocated during construction. He stated that the project "...should've been built 10 years ago." NSRR feels that the project should be built ASAP to improve safety in the Douglasville area and also due to ever increasing traffic on the line. He also stated that "If the project was built today it would be too late". NSRR is willing to enter into a three-way agreement with the City of Douglasville and GDOT. Mr. Bracey estimates that the railroad relocations and workforce account costs will be approximately $1 million.

T-Cubed fiber optics will be relocated in accordance with the Local Government Project Agreement.

9) Mr. Malcolm stated that GDOT policy was to remove the "beauty strip" by widening the sidewalk or utilizing a different color concrete strip.

Mr. Moskal stated that a recent policy memo allowed for the "beauty strip" if the City or County would maintain the strip by Local Government Project Agreement amendment.

A different color concrete strip will replace the "beauty strip" in the proposed cross-sections.

10) Mr. Graham verified that truck traffic will be maintained at Mozley Street during construction. He was concerned that truck traffic east of the existing truck crossing could not cross to Bankhead Highway.

Mr. Simmons replied that the existing crossing at the Mozley Street will be maintained, while a temporary crossing will be required to the east.

Mr. Moskal asked that the staging be studied for impacts to the asphalt company and consider providing a route connecting to Brown Street and parallel to Bankhead Highway.

Mr. Graham suggested rerouting traffic to existing crossings to avoid construction of a temporary crossing and the costs associated with fully signalizing the temporary crossing.

Mr. Bracey stated that if temporary crossing is constructed, a full signal will be required at the crossing.

Detour alternates will be studied in the preliminary design phase of this project for this location.

11) Mr. Moskal stated that GDOT preferred to avoid tanker trucks and heavy vehicles travelling in residential areas.

Mr. Graham stated that any detours at Dallas Highway (and other locations) must be designed to fully handle traffic at 100% of existing volumes. Rerouting heavy truck and commercial vehicles along City streets would require the City of Douglasville to amend their current ordinances.

A staging plan consistent with these criteria will be developed during the preliminary design phase of this project.

12) Mr. Graham stated that the signals at Hospital Drive and Fairburn Road seemed to be too close. He asked if one of the signals could be eliminated as there are five in close proximity to each other (Durelee Road, Fairburn Road, Hospital Drive, Cooper Street and the Bankhead Hwy./SR 92 Realignment Ramp). He stated that signals along this alignment would be difficult to coordinate in the future.

Mr. Graham commented on the layout of the Hospital Drive and Fairburn Road intersections with the realignment. He would prefer to see "T" intersections at both locations.

Mr. Moskal stated that this design was a unique one that has been questioned for several years. He requested DWA explain the various configurations studied.

Mr. Fangmann explained the Hospital Drive/SR 92 and the Fairburn Road/SR 92 scenario from a traffic standpoint. He presented the analysis of the various intersection configurations and why the preferred alternate (as shown on the concept plan) provides the best operation for this scenario. He explained that the other configurations (namely the various tee intersection configurations) that eliminate a leg lead to a degradation in traffic operation at this location.

Mr. Day indicated that he had looked at this intersection and concurs with Mr. Fangmann's analysis.

Mr. K. Williams is pursuing the closure of the school entrance onto SR 92 realignment.

13) Mr. Graham stated that he was unfamiliar with the signal project at Malone Road (intersection improvement project at Dallas Highway/Malone Road intersection).

Mr. K. Williams stated that this project is not far enough along at this time to have reached GDOT traffic-ops.

No additional response required.

14) Mr. Moskal reiterated that the City of Douglasville should continue working with the ARC to update the RTP for 6 lanes and recommended carrying it down to I-20 and the I-20 interchange reconstruction project.

Mr. K. Williams indicated that he thought the I-20 interchange project ended at Cherokee Street and SR 92, one block east of Durelee and the end of this project.

Mr. Moskal said that they had been through non-conformity and air quality constraints already. He wants to make sure that the one block is included in one of the projects.

A subsequent conversation with Mr. K. Williams indicated that the portion of SR 92 beyond the end of this project will be part of a median improvement project proposed by GDOT.

15) Mr. Henderson stated that Bellsouth is still working up a cost and the reimbursable cost is approximately $500,000. He will forward this information to MSE when it is complete.

BellSouth's estimate is included in the final utility estimate and in the final concept report.

16) Mr. Barron stated that DDCWSA has an 8" gravity line and a 10" force main crossing near the Brown Street/Malone Street intersection. DDCWSA is concerned with the height of fill over the system. He also stated that there is a 16" water main at the realignment's intersection with E. Strickland Street (structure location).

Mr. Payne stated that they are undecided whether to request the 16" main at the bridge go underground or along the bridge structure. He stated that coordination is important, especially if the utility relocation is not part of the road construction contract.

See response to item #5. Coordination with DDCWSA regarding the 16" main on the bridge will occur during the design phase.

17) Mr. Moskal asked Mr. Simmons to discuss the limited access areas of the project.

Mr. Simmons indicated the limited access areas shown on the plan and profile drawing.

No additional response required.

18) Mr. Moskal asked if the Board of Education or local schools had been contacted about access to the school properties.

Mr. Simmons responded that MSE has not contacted the Board of Education at this time.

Mr. Moskal recommended studying the drive located across from the Fairburn Road tie-in to the SR 92 realignment. He suggested investigating other access to the special education building served by this entrance. Mr. Moskal recommended contacting the Board of Education to discuss access to the elementary and middle school from Durelee Road. He also requested the drawing be revised to identify the bus barn in addition to the school.

Mr. K. Williams said that Conally Road previously connected Dorsett Street and Fairburn Roads near the schools. He mentioned that buses currently access the bus barn lot from Durelee Road.

See response to item #12.

19) Mr. Moskal suggested moving access to the funeral home located at the Bankhead Hwy/Hagin Street intersection. This drive should be moved on the rendering.

Will comply.

20) Mr. Graham suggested realigning the north Malone Street alignment with the Old Dallas Highway intersection.

Mr. K. Williams replied that this was not feasible due to construction of the general-purpose facility just north of the Community Daycare Center.

Mr. Moskal requested MSE study this intersection further.

MSE has developed an alternate intersection configuration. This configuration will be included in the final concept report.

21) Mr. Graham stated that due to the schedule, several modifications should be expected throughout the project.

MSE will address any changes to the design with GDOT and the City of Douglasville as they arise during the design phases.

22) Mr. Graham asked if any Federal Transit Funds are allocated for this project.

Mr. Moskal stated that he did not know of any FTA funds allocated for the project.

Mr. Graham stated that the FTA is looking into futuristic signals at the Dallas Highway Railroad Crossing to inform GDOT Traffic Management Center, FTA and NSRR in Birmingham if an oversize vehicle approached the track. He stated that this might be a source of funding and that he would pursue this funding.

MSE will follow up with Mr. Graham regarding this issue.

23) Mr. Moskal reiterated that the railroad crossings are a large safety problem and this is an important project. Even though the crossings are signed "No Trucks", trucks often get hung up and many accidents occur involving trains and vehicles in Douglasville. He said that part of the problem was the fact that the railroad was located on a ridge through Douglasville.

No additional response required.

There being no further questions or comments, the meeting was closed by Mr. Moskal.

CROY-MSE, LLC

Meeting Minutes

To: Files

From: Michelle McIntosh

CC: Jennifer Giersch, FHWA; Jonathan Cox, GDOT/OEL; Glenn Bowman, GDOT/UD; Neal O'Brien, GDOT/UD; Mike Maloy, GDOT/State Railroad Liaison Engineer; Keisha Jackson, GDOT/OEL; Christa Wilkinson, GDOT/OEL; Key Phillips, GDOT/TS&D/Railroads; Richard Crowley, GDOT/Util./RR; Callye B. Holmes, City of Douglasville; Bill Osborne, City Manager, City of Douglasville; Buddy Allison, City of Douglasville; Michelle Wright, City of Douglasville; Suzan Littlefield, City of Douglasville; Jim Croy, CROY-MSE; Erica Parish, Paulding County DOT; Ron Cooper, CROY-MSE; Richard Fangman, DWA; Rod Wilburn, DWA

Date: February 24, 2006

Re: CSSTP-0006-00(900)(901) & STP-186-1(11), Douglas & Paulding Counties, P.I. Numbers 0006900, 0006901 & 720970 – Realignment of SR 92

A meeting was held on February 22, 2006 at the Georgia Department of Transportation (GDOT), Office of Environment and Location (OEL) for the subject project. Representatives from the GDOT, the Federal Highway Administration (FHWA), the City of Douglasville, CROY-MSE, and Paulding County were in attendance (see attached Meeting Roster). The primary purpose of the meeting was to reach resolution regarding the proposed railroad (RR) closures in downtown Douglasville so that the environmental process can proceed as scheduled. Issues relating to the RR closures must be resolved so that an appropriate Public Involvement Plan (PIP) can be developed and implemented.

Scheduling: The current schedule that CROY-MSE is proceeding under is to have a draft EA submitted to GDOT within 6 months and to have the project environmentally cleared by March, 2007. Per GDOT, preliminary engineering, right-of-way, and construction are being moved out to Fiscal Year (FY) 2008. Per the City of Douglasville, the right-of-way for Phase 1 (the underpass) will be moved to FY 2007 and right-of-way should be authorized by June, 2007.

RR Closures: As a result of safety concerns, the FHWA and GDOT representatives stated that they would like to include the closing of the Campbellton Road/Dallas Highway RR crossing as part of the subject project. However, as a result of strong public opposition, the City of Douglasville will not commit to a closure of Campbellton

Road/Dallas Highway RR crossing at this time. The city is willing to conduct a study after the opening of the proposed RR underpass to determine if a closure at Campbellton Road/Dallas Highway is still necessary. It was resolved that the Campbellton Road/Dallas Highway RR crossing closure should be included as an alternative in the public outreach process and in the Environmental Assessment (EA). Whether or not the RR closure would be identified as the preferred alternative or not, will be determined after the Office of Urban Design coordinates with Commissioner Linnenkohl.

Action Items:

- Glenn Bowman will coordinate with Commissioner Linnenkohl regarding the identification of a preferred alternative in the environmental process.

- CROY-MSE, on behalf of the City of Douglasville, will prepare a comprehensive PIP that will include the Campbellton Road/Dallas Highway RR crossing closure. Outreach will include the Environmental Justice Communities, the downtown businesses, the trucking industry, emergency facilities, and schools as well as traditional methods to reach the general public.

- CROY-MSE, on behalf of the City of Douglasville, will finalize the PIP based on today's meeting and submit it to the City of Douglasville for approval by the end of the week. The city approved PIP will be submitted to OEL early during the week of February 27, 2006. CROY-MSE will meet with OEL representatives and go over the proposed PIP.

- CROY-MSE, on behalf of the City of Douglasville, will prepare an EA that includes two build alternatives, one with and one without the Campbellton Road/Dallas Highway RR crossing closure. It will be determined after additional in-house GDOT coordination which alternative, if any, will be identified as the preferred in the EA. This issue will be resolved within the next few business days, if possible, before the PIP is finalized.

MBM

Attachment

Department of Transportation

State of Georgia
3993 Aviation Circle
Atlanta, Georgia 30336

Project: CSSTP-0006-00(900)(901) Douglas & STP-186-1(11) Cobb
PI # 0006900, 0006901, & 720970
Meeting Date: February 22, 2006

Name	Organization/Department	Phone Number	Email if not DOT employee
1. Christa Wilkinson	GDOT/OEL		
2. NEISHA JACKSON	" "	(404) 699-6866	
3. Jennifer Giersch	FHWA	404 - 562-3653	jennifer.giersch@fhwa.dot.gov
4. Key Phillips	GDOT TSO/ RR	404 - 635 - 8120	Key.Phillips@DOT.STATE.GA.US
5. MIKE MALOY	GDOT UTIL/RR	404 - 635 - 8064	MIKE.MALOY@ " "
6. RICHARD CROWLEY	G DOT UTIL / RR	404 - 635 - 8064	RICHARD.CROWLEY@DOT.STATE.GA.US
7. Neal O'Brien	GDOT URBAN	4-656-5442	neal.obrien@ " "
8. GLENN BOWMAN	GDOT URBAN	4-656-5454	
9. Carey Hawn	City of Douglasville	770-9[illegible]-3000	calliburhalnes@msn.com
10. Michelle Wright	City of Douglasville	678-715-6081	wright@ci.douglasville.ga.us
11. Bill Osborne	City of Douglasville	678/715-6011	osborne@douglasville.ga.us
12. Buddy Allison	City of Douglasville	678-715-6202	allison@ci.douglasville.ga.us
13. Jim CROY	CROY-MSE, LLC	(770) 971-5407	jcroy@CROYMSE.COM
14. Michelle McIntosh	CROY-MSE, LLC	(770) 971-5407	mmcintosh@croymse.com
15. Erica Parish	Paulding Co. DOT	(770) 445-4759	eparish@paulding.gov
16. Suzan Littlefield	City of Douglasville	(770)-920-3000	littlefs@ci.douglasville.ga.us
17. Jonathan Cox	GDOT/OEL		
18.			
19.			
20.			

Re: CSSTP-0007-00(691), Paulding County, P.I. NO. 0007691 - S.R. 92 from Brown Street to Nebo Road and CSSTP-0006-00(900)(901), STP-186-1(11) Douglas County, P.I. Nos. 0006900, 0006901 and 720970 - SR 92 from Fairburn Road (SR 92) near Durelee Road, on New Location to Dallas Highway (SR 92) at Malone Road

Initial Concept Meeting Minutes

An Initial Concept Team Meeting was held on April 20, 2006 at the Georgia Department of Transportation (GDOT). See Attachment 1, Sign-in Sheet, for a list of meeting attendees.

Traffic Forecasts and Lane Requirements (presented by Richard Fangmann, DWA) – Specific details provided in this portion of the presentation can be found in Attachments 2, 3, and 4. Traffic forecasts conclude that the proposed roadway would require six lanes on SR 92 through the majority of the project corridor with two four-lane exceptions. Four lanes would be required from the ramp to US 78 to the intersection of existing SR 92/Dallas Highway and the proposed new SR 92. The second four-lane section would extend from Bill Corruth Parkway/West Hiram Bypass to Nebo Road.

There are three Developments of Regional Impact (DRI's) in the vicinity of the Paulding County portion of the project. The traffic generated by these developments are within the Traffic Analysis Zone ranges. The three DRI's discussed were near end of project in Hiram, at Bethel Church Road, and at Tidwell & Brownsville Road

Comments/Questions received:

- Harry Graham recommended that project planners should be aware that DRI's often result in the attraction of additional traffic.
- Consider the West Douglasville Bypass which is identified in the RTP in Long Range.

Logical Termini (presented by Richard Fangman, DWA) - Specific details provided in this portion of the presentation can also be found in Attachments 2, 3, and 4. The proposed Paulding County and Douglas County portions of the SR 92 corridor improvements will be combined and carried through the environmental process for purposes of logical termini.

The southern terminus of the combined projects, just south of Durelee Lane was determined to be a logical termini as it would connect up to the existing four-lane section of SR 92, just south of Durelee Lane. It is also the northern terminus of GDOT project (P.I. No. 702930) that would improve the existing SR 92/I-20 interchange and widen SR 92 to six lanes to a point just south of Durelee Lane.

The conclusion was made that the northern terminus of the combined projects, Nebo Road, is considered logical because the proposed widening would connect to the existing multi-lane section of SR 92 at Nebo, just north of the Hiram City Limits. It is also the southern terminus of another GDOT project (P.I. Nos. 621720, 621022, & 632921) which would provide a 4-lane divided road from Nebo to SR 120.

Comments/Questions received:

- The proposed typical cross section for the project that extends north on SR 92 from Nebo Road includes a flush median, curb and gutter, and sidewalks. No bike lanes are proposed.

Need and Purpose Statement (presented by Richard Fangmann, DWA) – Specific details provided in this portion of the presentation can also be found in Attachments 2, 3, and 4.

A full Need and Purpose Statement with all the planning information will be generated for the Paulding County Concept Report. The previous Need and Purpose Statement in the approved Concept Report for Douglas County will be updated. A single Need and Purpose statement for both the Paulding and Douglas County portions of the project will be developed for the Environmental Assessment.

Comments/Questions received:

- Attendees should provide comments, if any, on the draft Need and Purpose Statements to Neal O'Brien within one week.

Environmental Issues and Potential Impacts (presented by Michelle McIntosh, CROY-MSE) – The special studies for these units have been completed and approved by the Office of Environment and Location. Environmental concerns identified for these units include potential impacts to: historic districts and other historic resources, Environmental Justice communities, churches, schools, neighborhoods, traffic patterns, streams. Displacements and controversy potential have also been identified as environmental concerns for these units.

Environmental studies are on-going and identification of all resources is expected within the next few weeks. The alignment will be adjusted appropriately based on these findings and the adjusted alignment will be included in the submittal of the draft Concept Report and presented at the public meetings. Environmental concerns identified for this unit include: streams, wetlands, floodplains, a cemetery, underground storage tanks, potential hazardous waste sites, historic resources, and the potential habitat for a protected species.

Comments/Questions received:

- The environmental studies for the Douglas County units will need to be updated due to changes in concept.

Public Involvement (presented by Michelle McIntosh, CROY-MSE) – The proposed Public Outreach Plan will be completed after today's meeting and coordinated with the project sponsors, the City of Douglasville and Paulding County DOT. Once the plan has been reviewed and approved by the sponsors, the plan will be submitted to GDOT for review and comment or approval.

The Public Outreach Plan will have two different approaches for the Paulding County and Douglas County portions of the project. The Paulding County portion of the project consists of widening only. A public outreach program similar to the Governor's Road Improvement Plan (GRIP) project's outreach plan. The GRIP projects also primarily consists of the widening of an existing two-lane state route to four lanes with a median and a similar public outreach plan would be appropriate. The Douglas County portion of the project consists of new location roadway and the public outreach plan would be expanded and geared more toward the identification of communities and impacts to the communities.

The Public Outreach Plan will include holding a Public Information Open House (PIOH) to be conducted in Douglasville on May 30, 2006 and a PIOH conducted in Paulding County some time around late June, 2006.

Comments/Questions received:

- Neal O'Brien agreed that we could proceed to a Public Information Open House in Douglasville on May 30, 2006. The City of Douglasville would be responsible for preparing the signs and having them in place at least two weeks prior to the open house.
- Joe Palladi, GDOT Planning, and Randy Hulsey, Douglas County DOT, recommended that the proposed Public Outreach Plan be reviewed by Douglas County DOT prior to submittal to GDOT.
- City Councilwoman Callye Burke Holmes requested a copy of the approved Public Outreach Plan once it is completed.

Project Schedule (presented by Richard Fangmann, DWA, and Michelle McIntosh, CROY-MSE) – The current project schedule can be found in Attachment 5. Project milestones include an early August submittal of the draft Concept Report for the Paulding County unit of the project, the draft Revised Concept Report for the Douglas County units of the project, and the Environmental Assessment for all four units in Douglas and Paulding Counties. Additional milestones include an early December approval of the three documents by the GDOT and Federal Highway Administration (FHWA), a public hearing mid-to-late January, and the approval of the Final Environmental Assessment/Finding of No Significant Impact by the end of March, 2007.

Comments/Questions received:

- Ben Buchan noted that the proposed schedule for environmental appears underestimated, particularly with the necessary public outreach and railroad involvement.

Concept Alignment for the Paulding County Project (presented by Ron Cooper, CROY-MSE) – A plan was presented showing a proposed alignment using the existing SR 92 alignment and adding additional lanes to minimize potential environmental issues. One area of concern near Lick Log Creek has potential 4f property on either side of the existing right of way.

Comments/Questions received:

- Will the 55 mph handle the traffic with all the intersections?
- The proposed typical section and speed design should be further considered.
- Douglas County representative mentioned that there are several developments along the corridor and that will require the 55 mph speed to be looked at.
- Consider programming for 4 lanes on a 6 lane corridor/footprint for future improvements.

- An extensive discussion ensued regarding the widening from 2 lanes to 6 lanes instead of 4 lanes.
- Since 6 lanes are needed, the concept report should reflect that.
- Bridges should be built for 6 lanes.
- The Concept Report will need to consider BRT HOV lanes.

Typical Sections for the Paulding County Project (presented by Ron Cooper, CROY-MSE) – Proposed typical cross sections are shown in Attachments 6 and 7.

Comments/Questions received:

- Refer to alternative discussion for the Paulding County unit below.
- Glen Bowman recommended not using a median barrier wall as shown in one of the typical sections.
- Urban Design suggested that we use an Urban Section with a lower speed.
- Development in the project area plus the number of intersections and proposed traffic signals does not warrant keeping 55 mph posted speed. Suggested using 45 mph posted and design speed.
- Suggested changing rural typical sections to an urban typical section.
- Since traffic study showed the need for 6 lanes in some areas, suggested changing the design from four lanes to 6 lanes throughout the project.

Concept Alignment for the Douglas County Projects (presented by Ron Cooper, CROY-MSE) – The existing Concept Plans and concept Report will be revised with the following changes:

1. The proposed SR 92 revised alignment will be increased from 4 to 6 lanes between the projects southern terminus and the ramp to US 78.

2. The proposed SR 92 revised alignment will be shifted between Fairburn Road and Cooper Street to avoid longitudinal stream encroachment.

3. Strickland Street will be closed within the project construction area during construction of its proposed bridge.

4. Proposed detours of US 78 and Norfolk Southern Railroad will be to the south of their existing alignments rather than to the north.

5. Closure of Norfolk Southern Railroad crossings and improvements at McCarley Street crossing will be included in the project.

6. The proposed SR 92 new alignment will be increased from 4 to 6 lanes between its intersection with the existing SR 92 near Cove Street and Bill Corruth Parkway/East Hiram Parkway, south of the project northern termini at Nebo Road. The 4-lane divided cross-section originally planned for the corridor will be continued north to the northern termini at Nebo Road.

Comments/Questions received:

- The Douglasville Councilwoman Callye Burke requested greater public involvement.

Proposed Railroad Closings (presented by Ron Cooper, CROY-MSE) – The City of Douglasville proposes to close the existing Brown Street, Mosely Street, and Campbell Road railroad crossings. The upgrading of the existing McCarley Street railroad crossing would also be included in the concept. The upgraded McCarley Street crossing would be relocated approximately 90 feet to the west of its existing location to reduce the grade difference between the railroad, US 78/Bankhead Highway, and Strickland Street.

Comments/Questions received:

- Randy Hulsey, Douglas County DOT, recommended a more significant upgrade of the McCarley Street crossing to provide better access to the downtown area. Consider making ancillary improvements to provide focus into the downtown access.
- Randy Hulsey, Douglas County DOT, did not like the right in and right out design of McCarly Street and want another design looked at that would allow left turning movements. He asked if McCarley Street could be done before the other projects. GDOT said yes it could as soon as the environmental was approved.
- The conceptual layouts need to be coordinated with the railroad as soon as we have it ready.
- City Councilwoman Callye Burk Holmes objected to the proposed closure of the existing railroad crossing at Campbellton Road.
- Look at improving McCarley Street crossing to replace Campbellton Street as the main railroad crossing to the business district.

Typical Sections for the Douglas County Projects (presented by Ron Cooper, CROY-MSE) - The proposed typical cross section for the Douglas County unit of the project is shown in Attachment 8.

Comments/Questions received:

- GDOT representatives recommended considering an alternative that would provide 6 lanes throughout the project corridor.

mbm

Attachment 1 – Sign-in Sheets

Attachment 2 – Roadway Project Planned in 2030 RTP

Attachment 3 - Proposed Traffic Volumes & Lane Assignment

Attachment 4 – Draft Items for Concept Report

Attachment 5 – Project Schedule

Attachment 6 – Typical Sections for Paulding County

Attachment 7 – Typical Sections for Douglas County

CC: Ben Buchan, GDOT/UD; Joe Palladi, GDOT/Planning; Glenn Bowman, GDOT/UD; Neal O'Brien, GDOT/UD; Keith Collins, GDOT/UD; Harry Maddox, GDOT/Dist. 7 Traffic Ops; Michael Adams, GDOT/Planning; Sebastian O. Nesbitt, GDOT/Construction; Rhonda Barnett, GDOT/Right-of-way; Kerry Bonner, GDOT/Utilities; Richard Crowley, GDOT/Utilities; Mike Lobdell, GDOT/Dist. 7; Jerry Milligan, GDOT/Right-of-Way; Christa Wilkinson, GDOT/OEL; Key Phillips, GDOT; Harry Graham, GDOT; Alex Laffey, GDOT; Callye B. Holmes, City of Douglasville; Buddy Allison, City of Douglasville; Erica Parish, Paulding County; Randy Hulsey, Douglas County DOT; Rod Wilburn, DWA; Richard Fangmann, DWA; Jim Croy, CROY-MSE; Ron Cooper, CROY-MSE; Lavada Cook, CROY-MSE; Shaidu Kiven, CROY-MSE; Darion Dunn, CROY-MSE; Rusty Crowe, Greystone Power; Blake Pendley, Greystone Power

GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: INITIAL CONCEPT TEAM MEETING FOR 0007(691)

LOCATION: GDOT (4-01 B & C)

DATE: APRIL 20, 06 TIME: 9:00 AM

MODERATOR:

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS [DOT employees do not list e-mail]
1.	KEITH COLLINS	GDOT-URBAN	4)656-5442	
2.	Harry Madalox	GDOT D6 TO	770-887-3628	
3.	Michael Adams	GDOT - Planning	(4) 657-5499	
4.	Lavada Cook	CROY-MSE		lcook@CROYMSE.com
5.	Christa Wilkinson	GDOT-OEL	4)699-4437	
6.	SEBASTIAN O. NESBITT	GDOT/CONST	7-646-5522	
7.	SHAIDU KIVEN	CROY-MSE	770-971-5407	SKiven@Croymse.com
8.	KERRY BOHNSE	GDOT Urban	7703873614	
9.	Mike Lobdell	GDOT D7	4/463-4947	
10.	Joe Pollock	GDOT Planning	4 6575226	
11.	Jerry MILLIGAN	GDOT R/W	770 986 1541	
12.	Rusty Crane	Greenstone Power	678 449 8191	
13.	Michelle McIntosh	Croy-MSE	770 971-5407	
14.	Key Phillips	GDOT	404-635-8120	Key.Phillips@DOT
15.	HARRY GRAHAM	GDOT	404-463-4961	
16.	Ben Bochan	GDOT		
17.	RANDY HUISEY	DCDOT	(770) 920-7508	
18.	ALEX LAFFEY	GDOT	404-463-4968	
19.				
20.				

PAGE ____ OF ____

GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: INITIAL CONCEPT TEAM MEETING 0007 (691)

LOCATION: GDOT (401 B&O)

DATE: APRIL 20, 06 TIME: 9:00 AM

MODERATOR:

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS [DOT employees do not list e-mail]
1.	GLENN BAUMAN	GDOT-URBAN	6-5454	
2.	BLAKE PENDLEY	CROY/STONE POWER	678-873-1833	
3.	RON COOPER	CROY-MSE	770.653.2141	rcooper@croymse.com
4.	RICHARD CROWLEY	GDOT-UTILITIES	404-635-8064	RICHARD.CROWLEY@DOT.S
5.	Rhonda Barnett	GDOT-R/W	4-657-8480	
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GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Initial Concept TEAM Meeting for 0007691

LOCATION: GDOT 401 BAL

DATE: 4-20-06 TIME: 9:00 am

MODERATOR:

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS [DOT employees do not list e-mail]
1.	Neal O'Brien	GDOT-URBAN	6-5442	
2.	ALAN WALKER	GDOT-ROAD	6-0996	
3.	WALT TAYLOR	GDOT-ROAD	6-5400	
4.	JILL FRANKS	GDOT-URBAN	6-5442	
5.	GALEN DAVIS	GA POWER	770 381 7300	gdavis@sdigeorgia.com
6.	Buddy Allison	Douglasville	678-715-6422	allison[illegible]
7.	Calleye B Holmes	Douglasville	678 360-4265 678 715-6005	calleye-holmes@ci.douglasville.ga.us
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Attachment 10:

Final Concept Team Meeting

Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta GA 30308
T 404.631.1158 F 404.631.1588 www.dot.ga.gov

MEETING MINUTES

Subject:	**CSSTP-0006-00(900), P.I. No. 0006900** SR 92 Bridge Underpass @ SR 5/US 78 Including RR – Phase I **CSSTP-0006-00(901), P.I. No. 0006901** SR 92 Relocation from Durelee Lane to SR 5/US 78/Bankhead HWY– Phase II **STP00-0186-01(011), P.I. No. 720970-** SR 92 Relocation from Strickland Street to Malone Road – Phase III **CSSTP-0007-00(691), P.I. No. 0007691** SR 92 from CS 502/Brown Street to CS 519/Nebo Road – Phase IV (Segment I) Douglas, & Paulding Counties, Georgia
Meeting Date:	February 11, 2010 (10:00am – 11:45am)
Location:	City of Douglasville Downtown Conference Center
Transcription Date:	February 24, 2010
Distributed Materials:	Draft Concept Report & Layout (via email & FTP site),
Meeting Packet:	Agenda, Project Fact Sheet, Project Concept Data, Changes since the Last Concept Team meeting, Action Items from the last Concept Team meeting, and Comment /Question sheet
Presented Materials:	Conceptual Roll Plots, Typical Sections, and Schematics/Renderings
Attendees:	See the Attached sign-in sheet
Purpose:	**SR 92 Projects Final Concept Team Meeting**

- Peter Emmanuel (GDOT Project Manager) started the meeting with an introduction and overview of the meeting agenda. He provided an explanation of the meeting packet and comment/question sheet.
- Peter Emmanuel stated that any questions asked/written via email or on the comment/question sheet will be added and answered in the meeting minutes. Peter Emmanuel, also, said if any of the comments-concerns-suggestions are feasible, it will be incorporated into the projects.
  - Peter Emmanuel also stated that the City of Douglasville and Paulding County consultant Croy Engineering, prime consultant for Phase I, II, & III, and subconsultant for Phase IV is tasked with the Concept & Environmental Document; and Jacobs, prime consultant for Phase IV, subconsultant for Phase I, II, & III is tasked with the entire project traffic.
- Neal O'Brien (GDOT Design Group Manager) provided a brief project history/background using a PowerPoint presentation. The presentation highlighted the project development to date.
- Greg Teague (Croy Engineering) provided a walk-through of the project as shown on the conceptual layout, starting with the Douglasville portion of the project.
  - Greg Teague discussed the changes to the conceptual drawing since the last concept team meeting.
    - Randy Hulsey (Douglas County DOT Director) asked whether any consideration been made, with respect, to freight movements and the new freight study. Randy was concerned about the proposed 11 foot lanes and the impact to the anticipated truck traffic along the new SR 92.
      - Peter Emmanuel replied that the 11 foot lanes came as a result of the VE Study recommendation and the implementation of it did not weigh in anticipated truck traffic. Also, Peter stated that the issue of freight movements maybe suited for future improvements of Douglas and Paulding County outer perimeter road improvements. In addition, Peter stated that any impact to truck traffic on the new SR 92, once completed, will be minimum since six lanes of road is provided.
  - Greg Teague emphasized the public involvement process that produced the proposed mitigation plan.
    - Randy Hulsey questioned the need for a PAR (Practical Alternatives Report) for Phase I.
      - Melanie Orr (Croy Engineering) explained from an environmental perspective that the projects are seen as one project, not four phases, due to logical termini. In addition, since the proposed project (from Durelee Lane to Nebo Road) is anticipated to require an Individual Permit due to impacts to streams and wetlands, a PAR was required. The PAR was held in October 2007 and no agencies had any issues.

MEETING MINUTES

- Melanie Orr, then, gave an overview of the environmental studies, the reasons, and the need for the completed public involvement meetings/workshops that produced the proposed mitigation plan.
  - Melanie explained the required landscaping at the Lois Cotton Mill and Mill Village Historic District, and the East Strickland Historic District.
    - Melanie stated that to avoid an adverse effect to these eligible historic resources, landscaping will be provided and approved by SHPO prior to project construction.
  - Melanie stated that an updated history survey for the Douglasville portion of the project (Phase I, II, and III) has been conducted due to the age of the original survey report.
  - Melanie stated that twenty-one (21) resources were found and documented, and none are considered eligible in the report. Melanie said the report was submitted and undergoing review by GDOT – Office of Environmental Services.
- Prior to transitioning to the Paulding County portion of the project, Greg Teague asked if there was any question.
  - Peter Emmanuel went over the Action Items from the previous Concept Team meeting held on March 5, 2008. The action items and responses (in Italic) are as follows:
    - Revised/Replacement Concept Reports for six proposed lanes for the first 3 project phases.
      - *Phases 1, 2, and 3 Concept Report has been revised for six lanes and submitted to GDOT for review.*
    - New Concept Report for the 4th phase.
      - *A new Concept Report for Phase 4 has been completed and submitted to GDOT for review.*
    - Proposed signal at the intersection of SR 92 and Brown Street.
      - *The location of where Brown Street intersects with the new SR 92 roadway has changed and is now located across from Colquitt Street. As a result of the mitigation plan, a signalized intersection has been added here; therefore there is a proposed signal at the intersection of SR 92 and Brown Street.*
    - Design exception/variance required due to intersection (SR 92 with Fairburn Road and SR 92 with Hospital Drive) spacing of less than 1000 feet?
      - *Mr. Teague confirmed that this would require a design exception/variance.*
    - Design exception/variance required for minimum centerline radius for Hospital Drive at SR 92, SR 92 at US 78/East Broad Street Connector Road, and Brown Street at SR 92?
      - *Mr. Teague stated that the centerline radius has been adjusted so that a design exception would not be necessary.*
    - Emergency Access for fire station located between Autry Circle and Malone Road.
      - *As a result of the mitigation plane, a depression in the median at the fire station would be implemented for emergency vehicle use only. In addition, some sort of emergency vehicle notification system would be installed to alert drivers to the emergency vehicle(s).*
    - Bike lane accommodation for Phase 4.
      - *Bike lanes have been added to the concept for Phase 4.*
    - Water and Sewer as SUE project…underground utilities…gravity flow issues.
      - *Douglas County DOT would like SUE to be included in the project.*
    - Colonial Pipeline 36 inch petroleum line extension near Pine Valley Road and Ridge Road..
      - *A representative from GDOT Utilities Office will verify if this has occurred since no one from Colonial Pipeline was in attendance.*
    - Greystone Power question on the height and clearance of traffic signal lights.
      - *Greystone Power's concern stems from the fact that many times, they do not receive signal plans prior to a project being LET to construction. As a result, many times, signal pole conflict must be worked out in the field, during construction. They have requested that they receive a copy of the signal plans prior to construction so that conflicts do not occur.*
    - Research into utilities on the railroad right-of-way; are there any?
      - *Dave Wyatt of Norfolk Southern Railroad stated that there are railroad owned utilities on the railroad R/W and that there could be numerous utilities that cross under, over, or run parallel to the railroad and that these utilities were usually identified by the design engineer during the preliminary engineering phase.*

MEETING MINUTES

- Peter Emmanuel asked representatives from Norfolk Southern Railroad if they would commit to allow the proposed at-grade pedestrian railroad crossing (at Brown Street, Mozley Street, Campbellton Street, and existing McCarley Street) since access for vehicular crossing would be closed.
  - Norfolk Southern responded that the crossing will still not be closed and can be used by golf cart, moped, motorcycle, and bicycle; as a result they cannot commit or support the proposed at-grade pedestrian railroad crossing.
  - Peter Emmanuel reiterated to Norfolk Southern that the public involvement meetings produce one of the mitigation items that calls for the at-grade pedestrian railroad crossing showing on the renderings, and that the citizens of Douglasville wants and requested for it…why can't a commitment be made now to know where they stand?
    - Norfolk Southern stated that the safety of the citizens of Douglasville is a top concern for them and do not feel the proposed at-grade pedestrian railroad crossing would meet that need. Moreover, Norfolk Southern stated that they would support a grade separated crossing. However, they will have to see preliminary engineering plans to give their yea or nay.
      - Chuck Hasty (GDOT Office of Design Assistant Office Head) stated that GDOT will examine/evaluate the need for grade separated pedestrian railroad crossing (pedestrian bridge) in the preliminary design.
- Douglas County DOT wanted assurance that the proposed signals and necessary signal permits would be included in the project design. They expressed concerns that previous projects omitted the signal permitting and the signals were omitted during construction. Douglas County DOT requested traffic analysis for the staging portion of the project, and interconnecting signals.
  - Chuck Hasty said that all signals will be interconnected.
- Greg Teague then provided overview of the concept in Paulding County (Phase 4) by doing a walk-through of the project on the layout.
  - Randy Hulsey asked about the location of the wetland and stream on the projects.
    - Greg Teague noted that the majority of wetlands and streams identified are on Phase IV project.
- Peter Emmanuel asked whether anyone had questions as to the constructability of the proposed project.
  - Mike Lobdell (GDOT D7 Preconstruction Engineer) stated that District 7 survey crews are currently surveying the project and found substantial rock just north of the railroad tracks in Douglasville which could cause constructability issues.
    - *Peter Emmanuel stated that the project cost estimate will reflect this discovery and rock blasting will be added to the project.*
- Peter Emmanuel went over the fact sheet provided in the meeting packet; particularly the approximate costs associated with the project. He stated that there is an increase cost due to the provision of railroad reimbursable utility and warning device costs.
- Peter Emmanuel then went over the project schedule:
  - He projected that there will be a signed EA/FONSI by November 2010. At that point, he expects to proceed forward to detail preliminary plan design for PFPR (Preliminary Field Plan Review) preparation.
  - Peter stated that URS Corporation will be consulted by GDOT for the design of Phase I, II, and III projects, but Phase IV will be design in-house.
  - He stated that GDOT has completed Mapping Survey for Phase I, II, & III but not Phase IV.
    - Moreover, he stated that Field Enhancement Survey is not scheduled to be completed on Phase I until May 2010, Phase II until summer 2010, and Phase III will have to be Task Order in order to stay on schedule.
    - Peter said Phase IV Mapping Survey won't be completed until early March 2010 and the Field Enhancement Survey will be 8 months afterward due to the length of coverage needed for seven miles plus project.
  - He stated that the critical path that controls the schedule after the approval of EA/FONSI is the earliest date to authorized ROW funds, which is July 1, 2011.
  - Peter stated that all four phases' right-of-way funds are in Fiscal Year 2012.
  - Also, Peter stated that Phase I and II construction funds are in Fiscal Year 2015, while Phase III and IV are in Fiscal Year 2016, and construction-wise, the projects will all be completed at the same time.
- Peter Emmanuel then asked Richard Fangmann of Jacobs to present an overview of the design traffic.
- Richard Fangmann provided an overview of the traffic studies and stated that updated traffic has been submitted to GDOT for approval. Richard emphasized that the changes that causes the design traffic revisions

were due to the project design changes. Richard said truck volumes were added to the diagrams per GDOT's request. However, no changes have occurred that affect the need for six lanes versus four lanes despite the updated traffic study. Richard assured the attendees that six lanes of traffic are still warranted.

- Randy Hulsey was concerned about the additional traffic that the recently completed I-20 Interchange projects will produce and asked if a traffic consultant will be added to URS Corporation scope of work due to the complex nature of the 3 Phases in Douglasville.
  - Peter Emmanuel stated that he will examine/evaluate this request and determine if a traffic engineer needs to be added to the scope.
- Jun Birnkammer asked whether URS had SUE in their scope for Phase I, II, & III projects.
  - Peter Emmanuel stated yes, URS chose BSI, but not sure if they are still prequalified to provide SUE services.
    - *Jun Birnkammer (GDOT State Subsurface Utilities Engineer) said BSI is prequalified.*
- Greg Teague then went over the construction time and phases including staging. Greg noted that the bridge for US 78 would be constructed to accommodate the future widening of US 78 to 4 lanes. Also, Greg stated that the railroad bridge would be constructed to accommodate a future expansion of the railroad tracks to 3 tracks.
- Peter Emmanuel stated that the project will take 5 years to build, and if everything goes as planned, the completed project will be open for traffic in year 2020, which is consistent with ARC's model year.
- Peter Emmanuel thanked everyone for coming, their cooperation, and concluded the meeting at approximately 11:45 am.

- The following written questions/comments were submitted at and after the Final Concept Team Meeting, the responses are followed in italics:
  - Dwayne Maddox – GDOT Traffic Operations will need the following for traffic signals: Traffic Engineering Study, Signal Warrant Analysis, and Synchro Analysis.
    - *Peter Emmanuel has submitted this request electronically, on behalf of the locals, to both GDOT District 6 & 7 Office of Traffic Operations and is awaiting their review, comment, and approval.*
  - Kelly Griffin – Could the 20 foot medians be made smaller to provide 12 foot lanes for truck traffic?
    - *12 foot lanes were originally proposed for the projects, however, VE Study recommended 11 foot lanes, which has been approved and implemented. Nonetheless, during the preliminary design, the typical section can be evaluated to determine if a reduced median is feasible.*
  - Gary Westmoreland – has the impact of reducing lane width from 12 foot to 11 foot been considered relative to truck traffic, capacity, safety, etc., since this will be a major truck route?
    - *The current project truck percentage is calculated to be 15% which falls within AASHTO guidelines for 11 foot lanes.*
  - Robert Eidson – Please ensure that all intersections are mast arm and unpainted galvanized poles?
    - *During the preliminary design, this request will be evaluated for feasibility.*
  - John Sell – Early identification of final route – so we can determine what utility poles need to be relocated - prior rights researched, contracts signed, new right-of-way acquired. This takes time so early communication is critical.
    - *All efforts will be made to give early and adequate notices to utilities company of the projects final route...this is typically done during the preliminary design phase at the first utility plan submission.*
  - Fred Babb – Atlanta gas Light (AGL) should have minimal impact on the project. There are no large diameters or high pressure mains with the project limits. AGL's most significant impact is that we currently have gas main attached to each of the bridges that will be widened & replaced. We would like provision to attach to the new bridges.
    - *All efforts will be made to give early and adequate notices to utilities company of the projects final route...this is typically done during the preliminary design phase at the first utility plan submission The appropriate GDOT District Utilities office will send the plans and appropriate document to assist with the request.*
  - Bill Osborne – I understand from Croy that GDOT plans to talk with Congressman Scott's office regarding pedestrian bridges. I just want to be sure this is addressed between GDOT and Congressman Scott's office before we get to the PHOH.
    - *At the February 1, 2010 HWY 92 Briefing Meeting for Congressman Scott, the Congressman did request that the GDOT look into pedestrian bridges at some specified locations. However, because the projects are in the hands of the locals (City of Douglasville & Paulding County) for Concept & Environmental there isn't much GDOT can do other than concurred with what the locals present to*

GDOT. If the locals present a schematic drawing showing an appropriate pedestrian bridge location and cost, GDOT will examine/evaluate the feasibility of it as relate to the current tight schedule, available budget, utility conflicts, and environmental impacts/constraints.

- David Wyatt – All references to CSX in slide presentation and elsewhere should be NS (Norfolk Southern).
  - *Ok, this will be noted and implemented.*
- David Wyatt – The cross section of the railroad bridge needs to be revised to indicate a total of 3 tracks; 2 existing and 1 future?
  - *The railroad typical section will be revised.*
- Miguel Baca – Douglasville-Douglas County Water and Sewer Authority (DDCWSA) is in charge of maintaining the stormwater system throughout Douglas County; with exception to state routes and interstates. DDCWSA requires stormwater management plans on all projects that DDCWSA maintains. Please include a stormwater management plan in all areas that are going to be maintained by DDCWSA (county and city right-of-way). DDCWSA needs assistance with the relocation of water and sewer utilities associated with the construction of all phases of the project.
  - *This will be look into during the preliminary design of the project for feasibility.*
- Stan McCarley – Verify mile post for begin project. RC Applets has Malone Road at MP 12.73. Do 11 foot lanes need to have a design exception?
  - *Mile post will be verified and correction will be made if needed. 11 foot lanes do not require design exception.*
- Richard Fangmann –the current ARC TIP does not show the six lanes on Phase 4 projects.
  - *Kaycee Mertz of GDOT's Office of Planning is working with ARC to get the change from 4 lanes to 6 lanes in the TIP, expect implementation by Fall 2010.*
- Donna Via – Phase 4 project on HWY 92 just north of cave Springs Road are 3 – 230KV transmission structures. These structures have anchors and guys. These structures are very costly to move/adjust. The field on the opposite side of the road is clear. I recommended widening the road to the east. Downtown section, Phase 3 project, there looks to be a structure in conflict. Again, if you can avoid it, a savings to the project.
  - *The concept plan currently shows widening to the east just north of Cave Springs Road. The transmission structures should not be impacted. The location of the alignment in Phase 3 is constrained by numerous historic resources. Every effort will be made to minimize impacts to the existing utilities.*
- Mike Lobdell – Survey has observed exposed rock along the proposed alignment of SR 92 just north of the Railroad. This may need to be considered in the cost estimate.
  - *Cost estimate will be revised to reflect this discovery.*
- Mike Lobdell – has a signal warrant analysis been done at SR 92 and Malone Road?
  - *Yes, currently the intersection does not warrant a signal, however, the proposed project signal warrant analysis indicates a need for signal. Signal is proposed at that intersection for the project.*
- Mike Lobdell – Will there be any detours and therefore a need for detour PIOH?
  - *No detour is currently proposed. It is understandable that none of the railroad crossing will be close until construction is complete except Brown Street at-grade railroad crossing due to the proximity to the bridge ramps.*
- Jun Birnkammer (comments via email) – With regards to SUE, I am concerned about the project's schedule and SUE scope. My understanding is that currently the PFPR is scheduled for late spring 2011. If this is the correct, I recommend removing the SUE scope from URS's contract and including it as a SUE task order under one of our master contracts along with the SUE for the in-house portion (Paulding County) of the project. This will help ensure that we meet the project's schedule and budget. This project is too complex not to have SUE. Also, the estimated length of utilities, the lack of a utility impact analysis, and the number of test holes in the back of the agenda (meeting packet) does not appear sufficient. Please let me know where this information came from?
  - *The project SUE will be done per your request. As far as the estimated length of utilities impact is concerned, those values were guess estimate and needs to be validated by your office. Since your office will be doing the SUE via Master Task Order/In-House, you will be updated and involved on every aspect of the projects progressions.*

Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta GA 30308
T 404.631.1158 F 404.631.1588 www.dot.ga.gov

MEETING MINUTES

*SR 92 Final Concept Team Meeting Sign In Sheet		
NAME	**ORGANIZATION**	**EMAIL**
Fred Babb	*AGL*	*fbabb@aglresources.com*
Bill Osborne	*City of Douglasville*	*osborneb@ci.douglasville.ga.us*
Jeff Noles	*City of Douglasville*	*nolesj@ci.douglasville.ga.us*
Scott Swafford	*Colonial Pipeline Co.*	*sswaffor@colpipe.com*
Kevin Raley	*Colonial Pipeline Co.*	*kraley@colpipe.com*
Jack Gilleland	*Colonial Pipeline Co.*	*jgillela@colpipe.com*
Max Laurenceau	*Comcast*	*Maxime_Laurenceau@cable.comcast.com*
Greg Teague	*Croy Engineering*	*gteague@croyengineering.com*
Chris Rideout	*Croy Engineering*	*crideout@croyengineering.com*
Melanie Orr	*Croy Engineering*	*morr@croyengineering.com*
Randy Hulsey	*Douglas County DOT*	*rhulsey@co.douglas.ga.us*
Keary Lord	*Douglas County DOT*	*klord@co.douglas.ga.us*
Gary Westmoreland	*Douglas County DOT*	*gwestmoreland@co.douglas.ga.us*
Kelly Griffin	*Douglas County DOT*	*kgriffin@co.douglas.ga.us*
Robert Eidson	*Douglas County DOT*	*reidson@co.douglas.ga.us*
Miguel Baca	*Douglasville-Douglas County Water & Sewer Authority (DDCWSA)*	*mbaca@ddcwsa.com*
Ray Fomby	*Douglasville-Douglas County Water & Sewer Authority (DDCWSA)*	*rfomby@ddcwsa.com*
John Sell	*Georgia Power*	*jlsell@southernco.com*
Carl Jones	*Georgia Power*	
Sam Kunkol	*Georgia Power*	*sdkunkol@southernco.com*
Donna Via	*Georgia Power*	*dtvia@southernco.com*
Chris Smith	*Greystone Power*	*chris.smith@greystonepower.com*
Michael Craton	*Greystone Power*	*michael.craton@greystonepower.com*
Richard Fangmann	*Jacobs*	*richard.fangmann@jacobs.com*
David Wyatt	*Norfolk Southern*	*dave.wyatt@nscorp.com*
Joel Harrell	*Norfolk Southern*	*joel.harrell@nscorp.com*
E.L. Jackson	*Norfolk Southern*	*ernest.jackson@nscorp.com*
Kathy Stallard	*Paulding County DOT-PreCon*	*kstallard@paulding.gov*
Erica Parish	*Paulding County DOT-PreCon*	*eparish@paulding.gov*
Bill Dungan	*GDOT-D6, Area 5 Constr.*	*bdungan@dot.ga.gov*
Ronald Dailey	*GDOT-D6, Area 5 Constr.*	*rdailey@dot.ga.gov*
Kerry Bonner	*GDOT-D6 Utilities*	*kbonner@dot.ga.gov*
Stanley McCarley	*GDOT-D6 Traffic Operations*	*smccarley@dot.ga.gov*
Jennifer Deems	*GDOT-D6 Utilities*	*jdeems@dot.ga.gov*
Michael K. Hill	*GDOT-D7, Area 3 Constr.*	*michill@dot.ga.gov*
Lenicia Rogers	*GDOT-D7 Construction*	*lrogers@dot.ga.gov*
Mike Lobdell	*GDOT-D7 PreConstruction*	*mlobdell@dot.ga.gov*
Clyde Reece	*GDOT-D7 Survey*	*creece@dot.ga.gov*
Bryan Lott	*GDOT-D7 Survey*	*blott@dot.ga.gov*

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MEETING MINUTES

*SR 92 Final Concept Team Meeting Sign In Sheet		
NAME	**ORGANIZATION**	**EMAIL**
Dwayne Maddox	*GDOT-D7 Traffic*	*dwmaddox@dot.ga.gov*
Yulonda Pride-Foster	*GDOT-D7 Utilities*	*ypride@dot.ga.gov*
Lakenya Rapley	*GDOT-D7 Utilities*	*lrapley@dot.ga.gov*
Michael Hester	*GDOT-OES*	*mhester@dot.ga.gov*
Kaycee Mertz	*GDOT-Planning*	*kmertz@dot.ga.gov*
Peter B. Emmanuel	*GDOT-Program Delivery*	*pemmanuel@dot.ga.gov*
Chuck Hasty	*GDOT-Roadway Design*	*chasty@dot.ga.gov*
Neal O'Brien	*GDOT-Roadway Design*	*nobrien@dot.ga.gov*
Jill Franks	*GDOT-Roadway Design*	*jfranks@dot.ga.gov*
Wesley Brock	*GDOT-RW*	*wbrock@dot.ga.gov*
Jun Birnkammer	*GDOT-Utilities*	*jbirnkammer@dot.ga.gov*
Jan Phelps	*GDOT-Utilities*	*japhelps@dot.ga.gov*
Raymond Chandler	*GDOT-Utilities*	*rchandler@dot.ga.gov*
Key Phillips	*GDOT-Utilities-RR*	*kphillips@dot.ga.gov*
Richard Crowley	*GDOT-Utilities-RR*	*rcrowley@dot.ga.gov*
Loren Bartlett	*GDOT-Utilities-RR*	*lbartlett@dot.ga.gov*
**These are the list of attendees who attended the meeting.*		

PI 0006900, 0006901, 720490, 0007691

Sign In Sheet

Final Concept Team Mtng - SR 92 Feb 11, 2010

Name	Organization	Email
Bill Dungan	GDOT	bdungan@dot.ga.gov
Jill Franks	GDOT - Roadway Design	jfranks@dot.ga.gov
Chuck Hasty	GDOT - Roadway Design	chasty@dot.ga.gov
Nyal O'Brien	GDOT - Roadway Design	nobrien@dot.ga.gov
Ronald Dailey	GDOT	rdailey@dot.ga.gov
Scotty Swafford	Colonial Pipeline Co	sswafford@colpipe.com
Kevin Raley	Colonial Pipeline	kraley@colpipe.com
Jack Gilleland	Colonial Pipeline	jgillela@colpipe.com
Stanley McCarley	D6 Traffic Op.	smccarley@dot.ga.gov
Jennifer Deems	D6-GDOT Utilities	jdeems@dot.ga.gov
Kerry Bonner	D6 Utilities	kbonner@dot.ga.gov.
Kathy Stallard	PCDOT Pic-Con	kstallard@paulding.gov
Erica Parish	"	eparish@paulding.gov
Jun Birnkammer	GDOT Utilities	jbirnkammer@dot.ga.gov
David Wyatt	Norfolk Southern	dave.wyatt@nscorp.com
Richard Crowley	GDOT - Utilities	RCROWLEY@DOT.GA.GOV
Bryan Lott	GDOT - D7 Survey	BLOTT@DOT.GA.GOV
E.L. Jackson	Norfolk Southern	ernest.jackson@NSCorp.com
Michael Hester	GDOT ENV	MHESTER@DOT.GA.GOV
Chris Rideout	CROY ENGINEERING	CRIDEOUT@CROYENGINEERING.COM
Carl Jones	Georgia Power	
Max Laurenceau	Comcast	MAXIME-LAURENCEAU@CABLE.COMCAST.COM
Melanie Orr	Croy	morr@croyengineering.com
Randy Hussey	DCDOT	rhussey@co.douglas.ga.us
Lakenya Rapley	GDOT D7 Util	lrapley@dot.ga.gov
John Sell	Ga. Power	jbell@southernco.com
Miguel Baca	DDCWSA	mbaca@ddcwsa.com

PI 0006900, 0006901
720970, 0007691

Sign In Sheet

Final Concept Team Mtg - SR 92 Feb 11, 2010

Name	Organization	Email
JEFF NOLES	CITY OF DOUGLASVILLE	noles@ci.douglasville.ga.us
Jan Phelps	GDOT. Utilities	japhelps@dot.ga.gov
Mike Lobdell	GDOT D7	mlobdell@dot.ga.gov
Chris Reece	GDOT D7	creece@dot.ga.gov
Kaycee Mertz	GDOT-Planning	KMertz@dot.ga.gov
CHRIS SMITH	GREYSTONE POWER	Chris.Smith@greystonepower.com
MICHAEL CRATON	GREYSTONE POWER	michael.craton@greystonepower.com
DONNA VIA	GA POWER	dtvia@southernco.com
Bill Osborne	City of Douglasville	osborneb@ci.douglasville.ga.us
Yolanda Pride-Fosty	GDOT D7 Utilities	ypride@dot.ga.gov
MICHAEL K. HILL	GDOT D7/D3	MICHILL@DOT.GA.GOV
KELLY Griffin	DCDOT	Kgriffin@Douglas.ga.us
Robert Edson	DCDOT	JEIDSON@Douglas.ga.us
KEY PHILLIPS	GDOT	KPHILLIPS@DOT.GA.GOV
LENICIA ROGERS	GDOT	lrogers@gadot.gov
DWAYNE MADDOX	GDOT	DWMADDOX@DOT.GA.GOV
FRED BABB	AGL	FBABB@AGLRESOURCES.COM

PI 0006900, 0006901, 720970, 0007691

Sign In Sheet

Final Concept Team Mtng - SR92 Feb 11, 2010

Name	Organization	Email
Greg Teague	Croy Engineering	gteague@croyengineering.com
Raymond Chandler	GDOT	rchandler@dot.ga.gov
Neal O'BRIEN	GDOT Roadway	nobrien@dot.ga.gov
LOREN BARTLETT	GDOT	lbartlett@dot.ga.gov
Wesley Brock	GDOT	wbrock@dot.ga.gov
Richard Fangman	Jacobs	Richard.Fangman@Jacobs.com
Sam KUNKOL	GEORGIA POWER	SDKUNKOL@SOUTHERNCO.COM
GARY WESTMORELAND	DCDOT	gwestmoreland@co.douglas.ga.us
Ray Formby	D.D.C.W.S.A	rformby@D.D.C.W.S.A.

SR 92 MEETING COMMENTS/QUESTIONS

Project Number: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)
PI NO.: 0006900, 0006901, 720970-, and 0007691
COUNTY/COUNTIES: Douglas & Paulding Counties

SUBJECT: Final Concept Team Meeting
DATE: Thursday, February 11, 2010
TIME: 10:00 AM – 12:00 NOON

NOTE: *The questions/comments below will be added to the concept team meeting minutes and may be incorporated into the projects if it is feasible.*

NAME DWAYNE MADDOX	**Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects**

QUESTIONS/COMMENTS

GDOT TRAFFIC OPERATIONS WILL NEED THE FOLLOWING FOR TRAFFIC SIGNALS:

- T.E. STUDY
- SIGNAL WARRANT ANALYSIS
- SYNCHRO ANALYSIS

SR 92 MEETING COMMENTS/QUESTIONS

Project Number: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)
PI NO.: 0006900, 0006901, 720970-, and 0007691
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NAME Kelly Griffin	**Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects**

QUESTIONS/COMMENTS

Could the 20' medians be made smaller to provide 12' lanes for Truck Traffic?

SR 92 MEETING COMMENTS/QUESTIONS

Project Number: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)
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NAME Gary Westmoreland DCDOT	**Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects**

QUESTIONS/COMMENTS

Has the impact of reducing lane width from 12' to 11' been considered relative to truck traffic, capacity, safety, etc. since this will be a major truck route?

SR 92 MEETING COMMENTS/QUESTIONS

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NAME	**Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects**
Robert Eidson	

QUESTIONS/COMMENTS

please ensure that all intersections are mast arm and unpainted galvanized poles.

SR 92 MEETING COMMENTS/QUESTIONS

Project Number: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)
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NAME John Sell	**Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects**

QUESTIONS/COMMENTS

Early identification of final route - so we can determine what utility poles need to be relocated - prior rights researched, contracts signed, new right-of-way acquired. This takes time so early communication is critical.

SR 92 MEETING COMMENTS/QUESTIONS

Project Number: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)
PI NO.: 0006900, 0006901, 720970-, and 0007691
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NAME FRED BABB - AGL	**Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects**

QUESTIONS/COMMENTS

ATLANTA GAS LIGHT SHOULD HAVE MINIMAL IMPACT ON THE PROJECT. THERE ARE NO LARGE DIAMETER OR HIGH PRESSURE MAINS WITHIN THE PROJECT LIMITS. AGL'S MOST SIGNIFICANT IMPACT IS THAT WE ~~AR~~ CURRENTLY HAVE GAS MAIN ATTACHED TO EACH OF THE BRIDGES THAT WILL BE WIDENED/REPLACED. WE WOULD LIKE PROVISION TO ATTACH TO THE NEW BRIDGES.

SR 92 MEETING COMMENTS/QUESTIONS

Project Number: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)
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NAME Bill Osborne	**Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects**

QUESTIONS/COMMENTS

Douglasville City Manager

I understand from Larry that GDOT plans to talk with Congressman Scott's office re: pedestrian bridges. I just want to be sure this is addressed between GDOT & Cong. Scott's office before we get to the PHOH.

SR 92 MEETING COMMENTS/QUESTIONS

Project Number: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)
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NAME	Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects
DAVID HYATT / HS	

QUESTIONS/COMMENTS

Comment: Reference to CSXT in slide presentation and elsewhere should be HS

Comment: Cross Section of Ravenwood Bridge needs to be revised to indicate a total of 3 tracks. 2 existing and 1 future.

SR 92 MEETING COMMENTS/QUESTIONS

Project Number: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)
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NAME	Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects

QUESTIONS/COMMENTS

DDCWSA (Douglasville - Douglas County Water and Sewer Authority) is in charge of maintaining the stormwater system throughout the Douglas County; with exception of State Routes and Interstates.
DDCWSA Requires stormwater management plan in all projects that DDCWSA maintains
Please include storm water management plan in all areas that are going to be maintained by DDCWSA. (County and City R/W)
DDCWSA needs asistance with the relocation of Water and Sewer utilities associated with the construction of all phases of the project.

SR 92 MEETING COMMENTS/QUESTIONS

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NAME Stan McCarley QUESTIONS/COMMENTS	**Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects**

Verify Mile Post for begin project. RC Applets has Malone Road at MP 12.73.

Do 11-foot lanes need to have design exception?

SR 92 MEETING COMMENTS/QUESTIONS

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NAME	Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects

QUESTIONS/COMMENTS

Ø4 ON HWY. 92 JUST NORTH OF CAVE SPRING RD. ARE 3-230KV TRANSMISSION STRUCTURES. THESE STRUCTURES HAVE ANCHORS & GUYS. THESE STRUCTURES ARE VERY COSTLY TO MOVE/ADJUST. THE FIELD ON THE OPPOSITE SIDE OF ROAD IS CLEAR. I RECOMMEND WIDENING THE ROAD TO THE EAST.

DOWNTOWN SECTION, Ø3, THERE LOOKS TO BE A STRUCTURE IN CONFLICT. AGAIN, IF YOU CAN AVOID IT, A SAVINGS TO PROJECT.

Agenda

Final Concept Team Meeting
February 11, 2010 10:00 am – 12:00 noon
Douglasville Downtown Conference Center

CSSTP-0006-00(900), P.I. No. 0006900, Douglas County
SR 92 Bridge Underpass @ SR 5/US 78 Including RR – Phase I
CSSTP-0006-00(901), P.I. No. 0006901, Douglas County
SR 92 Relocation from Durelee Lane to SR 5/US 78/Bankhead HWY– Phase II
STP00-0186-01(011), P.I. No. 720970-, Douglas County
SR 92 Relocation from Strickland Street to Malone Road – Phase III
CSSTP-0007-00(691), P.I. No. 0007691 Douglas, & Paulding Counties
SR 92 from CS 502/Brown Street to CS 519/Nebo Road – Phase IV (Segment I)

Introductions & Sign in

Peter Emmanuel – GDOT Project Manager
Project Overview/Scope/Schedule/Budget Status

Neal O'Brien – GDOT Design Group Manager
Brief Project History/Background Overview

Greg Teague/Chris Rideout/Melanie Orr – Croy Engineering
Concept Layout & Report/Environmental Document/Mitigation Plan status

Richard Fangmann – Jacobs
Traffic Engineering study/diagram status/Signal status

Questions/Comments Session:
Action Items from the last Concept Team meeting
Changes since the last Concept Team meeting
Future of projects

February 11, 2010

FACT SHEET

Project Nos.: GDOT Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties
P.I. Nos.: 720970, 0006900, 0006901 and 0007691

Description: The project is a proposal to widen and reconstruct existing SR 92 from a point just south of Durelee Lane in the City of Douglasville, Douglas County, to Nebo Road in the City of Hiram, Paulding County. From Durelee Lane to just south of Malone Road, the proposed roadway would be constructed on new location and would provide a grade separated crossing at US 78/Bankhead Highway, the Norfolk Southern Railroad, and Strickland Street. The total project length would be approximately 9.27 miles.

From Durelee Lane to Malone Road, the proposed roadway would consist of six 11-ft. travel lanes, three in each direction, separated by a 20-ft. raised median with curb, gutter, a sidewalk on the west side and a multiuse trail on the east side of the roadway. From Malone Road to Bill Carruth Parkway, SR 92 would consist of six 11-ft. travel lanes, three in each direction, separated by a 20-ft. raised median and would have 10-ft. shoulders on both sides, 6.5-ft. paved that would be striped for bike lanes. From Bill Carruth Parkway to Nebo Road, the proposed project would consist of four 11-ft. travel lanes, two in each direction, separated by a 20-ft. raised median and would have 10-ft. shoulders on both sides, 6.5-ft. paved that would be striped for bike lanes.

The proposed project would include an up-grade and relocation of the existing railroad crossing at McCarley Street as well as the closing of the existing at-grade railroad crossings located at Brown Street, Mozley Street, and SR 92/Dallas Highway/Campbellton Street. With the exception of the Brown Street crossing, which must be closed for staging purposes during construction, the railroad crossing closings would not occur until the new grade separated crossing and the upgraded McCarley Street crossing are open to traffic.

Existing Typical Section:

- The SR 92 corridor varies with 5-lane, 4-lane and 2- lane sections.

Proposed Typical Section:

- SR 92 Realignment from Durelee Lane to Malone Road consists of six 11-foot lanes with a 20-foot raised median, and 12-foot shoulders with curb and gutter and 5-foot sidewalks on the west side and 15-foot shoulders consisting of curb, gutter, and an 10-foot multiuse trail on the east side. Left turn only lanes will be added within the width of the median where required. Right turn only lanes will be added where required.
- SR 92 Typical Section from Malone Road to Bill Carruth Parkway consists of six 11-foot lanes with a 20-foot raised median, with 6.5-foot paved outside shoulder on both sides. SR 92 Typical Section from Bill Carruth Parkway to Nebo Road consists of four 11 foot lanes with a 20 foot raised median, with 6.5-foot paved outside shoulder on both side. Left turn only lanes will be added within the width of the median where required. Right turn only lanes will be added within the shoulder where required.

Speed Design:

- 45 MPH – From Durelee Lane to Malone Road
- 55 MPH – From Malone Road to Nebo Road

Tentative Schedule:

- EA/FONSI approved Fall 2010
- Preliminary Engineering beginning Summer 2010
- R/W Acquisition FY 2012
- Construction FY 2015 and 2016

Construction Time: 60 mos.
Sound Barrier Walls (Noise Wall): Sound Barrier Walls are proposed as shown on the Layout. Currently 10 walls are proposed.

Approximate Total Cost:	Construction	$72,369,060	
	ROW	$65,504,500	
	Total	$137,873,560	
	Utilities	$5,503,917 (Reimbursable)	$11,218,267 (Non-Reimbursable)

Estimated Existing Right-of-Way:

- SR 92 - 100'
- Side Roads - Varies

Estimated Proposed Right-of Way:

- SR 92 – Varies 114' to 150'
- Side Roads - Varies

Table 1 - Automobile Crash Rates on SR 92

SR 92 Crash Analysis Section	AADT	Distance (mile)	Annual VMT	Year 2006 # of Accident	Year 2006 Crash Rate (100MVMT)	Year 2007 # of Accident	Year 2007 Crash Rate (100MVMT)	Year 2008 # of Accident	Year 2008 Crash Rate (100MVMT)
SR 92 from Nebo Road to Brownsville Road	17,789	4.64	30,127,450	99	329	109	446	84	369
SR 92 from Brownsville Road to US 78 (Broad Street)	16,677	6.2	37,740,051	82	217	92	264	63	186
SR 92 from US 78 (Broad Street) to I-20	26,358	1.55	14,912,039	153	1,026	158	1054	119	805
US 78 (Broad Street) from Rose Avenue to Huey Road	15,597	1.57	8,937,861	83	929	81	927	71	834

Statewide Urban Minor Arterial Average: 471 crashes per 100 million vehicle miles of travel (100MVMT), based on 2008 data.

Environmental: The environmental studies are completed, except for a history survey update that was submitted to GDOT on 2.4.10. The Draft EA was submitted to GDOT on 2.5.10. The draft revised mitigation plan was submitted to GDOT on 2.5.10. Eighteen streams, two ponds and eleven wetlands are located in the project area. Approximately 1,056 feet of stream impacts, no impacts to ponds and 1.98 acres of wetland impacts are anticipated. Currently, ten noise walls are proposed as shown on the layout.

SR 92 Projects Changes Since the Last Concept Team Meeting:

Since the last Concept Team Meeting held on March 05, 2008, several changes have been incorporated into the project. Many changes were made based on recommendations from the Value Engineering (VE) Study. These include; reducing the travel lanes from 12-ft. to 11-ft. throughout the project corridor, the 24-ft. raised median previously proposed from Malone Road to Nebo Road has been reduced to a 20-ft. raised median, changed the 8' sidewalk to a 10' asphalt multi-use trail, and access to Brown Street has changed; previously, access to Brown Street from the new SR 92 was from the western end of Brown Street. As a result of the VE Study, access has been revised to now be located at the intersection of Colquitt Street with the new SR 92, creating a four-way intersection.

Since the last Concept Team Meeting in 2008, feedback has been received from the community as to how the projects could be improved. As a result, several changes have been incorporated into the projects that would increase the benefits and reduce the impacts that the proposed projects would have on the community. These changes include, but are not limited to, the following provisions:

- cul-de-sacs at Cone and Green Streets and a noise wall along the south side of the new SR 92 roadway from Colquitt Street to Malone Street,
- pedestrian railroad crossings at Mozley Street and SR 92/Dallas Highway (also referred to as Campbellton Street crossing),
- the extension of sidewalks to Malone St. to provide pedestrian access between the proposed cul-de-sac on Dallas Highway and the new tie-in between the new SR 92 and Dallas Highway,
- a new sidewalk between Davis Drive and the new SR 92 and
- Sidewalks will be provided on the north side of Brown Street where Brown Street will be located north of the new SR 92 roadway.

Many of these changes resulted in the proposed Mitigation Plan.

Action Items from the Last Concept Team Meeting on the SR 92 Projects:

- Revised/Replacement Concept Report for 6 proposed lanes for the first 3 phases.
- New Concept Report for the 4th phase.
- Proposed signal at the intersection of SR 92 and Brown Street.
- Design exceptions/variances requirement due to Intersection (SR 92 and Fairburn Road, SR 92 and Hospital Drive) Spacing of less than 1000 feet.
- Design exception required for Minimum Centerline radius for Hospital Drive at SR 92, SR 92 to US 78/Broad Street Connector road, Brown Street at SR 92.
- Emergency Access for fire station located between Autry Circle and Malone Road.
- Bike lane accommodation for Phase 4.
- Water and Sewer as SUE project…Underground Utilities…Gravity flow issues.
- Colonial Pipeline 36 inch petroleum line extension near Pine Valley Road and Ridge Road.
- Greystone Power question on the height and clearance of traffic signal lights.
- Research into utilities on the Railroad R/W…are there any.

Georgia Department of Transportation

SR 92 Realignment - Phase I (Middle Section)

Proj. No.: **CSSTP-0006-00(900)** Project: **SR 92 Realignment - Phase I (Middle Section)**

PI No.: **0006900** County: **Douglas**

Project Concept Data

Concept Description

SR 92 Bridge Underpass @ SR 5/US 78 Including Railroad

Roadway

Mainline Functional Classification	Urban Minor Arterial	(Principal Arterial, Minor Arterial, Collector, Local)
Rural or Urban	Urban	
Terrain	Rolling	(Level, Rolling, Mountainous)

	Length in Miles	New Location	Widening	Overlay	No. Lanes	Design Speed	Design Classification	Access	Outside Shoulder Type	Median Type	Median Width	Profile Change	Approx AADT
SR92	0.3	x			6	45	Arterial	By Permit	C&G	Raised	20 ft	Y	38,440
Subtotal Mainline Length	0.3												
Ellis Street	0.2	x			2	30	Collector	By Permit	C&G	None		Y	580
Ramp to Bankhead Hwy	0.2	x			4-6	25	Collector	By Permit	C&G	Raised	20 ft	Y	19,100
Cul de Sac Dorsett St.	0.1		x	x	2	25	Local	Uncontrolled	C&G	None		N	
Brown Street R.R. Crossing Closure	0.1				2	25	Collector	By Permit	Grass	None		N	
US 78/ Bankhead Hwy	0.6		x	x	4-6	45	Arterial	By Permit	C&G	Raised	20 ft	N	30,500
E. Strickland Street	0.6			x	2	30	Local	Uncontrolled	Grass	None		N	
Subtotal Side Road Length	1.7						Local	Uncontrolled	Paved	Flush			
Total Roadway Length	**2.0**	Miles					Collector	By Permit	C&G	Raised			
							Arterial	Partial Control	Grass	Grassed			
							Freeway	Full Control		None			

No. of Interchanges	0		
No. of Unsignalized Intersections	1	(Include At-Grade Intersections that are	
No. of Signalized Intersections	3	part of the Interchanges counted above)	
No. of Parcels	40	20	Parcels per Total Roadway Mile
No. of Driveways	10	5	Driveways per Total Roadway Mile
Construction Plan Scale 1" =	20	Feet	(20, 50, 100)

Georgia Department of Transportation

SR 92 Realignment - Phase I (Middle Section)

Proj. No.: **CSSTP-0006-00(900)** Project: **SR 92 Realignment - Phase I (Middle Section)**

PI No.: **0006900** County: **Douglas**

Bridges & Walls

Bridge No.	Name or Description	Bridge Type Carry	Bridge Type Over	Hydraulic Study Req'd	Total Length Feet	Width Feet	Bridge Jacking Req'd?
Proposed Bridge under US78/Bankhead Hwy			x	No	182	82	
Proposed Bridge under Norfolk Southern R.R.			x	No	182	36	
Proposed Bridge under E. Strickland Street			x	No	182	36	

Wall No.	Name or Description	Wall Type Side	Wall Type Noise	Hydraulic Study Req'd	Total Length Feet	Height Feet	Depth
Proposed	Retaining wall along west side of SR 92 Realignment	x		No	300	10-20	
	just south of US 78/East Broad Street bridge						
Proposed	Retaining wall along west side of SR 92 Realignment	x		No	250	10-20	
	just north of East Strickland Street bridge						
Proposed	Retaining wall along east side of SR 92 Realignment	x		No	250	10-20	
	just north of East Strickland Street bridge						

For each bridge, enter detailed description on the 'Brdg Descrip' sheet.

Environmental

Environmental Document Type?	EA	No. of Wetland Crossings	0
Section 4(f) Document Req'd?	No	No. of Stream Crossings	1
No. of Section 4(f) Properties	3	Fish/Mussel or Specialized T&E Survey?	No
No. of Public Park/Recreation/Wildlife Refuge Sites	0	Time Sensitive T&E Species?	No
No. of Historic Sites	3	404 Permit Req'd?	yes
No. of Archaeologic Sites	0	PAR Req'd?	yes
No. of Arch. Sites with High Probability	0	Floodplain Involvement	No
No. of Arch. Sites to be Tested	0	No. of USTs/Hazardous Waste Sites	2
No. of Federally Owned Properties	0	Noise Analysis Req'd?	yes
No. of Cemeteries	0		
No. of Churches/Community Sites	3		
Environmental Justice (EJ) Potential?	yes		

Other Permits Req'd

Georgia Department of Transportation

SR 92 Realignment - Phase I (Middle Section)

Proj. No.: **CSSTP-0006-00(900)** Project: **SR 92 Realignment - Phase I (Middle Section)**

PI No.: **0006900** County: **Douglas**

Utilities

Existing Utilities	Overhd Present?	Underground Present?	Length (feet)
Electrical	yes		
Communications	yes		
Gas		yes	
Sanitary Sewer		yes	
Water		yes	
Transmission - Electrical			
Transmission - Petroleum			

Level	Length (feet)	No. of Test Holes
A		15
B	36,000	
C	18,000	
D		
TOTAL	**54,000**	**15.0**

Utility Impact Rating		(Low, Medium, High)
No. of Utility Poles	150	

Refer to Utility Impact Rating Form (to be completed by Dept. Personnel)

Geotechnical

Length of Soil Survey (feet)	1,700
No. of Wall Sites	3
Length of Wall Survey (feet)	800
No. of Bridge Sites	3
Total No. of Bridge Bents	15
No. of Existing Pavement Corings	6

No. of Phae II Envir. Site Assessments - Industrial/Commercial	TBD
No. of Phae II Envir. Site Assessments - USTs	TBD

Right of Way Acquisition

Parcels Affected	No.
Residential - No Relocation	2
Residential - Relocation	33
Commercial - No Relocation	
Commercial - Relocation	4
NPO/Government - No Relocation	
NPO/Government - Relocation	
TOTAL	**39**

Estimate of Condemnation Cases	

Georgia Department of Transportation

SR 92 Realignment - Phase II (South Section)

Proj. No.: **CSSTP-0006-00(901)** Project: **SR 92 Realignment - Phase II (South Section)**

PI No.: **0006901** County: **Douglas**

Project Concept Data

Concept Alternatives

SR 92 Relocation from Durelee Lane to SR 5/US 78/Bankhead Highway

Roadway

Mainline Functional Classification	Urban Minor Arterial	(Principal Arterial, Minor Arterial, Collector, Local)
Rural or Urban	Urban	
Terrain	Rolling	(Level, Rolling, Mountainous)

	Length in Miles	New Location	Widening	Overlay	No. Lanes	Design Speed	Design Classification	Access	Outside Shoulder Type	Median Type	Median Width	Profile Change	Approx AADT
SR 92	1.6	X	X		6	45	Arterial	By Permit	C&G	Raised	20 ft	Y	48,030
Subtotal Mainline Length	1.6												
Dorsett St	0.1		x	x	2	25	Local	Uncontrolled	C&G	None		N	
Cooper St	0.2	x	x		2	45	Local	Uncontrolled	C&G	None		Y	8,840
Hospital Dr	0.3	x	x	x	4	45	Collector	By Permit	C&G	Raised	20 ft	N	16,310
Fairburn Rd	0.3	x	x	x	4	45	Arterial	By Permit	C&G	Raised	20 ft	N	15,920
Durelee Lane	0.1			x	3	35	Local	Uncontrolled	C&G	None		N	9,410
Plaza Ninety Two Dr	0.1			x	3	25	Local	Uncontrolled	C&G	None		N	3,100
Subtotal Side Road Length	1.1						Local	Uncontrolled	Paved	Flush			
Total Roadway Length	**2.7**	Miles					Collector	By Permit	C&G	Raised			
							Arterial	Partial Control	Grass	Grassed			
							Freeway	Full Control		None			

No. of Interchanges	0		
No. of Unsignalized Intersections	1	(Include At-Grade Intersections that are	
No. of Signalized Intersections	6	part of the Interchanges counted above)	
No. of Parcels	34	13	Parcels per Total Roadway Mile
No. of Driveways	40	15	Driveways per Total Roadway Mile
Construction Plan Scale 1" =	20	Feet	(20, 50, 100)

Georgia Department of Transportation

SR 92 Realignment - Phase II (South Section)

Proj. No.: **CSSTP-0006-00(901)** Project: **SR 92 Realignment - Phase II (South Section)**

PI No.: **0006901** County: **Douglas**

Bridges & Walls

Bridge No.	Name or Description	Bridge Type Carry	Bridge Type Over	Hydraulic Study Req'd	Total Length Feet	Width Feet	Bridge Jacking Req'd?

Wall No.	Name or Description	Wall Type Side	Wall Type Noise	Hydraulic Study Req'd	Total Length Feet	Height Feet	Depth
1	West (left) side of SR 92 Realignment between Hospital Dr & Cooper St		x	No	730	12	
2	East side of SR 92 Realignment between Cooper St & US 78/East Broad Street ramp		x	No	520	12	

For each bridge, enter detailed description on the 'Brdg Descrip' sheet.

Environmental

Environmental Document Type?	EA	No. of Wetland Crossings	0	Other Permits Req'd	
Section 4(f) Document Req'd?	No	No. of Stream Crossings	1		
No. of Section 4(f) Properties	0	Fish/Mussel or Specialized T&E Survey?	No		
No. of Public Park/Recreation/Wildlife Refuge Sites	0	Time Sensitive T&E Species?	No		
No. of Historic Sites	0	404 Permit Req'd?	yes		
No. of Archaeologic Sites	0	PAR Req'd?	yes		
No. of Arch. Sites with High Probability	0	Floodplain Involvement	No		
No. of Arch. Sites to be Tested	0	No. of USTs/Hazardous Waste Sites	2		
No. of Federally Owned Properties	0	Noise Analysis Req'd?	yes		
No. of Cemeteries	0				
No. of Churches/Community Sites	0				
Environmental Justice (EJ) Potential?	yes				

Georgia Department of Transportation

SR 92 Realignment - Phase II (South Section)

Proj. No.: **CSSTP-0006-00(901)** Project: **SR 92 Realignment - Phase II (South Section)**

PI No.: **0006901** County: **Douglas**

Utilities

Existing Utilities	Overhd Present?	Underground Present?	Length (feet)
Electrical	yes	yes	
Communications	yes	yes	
Gas		yes	
Sanitary Sewer		yes	
Water		yes	
Transmission - Electrical			
Transmission - Petroleum			

Level	Length (feet)	No. of Test Holes
A		10
B	15,000	
C	10,000	
D		
TOTAL	**25,000**	**10.0**

Utility Impact Rating		(Low, Medium, High)
No. of Utility Poles	50	

Refer to Utility Impact Rating Form (to be completed by Dept. Personnel)

Geotechnical

Length of Soil Survey (feet)	2,000
No. of Wall Sites	
Length of Wall Survey (feet)	
No. of Bridge Sites	
Total No. of Bridge Bents	
No. of Existing Pavement Corings	6

No. of Phae II Envir. Site Assessments - Industrial/Commercial	
No. of Phae II Envir. Site Assessments - USTs	

Right of Way Acquisition

Parcels Affected	No.
Residential - No Relocation	2
Residential - Relocation	7
Commercial - No Relocation	2
Commercial - Relocation	20
NPO/Government - No Relocation	
NPO/Government - Relocation	
TOTAL	**31**

Estimate of Condemnation Cases	

Georgia Department of Transportation

SR 92 Realignment - Phase III (North Section)

Proj. No.: **STP00-0186-01(011)**
PI No.: **720970**

Project: **SR 92 Realignment - Phase III (North Section)**
County: **Douglas**

Project Concept Data

Concept Alternatives

SR 92 Relocation from Strickland Street to Malone Road

Roadway

Mainline Functional Classification	Urban Minor Arterial	(Principal Arterial, Minor Arterial, Collector, Local)
Rural or Urban	Urban	
Terrain	Rolling	(Level, Rolling, Mountainous)

	Length in Miles	New Location	Widening	Overlay	No. Lanes	Design Speed	Design Classification	Access	Outside Shoulder Type	Median Type	Median Width	Profile Change	Approx AADT
SR 92	1.3	X	X		6	45	Arterial	By Permit	C&G	Raised	20 ft	Y	47,850
Subtotal Mainline Length	1.3												
Brown St (West)	0.2	x			2	25	Local	Uncontrolled	C&G	None		N	
Brown St (East)	0.4		x		2	25	Local	Uncontrolled	C&G	None		Y	
Colquitt St	0.1		x		2	25	Local	Uncontrolled	C&G	None		N	1,210
Green St	0.1		x		2	25	Local	Uncontrolled	C&G	None		N	110
Cone St	0.1		x		2	25	Local	Uncontrolled	C&G	None		N	120
Malone St (South)	0.1		x	x	2	25	Local	Uncontrolled	C&G	None		N	160
Malone St (North)	0.3	x			3	45	Collector	Uncontrolled	C&G	None		Y	14,700
Davis Dr	0.3	x		x	2	25	Local	Uncontrolled	C&G	None		Y	
John Clark Dr	0.1			x	2	25	Local	Uncontrolled	C&G	None		N	
Dallas Hwy Cul De Sac	0.1	x	x	x	2	25	Local	Uncontrolled	C&G	None		N	
Autry Circle	0.1			x	2	25	Local	Uncontrolled	C&G	None		N	
Malone Rd	0.1		x	x	3	25	Local	Uncontrolled	C&G	None		N	3,300
Mozley St RR Crossing Closure	0.1				2	25	Local	By Permit	Grassed	None		N	
SR92/Dallas Hwy RR Crossing Closure	0.1				3	25	Local	By Permit	Grassed	None		N	
McCarley St RR Crossing Relocation	0.1	x			3	25	Local	By Permit	Grassed	None		Y	
Subtotal Side Road Length	2.3						Local	Uncontrolled	Paved	Flush			
Total Roadway Length	**3.6**	Miles					Collector	By Permit	C&G	Raised			
							Arterial	Partial Control	Grass	Grassed			
							Freeway	Full Control		None			

No. of Interchanges	0		
No. of Unsignalized Intersections	6	(Include At-Grade Intersections that are	
No. of Signalized Intersections	3	part of the Interchanges counted above)	
No. of Parcels	60	17	Parcels per Total Roadway Mile
No. of Driveways	30	8	Driveways per Total Roadway Mile
Construction Plan Scale 1" =	20	Feet	(20, 50, 100)

Georgia Department of Transportation

SR 92 Realignment - Phase III (North Section)

Proj. No.: **STP00-0186-01(011)**
PI No.: **720970**

Project: **SR 92 Realignment - Phase III (North Section)**
County: **Douglas**

Bridges & Walls

Bridge No.	Name or Description	Bridge Type Carry	Bridge Type Over	Hydraulic Study Req'd	Total Length Feet	Width Feet	Bridge Jacking Req'd?

Wall No.	Name or Description	Wall Type Side	Wall Type Noise	Hydraulic Study Req'd	Total Length Feet	Height Feet	Depth
3	Right side of SR 92 Realignment near west Brown Street & Colquitt Street Intersection		x	No	1800	12	
4	Right side of SR 92 Realignment near east Brown Street before Dallas HWY & Malone Street Intersection		x	No	950	12	
5	Sound Wall from Colquitt Street past Cone Street		x	No	820	12	

For each bridge, enter detailed description on the 'Brdg Descrip' sheet.

Environmental

Environmental Document Type?	EA
Section 4(f) Document Req'd?	No
No. of Section 4(f) Properties	1
No. of Public Park/Recreation/Wildlife Refuge Sites	1
No. of Historic Sites	0
No. of Archaeologic Sites	0
No. of Arch. Sites with High Probability	0
No. of Arch. Sites to be Tested	0
No. of Federally Owned Properties	0
No. of Cemeteries	0
No. of Churches/Community Sites	2
Environmental Justice (EJ) Potential?	EJ

No. of Wetland Crossings	1
No. of Stream Crossings	4
Fish/Mussel or Specialized T&E Survey?	No
Time Sensitive T&E Species?	No
404 Permit Req'd?	yes
PAR Req'd?	yes
Floodplain Involvement	No
No. of USTs/Hazardous Waste Sites	2
Noise Analysis Req'd?	yes

Other Permits Req'd

Georgia Department of Transportation

SR 92 Realignment - Phase III (North Section)

Proj. No.: **STP00-0186-01(011)**
PI No.: **720970**

Project: **SR 92 Realignment - Phase III (North Section)**
County: **Douglas**

Utilities

Existing Utilities	Overhd Present?	Underground Present?	Underground Length (feet)
Electrical	yes	yes	
Communications	yes		
Gas		yes	
Sanitary Sewer		yes	
Water		yes	
Transmission - Electrical			
Transmission - Petroleum			

Level	Length (feet)	No. of Test Holes
A		22
B	60,000	
C	35,000	
D		
TOTAL	**95,000**	**22.0**

Utility Impact Rating		(Low, Medium, High)
No. of Utility Poles	200	

Refer to Utility Impact Rating Form (to be completed by Dept. Personnel)

Geotechnical

Length of Soil Survey (feet)	6,000
No. of Wall Sites	
Length of Wall Survey (feet)	
No. of Bridge Sites	
Total No. of Bridge Bents	
No. of Existing Pavement Corings	6

No. of Phae II Envir. Site Assessments - Industrial/Commercial	
No. of Phae II Envir. Site Assessments - USTs	

Right of Way Acquisition

Parcels Affected	No.
Residential - No Relocation	
Residential - Relocation	20
Commercial - No Relocation	2
Commercial - Relocation	0
NPO/Government - No Relocation	
NPO/Government - Relocation	
TOTAL	**22**

Estimate of Condemnation Cases	

Georgia Department of Transportation

SR 92 Widening - Phase IV (Segment I)

Proj. No.: **CSSTP-0007-00(691)** Project: **SR 92 Widening - Phase IV (Segment I)**

PI No.: **0007691** Counties: **Douglas & Paulding**

Project Concept Data

Concept Alternatives

SR 92 Widening from County Street 502/Brown Street to County Street 519/Nebo Road

Roadway

Mainline Functional Classification	Urban Minor Arterial	(Principal Arterial, Minor Arterial, Collector, Local)
Rural or Urban	Urban	
Terrain	Rolling	(Level, Rolling, Mountainous)

	Length in Miles	New Location	Widening	Overlay	No. Lanes	Design Speed	Design Classification	Access	Outside Shoulder Type	Median Type	Median Width	Profile Change	Approx AADT
SR 92	7.1		x		6	55	Arterial	By Permit	C&G	Raised	20 ft	Y	
Subtotal Mainline Length	7.1												
Malone Road		x			4	35	Collector	Uncontrolled	C&G	None		N	
Cave Springs Road	0.1		x		2	35	Local	Uncontrolled	C&G	None		N	
Maroney Mill Road	0.1			x	2	35	Local	Uncontrolled	Grassed	None		N	
Tidwell Road	0.1			x	2	30	Local	Uncontrolled	Grassed	None		N	
Sweetwater Church Road	0.1		x	x	3	40	Collector	Uncontrolled	C&G	None		N	
Brownsville Road	0.1		x	x	2	35	Arterial	Uncontrolled	C&G	None		N	
Bethel Church Road	0.1			x	2	35	Local	Uncontrolled	Grassed	None		N	
Williams Lake Road (west of SR 92)	0.1		x	x	2	40	Collector	Uncontrolled	Grassed	None		N	
Williams Lake Road (east of SR 92)	0.1		x	x	2	25	Collector	Uncontrolled	Grassed	None		N	
Ridge Road	0.1			x	2	45	Arterial	Uncontrolled	Grassed	None		N	
Pine Valley Road	0.1			x	2	40	Local	Uncontrolled	Grassed	None		N	
Morningside Drive	0.1			x	3	35	Collector	Uncontrolled	Grassed	None		N	
Bill Carruth Parkway	0.1	x	x	x	4	45	Arterial	By Permit	Grassed	Raised		N	
Nebo Road	0.1			x	3	50	Collector	By Permit	Grassed	None		N	
Florence Road	0.1		x	x	2	35	Collector	Uncontrolled	Grassed	None		Y	
Hunter Road	0.1		x	x	2	35	Collector	Uncontrolled	Grassed	None		Y	
Brickleberry Way	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Autry Circle	0.1	x		x	2	25	Local	Uncontrolled	Grassed	None		Y	
Old Dallas Highway	0.1	x		x	2	35	Local	Uncontrolled	Grassed	None		Y	
Taylor Road	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Sweetwater Drive	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Wimberly Way	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Indian Trail Drive	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Enclave Road	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Pilgrim Lane	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Indian Creek Drive	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Ritchfield Drive	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	
Village Drive	0.1			x	2	25	Local	Uncontrolled	Grassed	None		N	

Georgia Department of Transportation

SR 92 Widening - Phase IV (Segment I)

Proj. No.: **CSSTP-0007-00(691)** Project: **SR 92 Widening - Phase IV (Segment I)**

PI No.: **0007691** Counties: **Douglas & Paulding**

Subtotal Side Road Length	2.7	
Total Roadway Length	**9.8**	Miles

No. of Interchanges	0		
No. of Unsignalized Intersections	18	(Include At-Grade Intersections that are	
No. of Signalized Intersections	8	part of the Interchanges counted above)	
No. of Parcels	96	10	Parcels per Total Roadway Mile
No. of Driveways	110	11	Driveways per Total Roadway Mile
Construction Plan Scale 1" =	20	Feet	(20, 50, 100)

Local	Uncontrolled	Paved	Flush
Collector	By Permit	C&G	Raised
Arterial	Partial Control	Grass	Grassed
Freeway	Full Control		None

Georgia Department of Transportation

SR 92 Widening - Phase IV (Segment I)

Proj. No.: **CSSTP-0007-00(691)** Project: **SR 92 Widening - Phase IV (Segment I)**

PI No.: **0007691** Counties: **Douglas & Paulding**

Bridges & Barriers & Culvert

Bridge No.	Name or Description	Bridge Type Carry	Bridge Type Over	Hydraulic Study Req'd	Total Length Feet	Width Feet	Bridge Jacking Req'd?
1	New Bridge over Gothards Creek		x	yes	120	47.2	
2	new Bridge Over Sweetwater Creek		x	yes	280	47.2	
3	Sweetwater Creek Tributary Culvert		x	yes	38	5 x 5	
4	Widening existing Bridge Over Lick Log Creek		x	yes	200	47.2	No

Barriers No.	Name or Description	Barriers Type Side	Barriers Type Noise	Hydraulic Study Req'd	Total Length Feet	Height Feet	Depth
6	West side of SR 92 between Malone Road and Autumn Village		x	No	600	12	
7	East side of SR 92 between Hunter Road and Brownsville Road		x	No	1250	12	
8	East side of SR 92 between Brownsville Road and Sweetwater Drive		x	No	580	12	
9	East side of SR 92 between Sweetwater Drive and Indian Trail		x	No	670	12	
10	East side of SR 92 between Bethel Church Road and Ritchfield Drive		x	No	400	12	

For each bridge, enter detailed description on the 'Brdg Descrip' sheet.

Environmental

Environmental Document Type?	EA	No. of Wetland Crossings	10	Other Permits Req'd	
Section 4(f) Document Req'd?	No	No. of Stream Crossings	12	Stream Buffer Varience Req'd	
No. of Section 4(f) Properties	3	Fish/Mussel or Specialized T&E Survey?	No		
No. of Public Park/Recreation/Wildlife Refuge Sites	0	Time Sensitive T&E Species?	No		
No. of Historic Sites	3	404 Permit Req'd?	yes		
No. of Archaeologic Sites	0	PAR Req'd?	yes		
No. of Arch. Sites with High Probability	0	Floodplain Involvement	yes		
No. of Arch. Sites to be Tested	0	No. of USTs/Hazardous Waste Sites	18		
No. of Federally Owned Properties	0	Noise Analysis Req'd?	yes		
No. of Cemeteries	2				
No. of Churches/Community Sites	5				
Environmental Justice (EJ) Potential?	No				

Georgia Department of Transportation

SR 92 Widening - Phase IV (Segment I)

Proj. No.: **CSSTP-0007-00(691)** Project: **SR 92 Widening - Phase IV (Segment I)**

PI No.: **0007691** Counties: **Douglas & Paulding**

Utilities

Existing Utilities	Overhd Present?	Underground Present?	Length (feet)
Electrical	yes	yes	
Communications	yes		
Gas		yes	
Sanitary Sewer		yes	
Water		yes	
Transmission - Electrical			
Transmission - Petroleum			

Level	Length (feet)	No. of Test Holes
A		22
B	60,000	
C	35,000	
D		
TOTAL	**95,000**	**22.0**

Utility Impact Rating		(Low, Medium, High)
No. of Utility Poles	200	

Refer to Utility Impact Rating Form (to be completed by Dept. Personnel)

Geotechnical

Length of Soil Survey (feet)	35,000
No. of Wall Sites	
Length of Wall Survey (feet)	
No. of Bridge Sites	3
Total No. of Bridge Bents	14
No. of Existing Pavement Corings	35

No. of Phae II Envir. Site Assessments - Industrial/Commercial	
No. of Phae II Envir. Site Assessments - USTs	

Right of Way Acquisition

Parcels Affected	No.
Residential - No Relocation	8
Residential - Relocation	10
Commercial - No Relocation	17
Commercial - Relocation	0
NPO/Government - No Relocation	
NPO/Government - Relocation	
TOTAL	**35**

Estimate of Condemnation Cases	

Attachment 11:

Minutes of Meetings showing support or objection to the concept

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. Nos. 720970, 0006900 0006901, & 0007691 **OFFICE** Environment/Location

DATE November 13, 2006

FROM Harvey D. Keepler, State Environmental/Location Engineer

TO DISTRIBUTION BELOW

SUBJECT Project STP-186-1(11), CSSTP-0006-00(900)(901), & CSSTP-0007-00(691), Douglas & Paulding Counties, Summary of Comments Received During the Public Comment Period - The Widening and Reconstruction of SR 92 from Durelee Lane to Nebo Road

COMMENT TOTALS:
A total of 416 people attended the public information open house held for the subject project on May 30, 2006 at the City of Douglasville Conference Center, located at 6701 Church Street, Douglasville, Georgia. From those attending, 97 comment forms and 8 verbal statements were received. An additional 53 comment forms were received during the ten-day comment period following the meeting, for a total of 158 comments*. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
20	33	31	74

*Two of the comments that are considered uncommitted include a comment from the City of Douglasville Downtown Development Authority and a petition, both of which opposed the proposed railroad crossing closures in downtown Douglasville. The petition includes a total of 503 signatures. However, many of the signatures on the petition were made by individuals who also submitted individual comments. Many commentors commented multiple times.

MAJOR CONCERNS:

- The majority of comments against, uncommitted, and conditional for the proposed project, including the petition, cited opposition to the proposed railroad crossing closures in downtown Douglasville. Many commentors cited economic concerns regarding the viability of the downtown area, safety concerns regarding emergency access into the downtown area, and pedestrian access to/from the downtown area.
- Changes in traffic patterns for vehicles north of the tracks trying to gain access to the upgraded McCarley Street crossing and pedestrian safety in this area, particularly for the school children, are also a major concern.
- Access to Jessie Davis Park from communities that would be located on the west side of the proposed roadway.

OFFICIALS:
Local Government Officials attending included the following:

Mike Mulcare – Douglas County Board of Commissioners
Michael Carter – Councilman, City of Douglasville
John Schildroth – Councilman, City of Douglasville
Tom Worthan – Chairman, Douglas County Board of Commissioners
Callye B. Holmes – Councilperson, City of Douglasville

DISPOSITION OF COMMENTS:
The following represents a break down of a review of comments by the offices to which they pertain:

RESPONSIBLE OFFICE	COMMENT #	PROPOSED RESPONSE
ALL LETTERS	All	Thank you for your input regarding the public information meeting on the proposed project. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project. The attendees of the meeting and those persons sending in comments during the ten day comment period raised the following questions and concerns. The Georgia Department of Transportation (Department) has prepared one response to all comments so that everyone can be aware of the concerns raised and the responses given. Please find the comments, concerns, and questions listed below along with their response.

Responsible Office	COMMENT #	PROPOSED RESPONSE
URBAN DESIGN & ENVIRONMENT/ LOCATION	Comment s 1, 3, 10, 17, 21, 24, 28-31, 34, 35, 37-45, 49, 51, 54, 55, 60, 61, 63, 64, 66, 68, 69, 71-73, 79, 81, 87-90, 92-99, 101, 104-106, 108-117, 120-140, 142, 146-152, 156, & 157 – Opposition to the proposed railroad crossing closures in downtown Douglasville.	The proposed railroad crossing closures in downtown Douglasville have been determined necessary for the safety of the public. The railroad crossings have been determined unsafe and will have to be closed or reconstructed to meet current safety standards. Because of the grade difference between the railroad and US 78/Bankhead Highway, reconstruction of the crossing would result in significant physical impacts to downtown Douglasville. The proposed project would include the upgrade of the existing McCarley Street railroad crossing in downtown Douglasville to provide access to the downtown area.
	Comments 44, 61-64, 85, 92, 93, 105-106, 108-117, 121-140, 145-152, & 157 – Changes in traffic patterns for vehicles north of the tracks trying to gain access to the upgraded McCarley Street crossing and pedestrian safety in this area, particularly for the school children, are also a major concern.	The proposed grade-separated railroad crossing and the upgrade of the McCarley Street crossing would both provide pedestrian crossings of the railroad. The McCarley Street crossing would provide connectivity to the existing sidewalks located north and south of the railroad. The proposed SR 92 roadway would include sidewalks that would extend from I-20, across the tracks, to Nebo Road.

Responsible Office	COMMENT #	PROPOSED RESPONSE
URBAN DESIGN & ENVIRONMENT/ LOCATION CONTINUED	Comments 67 & 154 – Access to Jessie Davis Park from communities that would be located on the west side of the proposed roadway.	As a result of concerns raised during the public comment period, the Department and the City of Douglasville are considering measures that would improve pedestrian safety and access between the Jessie Davis Park and the residential communities that would be located on the west side of the proposed roadway.
	Comments 57, 85, 100 & 155 – Concerns regarding traffic and other disruptions during construction.	Existing traffic patterns would be maintained during construction. Traffic would be maintained using on-site detours. With the exception of the Brown Street railroad crossing, the proposed railroad crossing closures would not occur until the new SR 92 roadway and the upgraded McCarley Street crossing is opened to traffic. For staging purposes, the existing Brown Street railroad crossing would be closed during construction of the US 78/Bankhead Highway underpass.
	Comments 51, 63 & 120 – Recommendation for a western by-pass alignment.	A western alignment was considered for the project. However, any proposed alignment to the west, that would avoid impacts to historic resources, would result in an alignment too far west of the downtown area and would not help draw enough traffic to alleviate congestion in the downtown area.
	Comments 52 and 84 – Concerns regarding the proposal for 6 through lanes and other need and purpose concerns.	The proposed project is needed to alleviate congestion and improve safety on SR 92 from Durelee Lane, just north of I-20, to Nebo Road in the City of Hiram. Federal and state requirements require that projects are constructed to accommodate projected traffic volumes up to 20 years after construction. This requirement helps to ensure that new roadway projects do not need to be considered shortly after project implementation is complete.

Responsible Office	COMMENT #	PROPOSED RESPONSE
URBAN DESIGN & ENVIRONMENT/ LOCATION CONTINUED	Comments 1, 3, 10, 34, 88-90, 94, 98, 99, 105, 106, 108-117, 121-140, 144, 146-149, 151 & 157 – Concerns regarding potential impacts on emergency response times to and through the downtown area.	The proposed project would construct a new, grade-separated crossing providing access to the downtown area, even when the trains are restricting access via the at-grade crossings. In addition, access into the downtown area will be provided at the upgraded McCarley Street crossing and the existing crossing at Rose Avenue. The route through the downtown area may be a little more circuitous; however, traffic flows are expected to improve through the downtown area as a result of reduced through traffic, coordinated signal timing and subsequently reduced queues.
	Comments 43, 44, 46, 47, 53, 59, 73-76, 83, 89, 91, 102, 118, 119, 141, 143, 144, 150, 153 & 156 – These include comments or questions regarding specific properties, other transportation projects, graphic or study requests, requests for shifts and median breaks, etc.	These comments require individualized responses and will be coordinated with the Offices of Urban Design and Environment & Location.
OFFICE OF RIGHT-OF-WAY	Comments 33, 36, 54, 64, 75, 153, 156 & 157 – Concerns regarding displacements and right-of-way requirements, particularly regarding the elderly.	The Department would assist families or individuals in finding and relocating to decent, safe and sanitary housing that is adequate to meet their needs and within their financial means. Assistance would also be given to businesses, farm operators, and nonprofit organizations in relocating to other quarters. This assistance is provided to families, individuals, businesses, farms and nonprofit organizations in the form of moving expenses for relocation. In addition,

Responsible Office	COMMENT #	PROPOSED RESPONSE
		Continued from previous page. owner or tenant occupants of residential housing being displaced would be provided financial assistance for increased costs they may encounter in buying or renting. Owner occupants may also be provided financial assistance for certain other incidental expenses, such as closing costs and increased interest payments required in their purchase of a replacement home.

CROY-MSE will respond to all comments on behalf of the Georgia Department of Transportation and the City of Douglasville.

Please review and email any comments to the responses to Michelle McIntosh (mmcintosh@croymse.com) and copy Christa Wilkinson (christa.wilkinson@dot.state.ga.us) by December 13, 2006.

Attached is a complete transcript of the comments received during the comment period and a copy of the open house handouts.

If you have any questions about the comments, please call Michelle McIntosh at (770) 971-5407.

HDK/mbm

Attachments

DISTRIBUTION W/ ATTACHMENT: Neal O'Brien, GDOT/UD; Greg Hood, GDOT/Dist 6; Chris Woods, GDOT/Dist 7; Christa Wilkinson, GDOT/OEL; Buddy Allison, City of Douglasville; Bill Osborne, City of Douglasville; Richard Fangmann, DWA; Erica Parish, Paulding DOT; Ron Cooper, CROY-MSE

DISTRIBUTION W/OUT ATTACHMENT: David E. Studstill, Jr. P.E., GDOT/Chief Engineer; Kent Sager, GDOT/Dist 6; Curtis DeWayne Comer, GDOT/Dist 6; Mohamed Arafa, GDOT/Dist 6; Bryant Poole, GDOT/Dist 7; Mark McKinnon, GDOT/Dist 7; Mike Lobdell, GDOT/Dist 7; Jim Croy, CROY-MSE

CROY-MSE, LLC

Meeting Minutes

To: Files

From: Michelle McIntosh

CC: Senator Bill Hembree; Jack Tysor, CDBA; Bill Osborne, City Manager, Douglasville; Buddy Allison, City of Douglasville; Glenn Bowman, GDOT/UD; Neal O'Brien, GDOT/UD; Key Phillips, GDOT/Railroad Crossing Manager; Christa Wilkinson, GDOT/OEL; Kristina Nash, GDOT/OEL; Jim Croy, CROY-MSE; Ron Cooper, CROY-MSE; Rod Wilburn, DWA; Richard Fangmann, DWA; John Gondak, DWA

Date: June 27, 2006

Re: STP-186-1(11), CSSTP-0006-00(900)(901) & CSSTP-0007-00(691), Douglas & Paulding Counties, P.I. Numbers 720970, 0006900, 0006901 & 0007691 – The Widening and Realignment of SR 92

A meeting was held on June 19, 2006, from approximately 5:00pm to 7:15pm, at the Regions Bank in downtown Douglasville. The meeting was requested by Senator Bill Hembree on behalf of the Central Douglasville Business Association (CDBA) and the primary purpose of the meeting was to discuss proposed closure of existing railroad crossings in downtown Douglasville, particularly the Dallas Hwy/Campbellton Street crossing, and consumer access to the downtown area after project implementation.

Senator Bill Hembree and representatives from the Georgia Department of Transportation (GDOT) Offices of Urban Design, Environment and Location, and Traffic Operations, as well as representatives from the City of Douglasville, Day Wilburn & Associates (DWA), and CROY-MSE were in attendance to address questions and receive comments from the CDBA. Approximately, 21 individuals from the CDBA attended the meeting (see attached Sign-in Sheets).

The comments and questions received during the meeting have been combined based on similar themes and are presented below with the general responses provided at the meeting. The issues identified below represent the major concerns expressed by the CDBA.

Issue 1 – Economic Viability: Limited access to and complicated routes through the downtown Douglasville area will destroy the economic viability of the downtown area. It makes no sense to direct traffic through all those turns and lights through the downtown area. Consumers choose to do what is easier and quicker. Consumers are not going to choose to access and make their way through the downtown area once the Dallas

Hwy/Campbellton Street railroad crossing is closed and thereby destroying the economic viability of the downtown area. Austell, Rockmart, Villa Rica, and Dallas are all examples of how the proposed project can destroy the economic viability of a downtown area. Concerns were also expressed regarding pedestrian access to the downtown area and impacts to parking in the downtown area.

Response to Issue 1- Economic Viability: The proposed project would construct a new, grade-separated crossing providing access to the downtown area, even when the trains are restricting access via the at-grade crossings. In addition, access into the downtown area will be provided at the upgraded McCarley Street crossing and the existing crossing at Rose Avenue.

The route through the downtown area may be a little more circuitous; however, traffic flows are expected to improve through the downtown area as a result of reduced through traffic, coordinated signal timing and subsequently reduced queues. Studies will be done to determine existing and proposed trip times through the downtown area.

There are varying factors, besides access, that affect the viability of a downtown area. Since two at-grade crossings would remain (McCarley Street and Rose Avenue) and a new underpass would be completed before these closures take place, GDOT does not believe that the proposed at-grade closures would result in significant adverse impacts to downtown Douglasville.

Measures to ensure safe pedestrian access into the downtown area will be considered and incorporated into the project. Pedestrian access at existing Dallas Hwy/Campbellton Street will be considered.

Impacts to parking in the downtown area will be reduced wherever feasible. It is anticipated that the impacts to parking in the downtown area will be minimal.

Issue 2 – Leave the Dallas Hwy/Campbellton Street Crossing Open: Improvements should be made to the existing Dallas Hwy/Campbellton Street crossing so that it can remain open. The existing Dallas Hwy/Campbellton Street crossing is safe for cars. There has not been an accident involving a car at the existing crossing in years. This will be especially true after the realignment of SR 92 and the provision of a grade separated crossing, which will draw much of the through and truck traffic away from the downtown area. Traffic back-up in the downtown area did not exist before the mall was built. Once the traffic between Paulding County and the mall is diverted onto the new SR 92 roadway, there will not be congestion in the downtown area.

Trucks would not attempt to use the existing crossing so often if adequate advance signage was provided. Trucks often do not realize that the crossing is unsafe and prohibited until they are right up on the crossing and have no where else to go. This is particularly true for trucks traveling northbound on Campbellton Street.

If the existing crossing is so unsafe and such a liability, why aren't actions being taken now to improve the situation, such as improved signage? What happened to the short-term

improvements that the City was going to do to improve the existing railroad crossing at Dallas Hwy/Campbellton Street?

Response to Issue 2 – Leave the existing Dallas Hwy/Campbellton Street Crossing Open: The existing crossing has been determined to be unsafe for both cars and trucks and meets the state's criteria for closing. Although the project may result in an inconvenience to motorists, it has been determined that this closing is in the public's best interest. The existing crossing could only remain open if it were upgraded to meet current standards. Upgrading the existing crossing to meet current standards would require either the raising of US 78/Bankhead Hwy. or the lowering of the railroad and Strickland Street. These alternatives would have significant physical effects on the downtown area and the railroad has previously indicated a strong unwillingness to adjust their track elevation to such an extent.

The GDOT District Office will be contacted by Key Phillips to determined if the signage on the state routes can be improved to provide better or sooner information to truck drivers. The City is responsible for signage on city streets such as Campbellton Street including its crossing at the railroad. The minutes from this meeting will be distributed to City Officials so that they may consider your comments regarding the existing signage on Campbellton Street.

The City's short-term solution involved minor laneage improvements at the Dallas Hwy/Campbellton Street crossing and the closing of the existing McCarley Street crossing. It was determined that the proposed improvements at the Dallas Hwy/Campbellton Street were not significant enough to allow the crossing to remain open long term (after a grade separation is completed). After it was determined that the McCarley Street crossing could be relocated to meet current safety standards, the City, GDOT, the railroad, and the Federal Highway Administration (FHWA) agreed to move forward with the current proposal: To relocate the McCarley Street crossing and close the Dallas Hwy./Campbellton Street, Malone, and Brown Street crossings after the relocated SR 92 grade separation project is completed.

Issue 3 – Final Decision on Closing the Dallas Hwy/Campbellton Street Crossing: Why can't the decision to close the Dallas Hwy/Campbellton Street crossing be made after the new underpass is completed and we see the traffic patterns? Has the final decision to close the existing crossing been made already? Is this a done deal? Whose final decision is it? How can we change the decision? What avenues of recourse do we have? How will we know what decisions have been made or if there are any changes to the proposal?

Response to Issue 3 – Final Decision on Closing the Dallas Hwy/Campbellton Street Crossing: A final decision has not been made. As with all major projects, alternatives are explored (including the no-build) and the "final" decision is made only after thoroughly weighing the alternatives, effects, and public input.

Anyone, including the CBDA can continue to oppose the closure of the crossing at Dallas Hwy/Campbellton Street; however, based on federal and state safety standards and the

analysis results so far, it is extremely unlikely that the crossing would be allowed to remain open. The GDOT and City of Douglasville are soliciting recommendations from the public to improve access to and circulation within the downtown area to help minimize impacts to the community.

Opportunities to provide input will be available throughout the project development process. At least two more public meetings will be held for this project. A Public Information Open House similar to the one held in Douglasville on May 30, 2006 will be held in Hiram, currently planned for August. Also, a Public Hearing Open House will be held once the Draft Environmental Assessment (EA) has been approved by the FHWA. The Draft EA will be made available to the public at the Public Hearing Open House. The CBDA will be notified by CROY-MSE, on behalf of the City of Douglasville and GDOT, of the exact time and location of both the Public Information Open House in Hiram and the Public Hearing Open House once the schedules for these meetings have been determined.

If there are significant changes to the proposal from what was presented at the May 30, 2006 Public Information Open House or at the meeting tonight, another Public Information Open House will be held in Douglasville. The CBDA will be notified by CROY-MSE, on behalf of the City of Douglasville and GDOT, of any additional public meetings.

Also, an information phone line has been set up for the proposed project. The number is (678) 569-1717. You may call this number at any time during project development to provide comments and ask questions.

Issue 4 – Railroad Involvement and Coordination: The proposed improvements have not been approved by the railroad. What happens if they do not approve the proposed upgrade at McCarley Street? If the railroad has the ultimate say what gets approved or not, who is defending and protecting our interests with the railroad? Why was the City of Marietta allowed to leave their existing at-grade crossings closed when they constructed two new grade-separated crossings? How much of this cost is absorbed by the railroad?

Response to Issue 4 – Railroad Involvement and Coordination: In accordance with Georgia Law, the railroad must approve any plan that involves interference with the railroad tracks or changing the alignment or grade. Formal approval from the railroad usually comes later in the project development process after more specific design details are available. The proposed improvements have been coordinated with the railroad and approval is anticipated for the McCarley Street upgrade.

It is believed that the grade issues are not as significant a problem in Marietta as they are in Douglasville; however, the particular details of the negotiations with the railroad regarding the addition of the two grade separated crossings are unknown.

In accordance with Georgia Code 646.210.b.3, the railroad share of the project costs shall be 5% for projects that include the elimination of existing at-grade crossings.

Issue 5 – Paulding County Through Traffic: After the project is constructed, how will the people from Paulding County get to the mall? Won't they just hop off on Hospital Drive like they do now?

Response to Issue 5 – Paulding County Through Traffic: The majority of the through traffic will take the new SR 92 roadway. Some vehicles will use Hospital Drive; however, Hospital Drive will be widened soon to 5-lanes. This project's traffic study is based on and coordinated with the ARC's 2030 regional plan. The regional plan takes into account existing and future traffic demands and patterns, as well as existing and proposed transportation facilities.

Issue 6 – Community Impacts: What studies have been done to determine the impacts to the surrounding communities? What are the demographics of the impacted communities?

Response to Issue 6 – Community Impacts: The assessment of impacts to the communities in the project area are on-going. The public outreach process is used to identify impacts to the communities and that outreach process is currently on-going. The demographics of the communities have been determined to date based on census data at the block-group level, information provided by city and county planning documents, and by field surveys of the project area. Communities directly impacted by the project are primarily mixed communities and there may be indirect impacts to minority communities in the project area due to changes in traffic patterns and access to downtown.

Issue 7 – Additional Recommendations: Consider raising or trenching the railroad. Consider improving the proposed turning movement from westbound Strickland Street to southbound McCarley Street. For the new SR 92 roadway, consider landscaping, aesthetically pleasing signage, and other measures to provide a more boulevard-type environment such as Presidential Parkway in Atlanta.

Response to Issue 7 – Additional Recommendations: All reasonable recommendations will be considered and GDOT representatives requested that the CDBA develop a written list of recommendations, issues, study requests, etc., and submit that list to GDOT. GDOT committed to appropriately address each item presented.

MBM

Attachment

STP-186-1(11), CSSTP-0006-00(900)(901), & CSSTP-0007-00(691), Douglas & Paulding Counties
P.I. Nos. 720970, 0006900, 0006901, & 0007691
The Widening and Realignment of SR 92 – Douglasville Business Association 6-19-06

Sign-in Sheet
Please Print

Name	Mailing Address
1. Lynn Hawkins	6501 CHURCH ST Douglasville 30134
2. Jack Yancey	Douglasville Ace Hardware 6530 Church St. 30134
3. Jack Tyson	6556 ADAIR R. 30134
4. Robert Armstrong	4187 Spring St. Douglasville, GA
5. Eva Lawrence	3019 New Haven Ln GA.
6. Janice Parkman	1225 Sycamore Tr, Villa Rica Ga 30150
7. Mark Hemlin	P.O. Box 956 Hiram, Ga 30141
8. Judy Medlock	Campbellton Street Station 8486 Campbellton St, D'ville 30134
9. Vickie Mitchell	6701 E Strickland st Douglasville, GA Mitchell Appliance Co.
10. Nancy Reni	6712 E Broad St Douglasville, GA 30134 Cambeans Cajun Cafe
11. Bill Hadney	4159 Pool Rd Winston, GA 30187
12. Linda Dye	7225 Myrtle Lane Douglasville 30134
13. Callye B Holmes	6754 W Broad St Ste 205 Tocada Museum 30134
14. Sandy Dawson	6636 B Broad St Douglasville

STP-186-1(11), CSSTP-0006-00(900)(901), & CSSTP-0007-00(691), Douglas & Paulding Counties
P.I. Nos. 720970, 0006900, 0006901, & 0007691
The Widening and Realignment of SR 92 – Douglasville Business Association 6-19-06

Sign-in Sheet
Please Print

Name	Mailing Address
1. TERRY MILLER	6680 BROAD ST DOUG. 30134
2. [illegible]	[illegible] Co. [illegible]
3. MARK BINDAH	1122 MEADOWWOOD LN DOUG. 30135
4. MIKE MITCHELL	6701 E STRICKLAND ST DOUG 30134
5. CHARLES CLARK	663a E BROAD ST DOUGLASVILLE
6. Leonard Danley SR	651G Spring St. D'ville
7.	
8.	

STP-186-1(11), CSSTP-0006-00(900)(901), & CSSTP-0007-00(691), Douglas & Paulding Counties
P.I. Nos. 720970, 0006900, 0006901, & 0007691
The Widening and Realignment of SR 92 – Douglasville Business Association 6-19-06

Sign-in Sheet
Please Print

Name	Mailing Address
1. Cathy Davis	6644 Broad St. Douglasville, GA 30134
2.	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. Nos. 720970, 0006900 0006901, & 0007691 **OFFICE** Environment/Location

DATE November 13, 2008

FROM Harvey D. Keepler, State Environmental/Location Engineer

TO DISTRIBUTION BELOW

SUBJECT Project STP-186-1(11), CSSTP-0006-00(900)(901), & CSSTP-0007-00(691), Douglas & Paulding Counties, Summary of Comments Received During the Public Comment Period - The Widening and Reconstruction of SR 92 from Durelee Lane to Nebo Road

COMMENT TOTALS:
A total of 106 people attended the public information open house held for the subject project on August 8, 2006 at the Taylor Farm Park, located at 1380 Pine Valley Road, Powder Springs, Georgia. From those attending, 12 comment forms and 3 verbal statements were received. One additional comment form was received during the ten-day comment period following the meeting, for a total of 16 comments. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
2	8	6	0

MAJOR CONCERNS:
The only major concerns indicated were with regard to right-of-way acquisitions and the distance between the proposed roadway and residences along the corridor.

OFFICIALS:
Local Government Officials attending included the following:

Jerry Shearin, Chairman – Paulding County Board of Commissioners
Carmen Rollins – Mayor of Hiram
Joseph Palmer – Hiram City Treasurer
Wayne Kirby – Paulding County Board of Commissioners
Hal Echols – Paulding County Board of Commissioners

DISPOSITION OF COMMENTS:
The following represents a break down of a review of comments by the offices to which they pertain. A response is not proposed for Comment 13 since no name or address has been provided.

RESPONSIBLE OFFICE	COMMENT #	PROPOSED RESPONSE
ALL LETTERS	All	Thank you for your input regarding the public information meeting on the proposed project. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project. The attendees of the meeting and those persons sending in comments during the ten day comment period raised the following questions and concerns. The Georgia Department of Transportation (Department) has prepared one response to all comments so that everyone can be aware of the concerns raised and the responses given. Please find the comments, concerns, and questions listed below along with their response.
OFFICE OF RIGHT-OF-WAY	Comments 1, 9, 10, 12, 14, 15, & 16 – Concerns regarding displacements and right-of-way requirements.	The Department would assist families or individuals in finding and relocating to decent, safe and sanitary housing that is adequate to meet their needs and within their financial means. Assistance would also be given to businesses, farm operators, and nonprofit organizations in relocating to other quarters. This assistance is provided to families, individuals, businesses, farms and nonprofit organizations in the form of moving expenses for relocation. In addition, owner or tenant occupants of residential housing being displaced would be provided financial assistance for increased costs they may encounter in buying or renting. Owner occupants may also be provided financial assistance for certain other incidental expenses, such as closing costs and increased interest payments required in their purchase of a replacement home.

CROY-MSE will respond to all comments on behalf of the Georgia Department of Transportation and the City of Douglasville.

Please review and email any comments to the responses to Michelle McIntosh (mmcintosh@croymse.com) and copy Christa Wilkinson (christa.wilkinson@dot.state.ga.us) by December 13, 2006.

Attached is a complete transcript of the comments received during the comment period and a copy of the open house handouts.

If you have any questions about the comments, please call Michelle McIntosh at (770) 971-5407.

HDK/mbm

Attachments

DISTRIBUTION W/ ATTACHMENT: Neal O'Brien, GDOT/UD; Greg Hood, GDOT/Dist 6; Chris Woods, GDOT/Dist 7; Christa Wilkinson, GDOT/OEL; Buddy Allison, City of Douglasville; Bill Osborne, City of Douglasville; Richard Fangmann, DWA; Erica Parish, Paulding DOT; Ron Cooper, CROY-MSE

DISTRIBUTION W/OUT ATTACHMENT: David E. Studstill, Jr. P.E., GDOT/Chief Engineer; Kent Sager, GDOT/Dist 6; Curtis DeWayne Comer, GDOT/Dist 6; Mohamed Arafa, GDOT/Dist 6; Bryant Poole, GDOT/Dist 7; Mark McKinnon, GDOT/Dist 7; Mike Lobdell, GDOT/Dist 7; Jim Croy, CROY-MSE

Croy Engineering, LLC

Community Workshop Minutes

To: Files

From: Michelle McIntosh MM

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Jose Whited, Isaac Dodoo, Stephen Maples, Peter Emmanuel, Wates Keller, Laura Rish, Emmanuella Myrthil, Greg Teague, Chris Rideout, Melanie Orr, Shigodta Freeman, Janet Perez-Spinney, Lee Gould, Rebecca Collins

Date: August 6, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – Stakeholder Steering Committee Meeting

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A Stakeholder Steering Committee Meeting was held on August 6, 2009, 10:30am, at the Douglasville Downtown Conference Center. The purpose of the meeting was for project team members to strategize as to who the community stakeholders may be and how to incorporate the stakeholders into the project development process. City Councilwomen LaShun Danley and Callye Burke-Holmes took the opportunity to bring some of the community stakeholders to the meeting, as well. Background information was provided regarding the occurrences at, and follow-up from Congressman Scott's August 1, 2009 Town Hall Meeting and the follow-up meeting held on August 5, 2009 by the GDOT Chief Engineer, Gerald Ross. For more information regarding the meeting, please see the attached agenda and sign-in sheets.

The floor was then opened for a question/answer and comment period with the stakeholders. GDOT representatives requested the following specific information from the stakeholders: 1) What groups or representatives are missing at the stakeholder meeting today, and 2) What information/materials do you need to get the project information out to the public?

The following groups or representatives were identified as stakeholders that were not in attendance: Paulding County, the Downtown Development Authority Board Members, and many of the community churches. These stakeholders will be invited to participate in future stakeholder meetings. It was emphasized that future stakeholder meetings may need to be held in the evenings to accommodate stakeholder schedules.

The following list summarizes the list of informational and material needs recommended by the stakeholders to further engage the community:

1. Bigger, better layouts for businesses. Can we get everything shown on 11" X 17" maps with the streets clearly labeled? Can we saturate the community with the layouts on 5 or 6 billboards throughout the affected community?

2. What is the project schedule? What is the construction time line?

3. How much will the project cost? Has funding been identified?

4. Can we have information on a web-site?

5. Provide project contact names and numbers.

6. Provide a short survey that addresses specific information needs. Provide a survey deadline.

7. Some of the Hispanic stakeholders have contacts for advertising for free in Spanish newspapers.

8. We need a sheet that shows the signatures of the property owners that have been specifically contacted.

9. We need a list of businesses that will be displaced.

10. Consider holding evening meetings so that stakeholders can be more available.

11. Provide project layouts at schools and park. Consider more public displays in community businesses.

12. Provide information in more of a brochure type document for easy distribution.

13. Consider doing public service announcements with local newspapers, television and radio stations.

A follow-up Stakeholder Meeting was scheduled for 10:00am on August 20, 2009, at the Douglasville Downtown Conference Center.

CITY OF DOUGLASVILLE

Georgia Highway 92 Planning Meeting

Douglasville Downtown Conference Center
August 3, 2009

Presiding: City Manager Bill Osborne

A. Call to Order

B. Purpose of Meeting

C. Self Introductions

D. Comments by City Elected Officials

E. Special Thanks to Congressman David Scott and His Office

F. Special Thanks to Citizens Participating in Meeting

G. Review of Key Points from Congressman Scott's August 1 Town Hall Meeting in Douglasville

H. Development of Stakeholders Group to Facilitate Public Involvement in the Planning for the Georgia Highway 92 Project

I. Report on the Concept Report and the Environmental Document being Prepared for the City of Douglasville by Croy Engineering for Submission to the Georgia Department of Transportation

J. Goals and Possible Activities of the Stakeholders Group during the Next Several Months

K. Tentative Schedule for Community Meetings: Small Group Meetings and Larger Community-Wide Meetings

L. Identification of Additional Stakeholder Group Members

M. Date of Next Meeting of Stakeholder Group

N. Other Business

Adjournment

DR92 Mtg.

Conference Center
10:30 am
Thursday, 8-6-09

Sign in

Don Pondsong	City of D'ville
Maria Hampton	PRPC Inc
Joe M. Sandy	PRPC. Inc
Jorge Sepulveda	PRPC. Inc
Jennifer Miranda	
Laura Rish	GDOT
Emmanuella Myrthil	GDOT/OEL
Peter B. Emmanuel	GDOT/OPD
Iteean Pounds	Douglasville
Sam-Davis	Douglasville
Dudley Sprayll	Chamber of Commerce
Michelle Wright	City of Douglasville
Oscar Mesiara	Representative Weiner's
Jack D'Ado	Congress. Staff Office
Rhonda Muhammad	Stakeholder
James Wilson	WFS
James Vance	Police Dept
Chris Womack	
Val Boatright	Chamber
Henry Mitchell III	N' Side
Kim Jackson	Neighbor
Rebecca Collins	Croy Engineering
Michelle McIntosh	Croy
Jeff Noles	City of Douglasville
*Lorraine V. Tully	Corporate Associates Network also for - Jorge Ortiz - Gold Rush; Ciro Peraza - entrepreneur
Mike Stephens	Metro Bank

page 2

Downtown conf. Cntr.
10:30AM

Sign In Sheet
PASTOR ARTI'S CRUM

Thursday, Aug 6, 2009
Light & Salvation

Jorge Gonzalez — GA #1 Extension LLC
Eileen Gonzalez — GA #1 Extension LLC
Callye Burk Holmes — City of Douglasville
Representing

1) Rev. Montford 2nd Baptist Church
2) Rev. Earl + Donna Mosley.
3) Pastor Biddy - Fairlawn Baptist Church
4) Pastor Marty Patgett
5) Rev. David Bishop IV
6) Pastor Swanson

Hector Malos — GA #1 Extension LLC.
Greg Teague — Croy

Croy Engineering, LLC

Meeting Minutes

Subject: Project CSSTP-0186-01(011), CSSTP-0006-00(900), CSSTP-0006-00(901) and CSSTP-0007-00(691), PI #'s 720970, 0006900, 0006901 and 0007691, Douglas and Paulding Counties – The Widening and Realignment of SR 92

Meeting Date: August 20, 2009 at 10 a.m.

Location: Downtown Douglasville Conference Center

Purpose: Follow-up to the Stakeholder Meeting held on August 6, 2009.

Attendees:

Callye Burk Holmes
LaShun B. Danley
Isaac Dodoo
Steven Maples
Peter Emmanuel
Glenn Bowman
Laura Rish
Emmanuella Myrthil
Wates Keller
James Yance
Robin Brown
Samuel Davis
Greg Teague
Rebecca Collins
James Wilson
Sanchez Hartnett
Kim Jackson
Oscar Melara
Jamie Fritter
Kali Boatright
Michelle McIntosh
Melanie Orr
Bill Osborne
Scott Bishop
Hugh Mitchell
Dewayne Jackson
Joyce Bass
Lisa Dunnigan
Sharon Nettles
Helen McCoy
Mike Stephens
June Martin
Esau Birdsong
Kiersten Downing
Marcia Hampton
Jeff Noles
Rosa Sanchez
Eduardo G. Robles
Jorge Sepalreda
Jennifer Morado
Steve Morgan
Artis Crum
Henry Mitchell III
Kellie Hunter
Randy Hulsey
John Stewart
Josie Whited
Michelle Wright

- Bill Osborne, City of Douglasville's City Manager, called the meeting to order. He stated the purpose of the meeting, which was two fold. The first goal of the meeting was to meet with the Stakeholder Steering Committee and provide materials and tools needed to effectively reach the community. Second, the meeting would identify and plan for the next step in the public outreach plan, which would consist of charettes with the community.
- Mr. Osborne asked that all in attendance introduce themselves by stating their name, who they are with and whether or not they attended the meeting held two weeks prior.
- Mr. Osborne then asked the two elected officials in attendance, Councilwoman LaShun Danley and Councilwoman Callye Burk Holmes, for any comments. Councilwoman Danley deferred her comment so as to get the meeting started and Councilwoman Holmes thanked everyone for attending and participating in the Stakeholder Advisory Group.
- Mr. Osborne also asked for comments from GDOT personnel. Glenn Bowman, GDOT's State Environmental/Location Engineer, stated that the Stakeholder Group was an essential part of the Environmental Assessment of this proposed project. He also emphasized that it was crucial that we receive input from the affected communities.
- Michelle McIntosh with Croy Engineering read and passed out Mission Statement Cards for all Stakeholders to have as a reminder of what the mission is for the Stakeholder Steering Committee. Marcia Hampton with the City of Douglasville then passed out Stakeholder Commitment Sheets for all Stakeholders to read and sign. Ms. Hampton explained that by signing these commitment sheets, the Stakeholders would have a responsibility and obligation to communicate project information to citizens as well as receive comments from these citizens. The Stakeholders would act as representatives of the City of Douglasville and assist in the dissemination of information throughout the process. Ms. Hampton emphasized that each person in attendance at this meeting should sign this commitment sheet only if they can devote the time needed to accomplish the tasks outlined on the commitment sheet.
- Councilwoman Danley suggested that some of the upcoming meetings be held in the evenings for those who can't attend during the day.
- It was also stated that meeting minutes would always be taken as a way to communicate meeting outcomes to those who can't attend. Ms. Hampton stated that all meeting minutes would be posted on the project's website, www.gahwy92.com.
- Ms. Hampton then provided a quick tutorial on the website that the city has provided for this project, www.gahwy92.com. Ms. Hampton stated that this website is being provided and managed in-house by the City of Douglasville and has been designed to be simple, yet informative. Ms. Hampton asked that you let her know of any errors on the website or of any changes that need to be made. The website would be updated frequently and would display a time stamp so that all viewing the site would know when it had been last updated.
    - The main page of the website provides a short project description and brief history of the project.
    - The Frequently Asked Questions (FAQ) section provides a feedback form for those who want to provide their comments electronically. The feedback will be sent to the City of Douglasville via the website, who will forward the information to Croy Engineering.
    - In the future, the website will provide additional information such as upcoming meeting dates and previous meeting minutes.

    - Everything will be provided in a timely fashion.
    - Information will also be available via Facebook and Twitter (Facebook and Twitter icons are provided at the bottom of the website).
    - The FAQ section will serve as a living question and answer section; questions and answers will be posted. Previously asked questions are currently being compiled and will be posted in the next few days.
- Ms. Hampton advised all to constantly check website for the latest information.
- Mr. Osborne stated that the website is listed on the last page of the informational packets, before the survey
- Someone questioned the proper name of the railroad, CSX or Norfolk Southern Railroad. The current and historic name of the railroad is Norfolk Southern Railroad.
- Mr. Osborne also stated that the City of Douglasville has been in contact with Norfolk Southern Railroad and they have identified a person that will be working with the City on this project.
- Jeff Noles stated that large maps of the project will be posted at various sites, as listed in the informational packet. Thirty-six large maps and smaller maps were also provided at this meeting for any stakeholders to take and post in their businesses.
- Randy Hulsey with the Douglas County Department of Transportation (DOT) stated that this project is included in the recently developed and approved Douglas County Transportation Plan as the number 1 transportation project in Douglas County.
    - Mr. Hulsey stated that Douglas County DOT is in full support of this project and will support the Georgia DOT in any way they can.
    - Mr. Hulsey also stated that he wanted to be sure and include citizens in unincorporated Douglasville and Paulding County in the public outreach process.
- Ms. Hampton and Ms. McIntosh then passed out the one page flyers and the "What's Your View on 92" informational packets, providing all stakeholders with an English and Spanish version of both.
- Along with the flyers and packets, all stakeholders received an English and Spanish survey with a self addressed stamped envelope.
- More copies of all will be provided to the stakeholders the following day for the stakeholders to pick up. Ms. McIntosh offered to deliver packages to the stakeholders in they preferred.
- Ms. Hampton and Ms. McIntosh explained that the flyers should be a "one stop shop for information" on the SR 92 project. The flyer provides the reader with where to get information, along with where and how to make comments and provide feedback.
- The "What's Your View on 92" informational packets are a result of the meeting that was held two weeks prior. The purpose of these packets is to disseminate information to the public and get feedback from the residents.
    - The first page provides the purpose of the packet.
    - The inside of the first page includes a letter from Mickey Thompson, the mayor of Douglasville.
    - The packet then provides where we are in the process and what we need from the community to be able to proceed.
    - The centerfold shows a small project location map and tells the reader where they can go to view a larger project location map.

        - Principal Jackson asked that Stewart Middle School be marked on all future maps of the project area. He stated that some think that the proposed project is going through Stewart Middle School and showing the school on all maps would help to show that this is not true. Mr. Osborne went on to explain that there was a previous design that would have taken SR 92 through Stewart Middle School but this design was rejected by the City and GDOT. Some people still remember this design.
        - Principal Jackson also asked that all maps show both Eastside Elementary and Burnett Elementary School as two different schools, currently the map shown on the centerfold of the informational packet shows as if they are one school.
    - The next page provides a project description and a more concise Need and Purpose than what is shown in the Environmental Document. The Need and Purpose statement in the Environmental Document is approximately 12-14 pages.
    - The last page provides contact information, where to provide feedback, the project website and the project hotline. The last page also shows the project timeline/schedule. As shown, we are 2/3 of the way through the process. The timeline provides a general plan of where we want to go from here.
    - Lastly, attached at the back is a survey. It is very important that as many people as possible fill out the attached survey.
- Mr. Osborne stated that no comment or question is too insignificant and that an addendum to the informational packets can be prepared to address any changes (i.e comments on the maps).
- It was also suggested that a handout showing the railroad closings be provided.
- Mr. Osborne stated that this was a working document and it will require additions as the project evolves. We can add but there won't be reprinting.
- Mr. Hulsey stated that since the NEPA document (environmental document) addresses the project from Douglasville to Nebo Road in Paulding County, shouldn't all the information provided here (i.e. project location maps, packets, flyers, etc) show the entire project as well?
    - Mr. Bowman stated that this effort is being conducted to particularly engage the Douglasville community, which is incurring most of the project's impacts. If these efforts get the Environmental Document approved, then we will have at least two more public hearings (one in Douglasville and one in Paulding County), which will give the public a chance to comment on the entire project.
- Mr. Stewart asked about funding for the project.
    - Mr. Bowman stated that there are three stages of a project; preliminary engineering, right-of-way, and construction. We are in the preliminary engineering stage right now and the City of Douglasville is in the driver's seat (so to speak)in cooperation with GDOT on this stage. The City of Douglasville is providing the funding for this stage. For the other two stages, GDOT typically provides 20% of the funding for right-of-way and the federal DOT provides the other 80%. The breakdown is usually the same for construction.
    - Mr. Osborne reminded everyone that we can't look at stages two or three until we complete stage one. Mr. Osborne also stated that the City of Douglasville has already spent approximately $2.7 million on preliminary engineering and virtually all work is

done but we can't go forward until we get through this process. The Stakeholders are key in the process. Mr. Osborne also reminded everyone that Congressman Scott's office is in full support of this project and they are working very hard on the project.

- Mr. Teague with Croy Engineering stated that we need all comments on what the stakeholders need to successfully get the project information out to the public. This project is a proposal only. No decisions have been made.
- Someone asked if the budget could be posted on the website? Mr. Osborne stated that yes, the money spent thus far could be posted; however, for right-of-way and construction, it would only be estimates in today's dollars.
- Mr. Bowman stated that it would be very valuable for renderings to be provided to the public as a way to better depict how the area would look after the project is complete. Specifically, renderings for the area of the railroad would be valuable.
- Mr. Dodoo from Congressman Scott's office stated that, based on the timeline and schedule provided in the informational packet, it would be two more years before right-of-way acquisition could begin. Mr. Dodoo emphasized that this is too long and that we don't have time to wait. Mr. Dodoo said that he understood that this is a challenge to the stakeholders; however, the faster we work, the better for the community. Also, the faster we work, the less money that will be required. He expressed great concern regarding the timeline and emphasized that the Congressman would not be happy with the timeline/schedule as proposed. Mr. Dodoo also stated that the burden should be put on the engineers and GDOT.
    - Peter Emmanuel, GDOT project manager for this project, stated that for preliminary engineering, the time to get a project of this magnitude from preliminary design to right-of-way design takes a while. Research such as soil surveys, UST surveys, Hazardous Waste surveys and pavement design must be done. Based on this meeting, Mr. Emmanuel stated that we are moving at a fast pace, much faster than usual and the proposed schedule reflects this. Mr. Emmanuel also stated that it will take 11-12 months to get the area surveyed and once surveying is done, preliminary plan design can begin.
    - Mr. Dodoo asked if we can do it better? Can we go faster? He stated that Congressman Scott will go to Washington to get the money for the project but the process must go faster. Lots of people are impacted by not building this project.
- Councilwoman Danley asked why has this taken so long? She stated that several projects in the county and city which were started after SR 92 started have been completed and built since then. She stated that when going to the public, the number one question will be "why has this taken so long?" Councilwoman Danley said that the community needs this project in order to thrive and survive and they feel as if they have been neglected. She stated that many businesses are drowning because this project has not yet been built. The citizens will want to know why others projects have been built and this one has not?
    - Mr. Osborne stated that, in defense of GDOT, GDOT wants to make certain that the African American and Latino communities are being represented. Mr. Osborne wanted to emphasize that, particularly the African American population on the north side of the railroad tracks, are "ready to go." They feel like they've been ignored by the process not going forward, not that they haven't been involved thus far and we want to

make sure we expedite the process as much as possible for this community that feels it's been neglected thus far.
    - In response, Mr. Emmanuel stated that GDOT is taking a more active role in it's projects, that GDOT is doing much more than they usually do. Mr. Emmanuel stated that if Croy Engineering and the City can give him a signed Environmental Document, that GDOT will help in any way they can.
- Councilwoman Holmes stated that the Environmental Justice piece of the environmental process was inadequate because there wasn't enough input from the African American and Latino communities. There was not enough engagement with these communities and that is what has held up the process.
- Overall, there was great concern from many stakeholders that the process has taken too long, that by not proceeding with this project this community has been neglected. Many expressed the concern of overall distrust by citizens because of the feeling that they have "been there, done that" yet nothing has been accomplished. Many expressed previous efforts to meet with and engage the African American and Latino public, from going door to door to passing out flyers in English and Spanish. Many felt that the African American, Latino and Caucasian communities know about the project so the question was asked, "What can we do to move forward?"
- Mr. Teague stating that while various methods of outreach have been conducted in the past, none of it has been documented in the environmental document. That is why the stakeholder's efforts are so important and why everything we do must be documented.
- Mr. Osborne reiterated that, "yes, we had been down this road before, but we didn't get across the finish line. Until that, we can't move forward." Going across the finish line puts Congressman Scott's office in a better position to go to Washington and get money for this project.
- Mr. Osborne stated that before going door to door or attending charettes, he wanted the stakeholders to have a clear understanding of what they need to do. This includes what you should or shouldn't say or do. For example, if you get asked a right-of-way question.
    - A representative from GDOT's right-of-way office then stated handouts entitled "What to do if you Property is Needed for a Transportation Project" would be provided to the stakeholders to give to residents asking about right-of-way.
- Ms. Mohammad stated that it is the stakeholder's responsibility to get the project information to everyone north of the railroad and everyone crossing the railroad, not just property owners affected. The entire community would be affected by this project.
- Ms. McIntosh stated that we will have all charettes completed by September 15, 2009 but should have most of the comments by then. We anticipate to have enough information to go to the public with another Public Information Open House by October 15, 2009.
- Mr. Dodoo wanted to make sure that we are all on the same page, that we need better documentation of what we've already done, that people know about the project but that we need better documentation of that. The onus is on all the stakeholders to saturate the community.
- Ms. Sanchez stated that a better response would be received from the Hispanic community if they were approached by people more like them. She also stated that there were many errors in the Spanish handouts and that she will email the corrections to Ms. Hampton. Ms. Sanchez

stated that the handouts look beautiful but are lacking in proper communication with the Hispanic community.

- Ms. McIntosh announced that the first three charettes would target the Hawthorne Community, Fulgham Drive, and the Big Lots Shopping Center. It was initially proposed to hold the Hawthorne Community meeting at the Community Center; however, many felt that it was too small. Therefore, it was agreed that the meeting for the Hawthorne Community should be held at Stewart Middle School. It was suggested that the meeting for Fulgham Drive should be held in it's cul-de-sac. The Fulgham Drive representative disagreed and preferred to hold the meeting at a school, preferably on a Saturday. This was agreed. It was felt that the Big Lots Shopping Center was the center of the Hispanic Business Community, therefore it would be a good place for a meeting to target the Hispanic community. Ms. Sanchez felt that a Wednesday evening meeting, around 6:30 would be preferable.
- Mr. Osborne stated that we would hold these 3 meetings first and then reassess to see if any communities were missed. If so, we could conduct more meetings.
- Councilwoman Holmes stated that if we do not take at least one meeting to the churches, that we will miss some citizens. Churches mentioned include St. Theresa's, St. Julians, Golden UMC, Greater St. Olive, St. James AME, Zion Hill, 2nd Baptist. The senior centers were also mentioned. Councilwoman Holmes felt that St. Theresa's Catholic Church was integral to outreach to the Hispanic community in the area.
- Mr. Bowman asked what the agenda will be for the charettes.
    - To make sure the attendees have all the project information
    - To conduct an active workshop
    - For the community to provide feedback
    - To provide a more formal presentation regarding the project
    - To answer any questions
    - To ask the public what their concerns are
- Mr. Bowman asked what the next step would be after that?
    - Mr. Teague stated that we would report the results of the charettes back to the stakeholders. Mr. Teague stated that what happened at the charettes would dictate what the next step would be. It may be a Public Information Open House or the stakeholders may need to get back together to readdress.
- Councilwoman Holmes restated that we need to provide specific outreach to the churches. Ms. McIntosh stated that we will be delivering informational packets and flyers to the churches.
    - Mr. Stewart stated that the stakeholders need to identify the pastor that needs to be called, call them and let them know that they will be getting information regarding the project that needs to be passed out to congregation. Pastor Crum stated that if pastors are not contacted prior to, they will regard project information as junkmail.
    - Councilwoman Danley suggested that she meet with the pastors and distribute information that way.
    - This information needs to be taken to the churches immediately, preferably this Sunday.
- Mr. Osborne closed the meeting by stating that the key to all stakeholders as they go door to door is to get as many people as possible to come to the charettes and try not to get into specific discussions such as right-of-way.

- Mr. Osborne asked the elected officials for closing comments.
    - Councilwoman Holmes thanked everyone for participating and asked Rosa if the Spanish material was legible? Understandable? Does there need to be any changes? Rosa stated that she would be emailing all corrections to Ms. Hampton.
    - Councilwoman Danley had no closing comments
- Meeting was adjourned at noon.

Key Points

- It is the responsibility and obligation of the Stakeholders to communicate project information to citizens as well as receive comments from these citizens.
- It is imperative that we gather lots of comments and actively involve the public in order for the project to move forward.
- Document everything!

Stakeholder Steering Committee Meeting – August 20, 2009
Widening and Relocation of SR 92 in the City of Douglasville

Sign-in Sheet
Please Print

Name	E-Mail	Phone Number
Kim Jackson	Kimotta71@aol.com	678.634.4419
Isaac Dodd	Congressman's Office	7-432 5405
Steven Maples	" "	"
OSCAR MELARA	OSCAR@OSCARMELARA.COM	770-265-6804
Shawn Nehler		770-489-8536
Helen McCoy	helen@douglascountysentinel.com	770-942-6671
Mike STEPHENS	mStephens@metrobankga.com	770 308-1269
Jamie Fritter	fritterj@ci.douglasville.ga.us	(678) 715-6068
Kellie Hunter	HunterKC@douglasville.ga.us	678.715.2035
June Martin	brightonmanorapa@bellsouth.net	770-489-0430
ESAU Birdsong	5yTlee@Bellsouth.net	404-319-3956
RANDY HUSEY	DOUGLAS CO. DOT	770920-4932
Peter Emmanuel	pemmanuel@dot.ga.gov	404-631-1158
Callye Berk Holmes	holmesc@ci.douglasville.ga.us	678 618-1935

Stakeholder Steering Committee Meeting – August 20, 2009
Widening and Relocation of SR 92 in the City of Douglasville

Sign-in Sheet
Please Print

Name	E-Mail	Phone Number
Rebecca Collins	rcollins@croyengineering.com	770-971-5407
Melanie Orr	morr@croyengineering.com	770-971-5407
Wates Keller	wkeller@dot.ga.gov	404-347-0159
James Vance		770-949-4084
Robin Brown	robinbrown@dot.ga.gov	404 347 0152
Lonnie Davis		770 364 5104
DeWayne Jackson	dewayne_jackson@douglas.K12.ga.us	770·651·5406
Joyce Bass	joyce_bass@douglas.K12.ga.us	770-651-3500
Lisa Dunnigan	lisa_dunnigan@douglas.K12.ga.us	770.651.3800
Josie Whited	whitedj@ci.douglasville.ga.us	678-715-6047
Michelle Wright	wrightm@ci.douglasville.ga.us	678-715-6081
Bill Osborne	osborneb@ci.douglasville.ga.us	678/715-6011
Scott Bishop	sbishop@co.douglas.ga.us	7709207350
Hugh Mitchell	Hugh_Mitchell@Douglas.K12.ga.us	770651-223
Kiersten Downing	kdowning@emcmgmt.com	757 897-3305

Stakeholder Steering Committee Meeting – August 20, 2009
Widening and Relocation of SR 92 in the City of Douglasville

Sign-in Sheet
Please Print

Name	E-Mail	Phone Number
John Stewart	N/A	7/942-4071
Rosa M. Sonda	PRAC. Inc	(508) 345-7412
Eduardo G. Robles	edu62r@yahoo.com	(770) 883-2334
Jorge Sepulveda	yo_renacer@yahoo.com	(508) 345-7412
Jennifer Morado	"	508-345-7412
Kali Boatright	Douglas Co Chamber	
GLENN BOWMAN	GA. D.O.T.	GBOWMAN@DOT.GA.GOV 404-699-4401
Laura Rish	LRish@dot.ga.gov	404-699 4439
Emmanuella Myrthil	emyrthil@dot.ga.gov	4.699.6967
STEVE MORGAN	Steve_Morgan@ucbi.com	7)942 5681
ARTIS CRUM	ARTISCCRUM@AOL.COM	678-557-52[illegible]
HENRY Mitchell III	HMMIII@AOL.COM	6)860.8711
JAMES Wilson	GWHW@comcast.net	7/722-9470
Lashun B. Danley	City of Douglasville	678-570-7193
Sanchez Hartnett	Majesticleader@aol.com	6788388558

Stakeholder Steering Committee Meeting

Widening and Relocation of SR 92 in the City of Douglasville
Douglasville Downtown Conference Center
Thursday, August 20, 2009
10:00am

Agenda

Purpose: Today's meeting is a follow-up to the Stakeholder Meeting held on August 6, 2009. The meeting has two primary goals: 1) to meet with the Stakeholder Steering Committee and provide the materials and tools that they need to effectively reach the community, and 2) to identify and plan for the next step of the public outreach plan, which will consist of charettes with the community.

1. Opening Remarks – Mr. Bill Osborne, City Manager
    - Call to Order and Purpose of Meeting
    - Self Introductions
    - Open table for Comments by Elected Officials
    - Open table for Comments by GDOT personnel

2. Stakeholder Steering Committee Member Presentations – Michelle McIntosh
    - Introduction and discussion of Mission Statement
    - Stakeholder Commitment Petition
    - Presentation of Stakeholder Badges and Mission Cards

3. Web-site Demonstration – Marcia Hampton

4. Presentation & Discussion of Outreach Packages, Flyers, and Layouts – Michelle McIntosh

5. Identification of Needed Charettes to be conducted prior to September 15, 2009 – Michelle McIntosh

    - Plan 3 Charettes Previously Identified by the Community
        - Hawthorne Community Center (reaching Community north of the railroad)
        - Fulgham Drive (reaching Fulgham Dr. and surrounding Community)
        - Big Lots Shopping Center (reaching Business and Hispanic Community)

    - What members of the community might we miss with first 3 Charettes?
        - Invitations to all three of the above charettes.
        - How else might we reach them?

6. The Next Few Steps from Here – Michelle McIntosh

7. Closing Remarks – Mr. Bill Osborne

BO R/W comm? to GDOT
Wakes Keller (R/W GDOT)
booklets.
What happens . . .
If displaced, notified in writing.

Croy Engineering, LLC

Meeting Minutes

Subject: Project CSSTP-0186-01(011), CSSTP-0006-00(900), CSSTP-0006-00(901) and CSSTP-0007-00(691), PI #'s 720970, 0006900, 0006901 and 0007691, Douglas and Paulding Counties – The Widening and Realignment of SR 92

Meeting Date: August 27, 2009 at 10:30 a.m.

Location: Douglasville City Hall Conference Room A

Purpose: Training for Key Stakeholders

Attendees:
Marcia Hampton
Jeff Noles
Callye Burk Holmes
Isaac Dodoo
Peter Emmanuel
Laura Rish
Emmanuella Myrthil
Wates Keller
Sam Davis
Greg Teague
James Wilson
Oscar Melara
Jamie Fritter
Kali Boatright
Sharon Nettles
Michelle McIntosh
Melanie Orr
Rhonda Muhammad
Josie Whited
Bill Osborne
Esau Birdsong
Kellie Hunter

- Marcia Hampton, Director of Community and Downtown Services for the City of Douglasville, called the meeting to order (See Attachment 1, Sign in Sheet)
- Marcia explained that the need for this Key Stakeholder Training came out of discussions after the previous week's stakeholder meeting and is threefold :
    - Make sure the Key Stakeholders understand the environmental process,
    - Make sure Stakeholders understand how the road would impact the area and community, and
    - to move the process along further
- Overall, the goal of today's meeting was to gain a clear understanding of the project and what needs to be done.
- Laura Rish from GDOT's Office of Environment/Location (OEL) then explained the environmental process. She explained that her role in this process was as a reviewer and advisor.
- Ms. Rish presented a PowerPoint presentation (see Attachment 2) on the environmental process and how it relates specifically to the SR 92 project.
- Ms. Rish then presented a NEPA Process Flow Diagram with 7 steps (see Attachment 3) and explained that with this project, we made it to Step 4. Croy Engineering prepared the Draft Environmental Assessment (EA) and submitted it to OEL, who approved the EA. The EA was then sent to Federal Highway Administration (FHWA), who did not concur with GDOT and sent the document back with comments. This resulted in us having to go back to Step 3.
- We now must do a more rigorous analysis in Step 3, which is where we are at in the environmental process.
- Ms. Rish stated that she anticipates a Finding of No Significant Impact (FONSI) which is a final document and includes a final decision.
    - Once it's approved, we can move to the right-of-way phase.
- Ms. Muhammad asked who decides which concerns are addressed.
    - Ms. Rish stated that ultimately, GDOT decides but FHWA won't sign an environmental document with lots of public controversy.
    - Ms. Rish also stated that GDOT responds in writing to every written comment.
- Mr. Davis asked if the public hearing (PH) would be like the Congressman's townhall meeting held on 8.1.09?
    - Ms. Rish stated that the public hearing would be open to the public and would be an informal, one-on-one meeting with no formal presentation.
    - Melanie Orr with Croy Engineering stated that the public hearing would be a transportation meeting run by GDOT, which would be different from the townhall meeting.
- Mr. Dodoo asked what's expected as far as data collection. How much is enough?
    - Laura responded that there were 2 Public Information Open Houses (PIOH) held in 2006, one in Douglasville and one in Paulding County. Over 400 people attended one PIOH.
- Bill Osborne stated that even if people come to the workshops, additional meetings, etc., they still need to come to the PH.
- Mr. Osborne also stated that GDOT was OK with the EA that was submitted over a year ago but FHWA had comments and that is why we are back at Step 3. He stated that FHWA felt that the

public didn't know what was going on with the project. That is what we are addressing right now. That is why we are going to specific neighborhoods.
    - Mr. Osborne also said that the response letter from FHWA said that the road would bring economic development to the area. Also, FHWA was concerned about the additional residential development in the area. FHWA wanted the EA to address how the road was going to impact the existing area.
- Mr. Davis stated that he has had people who may not be directly affected by the proposed project, coming into the Barber Shop commenting that they are concerned about the noise of the new road.
    - Ms. Rish explained that the new roadway would go under the railroad; therefore there would be no structures above
    - Ms. Rish went on to explain noise impacts. She stated that once it is determined that noise levels are above the threshold, GDOT looks at what they can do to decrease the noise levels. They look at noise walls, berms, etc. For a vegetative buffer to be effective for this project the vegetation would need to be 200 feet deep; which is not possible here.
    - After some discussion regarding noise walls and noise impacts, it was discussed that an option could be vegetation to visually shield a noise wall, improving the aesthetics.
- Ms. Rish went on to state that one thing that was not a concern was Section 4(f). She explained that Section 4(f) was one of the most restrictive laws and states that FHWA may not approve the use of a Section 4(f) resource (such as an historic resource, park, recreation area, etc.) unless there is no feasible and prudent alternative to such use and the project includes all possible planning to minimize harm.
    - Ms. Rish explained that due to the numerous historic resources, parks and recreation areas in Douglasville, Section 4(f) is why the layout of this project is what it is.
- Ms. Rish went on to explain Environmental Justice. Environmental Justice states that you must
    - Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
    - Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
    - Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
- The Environmental Justice section of the EA is where FHWA felt that we needed more documentation. FHWA didn't feel that they had received enough input from minorities affected by the project.
- The question was asked, what percentage of minority persons commenting is considered acceptable?
    - Peter Emmanuel, project manager with GDOT, stated that they tend to only hear from the people who disagree with the project, but based on the number of people affected, there needs to be much more comments.
    - Jeff Noles stated that there is no magic number, that we want to involve everyone and that is why we are here today. The purpose of today is to make sure key stakeholders understand, then we will have smaller workshops to make sure the residents.

understand, then we will explain to larger groups and lastly, we will have the public hearing. By that time, everyone will understand the project.

- Ms. Muhammad stated that we need "informed comments" from citizens.
- Ms. Muhammad also asked about providing access for the fire station on SR 92. Ms. McIntosh stated that access would be provided; however, it's not shown on layouts this early in the process. This is a commitment that is stated in the environmental document and will be included in plans, once available.
- Mr. Osborne stated that we need to get information out and get as many people to come to meetings as possible.
- Councilwoman Holmes stated that historically, they are still looking for more for the Environmental Justice piece. She stated that she wants everyone to participate but especially the African American and Hispanic population.
- Ms. Rish went on to explain what indirect effects are.
    - She discussed the impact on Economic Development.
    - Croy has been working with the City to get a grasp on what plans are in the works.
    - We are interested to know how the public feels about how the community will change.
- Mr. Noles explained the SR 92 website. He also showed the renderings as they are now; they will be updated to reflect the latest design. Also, on the website, the SR 92 alignment link shows a PDF of the layouts.
- Mr. Noles stated that the smaller meetings will help with the "How the Community is Being Impacted".
- Mr. Osborne stated that we are already getting questions and comments on the project.
- Mr. Teague stated that Phase 4 will be added to be website as a result of a comment received through the website.
- Ms. Hampton then discussed the possible future meeting dates. She stated that we moved the meetings back to give time to get renderings done. The renderings will help with "How is this project going to impact me?" See Attachment 4 for the latest meeting schedule.
- Ms. Hampton stated that if people don't want to come to the meetings, encourage them to go to the website, get information and fill out comment forms/survey. We need lots of comments.
- Someone asked about the churches. Ms. Hampton stated that we will have a similar meeting for the churches.
- Mr. Osborne stated that Josie Whited and Oscar Melara will be making contact with the Latino business owners and the City of Douglasville will have a staff member go with Ms. Nettles to make contact with everyone in the Fulgham Drive area. Ms. Hampton and Mr. Birdsong will go door to door in the Brown Street area.
- Mr. Osborne emphasized that this project is not something that is going to happen immediately and GDOT will offer relocation assistance, but this won't be until after the environmental is approved.
- Wates Keller with the GDOT right-of-way office stated that it is too early to act or move and all people being displaced will receive a letter from the GDOT during the right-of-way phase. As stakeholders, it is their responsibility to give people assurances that there is relocation assistance.
- Mr. Emmanuel stated that when talking with people, if they ask right-of-way questions, give them GDOT right-of-way office contact information.

- Mr. Noles then walked everyone through the project using the layouts on the SR 92 website. He also stated that the renderings will be on the website and will be given to the stakeholders.
- Stakeholders will be incorporated into the project team.
- Mr. Melara asked about the CVS. Mr. Noles stated that CVS and Checkers are preliminarily shown as not being displaced. He stated that no final decision has been made.
- Mr. Emmanuel sated that right-of-way is scheduled for Fall of 2011. It will then take 1.5 years for final plans. For construction, it will take 9-10 years to complete. Just the bridges will take 5 years to complete.
- Councilwoman Holmes thanked everyone for being here. She stated that she has concerns for property owners who have renters. She doesn't want owners asking renters to sign longer leases. Also, she asked who is going to reach out to Second Baptist Church? Ms. Hampton responded that we will have an evening meeting/workshop for the church.
- Mr. Osborne thanked Mr. Dodoo for his involvement and stated that it showed the Congressman's dedication to the project. He also stated that the key for us and GDOT is to get through the environmental phase. Lastly he stated that no one needs to look at moving, closing their businesses or anything else.
- If anyone has questions, Marcia Hampton is the point person.

Attachments

Attachment 1: Sign-in Sheet
Attachment 2: Ms. Rish's power point presentation
Attachment 3: Ms. Rish's flow chart
Attachment 4: Workshop schedule

Key Stakeholder Training Meeting – August 27, 2009
Widening and Relocation of SR 92 in the City of Douglasville

Sign-in Sheet
Please Print

Name	E-Mail	Phone Number
Wates Keller	wkeller@dot.ga.gov	404 347-0159
Laura Rish	LRish@dot.ga.gov	4-699-4439
Emmanuella Myrthil	emyrthil@dot.ga.gov	404.699.6967
Michelle McIntosh	mmcintosh@crayengineering.com	770 971-5407
Melanie Orr	morr@crayengineering.com	770-971-5407
Rhonda Muhammad	rjdmuhammad@yahoo.com	7)577-8302
Isaac DoDoo	isaacdodoo@mail.house.gov	7.432 5405
Sharon Nettles		770-484-8536
Tom Davis	TONYASims@Bellsouth.net	770-364-5104
Peter Emmanuel	pemmanuel@dot.ga.gov	404-631-1158
Josie Whited	whitedj@ci.douglasville.ga.us	678-715-6047
Bill Osborne	osborneb@ci.douglasville.ga.us	678/715-6011
Jamie Fritter		
Callye Burk Holmes	holmesc@ci.douglasville.ga.us	(678) 618-1935
Oscar Melara	OSCAR@OSCARMELARA.COM	770-265-6804

Key Stakeholder Training Meeting – August 27, 2009
Widening and Relocation of SR 92 in the City of Douglasville

Sign-in Sheet
Please Print

Name	E-Mail	Phone Number
John Bodsong	sytheo@bellsouth.net	404-219-3956
Kellie Hunter	City of Douglasville	
Greg Teague		

Environmental Process

Laura Rish, NEPA/Environmental Analyst
GDOT Office of Environment/Location

National Environmental Policy Act

- Consider the effects
- Weigh and balance
- Provide information for decision-makers & YOU
- Document the decision-making process

The NEPA Umbrella

National Historic Preservation Act
Section 4(f) of the USDOT Act
Clean Water Act
Endangered Species Act
Noise Abatement Regulation
Environmental Justice Executive Order
Uniform Relocation Act
And More!...

The Environmental, or NEPA, Process

1. Initiate Project & Collect Data
2. Identify Alternatives
3. Conduct Detailed Studies
4. Prepare NEPA Document – Environmental Assessment
5. Hold a Public Hearing
6. Select the Preferred Alternative
7. Prepare Final NEPA Document

Environmental Concerns on SR 92

- NOT a concern: Section 4(f) of the USDOT Act

- Environmental Justice
- Indirect Effects
- Noise

Moving Forward…

- Identify community impacts
- Avoid, Minimize, Mitigate impacts
- Document efforts
- Resubmit Draft Environmental Assessment
- Hold Public Hearing
- Submit Final Environmental Assessment

Questions?

National Environmental Policy Act of 1969 (NEPA)

NEPA PROCESS FLOW DIAGRAM

STEP 1 - INITIATE PROJECT AND COLLECT DATA

- Develop the purpose and need for the project
- Inventory issues that affect project options
- Define the study area

STEP 2 - IDENTIFY ALTERNATIVES

- Perform preliminary field studies
- Document community concerns
- Select alternatives for detailed study

STEP 3 - CONDUCT DETAILED STUDIES

- Ecological Assessment
- Cultural Resources (Historic Architecture and Archaeology) Surveys
- Air and Noise Impact Assessments
- Community Impact Assessment

STEP 4 - PREPARE NEPA DOCUMENT – ENVIRONMENTAL ASSESSMENT

- Draft Environmental Assessment must be approved by GDOT and FHWA
- Publish Draft EA for public availability

STEP 5 - HOLD A PUBLIC HEARING

- Obtain public review and comment on the proposal and the information in the Draft EA

STEP 6 - SELECT THE PREFERRED ALTERNATIVE

- Update any special studies if necessary

STEP 7 - PREPARE A FINAL NEPA DOCUMENT

- Prepare Final EA/Finding of No Significant Impact (anticipated)
- Final document must be approved by GDOT and FHWA
- Once approved, the project can move forward to next project phase

Updated Meeting Schedule

September 2, 2009 @ 6:30 PM
Big Lot Shopping Center Community
Taqueria Jalisco
8485 Hospital Drive
Douglasville, GA 30134

Thursday, September 10, 2009 @ 5:00 PM
Stakeholder Training
"For those not involved with the 1st training"
Alice Hawthorne Community Center @ Jessie Davis Park
7775 Malone Street
Douglasville, GA 30134

Thursday, September 10, 2009 @ 6:30 PM
Brown Street Community Workshop
Alice Hawthorne Community Center @ Jessie Davis Park
7775 Malone Street
Douglasville, GA 30134

Saturday, September 12, 2009 @ 12:00 PM
Fulgham Drive Area Community Workshop
Eastside Elementary School
8266 Connally Drive
Douglasville, GA 30134

Monday, September 14, 2009 @ 10:00 AM
Landlord Workshop
Douglasville City Hall Conference Room A
6695 Church Street
Douglasville, GA 30134

Monday, September 14, 2009 @ 6:30 PM
"South of the Project (Railroad)" Community Workshop
Eastside Elementary School
8266 Connally Drive
Douglasville, GA 30134

Tuesday, September 15, 2009 @ 6:30 PM
"North of the Project (Railroad)" Community Workshop
Stewart Middle School
8138 Malone Street
Douglasville, GA 30314

Croy Engineering, LLC

Community Workshop Minutes

To: Files

From: Michelle McIntosh

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Jose Whited, Isaac Dodoo, Stephen Maples, Peter Emmanuel, Wates Keller, Laura Rish, Emmanuella Myrthil, Greg Teague, Chris Rideout, Melanie Orr, Shigodta Freeman, Janet Perez-Spinney, Lee Gould, Rebecca Collins

Date: September 2, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – Informative Workshop with the Big Lots Shopping Center Community

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An Informative Workshop was held with the Big Lots Shopping Center Community on September 2, 2009, 6:30pm, at the Taqueria Jalisco Real Mexican Grill located at 8485 Hospital Drive in Douglasville. The meeting was advertised with flyers hand delivered by City Representatives on August 31, 2009. For more information regarding the flyer distribution and the questions, statements and/or concerns received during the distribution, see Attachment 1.

The purpose of the September 2, 2009 Informative Workshop was to provide information to the Big Lots Shopping Center Community regarding the proposed SR 92 widening and reconstruction project and to obtain feedback regarding the potential impacts to the community and how those impacts could be minimized. Please see Attachment 2, SR 92 Community Workshop Sign-in Sheet, for the list of community members who attended the workshop. The following is a list of the SR 92 Project Management Team and staff members who attended the workshop: Bill Osborne, City Manager; City Councilwoman Callye Burk Holmes; City Councilman Dennis McLain; Marcia Hampton, Director, Community & Downtown Services; Jeff Noles, Director, Development Services; Jose Whited, City of Douglasville; Wates Keller, Georgia Department of Transportation (GDOT); Laura Rish, GDOT; Greg Teague, Croy Engineering (Croy); Chris Rideout, Croy; Rebecca Collins, Croy; Lee Gould, Croy; Janet Perez-Spinney, Croy; Shigodta Freeman, Croy; Melanie Orr, Croy; and Michelle McIntosh, Croy.

What's Your View on 92? information packages, with attached surveys and self addressed stamped envelopes, were made available to community members in both Spanish and English upon arrival at the workshop. The workshop was opened with an introduction and workshop overview by Marcia Hampton, Douglasville's Director of Community and Downtown Services. A brief presentation providing the project overview and timeline was then provided by Jeff Noles, Douglasville's Director of Development Services and an overview of the right-of-way process was provided by Wates Keller, GDOT. The floor was then opened for a question and answer period and to provide the community members an opportunity to make project improvement suggestions.

The following list summarizes the comments, questions, concerns and suggestions received from the community during the workshop. Where applicable, the response provided at the meeting follows in italics.

1. The businesses will need to receive more than just help for moving. They will need help regarding loss of customer base. When living from hand to mouth, losing just a few customers a day can make a huge difference in the survival of the business.

   The goal is to assist the businesses in relocating with as little down time as possible. GDOT will assist in a re-establishment reimbursement for new signs and other moving incidentals. Assistance can be provided for improved signage and advertising your new relocation. Information provided in the GDOT pamphlet What Happens When Your Property Is Needed For A Transportation Facility regarding reimbursements for businesses being relocated was referenced.

2. Compensation for business loss and loss of customer base should come to the business owners, not just the property owners.

   Businesses would be compensated for a favorable lease hold value. Information provided in the GDOT pamphlet What Happens When Your Property Is Needed For A Transportation Facility regarding reimbursements for businesses being relocated was referenced.

3. The businesses are dependent on the Hispanic population in the nearby apartments, as well as their pedestrian customers. For these reasons, relocation further than ½ mile from their current location would significantly affect their customer base. Also, the Hispanic businesses depend on each other. Can we move to a new location together?

   It was emphasized that the businesses would have the choice as to where they wish to relocate and that there are ample relocation options in the area. It was also emphasized that the businesses would have assistance from the GDOT and the City to find adequate replacement locations.

4. How long will we have to move?

   The right-of-way acquisition process will not begin until after June, 2011. After you receive a formal offer from GDOT, you will have no less than 90 days to move. However, often you have more time than that.

5. What happens if the project does not proceed as scheduled? Choo-choo Barbecue moved 5 years ago because of the proposed project and nothing ever happened.

   The City and State have been charged with keeping this project moving as scheduled. Funding has already been identified for this project so that funding is not expected to further slow the schedule. It was emphasized that no one should be making plans to move at this time. Businesses should stay where they are until contacted by GDOT to receive relocation benefits.

6. What effects will project construction have on the businesses in the project area that will not be displaced? The interchange project currently under construction has affected the businesses in the area.

   Since SR 92 will be reconstructed on new location through most of the Douglasville area, construction impacts to businesses on the existing SR 92 roadway are expected to be limited.

7. How do we know the landlord is not lying to us about the project and the schedule?

   The landlords and tenants will receive simultaneous notifications from the GDOT.

8. The project looks to be a good and beneficial thing to the Douglasville Community as a whole.

9. In 6 years, the economy could be even worse. We, as business men, have to look out in the future 5 maybe 10 years. Right now, this project appears more of a negative thing than a positive thing for the businessmen who will be displaced.

10. What if our rent goes up at the new location?

    Reimbursement is provided to businesses during the first two years at the replacement site for increases in lease or rental charges.

In closing, it was emphasized to the community that this would not be the last meeting. The project staff will consider and brain-storm the comments and concerns raised this evening and will get back with the community. The importance of providing written feedback was again re-emphasized prior to closing the workshop.

Monday, August 31, 2009
Georgia Highway 92 Project
5:30 p.m.

I met with business owners at the shopping center on Hwy 92. Businesses visited are listed below:

Business Name:	Business Address:	Owner:
Big Lots #460	6031 Hwy 92	Big Lots, Inc.
PJ Collection	5989 Hwy 92	Mi Parle
MJ Tropical Foods	5987 Hwy 92	Maris Jacob
Martha S. Munoz-Rincon Latino	5983 Hwy 92	Martha Munoz
Beautiful Braids	5981 Hwy 92	Awa Thiam
Seven Venue, The	5975 Hwy 92	Lee Hart
Rental Express	5975 Hwy 92 Ste F	Oak Park, Inc.
Fast Cash Pawn	5975 Hwy 92 Ste H	Partners Fast Cash, Inc.
Dollar General #8138	5975 Hwy 92 Ste E	Dolgencorp, Inc.
Simple Solutions Laundry Mat	5975 Hwy 92 Ste I	Jason Mauldin
Panaderia Santa Elena Bakery	5975 Hwy 92 Ste L	Danny Martinez
La Princesa Mexican Store	5975 Hwy 92 Ste N	Irfan Bhayani
El Tacomiendo Mexican Restaurant #2	5975 Hwy 92 Ste O	Felix Garcia

I distributed flyers inviting them to our workshop scheduled for Wednesday, September 2, 2009 @ 6:30 p.m. @ Taqueria Jalisco (8485 Hospital Drive, Douglasville, Ga 30134)

While meeting with business owners, the following questions, statements and/or concerns were asked:

1. What options are there?
   Where do we relocate to?
   Is there a certain area?
   Is the City of Douglasville choosing a location for us?
   Is there money to start back up?
   How much money will the shopping center receive?
   The lease will be higher in other places, the lease we have now is affordable.
   Most of us have been here approximately 4 to 6 years, this is our productive time.
2. Businesses will lose money – the nearby apartments are the base of our clientele. The clientele base is from 15 years past, our sales will be low for many years to come/a very big loss for us/property owners will benefit not the small businesses.
3. If we are placed next to Kroger (for example) we will not make any money, we need to be apart from big name stores, but yet nearby apartment complexes, mobile home parks, etc.
4. By staying here without making plans of where we want to go and build our clientele is like buying a lotto ticket.
5. The city or state should buy us out? We prefer to be bought out.
6. GDOT should take care of the small businessman, not just the property owners.
7. The Big Lots store and the Dollar Store will not hurt as much, they are established business names.

8. This is a very old shopping center, to see that the area will be replaced with a beautiful road and landscape will only beautify the City of Douglasville. Then the surrounding homes, neighborhoods will take more pride in their city. This is a good change, it will motivate people to keep up with the newness, to take care, and we need to support projects such as these. This is just like someone getting a makeover, we need to look at the positive side. This change will speak well for the city. We are all in the same circle, we help one another.
9. We are very pleased with the Police Department here in Douglasville.
10. Smyrna had a change, the streets, the buildings downtown were upgraded and now that area is absolutely beautiful.
11. A disadvantage is that I want to put more money into my business, expand to hopefully increase my revenue, but I fear I will lose even more money.
12. One tenant has a 15-year lease, other tenants only have 1 to 3 year leases and some are up for renewal.

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 2, 2009 at 6:30 p.m.
Taqueria Jalisco
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT (IMPRIMA POR FAVOR)

NAME (NOMBRE)	TITLE (TÍTULO)	ADDRESS (DIRECCIÓN)	EMAIL ADDRESS (DIRECCIÓN DE EMAIL))
Vickie Mitchell	Mitchell Appl.	6701 E. Strickland St DV 30134	MitchApp@BellSouth.net
Dary Martinez	Santa Elena Bakery	5975 Fairburn Rd suite L	VM@themartinez.net
Jack + Georgia Tyson		6182 Douglasmanor Ct Douglasville 30134	JTYSOR@anchor.net
Erick Avalos	Owner/Manager	5983 Fairburn Rd.	
[illegible]	[illegible]	3775 [illegible]	[illegible]
Pablo B Holmes	Councilman	City of Douglasville	
[illegible]	[illegible]	5787 Fairburn Rd. Douglasville	
Zachary Mitchell	Business Owner	3755 Bankhead Hwy	[illegible]947@yahoo.com

Croy Engineering, LLC

Meeting Minutes

Subject: Project CSSTP-0186-01(011), CSSTP-0006-00(900), CSSTP-0006-00(901) and CSSTP-0007-00(691), PI #'s 720970, 0006900, 0006901 and 0007691, Douglas and Paulding Counties – The Widening and Realignment of SR 92

Meeting Date: September 10, 2009 at 5:00 p.m.

Location: Alice J Hawthorne Community Center

Purpose: Stakeholder Training "For those not involved with the first training"

Attendees:
Marcia Hampton, Director, Community & Downtown Services
Jeff Noles, Director, Development Services
Peter Emmanuel, GDOT
Wates Keller, GDOT/Right-of-Way
Wesley Brock, GDOT/Right-of-Way
Virginia Leming, GDOT/Right-of-Way
Michelle McIntosh, Croy Engineering
Melanie Orr, Croy Engineering

- Because there was only a few attendees at this stakeholder training and because they trickled in at different times, Marcia Hampton and Jeff Noles held a more informal training than previously. See attached Key Stakeholder Training Minutes from 8.27.09 for more detailed information.
- One attendee, Judy Merrit, brought up concerns about access to town and access to Highway 92 north from her property on the northeast side of Brown Street. She also stated that she had been hearing about this project for 12 years. She was also concerned about loss of value to her property. Lastly, she expressed concern about emergency access to Brown Street. Jeff explained that once you can safely cross the railroad tracks while a train is on the tracks, emergency access will be improved.
- The representative from Brighton Manor mentioned a concern about vehicular and pedestrian access to and from Brighton Manor once the project is complete.
- Other concerns include:
    - Safe pedestrian access. Jeff explained that there would be 5 foot sidewalks along both sides of the new roadway.
    - Why cul-de-sac at the end of old SR 92 and creating a new tie-in to the new roadway? Jeff explained that it was to create a safer situation. Multiple intersections close together create a congestion issue. The new tie-in creates controlled access to and from old SR 92 and the new SR 92.
- The stakeholder training went straight into the workshop, which started at 6:30 p.m.

Croy Engineering, LLC

Brown Street Community Workshop Minutes

To: Files

From: Michelle McIntosh MM

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Josie Whited, Isaac Dodoo, Stephen Maples, Peter Emmanuel, Wates Keller, Laura Rish, Emmanuella Myrthil, Greg Teague, Chris Rideout, Melanie Orr, Shigodta Freeman, Darion Dunn, Lee Gould, Rebecca Collins

Date: September 10, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – Brown Street Community Involvement Workshop

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An Involvement Workshop was held with the Brown Street Community on September 10, 2009, 6:30pm, at the Alice Hawthorne Community Center at Jessie Davis Park, 7775 Malone Street in Douglasville. The meeting was advertised with flyers hand delivered by City Representatives on August 31, 2009. For more information regarding the flyer distribution and the questions, statements and/or concerns received during the distribution, see Attachment 1.

The purpose of the September 10, 2009 Informative Workshop was to provide information to the Brown Street Community regarding the proposed SR 92 widening and reconstruction project and to obtain feedback regarding the potential impacts to the community and how those impacts could be minimized. The following is a list of the SR 92 Project Management Team and staff members who attended the workshop: Bill Osborne, City Manager; City Councilwoman Callye Burk Holmes; Marcia Hampton, Director, Community & Downtown Services; Jeff Noles, Director, Development Services; Peter Emmanuel, Georgia Department of Transportation (GDOT); Wates Keller, Georgia Department of Transportation (GDOT); Greg Teague, Croy Engineering (Croy); Rebecca Collins, Croy; Lee Gould, Croy; Darion Dunn, Croy; Shigodta Freeman, Croy; Melanie Orr, Croy; and Michelle McIntosh, Croy. For more information regarding the meeting format, see Georgia Highway 92 Informative Workshop Agenda, Attachment 2.

What's Your View on 92? information packages, with attached surveys and self addressed stamped envelopes, were made available to community members in both Spanish and English upon arrival at the workshop. For the list of community

members who attended the workshop see the SR 92 Community Workshop Sign-in Sheet, Attachment 3.

The workshop was opened with an introduction and workshop overview by Marcia Hampton, Douglasville's Director of Community and Downtown Services. Ms. Hampton emphasized the importance of filling out the survey forms. A presentation providing the project overview was then provided by Jeff Noles, Douglasville's Director of Development Services. In addition to "walking" the community members through the project layout, Mr. Noles discussed the before and after renderings with community members. The floor was then opened for a question and answer period and to provide the community members an opportunity to make project improvement suggestions.

The following list summarizes the comments, questions, concerns and suggestions received from the community during the workshop. Where applicable, the response provided at the meeting follows in italics.

1. How will the people north of the Railroad and along Brown Street get access into town? How will the people along Brown Street get to the Rose Avenue area? How will we get from southbound SR 92 to US 78? How will we get to our churches and our community?

   Access from the new roadway to Brown Street and Strickland Street will be provided just north of Strickland Street. The upgraded McCarley crossing can be used to cross the tracks in the downtown area. To access US 78/Broad Street, you will proceed south under Strickland, the Railroad, and US 78, take a left on the new access road, and access US 78 from there. Pedestrian access to downtown will also be improved.

2. So all the other crossings will be closed?

   As part of the proposed project, the Brown Street, Mozley Street and Campbellton Street crossings will be closed. The McCarley Street crossing will be shifted slightly to the west and upgraded to accommodate additional traffic. The Rose Avenue crossing just west of Chicago Avenue will remain the same.

3. What will you do with the Strickland Street traffic and the people who want to cross the tracks during construction?

   The proposed railroad crossing closures will not occur until after the new road is open to traffic. We do not anticipate too much traffic control issues such as re-direction since most of the proposed roadway is on new location. The existing routes will be used during construction. If there are unexpected traffic issues during construction, we will address them as needed.

4. What about the people in the Cone, Green, Colquitt Street areas who do not want to move, don't want a new mortgage, and don't want to live on the new road? Consider putting cul-de-sacs on Cone and Green Streets so that an intersection with a traffic signal can be constructed at Colquitt Street and noise walls can be included along Cone and Green.

   That is why it is important that you provide your written comments now, so that we can try to address some of your concerns and incorporate solutions into the project.

5. There is too much distance between the proposed traffic signals at Malone Street and Ellis Streets. There are not enough proposed pedestrian crossings in this area either. It will be difficult for the children to get back and forth between the houses and the park.

6. Will the driveway tie-ins be replaced?

   Yes.

7. What happens if someone does not want to take GDOT's offer? What happens if they just don't want to move?

   GDOT will do everything that it can to come up with a fair resolution with the property owner and avoid condemnation.

8. Where will the 6 lane section end?

   The 6-lane section will continue north, as part of phase 4, to Bill Carruth Parkway. Phase 4 will continue with 4-lanes to Nebo Road where the project will end.

9. How will the buses from Stewart Middle School get access to the new roadway?

   Access from Stewart Middle School will be improved. Access will be provided on Malone Street and from Dallas Highway.

10. What will the lighting be like?

    Lighting in the area would be improved by lighting along the proposed corridor.

11. Why are you going under rather than over the railroad?

    To improve access to the new roadway at the same approximate cost. An overpass limits the access to the new roadway for a greater distance than the underpass. There is less isolation with an underpass.

12. But once the Mozley crossing is closed, won't the people on Strickland be even more isolated?

    It is anticipated that access to and from the area will be improved. There will be improved pedestrian access, a railroad crossing upgrade at McCarley, and the new grade separated crossing. Also, since Strickland Street will no longer be on a truck route, traffic flow should improve on Strickland.

13. Will the project improve the parking situation downtown?

    The City plans to improve the parking situation downtown prior to implementation of the SR 92 roadway project. The City does not expect parking to be a problem by the time this project goes to construction.

14. How much space will be between the houses and the proposed noise walls? They are very unattractive.

    That level of detail is not yet available; however, a vegetative buffer to shield the wall visually from the residences will be considered.

After the Question/Answer and Comment Period, there was a recap of the project positives, project negatives, and what is missing from the project as identified by the attendees. Positives identified included the following: opportunities for more businesses in the area, a grade separated railroad crossing will improve traffic flow when the train is on the tracks and will improve safety for emergency vehicles to pass, the new route is good, the new road is a positive for Douglasville, the project will reduce traffic on Brown Street, the project will reduce truck traffic on Strickland Street, the proposed cul-de-sac on Dallas Highway will reduce holiday traffic on Dallas Highway, the proposed road will be as nice to use as the new SR 92 bridge at I-20, the new roadway will improve lighting and aesthetics in the area. Negatives identified included the following: the people on the east side of existing Brown Street will be cut off and will have poor access, the children need better access between the east and west side of the new roadway for access to the park, some properties owners whose parcels would be partially impacted would rather be bought out than stay there, and the noise barriers are very unattractive. The workshop attendees identified the following as being missing from the current plan: crosswalks for children to schools and parks, a pedestrian bridge, access for Cone, Green and Colquitt Streets, and a traffic signal at Colquitt Street.

An overview of the right-of-way process was then provided by Wates Keller of GDOT. Several additional questions and comments were received during the right-of-way overview.

15. Has any right-of-way been acquired yet?

    By Federal law, we cannot proceed to right-of-way acquisition until the environmental process is complete. We do not expect to begin the right-of-way acquisition phase until June 2011.

16. Do the tenants have any say about the sale of their rental property?

No, but the tenants will receive assistance for the move and they will be informed of the offer simultaneous with the landlord.

17. Are comparables used to determine Fair Market Value? Are foreclosures included in the comparables?

    Yes, comparables are used to determine Fair Market Value. However, generally, appraisers usually do not use foreclosures for comparables, but must consider the market of which foreclosures are a part.

In closing, it was emphasized to the community that this would not be the last meeting. The project staff will consider and brain-storm the comments and concerns raised this evening and will get back with the community. The importance of providing written feedback was again re-emphasized prior to closing the workshop.

mm

Tuesday, September 1, 2009
Georgia Highway 92 Project
3:30 PM

Marcia Hampton and Esau Birdsong met and delivered flyers to the following residents in and around the Brown Street Community

Name of Resident:	Address	Phone Number:
Amanda Cowins	7840 Dallas Highway A	(770) 942 6266
Ruby Cowins	7840 Dallas Highway B	(770) 942 0451
Sharlen and Linda Bennett	6646 Brown Street	(770) 942 3511
Verdean Griggs	7959 Cone Street	(770) 942 7049
Gloria Brown	7949 Cone Street	(770) 949 3933
Mary Zachary	6570 Brown Street	(404) 625 5965
Vergil Wells	7947 Green Street	(770) 942 2800
Jean Campbell	7997 Green Street	(770) 942 5944
Deonn Lindsey	6521 Brown Street	(678) 850 7178
Lavatta Polk	7971 Colquitt Street	(770) 942 3151
Carl Hair	6463 Brown Street	(770) 942 2716
Alene Johnson	6411 Brown Street	(678) 715 0077
Judy Meridth	6415 Brown Street	No Number given
Rose Matthew	6399 Brown Street	(770) 942 3820
Betty & James Sander	6390 Brown Street	(770) 949 1153
Veron Watts	6378 Brown Street	(770) 489 5501
Nick Harrison	Didn't known the address	(678) 381 3426
Walter Craig	6315 Brown Street	(770) 942 0924
Nykoa Collette	6309 Brown Street	(770) 489 1274

These flyers were distributed explicitly for the residents within this community. It was explained to the residents that this workshop was intended to get their comments on how to make this project better.

Listed below are some of the concerns addressed by residents during our visits:

1. When will the project take place?
2. Where is the road really going?
3. How am I going to access the "New 92"?
4. Will there be sound barriers in front of my house?
5. How will people be able to access Brown Street once the road is put in?
6. Will all the trees be taken down?
7. Will someone be at the meeting to talk to me about my individual concerns?
8. How big is this road actually going to be?
9. Am I going to be treated fairly during this process?
10. Why is the road taking the path that it's taken? Why is my home chosen and not one of my neighbors?

All residents providing phone numbers requested a phone call reminder of the workshop scheduled for September 10, 2009 at 6:30 PM at the Alice Hawthorne Center located at Jessie Davis Park.

Georgia Highway 92
Informative Workshop Agenda
Thursday, September 10, 2009
6:30 PM – 8:00 PM

Jessie Davis Park
Alice Hawthorne Center
7775 Malone Street
Douglasville, GA 30134

1. Introductions
2. Review Meeting Importance
3. Timeline and Concept Plan Review
4. Questions or Comments
5. Begin Completing Comment Forms
6. Right-of-way Briefing
7. Final Comments or Questions
8. Completion and Collection of Comment Forms
9. Adjourn

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 10, 2009
Jesse Davis Park (Alice Hawthorne Center)
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Anne Martin	Brighton Manor	6140 Cooper St		
PASTOR ARTIS CRUM	LIGHT & SALVATION	6544 MACON RD	ARTISCRUM@AOL.COM	678557-5255
Joe L. Cousins	7840 Dallas			
Bernelle Jungre Hurrd & Aarda Springer		7950 Dallas Hwy Dville	hmrochelle@yahoo.com	770-942-5749
Ruby Cousins	7840 Dallas Hwy	Douglasville, Ga.		
Cindy Hewitt		6415 Brown St D'Ville 30134	judymeantte@concentral.net	7542-1738
Ken & Aline Wadsworth		6390 Brown st Douglasville 30134		
Lewis & Gloria Brown		7949 Cone ST. D'ville, GA 30134	b.Gloria@att.Net	770-949-3933
Pauline Cochran		6539 E. Strickland St. D'Ville		770-949-3129

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 10, 2009
Jesse Davis Park (Alice Hawthorne Center)
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Sidney C. Parker	Homeowner	8068 Dallas Hwy		770-942-3189
Calley Beck Hallman	City of Douglasville			
Sam - Davis	Business	8113 - Dallas Rd.		
Arthur L Zachery	Homeowner	6570 Brown Street		
RAY VZACHERY		Same		
Bobby Woods	pastor Douglasville second Baptist church			770 941-2619
Arthur Little	Deacon Second Baptist Church			
Bill Osborne	City of Douglasville	City Hall		
Patricia King		6327 Brown St		770 942-9004

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 10, 2009
Jesse Davis Park (Alice Hawthorne Center)
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Carl Isaac		6463 Brown St Douglasville Ga		770-942-2716
John Bradsong	7841 Dallas Hwy	Douglasville Ga	[illegible]	404 249 3856
Pinkie Hunter	8163 Thompson Street	Douglasville Ga	PinkieMiller@yahoo.com	770-489-7897
NYOKA Colleth	6309 Brown Street	Douglasville Ga	Colleth.jean@aol.com	770-489-1374
Doris Body	6369 E Strickland St	"	"	770-489-8531
Dean Lindsey	6521 Brown Street	Douglasville, Ga		(678) 850-7178
Jim Stewart				
Allen Kovacs	5411 Brown St	Douglas		615-715-0071
Florence Fuller	5019 Grist Mill Dr	V. Mariemont		
Christi Henry	7712 Autry Circle #104	Douglasville, GA	30134	christianmhenry@gmail.com 404.458.4125

Croy Engineering, LLC

Fulgham Drive Area Community Workshop Minutes

To: Files

From: Michelle McIntosh MM

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Isaac Dodoo, Stephen Maples, Peter Emmanuel, Chester Thomas, Wates Keller, Laura Rish, Emmanuella Myrthil, Greg Teague, Chris Rideout, Melanie Orr, Shigodta Freeman, Darion Dunn, Lee Gould, Rebecca Collins

Date: September 12, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – Fulgham Drive Area Community Informative Workshop

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An Informative Workshop was held with the community from the Fulgham Drive area at 12:00pm on Saturday, September 12, 2009, at the Eastside Elementary School located at 8266 Connally Drive in Douglasville. The meeting was advertised with flyers hand delivered door to door by City Representatives. For more information regarding advertisement of the workshop, see Attachment 1.

The purpose of the September 12, 2009 Informative Workshop was to provide information to the community in the Fulgham Drive area regarding the proposed SR 92 widening and reconstruction project and to obtain feedback regarding the potential impacts to the community and how those impacts could be minimized. The following is a list of the SR 92 Project Management Team and staff members who attended the workshop: City Councilwoman Callye Burk Holmes; Marcia Hampton, Director, Community & Downtown Services; Jeff Noles, Director, Development Services; Peter Emmanuel, Georgia Department of Transportation (GDOT); Chester Thomas, GDOT; Wates Keller, GDOT; Wesley Brock, GDOT; Chris Rideout, Croy Engineering (Croy); Darion Dunn, Croy; Melanie Orr, Croy; and Michelle McIntosh, Croy. For more information regarding the meeting format, see Georgia Highway 92 Informative Workshop Agenda, Attachment 2.

<u>What's Your View on 92?</u> Information Packages, with attached surveys and self addressed stamped envelopes, were made available to community members in both Spanish and English upon arrival at the workshop. For the list of community members who attended the workshop see the SR 92 Community Workshop Sign-in Sheet, Attachment 3.

The workshop was opened with an introduction and workshop overview by Marcia Hampton, Douglasville's Director of Community and Downtown Services. Ms. Hampton emphasized the importance of filling out the survey forms. A presentation providing the project overview was then provided by Jeff Noles, Douglasville's Director of Development Services. Mr. Noles informed the public of the current schedule and where we are in project development. In addition to "walking" the community members through the project layout, Mr. Noles discussed the before and after renderings with community members. The floor was then opened for a question and answer period and to provide the community members an opportunity to make project improvement suggestions. Wates Keller and Wesley Brock from the GDOT Office of Right-of-way were also in attendance to address any right-of-way questions that the public might have. Chester Thomas from GDOT Office of Urban Design was in attendance to provide Spanish translations if needed.

The following list summarizes the comments, questions, concerns and suggestions received from the community during the workshop. Where applicable, the response provided at the meeting follows in italics.

1. The highway traffic will increase in the residential areas adjacent to the proposed roadway.

2. The proposed cul-de-sac on Dorsett Street will redirect down Hill Street.

3. It is important to lower speeds in the residential areas east and west of the proposed roadway. Speed bumps or some other traffic slowing mechanism are needed.

4. Speed bumps should be placed in residential areas well before the new road is opened to traffic so that drivers will know not to use residential areas as a "cut through."

5. This is a good opportunity for economic development in the area.

6. The new roadway is good looking.

7. Consider landscaping at noise walls to improve aesthetics.

8. Why don't you put the new road where the old mill is and clean up that eyesore?

9. Need safe vehicular and pedestrian access east and west side of proposed roadway.

10. We need good pedestrian accommodations.

After the Question/Answer and Comment Period, there was a recap of the project positives, project negatives, and what is missing from the project as identified by the attendees. The positives identified at the meeting included: the opportunity for economic development in the area and the proposed roadway is visually appealing. The primary negative identified at the workshop is with regard to increased highway traffic in residential areas east and west of the roadway. The workshop attendees identified the following as being missing from the current plan: speed bumps or some other speed slowing mechanism in residential areas, placement of speed bumps or other speed slowing mechanism in residential areas before new roadway is opened to traffic, landscaping for noise wall aesthetics, and consider realigning roadway through the mill.

In closing, it was emphasized to the community that this would not be the last meeting. The project staff will consider the comments and concerns raised this evening and will get back with the community. The importance of providing written feedback was again re-emphasized prior to closing the workshop.

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Thursday, September 3, 2009
Georgia Highway 92 Project
2:30 PM

Marcia Hampton and Sharon Nettles met and delivered flyers to residents in and around the Fulgham Drive area. Flyers were delivered to four residents who were home. The residents did not want to give their names because they were renting. All indicated they would attend the meeting. All other flyers were placed on the doors of the homes.

After further discussion with Ms. Nettles, flyers will be delivered to residents along Dorsett Street, Cooper Street and Ellis Street. Because most of the individuals that live on this street are renters, many may not want to give their names to a City Official. Many of the individuals work during the day and there are many vacant units in this community. Efforts will be placed upon getting in touch with landlords to encourage them to come to the meeting scheduled for landlords.

Early next week we will have our Maintenance and Sanitation Department hand deliver flyers to the surrounding area for a second time to be certain we have not left anyone out. This has been a very effective method of getting the word out in the past. One other resource we will use to get the word out is to request special permission from Douglas County School System to have flyers sent home with students at Eastside Elementary School and Burnett Elementary for their parents.

By September 9, 2009 we will place phone calls to ensure that we have disseminated as much information as possible about the September 12, 2009 Community Involvement Workshop.

Georgia Highway 92
Informative Workshop Agenda
Saturday, September 12, 2009
12:00 PM – 1:30 PM

Eastside Elementary School Cafeteria
8266 Connally Drive
Douglasville, GA 30134

1. Introductions and Meeting Overview
2. Project Overview and Timeline
3. Right-of-way Process Overview
4. Questions and Answers
5. Other Project Improvement Suggestions
6. Closing Comments

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 12, 2009
Eastside Elementary School
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Amanda Cowins		7840 Dallas Hwy	AC42C@yahoo.com	(7) 942-6266
Lisa Lopes			Rojo812@yahoo.com	
Timothy D. Wood		6158 / 6160 Fulghum Dr	woodsmaintenance@yahoo.com	404-567-7457
Joe Traylor		6140 Dorella St		770-317-4045
Karen & Randy Parker		6100 Hill St D'ville, GA 30134	parker8691@bellsouth.net kparker@bellsouth.net	770-947-6215
Vicky + Connie Wilson		6140 Cooper St Apt 38 D'ville 30134		678-516-6178
Sharon Patterson		6145 Fulghum Dr		770-489-8036
Patricia Ward		6162 Fulghum Dr Gainesville GA 30134		(770) 942-9809
Chrissi Foster		6162 Fulghum Dr. D'ville Ga. 30134		404-838-6229
Reco Stewart				

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 12, 2009
Eastside Elementary School
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Lisa Lindley	ESES/	2450 Washington Dr.	lisa_lindley@douglas.k12.ga.us	4)606-552
Marilyn Arnold		6153 Fulghum Dr.	(4) 454-559	
Keith & Amy Norman	2 homes	6116 & 6118 Dorsett St.	apbiddy@bellsouth.net	770.780.292
Jasmin K. Cottingham		6140 Cooper Str.	cottinghamfamily06@comcastnet	404 496 8752
Farina Harper		//		

Croy Engineering, LLC

Landlord Community Workshop Minutes

To: Files

From: Michelle McIntosh

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Isaac Dodoo, Stephen Maples, Peter Emmanuel, Wates Keller, Laura Rish, Greg Teague, Chris Rideout, Melanie Orr

Date: September 14, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – Landlord Community Involvement Workshop

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A meeting was held with owners of rental property along the proposed SR 92 corridor that would be directly impacted by the project. The meeting was held at the Douglasville City Hall at 10:00am on Monday, September 14, 2009. The rental property owners along the corridor were contacted and informed about the meeting via personal phone calls by City Representatives.

The purpose of the September 14, 2009 meeting was to provide information regarding the proposed SR 92 widening and reconstruction project and to obtain feedback regarding the potential impacts to the community and how those impacts could be minimized. The following is a list of the SR 92 Project Management Team and staff members who attended the workshop: Marcia Hampton, Director, Community & Downtown Services; Jeff Noles, Director, Development Services; Peter Emmanuel, Georgia Department of Transportation (GDOT); Wates Keller, GDOT; Wesley Brock, GDOT; Chris Rideout, Croy Engineering (Croy); Melanie Orr, Croy; and Michelle McIntosh, Croy. For more information regarding the meeting format, see Georgia Highway 92 Landlord Meeting Agenda, Attachment 1. During the meeting it was emphasized by Ms. Hampton, Mr. Noles and Peter Emmanuel that we are unable at this time to discuss specific property impacts due to the limitations of the concept drawings. The purpose of this meeting is to discuss how the roadway will flow through and impact the community.

What's Your View on 92? information packages, with attached surveys and self addressed stamped envelopes, were made available to meeting attendees in both Spanish and English upon arrival at the workshop. For the list of community

members who attended the workshop see the SR 92 Community Workshop Sign-in Sheet, Attachment 2.

The meeting was opened with an introduction and meeting overview by Marcia Hampton, Douglasville's Director of Community and Downtown Services. Ms. Hampton explained the information that could be found in the information package, emphasized the importance of filling out the survey forms, and informed the attendees of the upcoming meetings. Mr. Jeff Noles, Douglasville's Director of Development Services then provided information regarding the project schedule and where we are in the process. He then "walked" the attendees through the project layouts and before/after renderings. The floor was then opened for a question and answer period and to provide attendees an opportunity to make project improvement suggestions. Wates Keller and Wesley Brock from the GDOT Office of Right-of-way were also in attendance to address any right-of-way questions that the meeting attendees might have.

The following list summarizes the comments, questions, concerns and suggestions received from the meeting. Where applicable, the response provided at the meeting follows in italics.

1. Why are you building a cul-de-sac on Dorsett Street? Why don't you just connect it to the new access road?

   For safety reasons, the intersection of Dorsett Street with the access road would be too close to the access road/SR 92 intersection.

2. Why are you constructing an underpass rather than an overpass?

   An overpass restricts connectivity with the surrounding community for a greater distance than an underpass.

3. Consider putting some of these questions and answers in the newspaper.

4. We need more parks and trees.

5. Will Hill Street be affected? *No.*

6. Will there be a light at Cooper Street? *Yes.*

7. How will access be provided to the businesses located on the west side of existing SR 92 and just south of Hospital Drive?

   We will provide access between the businesses and the new roadway. The specifics on the best way to achieve that will not be determined until the design stage of the project.

8. How often do these plans change? The hotel that I own was affected by the SR 92/I-20 interchange project and last minute changes were detrimental.

It is not expected that the plans will change again. Be sure to put your comments regarding your past history with GDOT in writing. Right now we need feedback regarding the community impacts.

9. It is important that we keep the businesses and development here in Douglas County.

10. I am ready to get this over with. You are dealing with my old age.

11. I own four properties on Fulgham Drive that I still owe money on. What's left is supposed to be my retirement.

12. I cannot lease my rental property with everything in the air. Move forward or pull the plug on the project.

    We have the funding now, the project will continue to move forward.

13. We are not upgrading or improving our rental property because we know that the GDOT will not pay us for the improvements. You need to make us an offer on the property now.

    Federal law requires that we complete the environmental analysis phase of the project before we can proceed to right-of-way negotiations.

14. Will we be provided compensation for this time that we haven't been able to rent our property out?

    No, the federal law does not allow for that.

15. Will you compensate us according to the tax appraisal value?

    No, you will be compensated based on fair market value as determined by appraisers.

16. Who makes the decision on whether or not the parcel is considered a total take or a complete take? Can I keep the remnant if I want?

    The GDOT will determine if the remaining parcel is considered un-developable (an un-economic remnant). If the remaining parcel is determined to be un-developable, the GDOT will make an offer on the remainder of the parcel. It will be up to the land owner as to whether or not they will accept the offer or hold the property.

17. We need good pedestrian accommodations.

The importance of providing written feedback was again re-emphasized prior to closing the workshop.

mm

Georgia Highway 92
Landlord Meeting Agenda
Monday, September 14, 2009
10:00 AM – 11:00 AM

Douglasville City Hall
Conference Room A
6695 Church Street
Douglasville, GA 30134

1. Introductions and Meeting Overview
2. Project Overview and Timeline
3. Right-of-way Process Overview
4. Questions and Answers
5. Project Improvement Suggestions
6. Closing Comments
7. Adjourn

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 14, 2009
City Hall Conference Room A
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Clara Hamilton	6142/6144 Fulghum Drive	Douglasville 6655 Redwood	WaCT2253@Bellsouth.net	770 949-0373
Chris Beauchamp	Self/Business	7755 Dallas Hwy 30134	CB2030e Yahoo.Com	4/569-5623
Amy Clark	Community Mgr	6549 Broadway	Douglasapartments@bellsouth.net	1-949-8308
Timothy Wood	6158A/B, 6160/A/B Fulghum Drive	Douglasville	woodsmaintenance@Bellsouth.net	404 569-7451
Samir Patel	Blockbuster Video Center	5449 Fulghum Rd	samirhotel@Yahoo.com	770-949-5730

Croy Engineering, LLC

North of the Railroad Community Workshop Minutes

To: Files

From: Michelle McIntosh

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Isaac Dodoo, Stephen Maples, Peter Emmanuel, Wates Keller, Laura Rish, Greg Teague, Chris Rideout, Darion Dunn, Shigodta Freeman, Lee Gould, Janet Perez-Spinney, Melanie Orr

Date: September 15, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – North of the Railroad Community Informative Workshop

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An informative workshop was held for community members located in the general project area north of the railroad. The meeting was held at the Stewart Middle School Gymnasium at 6:30pm on Tuesday, September 15, 2009. The workshop was advertised with flyers hand delivered door to door by trained key stakeholders. Flyers were also sent home with the children at the schools in the area.

The purpose of the September 15, 2009 Informative Workshop was to provide information regarding the proposed SR 92 widening and reconstruction project and to obtain feedback regarding the potential impacts to the community and how those impacts could be minimized. Although the workshop was opened to all community members, the workshop was planned primarily to reach members of the community north of the railroad who would be indirectly impacted by the project. The following is a list of the SR 92 Project Management Team and staff members who attended the workshop: Bill Osborne, City Manager; Marcia Hampton, Director, Community & Downtown Services; Jeff Noles, Director, Development Services; Peter Emmanuel, Georgia Department of Transportation (GDOT); Wates Keller, GDOT; Wesley Brock, GDOT; Greg Teague, Croy Engineering (Croy); Chris Rideout, Croy; Shigodta Freeman, Croy; Janet Perez-Spinney, Croy; Lee Gould, Croy; Darion Dunn, Croy; Melanie Orr, Croy; and Michelle McIntosh, Croy. For more information regarding the workshop format, see Georgia Highway 92 Informative Workshop Agenda, Attachment 1.

What's Your View on 92? Information Packages in English and Spanish were made available to meeting attendees as well as information receipts, surveys and self addressed stamped envelopes. For the list of community members who attended the workshop, see SR 92 Community Workshop Sign-in Sheet, Attachment 2.

The meeting was opened with an introduction and workshop overview by Marcia Hampton, Douglasville's Director of Community and Downtown Services. Ms. Hampton explained the information that could be found in the information package, emphasized the importance of filling out the survey forms, and informed the attendees of the upcoming Public Information Open House (PIOH) scheduled for October 20, 2009. Jeff Noles, Douglasville's Director of Development Services, then provided information regarding the project schedule and where we are in the process. He then "walked" the attendees through the project layouts, before/after renderings, schematic of the proposed railroad crossing changes in the downtown area, and a Google Earth "flyover" of the proposed project. Mr. Noles emphasized that we are unable at this time to discuss specific property impacts due to the limitations of the concept drawings and that the purpose of this meeting is to discuss how the roadway will flow through and impact the community.

The floor was then opened for a question and answer period and to provide attendees an opportunity to make project improvement suggestions. Wates Keller and Wesley Brock from the GDOT Office of Right-of-way were also in attendance to address any right-of-way questions that the meeting attendees might have. The following list summarizes the comments, questions, concerns and suggestions received from the meeting. Where applicable, the response provided at the meeting follows in italics.

1. Why is the project phased in this order?

   Phase 1, which would construct the three underpass bridges of Broad Street, the railroad and Strickland Street, will take the longest to construct. The project has been phased this way so that all three phases would be completed at approximately the same time.

2. Is the funding for all three phases in place? *Yes.*

3. What is the estimated completion date for the project?

   We are not sure at this time; however, we are currently scheduled to begin construction in 2015.

4. What is the matching for federal and local funds?

   The Federal Highway Administration will pay for the construction. The City is responsible for the Environmental Assessment and has funded it.

5. Will access be provided for those businesses on the west side of existing SR 92/Fairburn Road that are south of Hospital Drive?

   Access will be provided. However, the specifics of how will not be worked out until the design phase of the project.

6. Will Zion Hill, the church on Colquitt Street, be affected by the project?

   Not directly; however, access to the church will be improved, particularly if a traffic signal is added to the project at Colquitt Street.

7. Could you please address the railroad crossings?

   There will be three vehicle crossings: the new grade-separated crossing, the upgraded McCarley Street crossing, and the Rose Avenue crossing which will not be affected by the project. Pedestrian access will be provided at all three vehicular crossings. There will also be pedestrian crossings at the vehicle crossing closures at Mozley, Brown and Campbellton Streets. All pedestrian crossings will be wheelchair accessible.

8. What is the distance of the new location section and how many traffic signals are proposed along that stretch?

   The distance is approximately 2.7 miles and nine (9) traffic signals are currently proposed along that stretch.

9. Will the lights reduce speeds on the corridor? Is that why you are doing it?

   It is one of the reasons; however, there are also other factors involved.

10. What will the speed limit be? *45 miles per hour.*

11. Will the proposed roadway have sidewalks?

    Yes, there will be a 10 foot multi-use trail on one side and a 5 foot sidewalk on the other side.

12. What about sidewalks on existing Dallas Highway?

    The City has another project in the current plan that would include providing ADA compliant sidewalks and lighting along Dallas Highway.

13. Consider providing landscaping in the median.

14. Consider providing pedestrian access between the proposed cul-de-sac on Dallas Highway and the new tie-in to Dallas Highway so that pedestrians from the Lake Ridge area will not have to walk south to the new SR 92 roadway to get access to Dallas Highway.

15. Consider providing pedestrian access between the proposed Davis Drive ant the new SR 92 roadway.

16. Is there a plan to redo all of the old roads in the area? *No.*

17. Will the road attract businesses?

    We know there will be an affect but it cannot be measured at this time.

18. Will the project affect the bus routes?

    They shouldn't be affected since the project will maintain access to schools and all existing roads.

19. What affect will the project have to downtown businesses?

    The majority of businesses downtown are destination businesses, meaning people drive to the downtown specifically to patronize specific businesses. By and large, the business community has supported the project because it will remove the congestion downtown caused by through traffic and enable the downtown businesses to thrive. The project is supported by the Chamber of Commerce and the Downtown Development Authority.

20. Consider providing landscaping and signage so that there will be a "gateway" for those coming from the north into the downtown area.

21. Hopefully, this project will create a more cohesive downtown area.

22. Consider providing wheelchair accessible pedestrian facilities from Avalon Township to the hospital.

23. Consider making existing Dallas Highway into town more pedestrian friendly.

24. How far will the lighting go?

    Lighting will extend down the entire project corridor.

25. The existing railroad crossing at Rose Avenue already functions awkwardly. The project will increase traffic and the problems at that railroad crossing.

    The City hopes to improve that crossing under a different project and will try to move the schedule up to accommodate the SR 92 project. However, the newly upgraded McCarley Street crossing is expected to replace the existing Campbellton Street crossing and traffic at the Rose Avenue crossing is not expected to increase.

26. The traffic during construction will be bad. How long will it take to build the project?

    The project will take approximately 5 years to construct; however, since most of the project is on new location, we only expect construction problems in the areas where the new road would tie-in to the existing road.

27. The project needs to be completed now. Push up the dates.

28. The project will provide smooth, unimpeded traffic flow to the hospital.

29. Will there be a lot of people moved where the road is going?

    All of the red dots shown on the map represent displaced homes.

The importance of providing written feedback was again re-emphasized prior to closing the workshop. It was also emphasized that we need everyone to attend the PIOH scheduled for October 20, 2009, even the people that have already attended one of the smaller meetings.

mm

Georgia Highway 92
Informative Workshop Agenda
"North of the Project"
Tuesday, September 15, 2009
6:30 PM – 8:00 PM

Stewart Middle School Cafeteria
8138 Malone Street
Douglasville, GA 30134

1. Introductions
2. Review Meeting Importance
3. Timeline and Concept Plan Review
4. Questions or Comments
5. Begin Completing Comment Forms
6. Suggestions for Project Improvements
7. Additional Comments or Questions
8. Closing Comments & Adjourn

* Turn in comment forms prior to leaving.

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 15, 2009
Stewart Middle School Cafeteria
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

	NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
1	Jerika Cox		6108 Dorsett Street, Douglasville GA 30134		770-896-7581 770-942-8342
2	Lonnie Bradley	Custom Care Cleaners	5998 Fairburn Rd. Douglasville 30134		770-920-0176
3	Annie Bell Springer		7950 Dallas Hwy. Douglasville 30134		770-942-5748
4	Barbara H. Caldwell		6809 Dania Dr. D'Ville		770-942-2715
5	Freddie Ashmon	Commissioner	1740 Brumby Cir		678-654-2325
6	Neopoleon Bradley		4181 Willow Ridge Rd	BLKPICDAD@yahoo	7-9429434
7	Stephanie Mccluty		8314 poplar st		770 949 4915
8	Earl White		6591 Cedarwinter Rd		770 942-8565
9	Virgie Wells		7947 Green St	flotaylor@bellsouth.net	770-942-3568

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 15, 2009
Stewart Middle School Cafeteria
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

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	NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
1	SAM - DAVIS		BUSINESS		770-364-5104
2	MONICA SYMISTER		Residence		770 906-4952
3	Rhonda Muhammad	Stakeholder Resident		rjdmuhammad@yahoo.com	77) 577-8302
4	HAROLD SPRINGER		7956 DALLAS HW	DOUGLASVILLE GA 30134	77) 942-5748
5	Bill Osborne	City of Douglasville		osbourneb@douglasville.ga.us	
6	Ruby Cowin	City of Douglasville			
7	Scottie Spencer		7934 Dallas Hwy	SSLaunecar2002 yahoo.com	
8	Susan Gilliam	Asst. Pastor St. James AME	8316 Church St.	slucksongliam@yahoo.com	678-510-1117

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 15, 2009
Stewart Middle School Cafeteria
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

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NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Lula Parker	resident	8223 Cone St.		
Candance Cunner	resident	6935 Stonetrace Ct.	ccunner28@yahoo.com	
Valeria Greene	resident	7940 Cone Street	vallygirl63@yahoo.com	
Mike Miller	D.S. BOE Resident	8854 Campbellton St.	mike@millerhightower.com	
Sandora Stuart	Resident	5182 Chicago ave		7-9495557

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 15, 2009
Stewart Middle School Cafeteria
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Mark Davis	AJC	Atlanta	mrdavis@ajc.com	
Freda Sims		7067 Skippingstone Way	freda.sims@attnet	
Jermaine Lovejoy		~~[illegible]~~ 5063 Manning Dr. Douglasville, GA 30135	Jerm1972@comcast.net	

Croy Engineering, LLC

South of the Railroad Community Workshop Minutes

To: Files

From: Michelle McIntosh

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Isaac Dodoo, Stephen Maples, Peter Emmanuel, Wates Keller, Laura Rish, Greg Teague, Chris Rideout, Darion Dunn, Shigodta Freeman, Lee Gould, Janet Perez-Spinney, Melanie Orr

Date: September 14, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – South of the Railroad Community Informative Workshop

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An informative workshop was held for community members located in the general project area south of the railroad. The meeting was held at the Eastside Elementary School Cafeteria at 6:30pm on Monday, September 14, 2009. The workshop was advertised with flyers hand delivered door to door by trained key stakeholders. Flyers were also sent home with the children at the schools in the area.

The purpose of the September 14, 2009 Informative Workshop was to provide information regarding the proposed SR 92 widening and reconstruction project and to obtain feedback regarding the potential impacts to the community and how those impacts could be minimized. Although the workshop was opened to all community members, the workshop was planned primarily to reach members of the community south of the railroad who would be indirectly impacted by the project. The following is a list of the SR 92 Project Management Team and staff members who attended the workshop: Bill Osborne, City Manager; Marcia Hampton, Director, Community & Downtown Services; Jeff Noles, Director, Development Services; Peter Emmanuel, Georgia Department of Transportation (GDOT); Wates Keller, GDOT; Wesley Brock, GDOT; Chris Rideout, Croy Engineering (Croy); Shigodta Freeman, Croy; Janet Perez-Spinney, Croy; Lee Gould, Croy; Darion Dunn, Croy; Melanie Orr, Croy; and Michelle McIntosh, Croy. For more information regarding the workshop format, see Georgia Highway 92 Informative Workshop Agenda, Attachment 1.

What's Your View on 92? Information Packages in English and Spanish were made available to meeting attendees as well as information receipts, surveys and self addressed stamped envelopes. For the list of community members who attended the workshop, see SR 92 Community Workshop Sign-in Sheet, Attachment 2.

The meeting was opened with an introduction and workshop overview by Marcia Hampton, Douglasville's Director of Community and Downtown Services. Ms. Hampton explained the information that could be found in the information package, emphasized the importance of filling out the survey forms, and informed the attendees of the upcoming meeting. Mr. Jeff Noles, Douglasville's Director of Development Services, then provided information regarding the project schedule and where we are in the process. He then "walked" the attendees through the project layouts and before/after renderings. The floor was then opened for a question and answer period and to provide attendees an opportunity to make project improvement suggestions.

Wates Keller and Wesley Brock from the GDOT Office of Right-of-way were also in attendance to address any right-of-way questions that the meeting attendees might have. During the meeting it was emphasized by Ms. Hampton, Mr. Noles and Peter Emmanuel that we are unable at this time to discuss specific property impacts due to the limitations of the concept drawings and that the purpose of this meeting is to discuss how the roadway will flow through and impact the community.

The following list summarizes the comments, questions, concerns and suggestions received from the meeting. Where applicable, the response provided at the meeting follows in italics.

1. Why are you having so many meetings?

   Although the public has been overall supportive of the project due to its critical need and there has been no significant opposition, the Federal Highway Administration feels that more community input is needed before we can proceed to the next stage of project development.

2. There is an asphalt refinery located on Strickland Street just west of the proposed SR 92 alignment. If the asphalt trucks continue to use Strickland Street it will affect the effectiveness of the project. Consider providing direct access to US 78 for the asphalt refinery.

3. There is a small park in the Mill Village that lacks a lot of the amenities that other city parks have. Also, the old Mill is in considerable disrepair such that it is a safety concern and an eyesore. The commentor also assumes that the property is contaminated. Consider replacing the mill with a community park.

4. How many vehicular railroad crossings will we have downtown when the project is completed?

   Three – the new grade-separated crossing, the upgraded McCarley Street crossing, and the Rose Avenue crossing which will not be affected by the project.

5. We need more than ample pedestrian access across the railroad. How will pedestrians cross the railroad downtown?

   There will be pedestrian access at all three vehicular crossings. There will also be pedestrian crossings at the vehicle crossing closures at Mozley, Brown and Campbellton Streets.

6. What is the projected boost to the economy as a result of the project?

   We know it will have an effect but it cannot be measured at this time.

7. Do you live or work in Douglasville? Do you know Douglasville?

   We live here, we work here, and we know Douglasville.

8. How will the traffic on Dallas Highway get to Campbellton Street and downtown?

   They will take Dallas Highway to Strickland Street, Strickland Street to McCarley Street, and then cross the tracks on McCarley Street.

9. How will this project affect downtown business?

   The majority of businesses downtown are destination businesses, meaning people drive to the downtown specifically to patronize specific businesses. By and large, the business community has supported the project because it will remove the congestion downtown caused by through traffic and enable the downtown businesses to thrive. The project is supported by the Chamber of Commerce and the Downtown Development Authority.

10. In the area of just north of Broad Street, in the general area of the proposed access road, consider more green-space amenities like landscaping, walking trails, lighting and sidewalks. Show such improvements on the artist renderings south of the railroad.

11. Provide better renderings for the area north of the railroad before tomorrow nights workshop in that community.

12. Are any improvements planned on Strickland Street?

    Not at this time.

13. Will these improvements affect school districting?

    That is solely with the jurisdiction of the Board of Education. We cannot say at this time.

14. What is the status of the US 78 widening project east of town?

    It is currently scheduled for long range. To date, there has been no funding identified for the project.

The importance of providing written feedback was again re-emphasized prior to closing the workshop.

mm

Georgia Highway 92
Informative Workshop Agenda
"South of the Project"
Monday, September 14, 2009
6:30 PM – 8:00 PM

Eastside Elementary School Cafeteria
8266 Connally Drive
Douglasville, GA 30134

1. Introductions
2. Review Meeting Importance
3. Timeline and Concept Plan Review
4. Questions or Comments
5. Begin Completing Comment Forms
6. Suggestions for Project Improvements
7. Additional Comments or Questions
8. Closing Comments & Adjourn

* Turn in comments forms prior to leaving.

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 14, 2009
Eastside Elementary School Cafeteria
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Arthur D Hall	Second Baptist Church	Broad St		
Trudy Holdman	resident	Dorsett St.	trudyholdman@yahoo.com	678-949-845
Sandra S Ward	8182 Chicago ave	Douglasville GA 30134-1106	7-9495557	
Jerry & Nancy Moon	5905 Fairburn Rd	Douglasville Ga 30134	dvilleedcad.com	770 949 1900
Susan Miller	6145 Kelphin Dr.	Douglasville Ga 30134		770 489 8536
Eyelene Bennett	6123 Hiawatha St	Douglasville Ga 30134		770-942-2959
Calleye Sykes	City of Douglasville		(678) 615-1935	
Karen Parker	6100 Hill St	D'Ville, GA	770 947-6215	kparker@bellsouth.net
Randy Parker		6100 Hill St D'Ville	770 947 6215	parker8691@bellsouth.net
Susan Greene	St. James AME Church	Douglasville 30134	sjacksongreene@yahoo.com	678-576-246

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 14, 2009
Eastside Elementary School Cafeteria
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Lauren A Brown		1164 Zion Circle Douglas 30134		
Bill Osborne		City Hall	osborneb@ci.douglasville.ga.us	
Gabby ~~Lashun~~ Damley		10034 Young St	~~Gabby~~ ~~booky~~ missybooky@yahoo.com	
Lashun Damley	New Beginnings / KC Services	10034 Young St	dlashun39@bellsouth.net	(7)595-00[illegible]

SR 92 COMMUNITY WORKSHOP SIGN-IN SHEET

September 14, 2009
Eastside Elementary School Cafeteria
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Teresa Jones	—	—	—	—

Croy Engineering, LLC

Meeting Minutes – FHWA October Monthly Meeting

Subject: Project CSSTP-0186-01(011), CSSTP-0006-00(900), CSSTP-0006-00(901) and CSSTP-0007-00(691), PI #'s 720970, 0006900, 0006901 and 0007691, Douglas and Paulding Counties – The Widening and Realignment of SR 92.

Meeting Date: October 1, 2009 and 10 a.m.

Location: GDOT, 16th Floor Conference Room

Purpose: Discuss Proposed Mitigation Plan and Recent Public Involvement with Jennifer Giersch

Attendees:

Jennifer Giersch, FHWA
Melanie Orr, Croy Engineering
Greg Teague, Croy Engineering
Chris Rideout, Croy Engineering
Peter Emmanuel, GDOT
Laura Rish, GDOT/OEL
Wates Keller, GDOT/Right-of-Way
Marcia Hampton, City of Douglasville
Jeff Noles, City of Douglasville
Isaac Dodoo, Congressman Scott's Office
Stephen Maples, Congressman Scott's Office

Cc:

Bill Osborne, City of Douglasville
Richard Fangmann, Jacobs
Erica Parish, Paulding County
Michelle McIntosh, Croy Engineering
Gerald Ross, GDOT
Neal O'Brien, GDOT

- This meeting was held to discuss the proposed mitigation plan, the recent public involvement with the City of Douglasville and where we go from here with public involvement for this project with Jennifer Giersch. The meeting began with Marcia, Jeff and Melanie discussing all public involvement that has been conducted in the last two months. This includes 6 workshops, Marcia meeting with the Douglasville Downtown Development Authority and the Chamber of Commerce and 2 meetings with the Norfolk Southern Railroad. This has resulted in 86 written comments and various verbal comments which are

documented as much as possible in workshop meeting minutes. Some major points that came out of this public involvement and comments received include:

- The Cone/Green/Colquitt/Brown Community's desire for cul-de-sacs and a noise wall at the end of Cone and Green Streets and a signalized intersection at Colquitt Street and Brown Street's intersection with the new SR 92. Melanie explained that the residents of this area identify themselves as one community and this comment is a result of written and verbal comments. It was emphasized that the signalized intersection is desired as much for pedestrian safety and vehicular safety. There is a significant amount of existing pedestrian traffic in area. Also, the request for a noise wall is more of a visual barrier and to direct pedestrians to the signalized intersection than for blocking noise.
- Concerns involving construction of project affecting access to businesses and access to businesses once project is complete. These arose at Landlord Workshop and are mostly as a result of the impacts to businesses near I-20 from the I-20 bridge project at SR 92.
- Concerns regarding pedestrian access across railroad tracks. It was discussed that pedestrian access would be provided in the mitigation plan across railroad tracks where vehicular access is closed. Details were described from mitigation plan.
- Access for emergency vehicles was a major concern to citizens and was mentioned at all workshops and Congressman Scott's 8.1.09 Town Hall Meeting. This was discussed, specifically that the item in the mitigation plan is referring to a emergency vehicle sign with flashing light on a posted sign next to the roadway; not an overhead flashing light. The specific GDOT name and item number will be added to the mitigation item to avoid confusion.

- Overall, to avoid confusion, as many specific GDOT item numbers and descriptions as well as pictures and graphics will be added to the mitigation plan so that it is clear to everyone in the future what has been committed to. It also should be clear to citizens what is agreed upon.
- Laura asked that the Mitigation Plan be a stand alone document. More specifically, it will be an attachment to the Environmental Assessment, will be referenced in the Environmental Assessment and will be a stand alone document as well. Thus, a brief project description, a brief description of impacts and how the measures in the mitigation plan mitigates these impacts and information about follow-up required must be included in Mitigation Plan.
- Laura requested 3 copies of all meeting minutes and all written comments be submitted to her. *Melanie delivered 3 copies of all meeting minutes and all written comments to Laura on 10.1.09.*
- Marcia and Isaac stated that Congressman Scott's Town Hall meeting to discuss this project has been scheduled for November 7, 2009.
- Prior to the PIOH, Laura requested informal documentation stating that a noise wall is warranted at Cone and Green Streets if the roads are cul-de-saced (and thus no breaks in access). Prior to the Environmental Assessment being submitted to GDOT, the noise analysis will need to be revised and approved by GDOT.

Outstanding Items (updated information since 10.1.09 meeting in green italics):

- Wates to provide wording for item #16 in Mitigation Plan. Wates will send to Melanie, who will forward to Laura for her and Jennifer's approval. *Wates provided to Melanie and Laura on 10.2.09. Waiting on response and approval from Jennifer and Laura.*
- Marcia discussed Douglasville's Downtown Master Plan (developed by DDA) and correspondence with this organization with regards to the SR 92 project. Marcia will get all documentation and the Plan to Melanie and Laura. *Marcia sent a written description of what had taken place with the DDA, the final Downtown Master Plan, and all meeting minutes related to this to Melanie, who forwarded to Laura on 10.5.09.*
- Discussion occurred regarding whether 2 PIOH's were required or if we could have one PIOH in Douglasville and advertise in Douglasville and Paulding. This is since the changes to the project only occur in the Douglasville section. Laura agreed to verify that this was OK with all parties. *Laura emailed Melanie on 10.2.09 stating that one PIOH advertised in both counties would be fine.*
- Laura and Jennifer will conduct final review of Mitigation Plan and submit comments to Melanie by Tuesday, October 6th. This is to allow for enough time for the Plan to be revised per comments prior to the Stakeholder meeting. Once revised, Melanie will resubmit to Peter and Laura for final approval of draft Mitigation Plan.
- The Mitigation Plan cannot be approved by FHWA until after the PIOH is held.

Moving forward (updated information since 10.1.09 meeting in green italics):

- A meeting will be held with the Stakeholders to present the proposed mitigation plan and get their feedback. Invites will be done by City of Douglasville since the City asked individuals to be stakeholders. *Meeting scheduled for October 13th at 6:30 p.m. at Stewart Middle School.*
- A community meeting will be scheduled by the City of Douglasville and Croy Engineering to meet with the residents of the Cone/Green/Colquitt/Brown/Elsie Streets community regarding whether or not they prefer the signalized intersection at Colquitt Street, cul-de-sacs at Cone and Green Streets and a noise wall at Cone and Green Streets or if they would prefer not to have these changes. Once the meeting is scheduled, invitations will be given out door-to-door by the City of Douglasville and/or Croy Engineering. Laura will review and approve invite before going out. *Meeting scheduled for October 20th at 6:30 p.m. at the Alice Hawthorne Center.*
- A Public Information Open House (PIOH) will be held on October 27th. Time and location will be worked out between Marcia and Melanie and Melanie will send to Laura for approval prior to advertising. Based on previous PIOH attendance, we should plan for approximately 600 people. *PIOH has been scheduled for October 27th, 2009 from 5-8 p.m. at Stewart Middle School located at 8138 Malone Street, Douglasville, GA.*
- A dry run for the PIOH will be scheduled prior to the PIOH. In addition, Laura recommended a more formal, detailed run through prior to the PIOH since this is such a complicated project. More detailed information regarding this will be sent to everyone working the PIOH prior to dry run. *Dry run scheduled for October 22nd, 2009 at 3 p.m. at Douglasville City Council Chambers.*

- An ad to be posted in newspapers for Douglasville and Paulding County will be done so that the ad can run 3 weeks and 1 week prior to the PIOH. Laura will review and approve ad before it is sent to the newspapers. *Laura approved ad on 10.5.09 and ad was sent the Douglas County Sentinel (Douglas County's legal organ) and the Dallas New Era (Paulding County's legal organ) on 10.5.09. Laura, Peter and District GDOT representatives were cced on this correspondence.*
- Information advertising PIOH will be posted on the City of Douglasville's website and the SR 92 website. Melanie will discuss with Erica Parish with Paulding County to see if it can be posted on their website as well. *Once newspaper ad was approved, this was sent to Marcia and Erica Parish to put on their websites. Erica posted it on the Paulding County website and the Paulding County Transportation's website on 10.5.09. Confirmation of this was sent to Laura.*
- Signs advertising the PIOH will be posted in Douglasville and Paulding County and will be printed and put up by Douglasville. Melanie will get permission for this from Erica Parish with Paulding County. Melanie, Marcia and Laura will coordinate this. Melanie will provide Laura and district representatives with sign wording for approval, as well as proposed sign location maps for approval. *On 10.5.09, Melanie sent Paulding County proposed sign location map and proposed sign wording to Laura, Mac Cranford (District 7) and Greg Hood (District 6). All approved. Proposed sign location map for Douglasville will be sent to Laura, Mac and Greg on 10.6.09. Melanie also sent permission emails to Laura, Peter, Mac and Greg for their files.*

SR 92 - FHWA Monthly Meeting 10-1-09

Melanie Orr	Croy Engineering	mor@croyengineering.com
Jennifer Giersch	FHWA	jennifer.giersch@dot.gov
Laura Rish	GDOT	LRish@dot.ga.gov
Peter Emmanuel	GDOT	pemmanuel@dot.ga.gov
Marcia Hampton	City of Douglasville	hamptonm@ci.douglasville.ga.us
Jeff Noles	City of Douglasville	nolesj@ci.douglasville.ga.us
Isaac DoDoo	Congressman Scott's Office	isaac.dodoo@mail.house.gov
Wates Keller	GDOT Right of Way	wkeller@dot.ga.gov
CHRIS RIDEOUT	CROY	CRIDEOUT@CROYENGINEERING.C
Greg Teague	Croy	gteague@croyengineering.com
Stephen Maples	Congressman David Scott's Office	stephen.maples@mail.house.gov

Croy Engineering, LLC

Project Management Team Meeting Minutes

To: Files

From: Michelle McIntosh

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Isaac Dodoo, Stephen Maples, Lashun Danley, Callye Burke Holmes, Peter Emmanuel, Laura Rish, Erica Parish, Richard Fangmann, Greg Teague, Chris Rideout, Melanie Orr

Date: October 8, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – Monthly Project Management Team Meeting

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A Project Management Team (PMT) Meeting was held on October 8, 2009 at 11:00am at the Douglasville City Hall. The meeting was the first of monthly meetings to be held by the PMT on the second Thursday of each month. The following attended the meeting: Peter Emmanuel, Laura Rish, Jeff Noles, Erica Parish, Greg Teague, Chris Rideout, Melanie Orr and Michelle McIntosh. City Manager Bill Osborne and City Councilwoman Callye Burke Holmes also attended the meeting briefly.

Discussion:

During the meeting, Peter Emmanuel addressed 6 discussion points. Although this project has made great progress recently in the public involvement process, Peter wants to make sure that the team pays close attention to the following 6 items to ensure that the project proceeds as currently scheduled. The team's response is provided in *italics* following each discussion point.

1. The City's responses to the comments received to date need to be individualized so that each specific comment and/or question is addressed. The responses need to include either a specific answer or a time frame as to when a specific answer can be expected. The response letters need to go out prior to the October 27, 2009 Public Information Open House (PIOH). The response letters can be one letter that addresses all comments as long as all comments are addressed. The response to every comment or question needs to be documented in writing.

The City is concerned about providing responses to the public prior to the PIOH because the proposal might change after the PIOH and because it may minimize the public turnout at the PIOH. The City will provide a response to all comments received to date, thanking them for their input and inviting them to the PIOH. The letter will state that a specific response to all comments and questions will be provided after the PIOH once all comments have been received. A date will be provided for which they can expect a response no later than. Melanie will revise the draft response letter for review.

2. How will the Paulding County aspect of the project be dealt with at the PIOH? How has Paulding County been involved? Is Paulding County comfortable with the way everything is proceeding?

   Stations will be set up specifically for the Paulding County portion of the project. Greeters will direct attendees more interested in the Paulding County portion of the project to the appropriate stations. The Paulding County DOT has been included in the PMT and will be aware of all project developments through the PMT monthly meetings and meeting minutes. Through the PMT, they will be able to determine which additional meetings they may need to attend, on an as needed basis. Paulding County is okay.

3. Regarding the public resistance to the proposed Mozley Street railroad crossing closure, we must educate the people as to why the crossing cannot remain open. We must make sure the community members understand:
   - the federal and state requirement for the proposed crossing closure,
   - the grade and safety issues regarding the existing crossing,
   - the extent of the impacts that would occur to the community if we tried to make the existing crossing safer,
   - that there will still be a pedestrian crossing at Mozley Street, and
   - that the upgraded McCarley Street vehicular crossing will be more than adequate to deal with the local traffic volumes once the through traffic is routed onto the new facility.

   Renderings will need to be provided at the upcoming public meetings scheduled to help the community members understand how the proposal will look and the dangers associated with the existing crossings.

   Public meetings for October have been scheduled as follows: Stakeholder Follow-up Meeting 10-13-09, Meeting with Fairhaven Baptist Church and Straightway Gospel Church 10-14-09, Brown Street Community Follow-up Meeting to Discuss Changes 10-20-09, and the PIOH 10-27-09. A dry run for the PIOH has also been scheduled for 10-22-09.

   Renderings of the RR crossing areas will be available for the public meeting with the churches on 10-14-09. Invitation letters dated 10-07-09 for the Stakeholder Follow-up Meeting on 10-13-09 and the Brown Street Community Follow-up Meeting on 10-20-09 will be distributed by the City. Copies of the

invitation letters were provided to the attendees by Bill Osborne (see attachments). Melanie will provide Peter a copy of the Brown Street invitation letter distribution map.

Approximately 34 signs advertising the PIOH will be posted throughout the community by October 13, 2009. The signs will be 40" X 60" and white with black lettering. Melanie will provide Peter with a copy of the sign distribution map as well as the flyer/invitation letter distribution maps for all upcoming and prior meetings. Melanie will email Councilwomen Holmes and Danley the invitations and flyers for the upcoming public meetings so that they may forward them to constituents on their e-mail list. Melanie will add everyone on the Mozley Street Crossing Petition to the mailing database.

Councilwoman Holmes asked that the City's distribution of flyers through the sanitation department include all households in the neighborhoods north of the railroad tracks and that the distribution occur at least 2 weeks in advance of the meeting. She stated that there are three Hispanic neighborhoods north of the railroad tracks that do not know anything about the project.

4. What is the status of the environmental document? Is it still on schedule to be submitted by mid-December? Because the proposed mitigation plan is basically a wish-list that needs to go through the federal and state processes (particularly the traffic signal warrant analysis), Peter is concerned about the schedule.

   The new traffic information needed is being coordinated with Jacobs. The revised EA/FONSI is being updated to include the information that has occurred over the last several months and is still on schedule to be submitted by mid-December. The revised traffic counts are not expected to change enough to affect the outcomes of the current Air or Noise Assessments. All elements of the mitigation plan will be incorporated into the Environmental Commitments Table. Peter's concerns, as identified in his previous comments of the mitigation plan, will be reviewed by Laura and Melanie to make sure there are not other elements of the plan that may have procedural encumbrances.

5. What is the status of the concept report? Is it still on schedule to be submitted by mid-November? The report will have to be reviewed by FHWA. Also, the FRA is concerned about the railroad crossing closure aspect of the concept. The schedule for the concept report approval may also be affected by federal and state procedural encumbrances. Peter would like to get a draft copy of the concept report soon so that he can start thinking about some of these procedural requirements.

   The concept report is currently scheduled to be submitted by mid-November; however, the report cannot be submitted until the proposed mitigation plan

has been finalized after the PIOH. As such, the concept report will be submitted about mid-December, at the same time as the environmental document. The concept report schedule is not the critical path of the overall project schedule and moving the concept report submittal out one month will not affect the overall project schedule. A copy of the draft concept report will be provided to Peter soon so that he can start thinking about the federal and state procedural requirements.

6. Will the recent flooding in Douglas County affect the project concept? Will the underpass become a big detention pond when another big storm comes?

   The underpass is proposed at the highest existing and proposed profile point of the project and at the highest point in Douglas County. There is no concern that the proposed underpass would retain water should another significant rainfall event occur in Douglas County similar to the recent rainfall events. The existing and proposed profiles can be found in the e-files recently provided to Peter.

Action Items:

The following is a list of actions required as a result of the above discussions. The responsible party for the action follows each action in parenthesis.

1. The draft comment response letter will be revised and provided for the City and GDOT review (Melanie).

2. Prior to the PIOH, the comment response letters will be provided to all community members that have provided comments to date, including Mozley Street Crossing petitioners. The letters will thank them for their input and invite them to the PIOH. The letter will state that a specific response to all comments and questions will be provided after the PIOH once all comments have been received. A date will be provided for which they can expect a response no later than (Croy, on behalf of the City).

3. At the PIOH, stations will be set up specifically for the Paulding County portion of the project. Greeters will direct attendees more interested in the Paulding County portion of the project to the appropriate stations. Specific station regarding the Railroad Crossings and the downtown traffic circulation patterns will also be set up (PMT).

4. Public meetings for October have been scheduled as follows: Stakeholder Follow-up Meeting 10-13-09, Meeting with Fairhaven Baptist Church and Straightway Gospel Church 10-14-09, Brown Street Community Follow-up Meeting to Discuss Changes 10-20-09, and the PIOH 10-27-09. A dry run for the PIOH has also been scheduled for 10-22-09 (PMT).

5. Regarding the public resistance to the proposed Mozley Street railroad crossing closure, we must educate the people as to why the crossing cannot

remain open (PMT). Renderings of the RR crossing areas will be available for the public meeting with the churches on 10-14-09 (Croy, on behalf of the City).

6. Invitation letters dated 10-07-9 for the Stakeholder Follow-up Meeting on 10-13-09 and the Brown Street Community Follow-up Meeting on 10-20-09 will be distributed (The City).

7. Approximately 34 signs advertising the PIOH will be posted throughout the community by October 13, 2009. The signs will be 40" X 60" and white with black lettering (The City).

8. Peter will be provided copies of the flyer/invitation letter distribution maps for all prior and upcoming meetings (Melanie).

9. All future meeting invitations and flyers will be provided electronically to Councilwomen Holmes and Danley so that the Councilwomen may forward them to constituents on their e-mail list (Melanie).

10. The revised traffic information requested by FHWA is currently being coordinated with Jacobs. The revised EA/FONSI is being updated to include the information that has occurred over the last several months and is still on schedule to be submitted by mid-December. The revised traffic counts are not expected to change enough to affect the outcomes of the current Air or Noise Assessments. All elements of the mitigation plan will be incorporated into the Environmental Commitments Table once finalized (Croy, on behalf of the City).

11. Peter's concerns, as identified in his previous comments of the mitigation plan, will be reviewed to make sure there are not other elements of the plan that may have procedural encumbrances (Laura and Melanie).

12. A copy of the draft concept report will be provided to Peter soon so that he can start thinking about the federal and state procedural requirements (Croy, on behalf of the City).

City of Douglasville

MICKEY THOMPSON
Mayor

Council Members:
CHARLES J. BANKS - Ward 1
LaSHUN B. DANLEY - Ward 3, Post 1
CALLYE B. HOLMES - Ward 3, Post 2
DENNIS McLAIN - Ward 2
TERRY MILLER - Ward 5, Post 2
ROY E. MIMS - Ward 5, Post 1
JOHN R. SCHILDROTH - Ward 4

WILLIAM D. OSBORNE
City Manager

JOEL DODSON
City Attorney

JOYCE STONE
City Clerk

October 7, 2009

Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007(691), PI #s 720970, 0006900, 0006901, and 0007691, Douglas and Paulding Counties - The Widening and Reconstruction of SR 92 from just south of Durelee Lane to Nebo Road.

TO: Community Stakeholders

RE: Community Stakeholders Follow-up Meeting

A great deal has been accomplished since we first kicked off the Community Involvement Workshops concerning the SR 92 Highway project.

Many of you went door-to-door to encourage citizens to participate in these workshops. Your efforts paid off. We collected numerous written comments, comments via the City of Douglasville's web site, and even some comments via the hotline that was set up for the project. Your participation, as a Stakeholder, has been instrumental in stressing the importance of citizen involvement.

We had to have the Community Involvement Workshops prior to being able to hold the Public Information Open House (PIOH), which is a different type of public involvement meeting. At the PIOH there will be no formal presentation, but participants will be able to see citizen comments and recommendations which have been incorporated into a draft mitigation plan.

Citizen comments pertaining to the current draft mitigation plan will be collected at the PIOH, because the plan can't be finalized until the PIOH comments have been received. The PIOH will be held 5:00 to 8:00 p.m. on Tuesday, October 27, 2009, at Stewart Middle School. You will receive more information in a few days.

At the previous PIOH a couple of years ago, approximately 400 people participated. Our hope is that with your continued support, we will at least meet this number or possibly exceed it.

CITY OF EXCELLENCE
GEORGIA MUNICIPAL ASSOCIATION

Located on O'Neal Plaza in Historic Downtown Douglasville
P.O. Box 219 • 6695 Church Street • Douglasville, Georgia 30133-0219
770-920-3000 • Fax 770-920-0499
www.ci.douglasville.ga.us

A Georgia Classic
Main Street City

We want to make certain that, as a community, we show there is significant interest in this project.

Because you have been instrumental throughout this process, we would like to give you an opportunity to see the draft mitigation plan prior to the PIOH on October 27. Therefore, we have scheduled a Stakeholders meeting on Tuesday, October 13, at 6:30 p.m. in the cafeteria of Stewart Middle School (8138 Malone Street).

Again, we truly appreciate the time and commitment you have shown to this community by being a voice and an advocate for community involvement in the Georgia Highway 92 Project.

I'm sorry that I will be out of town and unable to see you on Tuesday, October 13. City Community and Downtown Services Director Marcia Hampton and City Development Services Director Jeff Noles will be responsible for the conduct of this meeting. Also, representatives from the Georgia Department of Transportation and the City's consulting engineering firm, Croy Engineering, Inc., will be present.

Best wishes.

Sincerely,

William D. Osborne
City Manager

WDO:bm

cc: Mayor Mickey Thompson
Councilwoman Callye Burk Holmes
Councilwoman LaShun Burr Danley
Ms. Marcia Hampton, City of Douglasville
Mr. Jeff Noles, City of Douglasville
Ms. Melanie Orr, Croy Engineering
Georgia Department of Transportation

City of Douglasville

MICKEY THOMPSON
Mayor

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October 7, 2009

Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007(691), PI #s 720970, 0006900, 0006901, and 0007691, Douglas and Paulding Counties - The Widening and Reconstruction of SR 92 from just south of Durelee Lane to Nebo Road.

Dear Resident of Brown Street Community near Davis Park:

RE: Meeting at Hawthorne Center in Davis Park: Tuesday, October 20

The purpose of this letter is to invite you to an upcoming community meeting regarding the proposed SR 92 Transportation Project. As a result of public involvement that has been conducted with many residents of your community during the past month, some requests have been made for project design changes.

These comments and suggestions resulted in some changes being made to the proposed SR 92 project, and we would like to present these proposed changes to you for comment. If implemented, they would alter the community's access to this project, as well making some visual changes in your community. Therefore, your attendance at this meeting and your participation there are very important.

Specifically, the design has been changed to include a signalized intersection at the proposed intersection of Colquitt Street and Brown Street with the "new" SR 92. In addition, Cone and Green Streets have been cul-de-saced and a noise wall has been added in this area to shield the Cone Street and Green Street residents from noise associated with the new roadway. These changes are only proposed; they cannot become final until comments from you and your neighbors having been received and reviewed.

Recent public involvement and the subsequent proposed changes to the project have occurred in order to ensure the proposed SR 92 project's design benefits your community and meets the needs of you and your neighbors.

(Please turn to reverse side of this sheet.)

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GEORGIA MUNICIPAL ASSOCIATION

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A Georgia Classic
Main Street City

The meeting will be held on Tuesday, October 20, from 6:30 p.m. to 7:30 p.m. at the Alice J. Minor Hawthorne Community Center in Davis Park (7775 Malone Street, Douglasville, Georgia 30134).

If you cannot attend the meeting, we encourage you to contact us at the addresses or telephone numbers shown below. Then, we can provide you with a comment sheet and a self-addressed stamped envelope to complete and return to us. All comments must be received by Tuesday, November 3, 2009.

Thank you for all of your interest and comments regarding this transportation project. Your involvement helps to make this project a success.

Sincerely,

William D. Osborne
City Manager

WDO:bm

cc: Ms. Marcia Hampton, City of Douglasville
Ms. Melanie Orr, Croy Engineering
Mr. Jeff Noles, City of Douglasville
Councilwoman Callye Burk Holmes
Councilwoman LaShun Burr Danley
Georgia Department of Transportation

The City of Douglasville
Attn: Marcia Hampton, Director, Community and Downtown Services
P. O. Box 219
Douglasville, Georgia 30133
678/715-6091

Croy Engineering
Attn: Melanie Orr
200 North Cobb Parkway, Building 400, Suite 413
Marietta, Georgia 30062
Office: 770/971-5407
Cell: 678/787-1330

Croy Engineering, LLC

Stakeholder Follow-up Meeting Minutes

To: Files

From: Michelle McIntosh

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Isaac Dodoo, Stephen Maples, Lashun Danley, Callye Burke Holmes, Peter Emmanuel, Laura Rish, Erica Parish, Richard Fangmann, Greg Teague, Chris Rideout, Melanie Orr

Date: October 13, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – Stakeholder Follow-up Meeting Minutes

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A Stakeholder Meeting was held on October 13, 2009 at 6:30pm at the Stewart Middle School Cafeteria. The primary purpose of the meeting was to follow-up with the stakeholders regarding the project developments since the last stakeholder meeting on August 27, 2009. More specifically, the purpose of the meeting was to:

- inform the Stakeholders of the results of the public outreach that has been conducted since the last Stakeholder Meeting,
- present the Draft Mitigation Plan to the Stakeholders, answer questions, and receive comments on the draft plan, and
- inform the Stakeholders of the upcoming public meetings scheduled.

Representatives from the City of Douglasville, Georgia Department of Transportation, and Croy Engineering, LLC were in attendance to assist in the presentation, answer questions, and receive comments. For more information regarding meeting structure, please see the attached agenda. For information regarding Stakeholder and public attendance, please see the attached Sign-in Sheets.

Discussion:

Marcia Hampton, Douglasville Director of Community and Downtown Development, welcomed the Stakeholders and informed them of the project developments that have occurred since August 27, 2009. The Project Team has had more than six meetings trying to get the word out to the public about the project. However, we are still meeting with people as needed, when additional information is requested. We have received many comments but we are still hoping to receive more. The web-site

is still running for people who want project updates and people can place their comments there. We have three upcoming meetings scheduled: we are meeting with the Fair Haven Church tomorrow night to provide more information regarding the railroad crossing changes, we are having a follow-up meeting with the Brown Street Community on October 20th to discuss the proposed mitigation measures in their neighborhood, and we have the Public Information Open House (PIOH) scheduled for October 27th. We are hoping to continue to receive input from the public at these meetings.

Melanie Orr, Croy Engineering, LCC, provided an overview of the Draft Mitigation Plan that has been developed from comments received from the community. Over 250 public comments have been received to date. The Draft Mitigation Plan has been developed to address comments received with two general exceptions: displacement and right-of-way concerns (because by federal law it is standard GDOT practice to address those issues later in the process) and concerns regarding access to businesses (because those issues are addressed during the design phase of the project). It was emphasized that comments on the Draft Mitigation Plan are welcome and needed from the Stakeholders before the Draft Mitigation Plan is presented to the public.

Ms. Orr then went over the Draft Mitigation Plan point-by-point (see the attached Draft Mitigation Plan). Hard copies of the Draft Mitigation Plan were also distributed throughout the room for attendees to review. Regarding the mitigation measure which addresses landscaping at the proposed noise barriers, it was emphasized that the comments should specify whether they are referring to landscaping on the road side of the noise wall or on the other side of the noise wall which would be visible from the houses. In closing, Ms. Orr emphasized the importance of the Stakeholder comments on the Draft Mitigation Plan. She also requested feed-back on what additional displays we may need to show at the PIOH.

Ms. Hampton then provided specific information regarding the three upcoming public meetings (refer back to attached agenda for meeting specifics). She then showed attendees the new renderings that have been developed for presentation at the public meetings. Ms. Hampton emphasized that this evening's meeting was the first look at the new Draft Mitigation Plan and that input was needed.

The floor was then opened for a general question/answer and comment period. The following questions and comments were received during the general discussion period. Where applicable, the response that was provided at the meeting follows in *italics* following each question or comment.

1. How will the project affect the area across from Checkers (the Magnolia Park area)?

   Magnolia Park would not be directly affected by the proposed project. Access to Magnolia Park would be provided either by the new SR 92 facility or by Hospital Drive. Jeff Noles, Douglasville's Director of Development Services and Building Inspections, identified where Magnolia Park is located on the project layout display and later identified Magnolia Park in the "fly-over" Google display.

2. How will it look?

   Jeff Noles provide meeting participants a "walk through" of the displays prepared for the project including the Before and After Renderings, the Railroad Crossing Changes display of the downtown area, and the Google "fly-over."

3. How many people are in Douglasville? How will they be affected by the project?

   Everyone in Douglasville will be affected by this project, because Douglasville will never be divided by the railroad again.

4. How will you access the pedestrian crossing? Will it be safe?

   Jeff Noles referred to the RR pedestrian crossing rendering and explained that it would basically be a down-scaled version of a vehicular crossing with the arms that come down when a train is coming. The crossing will also have bells and whistle similar to that of a vehicle crossing. Also, because the pedestrians are outside of their vehicles, they will be more aware of oncoming trains.

5. How many more meetings will there be on the project?

   Ms. Hampton stated that hopefully the PIOH on October 27th will be the culmination of all these meetings and outreach. After that, the City hopes to turn the documentation over to the State and Federal agencies.

6. One attendee stated that the proposed project would greatly reduce her commute time between the City of Dallas and Hospital Drive in Douglasville.

After the general question/answer and comment period, Ms. Hampton thanked the Stakeholders for all their hard work helping to get the word out. The Stakeholders have done a great job! In closing, City Councilmember John Schildroth thanked the Stakeholders for all their interest and hard work for something that will be viable for

the north side, that will improve safety and economic development and will unite Douglasville, not tear it apart. It is something Councilmember Schildroth would like to see in his lifetime.

The meeting was then adjourned. Staff members remained on hand to answer any additional questions and to discuss the displays until approximately 8:00pm.

MBM

Attachments: Agenda
Sign-in Sheet
Draft Mitigation Plan

Stakeholder Follow-up
October 13, 2009
Stewart Middle School
6:30 PM

1. Opening and Introductions.....Marcia Hampton

2. Draft Mitigation Plan Overview.....Melanie Orr

3. Questions or Comments

4. Important Dates

    a. Meeting with Fairhaven Church.....October 14, 2009 @ 7:00 PM
    b. Brown Street Community Meeting.....October 20, 2009 @ 6:30 PM
       Alice Hawthorne Center
    c. Public Information Open House (PIOH).....October 27, 2009 from 5 pm to 8 pm
       Stewart Middle School Gymnasium

5. Addition Comments or Questions

6. Meeting Adjourned

SR 92 STAKEHOLDER FOLLOW-UP MEETING SIGN-IN SHEET

Stewart Middle School Cafeteria—8138 Malone Road Douglasville, GA 30134

Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
June Martin	Brighton Manor	6140 Cooper St	brightonmanorapa@bellsouth.net	770-489-0430
Sharon C. Nettles	Falgham Dr	6143 Falgham Dr		770-489-8536
Maurice Symister	NMT Baptist	Winston GA		770-906-4952
John Williams	Williams High INC	8307 Office Park Drive	shighwillie@aol.com	678-715-5438
Peter Emmanuel	GDOT	GDOT OGC		
Samuel Davis				770-364-5704
Lula Parker				770 942 5691
Stephanie McCarty				770 949 4915
Irene Turner				404-428-5687

SR 92 STAKEHOLDER FOLLOW-UP MEETING SIGN-IN SHEET

Stewart Middle School Cafeteria—8138 Malone Road Douglasville, GA 30134

Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691); PI #s 720970, 0006900, 0006901 and 0007691

PLEASE PRINT

NAME	TITLE/REPRESENTING (i.e. Religious Establishment, Business, etc.)	ADDRESS	EMAIL ADDRESS	NUMBER
Jo Ann Arnold	St. James A.M.E Church	8299 Dallas Hwy		770-949-2383
John Schlisbert	City Councilman	8960 W. Pines Dr		770-949 5182
Carlye Burk Holmes	City Council Ward Rep	6394 Heathview Ln 30134		770-949-9890

DRAFT
Proposed Mitigation Plan for the SR 92 Widening and Reconstruction Project

GDOT Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007(691)
PI #s 720790, 0006900, 0006901 and 0007691
Douglas and Paulding Counties

DRAFT

October 13, 2009

Introduction

PROJECT DESCRIPTION

The project is a proposal to widen and reconstruct existing SR 92 from a point just south of Durelee Lane in the City of Douglasville, Douglas County, to Nebo Road in the City of Hiram, Paulding County. From Durelee Lane to just south of Malone Road, the proposed roadway would be constructed on new location and would provide a grade separated crossing at US 78/Bankhead Highway, the Norfolk Southern Railroad, and Strickland Street. The total project length would be approximately 9.1 miles.

From Durelee Lane to Malone Road, the proposed roadway would consist of six 11-ft. travel lanes, three in each direction, separated by a 20-ft. raised median with curb, gutter, sidewalks and a multiuse trail. From Malone Road to Bill Carruth Parkway, SR 92 would consist of six 11-ft. travel lanes, three in each direction, separated by a 20-ft. raised median and would have 4-ft. paved shoulders on both sides. From Bill Carruth Parkway to Nebo Road, the proposed project would consist of four 11-ft. travel lanes, two in each direction, separated by a 20-ft. raised median and would have 4-ft. paved shoulders on both sides.

The proposed project would include an upgrade and relocation of the existing railroad crossing at McCarley Street as well as the closing of the existing at-grade railroad crossings located at Brown Street, Mozley Street, and SR 92/Dallas Highway/Campbellton Street. With the exception of the Brown Street crossing, which must be closed for staging purposes during construction, the railroad crossing closings would not occur until the new grade separated crossing and the upgraded McCarley Street crossing are open to traffic.

OVERVIEW OF PUBLIC INVOLVEMENT PROCESS AND ANTICIPATED COMMUNITY IMPACTS

Extensive public involvement has been conducted with the residents of Douglasville, GA as a result of community impacts that would occur due to the proposed project. This outreach has occurred with individuals that would be both directly and indirectly affected by the proposed project. With the help of the Stakeholder Team that was put together by the City, six workshops were conducted with the residents of Douglasville during September 2009, where public comments, concerns and suggestions were collected.

Community impacts that were of particular concern included impacts to low-income and minority populations, a change in community cohesion and access changes. It was felt that the change in community characteristics from a quiet small neighborhood to having a six lane divided highway needed to be addressed with the residents of Douglasville and mitigation of these impacts would be appropriate.

As a result of this extensive outreach, this proposed mitigation plan was developed by the Stakeholder Team, the City of Douglasville, and the Georgia Department of Transportation (GDOT), and revisions to the proposed design of the project were made. This plan and the design changes were presented to the residents at the Public Information Open House (PIOH) that was held at Stewart Middle School on October 27, 2009. At this PIOH,

attendees were encouraged to provide their written comments on the proposed mitigation plan and the proposed design changes.

Mitigation Measures

Please find below measures, followed by the particular comment/concern(s) that the measure addresses, proposed by the City of Douglasville and GDOT to minimize community impacts from the proposed widening and reconstruction of SR 92 in Douglasville. The measures have been developed from input provided by community members, from environmental processes such as Section 106 of the Historic Preservation Act and Executive Order 12898 (Environmental Justice), and from federal and state guidelines. All of the measures listed below are a direct result of recent public outreach conducted between August 1, 2009 and September 28, 2009 except the last two items, which are as a result of the impacts to eligible historic resources and has been approved by the State Historic Preservation Officer (SHPO). These last two items were also requested by the public during recent public involvement. Some of the mitigation measures listed below are a result of verbal conversations with citizens throughout the public involvement process and are not mentioned in any written comments.

Several concerns were expressed by the public that are standard practices of the Georgia Department of Transportation (GDOT); however, they are important enough to reiterate here. These items include:

- Several workshop attendees expressed concerns about being displaced (timing, availability of affordable housing, etc.). As required by the Uniform Act, no person shall be displaced unless and until comparable replacement housing is available, within their financial means. A request may be made for an additional 30 days occupancy (beyond the 90 day minimum per the Uniform Act), once the Notice to Vacate Letter has been received by an occupant displacee. This request should be made in writing to the Right of Way Agent assigned to assist them. Also, the procedure for requesting additional time of occupancy is detailed in the displacee's Vacate Letter. A timely written response will be provided based on the needs expressed and the project schedule remaining. Every effort will be made to accommodate reasonable requests in this regard.
- Several business owners expressed concerns regarding access to their businesses after the project is completed. Determining access is a standard part of a GDOT project, which happens later during the Plan Development Process. The most effective access possible will be provided by GDOT.

In addition, several residents commented on the addition or upgrading of pedestrian facilities around the project area. Currently, the City of Douglasville has a project in the design phase that will improve the pedestrian facilities along Dallas Highway and add decorative banners. This project is scheduled to be completed prior to letting the SR 92 project to construction.

Although not listed under specific proposed measures, the need for adequate pedestrian facilities and overall better lighting was mentioned at almost every workshop and several times in the written comments.

COMMUNITY CHARACTER/COHESION

1. **As a part of the Safe Routes to Schools program, the City of Douglasville and GDOT will investigate safe pedestrian crossing options at the new intersection of Colquitt Street and SR 92. If warranted, GDOT would provide a traffic signal with pedestrian crosswalk at the new intersection of Colquitt Street and SR 92.**

   As part of any GDOT project, justification for placing a new traffic signal at an intersection must be made using federal signal warrant guidelines. This study will be completed during the design phase of the project; GDOT will share the results of this study with the City of Douglasville and the Brown Street Community.

   - *What about the people in the Cone, Green, Colquitt Street areas who do not want to leave, don't want a new mortgage, and don't want to live on the new road? Consider putting cul-de-sacs on Cone and Green Streets so that an intersection with a traffic signal can be constructed at Colquitt Street and noise walls can be included along Cone and Green. (verbal comment from the 9.10.09 workshop)*
   - *There is too much distance between the proposed traffic signals at Malone Street and Ellis Streets. There are not enough proposed pedestrian crossings in this area either. It will be difficult for the children to get back and forth between the houses and park. (verbal comment from the 9.10.09 workshop)*
   - *Suggested improvements; signalizing the Colquitt/Hwy 92 intersection is also important (written comment)*

2. **GDOT will provide cul-de-sacs at the intersections of Cone Street and Green Street with the new SR 92 and consider noise walls at Cone and Green Streets to retain neighborhood character, block roadway noise from the new SR 92 and force pedestrians trying to cross the new SR 92 to signalized intersections with safe pedestrian crossings.**

   The proposed noise wall will be evaluated per GDOT standards, which are based upon how effective the noise wall would be at reducing the noise levels of impacted residences and based on state cost criteria. This documentation will be complete prior to the Draft Environmental Assessment submittal from GDOT to the Federal Highway Administration (FHWA). As with all proposed noise walls, a detailed barrier analysis will be conducted later in the Plan Development Process to further determine the feasibility and reasonableness of the proposed noise wall.

The proposed cul-de-sacs are tentative and will not be incorporated into the proposed mitigation plan without written documentation with the community directly affected. A meeting with this community will be held on October 20, 2009.

- *What about the people in the Cone, Green, Colquitt Street areas who do not want to leave, don't want a new mortgage, and don't want to live on the new road? Consider putting cul-de-sacs on Cone and Green Streets so that an intersection with a traffic signal can be constructed at Colquitt Street and noise walls can be included along Cone and Green. (verbal comment from the 9.10.09 workshop)*

3. **GDOT will "scale down" the entrances to neighborhood side streets in the area of Dorsett and Cooper Streets by evaluating the elimination of left turn lanes and median breaks to discourage "cut-through" traffic. The City of Douglasville will provide signage to discourage "cut-through" traffic, provide additional speed limit signs and "Children at Play" signs. In addition, the City of Douglasville will initiate the petition to evaluate the community's desire for speed hump(s). This petition will be initiated after the project is let to construction but before the project is completed since the SR 92 project will change traffic patterns.**

- *The highway traffic will increase in the residential areas adjacent to the proposed roadway. (verbal comment from the 9.12.09 workshop)*
- *It is important to lower speeds in the residential areas east and west of the proposed roadway. Speed bumps or some other traffic slowing mechanism are needed. (verbal comment from the 9.12.09 workshop)*
- *Speed bumps should be placed in residential areas well before the new road is opened to traffic so that drivers will know not to use residential areas as a "cut through." (verbal comment from the 9.12.09 workshop)*
- *Aspects that would impair community; although this proposed alignment relieves congestion in the downtown and other areas of Douglasville, it will increase the traffic and congestion in my neighborhood. What's now a quiet, quaint, beautiful residential community will be transformed into a disjointed commercial mixed use. (written comment from Cooper Street resident)*
- *Need protection of speed limit with speed bumps. (written comment)*
- *Hill Street, Cooper Street and Dorsett Street areas speed breakers to slow traffic down. (written comment)*
- *Speed breakers put in place on 4way stop on Dorsett and Cooper up to/on Hill Street so that when project has been completed all these streets will not be used as a cut-through. Hill Street is already used as a cut-through from Connally to Dorsett so traffic is already heavy now as well as Cooper (written comment)*
- *Overall I would like to see all of the roads across the railroad track upgraded with speed humps in some areas. (written comment)*

PEDESTRIAN ACCESS

4. **GDOT will extend the existing sidewalks to Malone Street to provide pedestrian access between the proposed cul-de-sac on Dallas Highway and the new tie-in between the new road and Dallas Highway. GDOT will also connect a new sidewalk between Davis Drive and the New "92" into the Old "92" right–of-way to provide pedestrian access between Davis Drive and the new roadway to provide a more direct pedestrian access between Lake Ridge and Jessie Davis Park without having to walk around to the new tie-in.**

    - *Consider providing pedestrian access between the proposed cul-de-sac on Dallas Highway and the new tie-in to Dallas Highway so that pedestrians from the Lake Ridge area will not have to walk south to the new SR 92 roadway to get access to Dallas Highway. (verbal comment from the 9.15.09 workshop)*
    - *Consider providing pedestrian access between the proposed Davis Drive and the new SR 92 roadway. (verbal comment from the 9.15.09 workshop)*
    - *Consider providing wheelchair accessible pedestrian facilities from Avalon Township to the hospital. (verbal comment from the 9.15.09 workshop)*

5. **The City of Douglasville will apply to the "Safe Route to School Program" for Eastside Elementary, Burnett Elementary, Stewart Middle & North Douglas Elementary Schools prior to project completion. The results of this application process will be submitted by the City of Douglasville to GDOT's Office of Environment/Location for inclusion in any subsequent environmental documents (i.e reevaluations, etc.)**

    - *Provide improved pedestrian corridor to/from Eastside Elementary, Burnett Elementary, Stewart Middle & North Douglas Elementary Schools (verbal comment)*

6. **GDOT will provide pedestrian accommodation/crossings at the 3 railroad/vehicle crossing closures (Brown, Mozley, & Campbellton). The pedestrian accommodations will include a small amount of asphalt that will have pedestrian railroad crossing gates.**

    The City of Douglasville has discussed this and has a verbal approval from Norfolk Southern Railroad. Prior to project implementation, a written agreement will be signed between the City of Douglasville and Norfolk Southern Railroad and these pedestrian facilities will be a part of the agreement between these two parties to close the vehicular railroad crossings.

    - *We need more than ample pedestrian access across the railroad. How will pedestrians cross the railroad downtown? (verbal comment from 9.14.09 workshop)*

- *How will the people north of the Railroad and along Brown Street get access into town? How will the people along Brown Street get to the Rose Avenue area? How will we get from southbound SR 92 to US 78? How will we get to our churches and our community?*

7. **GDOT will provide sidewalks on the East side of Brown Street within the existing right-of-way.**

    - *Suggested improvement; sidewalks on Brown Street (written comment from Brown Street resident)*

EMERGENCY ACCESS

8. **GDOT will include a 2 inch ribbed median cut and install emergency vehicle flashing warning lights on signs for existing emergency vehicles to provide improved access to and from the fire station on Dallas Highway.**

    - *Access should be provided between the new roadway and the fire station located on the east side of existing SR 92, just south of Autry Circle. (verbal comment from the 8.1.09 Town Hall Meeting)*

BUSINESSES

9. **City of Douglasville's Sign Department will provide assistance by supplying improved signage and relocation advertisements for businesses displaced by the project, including Hispanic Businesses. City of Douglasville's Sign Department will also provide improved signage for businesses on existing Dallas Highway between Malone Road and Strickland Street. This assistance will include additional directional signage on kiosk-type signs. This assistance will be provided during project construction.**

10. **A list of available commercial lease options within a half mile will be provided by the City of Douglasville as a part of relocation advisory assistance for the Hispanic Businesses being displaced. These businesses may elect to relocate together if space is available.**

    - *The businesses are dependent on the Hispanic population in the nearby apartments, as well as their pedestrian customers. For these reasons, relocation further than ½ mile from their current location would significantly affect their customer base. Also, the Hispanic businesses depend on each other. Can we move to a new location together? (verbal comment from the 9.2.09 workshop)*
    - *Businesses will lose money – the nearby apartments are the base of our clientele. The clientele base is from 15 years past, our sales will be low for many years to come/a big loss for us/property owners will benefit not the small businesses.*

(verbal comment from the face-to-face meeting notification visit prior to the upcoming 9.2.09 workshop)

- *If we are placed next to Kroger (for example) we will not make any money, we need to be apart from big name stores, but yet nearby apartment complexes, mobile home parks, etc. (verbal comment from the face-to-face meeting notification visit prior to the upcoming 9.2.09 workshop)*

BEAUTIFICATION

11. Gateway signage will be provided by the City of Douglasville.

- *Consider providing landscaping and signage so that there will be a "gateway" for those coming from the north into the downtown area. (verbal comment from the 9.15.09 workshop)*
- *Hopefully this project will create a more cohesive downtown area. (verbal comment from the 9.15.09 workshop)*
- *Improvements desired include well designed and controlled development along the 92 Highway. (Written comment)*
- *Suggested improvements; more businesses on north side of the railroad. (written comment)*
- *We do not have any business – grocery stores especially, on the north side. (written comment)*
- *Suggested improvements; more businesses, more jobs (written comment)*
- *Suggested improvement; Landscaping and nice signage (written comment)*
- *Suggested improvements: Shopping facilities, medical facilities and other improvements (written comment from Brown Street resident)*
- *Suggested improvements; I would like a grocery store, health facility and other commercial where my property is located. (written comment from Dallas Highway resident – north of railroad tracks)*
- *Suggested improvements; Grocery stores and fast food and movies (written comment from Dallas Highway resident – north of the railroad tracks)*
- *Suggested improvements; more gas stations on this side (north) of the railroad tracks (written comment from Brown Street resident)*

12. GDOT would provide lighting and evergreen landscaping and trees along the median and on the roadway side of the proposed noise walls upon an agreement with the City of Douglasville to maintain the lighting and landscaping. This landscape plan would be coordinated with the required landscaping in the areas of the Lois Cotton Mill and Mill Village Historic District and the East Strickland Street Historic District.

- *Consider providing landscaping in the median (verbal comment from the 9.15.09 workshop)*

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- *We need more parks and trees. (verbal comment from the 9.14.09 landlord workshop)*
- *Consider landscaping at noise walls to improve aesthetics. (verbal comment from the 9.12.09 workshop)*
- *How much space will be between the houses and the proposed noise walls? They are very unattractive. (verbal comment from the 9.10.09 workshop)*
- *Opinion of noise walls; I like them, but need to go along with a "beautification." (written comment)*
- *Suggestions for improvement; I would like to make sure that it is landscaped sufficiently to help improve our image. (written comment)*
- *Suggestions for improvement; Attention given to curb appeal, greenspace (written comment)*
- *Suggested improvement; more trees, more greenery. (written comment)*
- *Suggested improvement; Landscaping and nice signage (written comment)*
- *Suggested improvements; Sound barriers can be decorative with shrubbery and trees and flowerbeds. (written comment)*
- *Suggested improvements Landscaping, year round greenery planted. (written comment)*

CONSTRUCTION

13. In addition to the standard notification of project construction, the City of Douglasville will post project construction information on the Douglasville TV station and on the City of Douglasville's website prior to construction. The information will be provided by the construction contractor to Marcia Hampton, Director of Community & Downtown Services with the City of Douglasville, at 678-715-6091.

- *When project begins provide notification to the neighborhood effected that major work will begin on whatever day it is to start. (written comment)*
- *Suggested improvement; Actual announcement when project will begin in each area affected (written comment from Hill Street resident)*

Follow Up

If any changes are needed throughout the Plan Development Process or Construction that would change the impacts to the community or change, negate, or nullify any of these mitigation measures, GDOT will notify the City of Douglasville and appropriate members of the Stakeholder Team as soon as possible. With their coordination and assistance, GDOT will follow up as appropriate with the community or group affected by the proposed change.

FEDERAL HIGHWAY ADMINISTRATION

BY: _____ DATE: _____
Rodney N. Barry, Division Administrator

GEORGIA DEPARTMENT OF TRANSPORTATION

BY: _____ DATE: _____
Gerald Ross, Chief Engineer/Deputy Commissioner

CITY OF DOUGLASVILLE

BY: _____ DATE: _____
Mickey Thompson, Mayor

DRAFT

Croy Engineering, LLC

Meeting Minutes –Meeting with Fairhaven Baptist Church

Subject: Project CSSTP-0186-01(011), CSSTP-0006-00(900), CSSTP-0006-00(901) and CSSTP-0007-00(691), PI #'s 720970, 0006900, 0006901 and 0007691, Douglas and Paulding Counties – The Widening and Realignment of SR 92.

Meeting Date: October 14, 2009 at 7:30 p.m.

Location: Fairhaven Baptist Church, 6349 Cooper Street, Douglasville, GA

Purpose: Discuss Proposed Railroad Crossing Closures with Members of Church

Attendees:

Melanie Orr, Croy Engineering
Chris Rideout, Croy Engineering
Peter Emmanuel, GDOT
Jonathan Cox, GDOT/OEL
Marcia Hampton, City of Douglasville
Jeff Noles, City of Douglasville
LaShun Danley, City of Douglasville Councilwoman
Dennis McLain, City of Douglasville Councilman

Cc:

Bill Osborne, City of Douglasville
Richard Fangmann, Jacobs
Erica Parish, Paulding County
Michelle McIntosh, Croy Engineering
Greg Teague, Croy Engineering
Isaac Dodoo, Congressman Scott's Office
Stephen Maples, Congressman Scott's Office
Laura Rish, GDOT/OEL
Gerald Ross, GDOT
Neal O'Brien, GDOT

A meeting was held with members of the Fairhaven Baptist Church as a follow-up to a petition that the pastor, Pastor Biddy and his wife submitted on behalf of the members and residents of the area. The petition asks that the Mozley Street railroad crossing be left open to local traffic. The purpose of this meeting was to discuss why the railroad crossings are being closed.

Marcia Hampton began the meeting by going over previous workshops and public involvement. She also stated that there is an upcoming meeting with the Brown St. community on October 20th at the

Alice Hawthorne Center from 6:30 to 7:30 p.m. and an upcoming Public Information Open House (PIOH) that will be held at Stewart Middle School's gym on October 27th from 5:00 to 8:00 p.m. She then introduced Jeff Noles to go over the railroad closures. Jeff briefly mentioned the previous public involvement and the proposed mitigation plan that has resulted. He explained that the discussion would be just on the railroad closures and that the decision to close the crossings was a result of coordination between the City of Douglasville, the Federal Railroad Administration (FRA), Federal Highway Administration (FHWA) and the Georgia Department of Transportation (GDOT). Jeff then offered the full background regarding why the railroad crossings must be closed and the previous meetings that have taken place.

Overall, the FRA stated at the beginning of the development of this project that in order to create the underpass at the railroad, several existing at-grade railroad crossings must be closed. Once that was determined, the City of Douglasville, GDOT and FHWA met with FRA to determine how many and which ones must be closed. Initially, FRA stated that the Mozley St., Brown St., Campbellton St. and McCarley St. crossings must be closed. As a result of this, the Downtown Douglasville Business Association submitted a petition in 2006 that asked that a crossing be left open in the Downtown Douglasville area. This was investigated and although the existing McCarley St. crossing does not meet current railroad crossing standards, the crossing could be shifted to the west to achieve a more level crossing and would meet standards. In addition, the McCarley St. crossing is far enough away from the new SR 92 underpass that FRA decided that this would be acceptable and agreed. The FRA would not agree to keep any of the other three crossings open due to their close proximity to the new SR 92 underpass and the fact that they are so dangerous. Currently, it is thought that the Campbellton St. railroad crossing is the most dangerous railroad crossing in the state of Georgia (to clarify, FRA has ranked it #1 of 25 of its worst crossings). In addition, none of the three remaining railroad crossings can be moved slightly to achieve an acceptable crossing, as is being proposed at the McCarley St. crossing. Once it was determined that the McCarley St. crossing would be relocated and would stay open, FRA reiterated that the three other railroad crossings, at Mozley St., Brown St. and Campbellton St. must be closed as part of the project or the project could not proceed. No exceptions.

The following list summarizes the comments, questions, concerns and suggestions received from the meeting. Where applicable, the response provided at the meeting follows in italics.

1. Ms. Biddy stated that there are families who live on the north side of the tracks that have handicapped family members who live on the south side of the tracks who need to access each other and the proposed project would make this more difficult. She also stated that their church, which is located on the south side of the tracks provides Vacation Bible School outreach and bus service to children on the north side of the tracks. She stated that with the new project, access to them would be more difficult. She further stated that she was unsure of the route that she would need to take.

   Jeff responded by showing her on the layouts provided how she would get from Douglas Village, for example, to their church.

2. Pastor Biddy stated that Fairhaven was not the only church in the area; that there were four or five others. He stated that they also had a Hispanic Ministry as well with approximately 110 people. He said that their church building operates six days a week. He further stated that while Fairhaven has approximately three services per week, the Hispanic church has six services a week. He said that he had spoken to the pastor at the Hispanic church and that no one of their members knows about the project.

3. Ms. Biddy asked that if you are going through the trouble of creating a pedestrian railroad crossing at the crossings that will be closed to vehicular traffic, why not raise the grade of the railroad and keep it open?

   Please refer to paragraph at the beginning that explains how and why the crossings will be closed for the response to this question. Jeff reiterated here that if the crossings are not closed, the project will not happen.

4. Ms. Biddy and Pastor Biddy stated that this is the first that they have heard of that. Pastor Biddy stated that he was told twenty years ago not to worry about the railroad, that it would be moved to go around the city. He stated that he doesn't care if the railroad moves, he just wants more access to get across the tracks.

5. One attendee questioned why they weren't asked about the railroad closures?

   Jeff responded that this process now is to do that.

   Peter Emmanuel stated that he understood people's concerns, they are legitimate and it's highly unfortunate that when the project was planned that people were left out. He stated that it wasn't by choice to close the railroad crossings and that he understood that people are used to having a convenient crossing. Peter went on to state that the question was raised regarding what is the possibility of keeping the Mozley St. crossing open; who are using it and where are they going? They found out that the people using it and based on where they are coming from and going, the new SR 92 underpass would meet their needs. He stated that by closing these at-grade crossings, he hoped to prevent a fatality.

6. Ms. Biddy stated that at the last meeting (the Brown St Workshop held on 9.10.09 at the Alice Hawthorne Center), people had the same concerns; people that everyday would need to get on the six-lane highway because everyday they travel from the north to the south side of the tracks. She said that they are concerned about the safety of accessing a two-lane roadway versus a six-lane roadway.

   Peter responded by visually showing how you could access the new SR 92 via the Brown St. signalized intersection. Jeff went on to explain the access to Bankhead Highway.

7. Ms. Biddy stated that she felt like this community was not taken into consideration as well as what the downtown area was. She said that the downtown area has two crossings and we have

none. Pastor Biddy stated that there are two crossings on the west side of town within 150 yards of each other and there is nothing on the east side. He stated that as far as he had seen, the only accidents that have occurred at the crossing at Mozley St. have involved trucks. Another attendee stated that they felt like keeping the Mozley St. crossing open only to local traffic would accommodate their wishes.

Jeff stated that the downtown has two at-grade crossings and they anticipate the traffic using the existing Rose Avenue crossing to decrease when the new SR 92 underpass is constructed due to the reduction in drive through traffic, which would then use the new SR 92. Jeff explained the history with the McCarley St. crossing (see first paragraph) and stated that if they shut down all crossings between the north and south, this would segregate the north from the south and that's why McCarley St. crossing was determined to stay open (in addition to what else was explained). The new road would offer unimpeded access from the north of the tracks to the hospital. Jeff went on to address the comment about open to local access only and stated that signage doesn't stop trucks. Peter stated that you can post a sign but they will still use it. He said that the police would spend their time enforcing it instead of dealing with other issues.

Peter went on to say that it would have been better to involve the people earlier and he doesn't know which was first, the railroad or the road but the railroad is controlled by a different agency (FRA) and he works for FHWA. He said that FRA could stop the underpass and he wished the crossings would close but part of the agreement with the FRA requires that they do. He stated that the FRA will contribute a percentage of the cost of the project for every railroad crossing that is closed. Peter stated that he understood that it is stressful, and is an inconvenience to change access but once people get used to it, it might not be so bad. What we have with the proposed project does greater good for the entire Douglasville community. He went on to say that the City had to fight to get the railroad to allow the pedestrian crossings and they are still working on it. Peter said that keeping the crossings open to traffic is not an option but if you still don't like it, you can still submit your comments.

8. Where will the new McCarley St. crossing be located?

   Jeff stated that it would be roughly across from Gumbeauxs Cajun Cafe.

9. Why not do an overpass?

   Jeff stated that the railroad is the highest point in Douglasville and being the highest point, the approaches would begin roughly a mile on either side which would cause a much greater impact to the community. This would be a major community development impact. He stated that they are looking at doing another underpass on the west side and there may be possible future discussions to close the Rose Avenue and other crossings. The railroad closes crossings when they want to. The SR 92 project would be the eastern bypass, the other project would be the western bypass.

10. Does anyone know of the percentage of traffic that would be shifted from downtown as a result of the project?

Jeff responded that they don't know a percentage, but they anticipate that it will be a significant amount. He stated that downtown is a destination and after the project is complete, the downtown area will not die. The drive through traffic will decrease; causing the downtown area to be easier to access for people whose destination is downtown. This will cause the local traffic to increase.

11. Ms. Biddy stated that on a positive note, she was happy and encouraged by the bypass going under the road and not being trapped by the railroad. She said that personally, she was glad that the truck route was not going to go by her house anymore; that it was a good thing. She said that her comments were not all bad, that she just felt that keeping the Mozley St. crossing open to local traffic was a need. She said that she did not know until tonight all of the details behind the decision.

12. Once the project gets approved, when will the crossings be closed?

    Jeff explained that the crossings won't be closed to vehicular traffic until the project is complete, with the exception of the Brown street crossing due to its close proximity to the project.

13. How long will construction last?

    Jeff stated that he doesn't know that now because plans have not and can not be developed yet. Peter stated that once the City completes this stage, they will turn it over the GDOT. The project has most of the money needed, thanks to Congressman Scott. If someone else comes into office, the project could be put on hold. They may have a different agenda; they may want him to go in a different direction. That is why they are moving so fast right now, because it is top priority right now.

14. Was it decided three years ago to close the railroad crossings without asking anyone?

    Marcia responded that no, it was determined earlier than that, before our time with the City. This was an agreement with the railroad.

15. What about the area around Campbellton? Will it be the same where you can't go left on McCarley?

    No, once project is completed, the area around Campbellton will be completely changed. It will be just like any other regular in-town side street.

To close, Marcia asked for comments from the two elected officials in attendance. LaShun Danley stated that she has lived on the north side of the tracks for over 40 years and understands feeling like your community has been overlooked because that is how she has felt over the years in her community. She said she used to live off of Colquitt Street and when she was in the 5th grade, her house caught fire and the fire station was located at the time on the south side of the tracks. The fire truck and ambulance couldn't get to her house in time because of the tracks and it burned to the

ground and they lost everything. Also, her grandmother licved on the north side of the tracks and had a heart attack. Because of the tracks, the ambulance couldn't get to her fast enough and she died because she couldn't get to the hospital in time. She said that she understood as a resident, not as an elected official. She also expressed her thanks to Pastor Biddy because it is very difficult to get pastors to open up their churches to these types of meetings because of the separation of church and state; therefore she was appreciative of Pastor Biddy opening up his church. She said that she wished there were more pastors like him. She stated that she had visited Golden Valley Mobile Home Park, which houses a large number of Hispanics. She also said that as a little girl she could never enjoy going to the grocery store because they never had one on the north side of tracks. If the Shell station was closed, they have no where to get anything, including just a gallon of milk. She stated that this project would give the children along Brown St. a chance to run around near the road, which is something that they could never do and see knows because she used to be one of those children. She also thanked Pastor Biddy and Ms. Biddy for offering busing for the children because as a child, she was one of those children. She now lives on Strickland St., on the other side from where the Biddy's live, closer to Wortham Park and she understands the passion and the feeling of being left out but with a project, nothing is perfect. LaShun ended by saying that she hoped that everyone would help spread the word about the project and the upcoming PIOH.

Dennis McLain stated that the FRA has been kind about the railroad. When the City was told that the crossings would be closed they fought it and the city manager told the railroad no, that they wouldn't close the crossings. As a result, the railroad sent Douglasville a bill to allow people to park on the street, which is railroad right-of-way. The railroad also reminded the City that part of a road is on railroad right-of-way and they can take it back at any time. Dennis stated that the FRA trumps FHWA. Dennis expressed that everyone has done a great job and if no one talked to your community in the past, he is sorry and it shouldn't been done and the outreach in the past should've been better but we can't go back. He said that the people who live in the Mill Village have been a part of the process in the past. He stated that he lives in Douglas Manor, which is off of Hospital Drive. His neighborhood is full of older folks and they have seen Hospital Drive go from a two lane roadway to a four lane roadway with a center turn lane and the older ladies in his neighborhood have had no problem with the additional lanes. He said that the six lane roadway will be different but it won't bother you once it's done and you get used to it. The ended by saying that the underpass portion of the project would be the first element of the project. Jeff added that while sections of the project would begin at different times, they would all end at the same time.

Marcia reiterated the story behind why the McCarley St. crossing was being relocated and kept open. She stated that back in 2006, Downtown Douglasville felt just as everyone at the meeting felt. Due to the crossings distance from the new SR 92 underpass, the City was able to renegotiate and keep the crossing open. She went on to say that the reason that the City involved stakeholders in the public involvement of this project was because they (the City) couldn't do it all. She asked that they all come to the meetings and to please spread the word about the project and the upcoming PIOH on the 27th. It doesn't matter if you are in favor or not. She said that she didn't want anyone to come to the PIOH on the 27th and say they didn't know about the project. Jeff also encouraged people to come to the PIOH. Marcia said that it is the responsibility of neighbors to get the word out. Jeff said that the education would never stop; that they will go out and meet with other churches and they will meet

with anyone that asks and that the PIOH on the 27th is the culmination of what they feel is a great project and a great mitigation plan. He said that they would continue to explain and work with residents.

Jonathan Cox, with GDOT's Office of Environment said that when they are working on the concept and they know there is involvement with the railroad, they do early coordination with the railroad. The railroad said they were OK with the project but that railroad crossings must be closed. Then they start strategizing which ones will be closed and the roads crossing the railroad are easements on railroad right-of-way.

Peter stated that it was his responsibility to make the project happen and there has been significant progress made and the mitigation plan is a part of that. He said that at the end of the day, the project was one that would satisfy the community and may change Douglasville forever. He said that he has no secret agenda and that they city doesn't either but that sometimes these things are difficult to explain. He said that is was unfortunate that they didn't disclose it in time. He closed by saying that he would be here until the project is finally built and the people of Douglasville were driving on it.

mbo

Fairhaven Baptist Church

10/14/02 7:00 PM – 8:04 pm

Name	Address	phone #
Marcia Hampton	City of D'ville	(7) 920-3000
Rebecca Johns	Dallas	404) 936-1264
Fredrick Johns	DALLAS GA	678-263-0281
DENNIS McLAIN	CITY	678 618 2023
Zuay Woods	" " " "	
Lashun Burr Danley	City of Douglasville	(678) 570-7193
Randy Stephens	503 Bakers Bridge Cir D'ville	(7) 947-5142
JAMES G BIDDY (PASTOR)	6369 E Strickland St D'ville	(7) 489-8531
Doris M Biddy	" " " " "	"
Caleb J.J. Biddy	6249 Cooper Str. D'ville, Ga. 30134	404-702-482[illegible]
Angie Biddy	6249 Cooper Str. D'ville, Ga. 30134	678-858-2041
Julie Stephens	503 Bakers Bridge Cir. D'ville GA 30134	7)9475142
Chris McAdams	234 Spring Creek Rd Douglasvill 30134	7/367-855[illegible]
Joseph D. Poore	8295 MOZLEY ST. D'ville, GA 30134	(770) 780-9586
Robert/Beverly Woods	6375 E. Strickland St Douglasville GA 30134	(770) 912-8193
Marie Woods	6343 Cooper St Douglasville	770 577-2410
Yajaira Cruz-Arvalo	City of Carrollton GA	N/a
ROCIO GURROLA	3460 SADDLETON WAY DOUGLASVILLE GA 30134	

Croy Engineering, LLC

Dry Run Meeting Minutes

To: Files

From: Michelle McIntosh MM

CC: Bill Osborne, Marcia Hampton, Jeff Noles, Isaac Dodoo, Stephen Maples, Lashun Danley, Callye Burke Holmes, Peter Emmanuel, Laura Rish, Erica Parish, Richard Fangmann, Greg Teague, Chris Rideout, Melanie Orr, Jonathan Cox, Wates Keller, Mac Cranford, Greg Hood

Date: October 22, 2009

Re: Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), Douglas and Paulding Counties, PI Numbers 720970, 0006900, 0006901 and 0007691 – The Proposed Widening & Reconstruction of SR 92

A dry run was held on October 22, 2009 at 3:00pm at the Douglasville City Hall. The dry run was conducted by Jonathan Cox from the Office of Environment & Location. The purpose of the dry run was to prepare for the Public Information Open House (PIOH) which is scheduled for October 27, 2009, from 5:00pm to 8:00pm, in the Stewart Middle School Gymnasium. See the attached Sign-in Sheet for a list of dry run attendees.

The following is a list discussion points from the dry run. **Please note that all action items are followed in parenthesis by the person or persons responsible for each action.**

1. Over 600 people are expected at the PIOH. Five thousand paper notices of the PIOH have been distributed by the City.
2. The gym will be open as early as 3:30 but there will be kids using it until 4:00pm. We can start bringing the stuff in at 3:30 but we won't be able to set up until 4:00pm. (Croy)
3. All staff working at the PIOH should arrive before 4:15pm. (All Staff)
4. The formal run through will be conducted at 4:15pm. (Peter Emmanuel)
5. The Court Reporter has been confirmed.

6. The ads have been run and all but the second Paulding County ad has been confirmed. The second Paulding County ad will be confirmed. (Erica Parish)

7. The Fact Sheet was distributed to attendees and comments were requested by the close of business Friday, the 23rd. (All Attendees)

8. The project length will be changed to 9.27 miles in the handout and on the Fact Sheet. An ample number of Fact Sheets will be provided at the PIOH (confirmed attendees, plus tentative attendees, plus 10). (Melanie).

9. We will need 12 tables to set up. We will only need chairs at the welcome tables, comment tables and court reporter table. (City of Douglasville)

10. PDF's of the PIOH handout and displays will be coordinated with Laura Rish so that they can be made available on GDOT's web-site by Wednesday at the latest. (Croy)

11. The displays on GDOT's web site and www.gahwy92.com should show the displays with the mitigation plan incorporated, as shown at the PIOH. (Croy)

12. All handout material will be provided to meeting attendees via e-mail this afternoon. Comments on the handout materials should be provided to Melanie via e-mail by the close of business on Friday, October 23rd. (All Attendees)

13. The Comment Sheet will be revised so that Marcia is the contact for public comments. (Croy)

14. A Vicinity Map will be provided in the handout package. Detailed layout maps will not be provided. If detailed layout maps are made available for Douglas County, then detailed layout maps will be made available for Paulding County. (Croy)

15. How will the bike lanes be shown on the layouts and in the legend? Because of the scale, the bike lanes are not discernable on the layouts. Typical section displays will be prepared, mounted and displayed adjacent to each layout display. (Croy)

16. The only rendering that was used at the community meetings that will be provided at the PIOH is the Google fly-over. A disclaimer will be added to the presentation slide, or on a sign adjacent to the display, stating that the fly-over display is only for the new location section of the proposed project. (Croy)

17. The City will provide Croy a photograph taken in the AM that will adequately display the existing grade problem ("hump") at the railroad. (Jeff Noles) The photo will be blown up, mounted, and used as a display at the PIOH. (Croy)

18. We will need 750 English and 200 Spanish handouts for the PIOH. (City of Douglasville)

19. Coordinate with Laura Rish by Monday regarding what items will be needed from OEL (specifically – number of easels, court reporter sign, comment boxes, right-of-way pamphlets, etc). Then, let Wates Keller know how many right-of-way pamphlets he needs to bring to the PIOH. The pamphlets will be kept under the welcome tables and will be distributed only as needed. (Croy)

20. Find out what the fire code capacity is for the gym. If we exceed the number, we may have to let the people into the PIOH in shifts. If we have to shift the people in due to maximum capacity, we will line them down the school halls so that we will not have to worry about the weather. Two police officers will be on staff to help with crowd control. (City of Douglasville)

21. Parking is limited. Once the parking lot is full, people can park on the street or at the field. Someone will be available to direct traffic. (City of Douglasville)

22. There will be 9 display stations: 4 Douglasville stations, 2 Paulding stations, 1 railroad station (pardon the pun), 1 mitigation station, and the fly-over display. (Croy)

23. After the PIOH, displays will be made available at Douglasville City Hall, Paulding DOT, GDOT District 6 and GDOT District 7. (Croy)

24. The GDOT Area Engineers Office will be contacted and informed as to where the displays will be made available. If someone goes to the area office to view the display, they will be redirected. (Peter Emmanuel)

25. The locations of where the displays will be available will be placed on www.gahwy92.com. (City of Douglasville)

26. The following offices will have staff members in attendance at the PIOH: GDOT/OEL, GDOT/Right-of-way, GDOT/Dist. 6, GDOT/Dist 7, the City of Douglasville, Jacobs, and Croy Engineering. Gerald Ross, Peter Emmanuel and Erica Parish will also be in attendance.

27. The room layout as shown at the dry run will be revised. Erica will attend one of the Paulding stations with Richard Fangmann and Lee Gould will attend one of the Douglas stations with Marcia Hampton. Bi-lingual staff members will be identified on the room layout. (Croy)

mbm

Attachment: Sign-in Sheets

SR 92 Widening & Realignment
Douglas & Paulding Co, 0006900,
0006901, 0007691, 720970
Dry Run for PIOH – 10/22/2009

Name	Company/Office	Phone Number	Email
Melanie Orr	Croy	770-971-5407	morr@croyengineering.com
CHRIS RIDEOUT	CROY	770-971-5407	CRIDEOUT@CROYENGINEERING
Jonathan Cox	GDOT-OEC	4)631-1197	jocox@dot.ga.gov
Richard Fangmann	Jacobs	404-478-3913	Richard.Fangmann@Jacobs.com
Mac Cranford	GDOT-D7	7)986-1260	mcranford@dot.ga.gov
Erica Parish	PDOT	7)445-4759	eparish@paulding.gov
Michelle McIntosh	Croy	7)971-5407	mmcintosh@croyengineering.com
Walter Keller	GDOT-ROW	4)347-0159	wkeller@dot.ga.gov
Jeff Noles	City	7)920-3000	noles@ci.douglasville.ga.us
Marcia Hampton	city	7)920-3000	hamptonm@ci.douglasville.ga.us

SR 92 Widening & Realignment
Douglas & Paulding Co, 0006900,
0006901, 0007691, 720970
Dry Run for PIOH – 10/22/2009

Name	Company/Office	Phone Number	Email
Bill Osborne	City of Douglasville	678/715-6011	osborneb@ci.douglasville.ga.us

SR 92 Widening & Realignment
Douglas & Paulding Co, 0006900,
0006901, 0007691, 720970
Dry Run for PIOH – 10/22/2009

Name	Company/Office	Phone Number	Email
Peter Emmanuel	GDOT	404-631-1158	pemmanuel@dot.ga.gov

Meeting Minutes – February 1, 2010 Town Hall Meeting

Subject: Projects STP00-0186-01(011), CSSTP-0006-00(900), CSSTP-0006-00(901) and CSSTP-0007-00(691), PI #'s 720970, 0006900, 0006901 and 0007691, Douglas and Paulding Counties – The Widening and Realignment of SR 92

Meeting Date: February 1, 2010 at 10 a.m.

Location: Downtown Douglasville Conference Center

Purpose: The purpose of this Town Hall Meeting was to brief Congressman David Scott on what had happened with the proposed SR 92 project since the last Town Hall Meeting held on August 1, 2009.

Attendees: See Attached sign-in sheet

- The meeting began with Pastor Roderick Murray leading everyone in the Pledge of Allegiance
- City of Douglasville Mayor Mickey Thompson opened with a summary of what has happened since August 1, 2009. He also expressed his thanks to Congressman Scott, GDOT, Croy Engineering and Isaac Dodoo.
- Councilwoman LaShun Danley then spoke about how the SR 92 project was personal to her, she recounted how her house burned down as a child because the firemen couldn't get to her house in time because of the railroad. She also expressed how critical this project is. She stated that in December, she had a staff member that was hit at the red light on SR 92 and the previous night, she had received a phone call regarding how another pedestrian was hit on the railroad tracks. That pedestrian is in the hospital. She urged everyone to not wait until there are more accidents and more congestion. She thanked Congressman Scott, Marcia Hampton and Jeff Noles and the City of Douglasville staff and all residents who will be impacted by the project.
- Bill Osborne expressed thanks to Congressman Scott and everyone for being here. He also expressed thanks to the citizens for attending neighborhood meetings, the public information open house, for distributing information and making phone calls. He stated that

this is a project that affects everyone in Douglasville and he appreciates the working relationship with GDOT and FHWA. He also expressed thanks to Jim Croy and his staff at Croy Engineering.

- Mr. Osborne then gave a brief overview of those who would provide a briefing to Congressman Scott. Following the briefing, Congressman Scott can ask questions and make comments. Mr. Osborne emphasized that this briefing would only address the SR 92 project.
- Marcia Hampton, who served as moderator, reiterated the purpose of the briefing. She stated that through the public outreach that had been conducted since August 1, 2009, they had reached out to the stakeholders to determine what this process and what this project means to them. Mrs. Hampton stated that they were able to get a clear understanding of that.
- Jeff Noles then presented what had happened since August 1, 2009. He spoke about how, after the August 1 meeting, the City met with GDOT and FHWA and asked what needed to be done to get to construction and completion of the project. FHWA needed to be satisfied with the public involvement component of the environmental process. From that, a public involvement plan was developed and a stakeholder group was formed.
- Mr. Noles explained that the affected communities could be divided into three components; north of the railroad tracks, south of the railroad tracks and the businesses. From there the north of the tracks and south of the tracks areas could be divided into those that would be directly impacted by the project and those that would be indirectly impacted. Workshops were held for each of these groups and others. In the workshops, the City encouraged participation and met with all those affected. Mr. Noles then provided an overview of the workshops that were held. He stated that well over 1000 people, nearing 2000, were met with during this public outreach.
- The public information open house (PIOH) was the culmination of the outreach. In addition, it was the venue to present the most important result of the outreach; the mitigation plan. First the mitigation plan was developed and taken to the stakeholders for feedback. Then it was shown to the public at the PIOH. Mr. Noles stated that a majority of people were pleased with the project and the mitigation plan. He said that they still have the project website up and are still taking phone calls on the project.
- Jim Croy then explained what needs to happen and is happening from here. He stated that his consulting firm, Croy Engineering, has been hired by the City of Douglasville to write the Concept Report and complete the environmental documentation, which in this case is an Environmental Assessment (EA). He stated that Croy's job is to take all the input and put it into a technical report. Mr. Croy stated that the Concept Report has been submitted to GDOT and comments have been received. These comments have been addressed and the Concept Report has been re-submitted to GDOT. Mr. Croy also stated that a Final Concept Team Meeting will be held on February 11, 2010 to discuss the progress of the concept.
- Mr. Croy then explained that the EA is moving along. He stated that the next major step is the public hearing open house (PHOH) which will be held sometime in June 2010. He also stated that a FONSI is expected in the latter part of the year. Mr. Croy emphasized that the environmental process has many moving parts which includes an update to the history due

to timeframe and the mitigation plan. He also stated that the traffic report and noise analysis have been updated as a result to project changes as well. These reports have been completed by sub-consultants and are currently under review at GDOT. Mr. Croy also explained the changes to the project that have occurred as a result of the mitigation plan. Mr. Croy stated that comments received from the PIOH are being addressed and will be submitted this week. He also stated that the draft EA will be submitted this week to GDOT . Mr. Croy re-emphasized that the environmental process includes many moving parts and lots of technical reports but that we are on schedule and that we wouldn't be here without the support of the public, the city and GDOT.

- Jennifer Giersch explained that her responsibility at FHWA is to ensure that the intent of NEPA (National Environmental Policy Act) is met in terms of documentation and public involvement. Mrs. Giersch stated that she was overwhelmed in the amount of public engagement that had been conducted in the last six months and that she felt that the City had properly engaged the public. She also stated that she felt that the mitigation plan is a true representation of what the public wants to see, not what we think they want to see. She ended by thanking Congressman Scott and Gerald Ross.
- Gerald Ross provided an overview of the project's plan development process. He stated that Croy Engineering is doing the environmental documentation and the concept report. Once that is complete and approved, GDOT will take the project over. Mr. Ross stated that GDOT has not designed the project yet and are still sometime away from that step; however, it can be done quickly. He emphasized that no hard core decisions have been made regarding the project alignment either. Mr. Ross stated that this project will provide relief to Interstate 75, that it is a huge project for GDOT and that it was just approved in the Statewide Transportation Improvement Plan (STIP) which provides transportation projects for the next four years.
- Mr. Ross then went over the current schedule of the project and emphasized that it is a high priority and that GDOT will make all deadlines set for this project.
- Mrs. Hampton then asked all elected officials to stand and introduce themselves. She also stated that the stakeholder group was directly involved in the entire public outreach process. She then stated that a few of the stakeholders would speak. First was Kali Boatright, who is president of the Douglas County Chamber of Commerce.
- Ms. Boatright stated that the Chamber has been in support of the project from the beginning and had placed SR 92 on the legislative agenda. She then asked that all board members in attendance stand and be recognized. She introduced John Sell of Georgia Power who is head of the Chamber's Government Affairs office. Ms. Boatright explained the Chamber's strong history of support and that they felt that the SR 92 project was good for business locally and regionally. She emphasized that this is not just a Douglasville or Douglas County project but a regional project. Ms. Boatright stated that currently, transportation is the single item on their legislative agenda as it is such a high priority and that the government affairs office has listed this project as their only project. She closed by saying that the Chamber will continue to be involved.

- Mrs. Hampton then introduced Sharon Nettles, a stakeholder who represents the Fulgham Drive area, which is a townhome community. Mrs. Hampton stated that the entire Fulgham Drive townhome community would be displaced, including Ms. Nettles. She stated that Ms. Nettles attended all workshops and meetings held.
- Mrs. Nettles stated that she has been hearing about this road for 14 years and she feels that it is a fantastic project for Douglas County and Paulding County. She feels that it will open up the area for growth and keep traffic flowing. She stated that she feels that it is finally going to happen so let's get it done!
- Mrs. Hampton then stated that Mr. Martinez represents the businesses in the Big Lots Shopping Center which will be displaced by the SR 92 project and will be speaking a little later. Mrs. Hampton stated that Mr. Martinez has been very vocal and wants to ensure that the city looks out for them and wants to stay together in Douglasville. Mrs. Hampton emphasized the City's support that the businesses stay together in Douglasville.
- Mrs. Hampton then opened the floor to any residents from the Brown Street community that would like to speak. The previously arranged representative from this community could not attend today's meeting. Kim Jackson Banks, who owns Majestic Learning Center in the Brown Street area stated that she was excited about the project and that the parents who bring their children to her facility feel that it is dangerous to get onto SR 92.
- Mrs. Hampton stated that the Big Lots Shopping Center, the Fulgham Drive town home community and the Brown Street Community will see most of the impacts of the project. Mrs. Hampton then introduced Congressman Scott.
- Congressman Scott opened with several positive remarks about the community and the project. He stated that the SR 92 project is not just a Douglasville or Douglas County project but a project for the nation. He stated that it is on the national transportation plan and that between three and four million dollars have been allocated for this project. Congressman Scott said he is ready to bring in an additional fifty million dollars. He has begun the process of having every dollar in place.
- Congressman Scott expressed thanks to the Mayor, Bill Osborne, Marcia Hampton and Councilwoman LaShun Danley and welcomed Councilman Sam Davis. He thanked the Chamber of Commerce, who wants to talk about SR 92 every time they come to Washington.
- Congressman Scott stated the major benefit of this project is that you no longer have to be subject to the travel and schedule of trains and that it provided unimpeded access from one side of the tracks to the other. It provides the same thing for emergency vehicles. The road will open up the area for everyone and could have the economic impact of doubling the economy of this region.
- Congressman Scott emphasized that we must make this road neighborhood friendly, family friendly. He stated that the heart of the road is going through a residential area and we must make sure that the residential quality of life is enhanced by the road.
- The Congressman then went point by point through the project making points along the way. Greg Teague provided the fly-over of the project alignment to assist in discussing the project. Congressman Scott made several points:

- Pointing out the project in the Brown Street area, he stated that there is Jessie David Park, Alice Hawthorne Community Center and a daycare center on one side of the road and a residential community on the other side where children live. How do we ensure access to the park and center is enhanced and not disrupted? How do we ensure that the community knows what the six lane will look like; how it will change their community. The Congressman emphasized that the community in this area has to buy into the project. He recommended to Mr. Ross and Mr. Croy to develop a schematic of that area showing the park and center on one side and the residential area on the other. The Congressman compared this new roadway to I-75; not as intrusive but questioned how it could be made more neighborhood friendly? He explained that there are creative ways and he felt confident that GDOT and Croy Engineering could accomplish this; however, a schematic must be drawn and taken to the community.
- He next questioned the Colquitt, Cone and Green Streets that are currently next to Brown Street but will be adjacent to the new six lane roadway. He stated that incorporating cul-de-sacs, signals and an overpass to the design would help to compliment and enhance community. He emphasized that he didn't want the new roadway to be a wall that separated the community and that he felt that overpasses (pedestrian bridges) needed to be added. He requested that this be worked on.
- Congressman Scott's next concern was the fire station, access to and from; how will it work? We need a schematic for this area to show people how it will function.
- The Congressman also expressed concern for the area at Avalon. He stated that this is a huge apartment complex and near a major school and daycare center.
- He again emphasized that the big challenge is to get schematics and work with the community; these need to be taken and presented to the community. He mentioned the Stewart Middle School area and the several churches in that area. He stated that this area down to the downtown area should not be cut off. He requested the examination of connecting businesses on Dallas Highway coming into downtown into one unit.
- Another concern Congressman Scott mentioned was the speed. He stated that he realized that there will be clear access at the railroad; however, the road will go through a residential neighborhood and the speed limit should be between 35 and 40 miles per hour. He emphasized that this is how you make the project compatible. He requested a response on this from the audience.
- The other concern that the Congressman mentioned was the Ellis Street/Maxwell/Strickland Street area. This is the area near the underpass and requested that it be designed in a way that incorporates a high residential quality of life.
- He requested that the mistake not be made to design a project that the people must live through but that we must design a project so that it enhances the lives

of the people who live there and the north side of the tracks grows. He used Freedom Parkway in Atlanta as an example of a project that was designed in a way that enhances quality of life and makes positive experiences for people who live there. The Congressman requested a schematic of the Ellis/Maxwell/Strickland Street area as well.

- He stated that there is a real challenge where the road comes out at Hospital Drive; in the area of Cooper and Hill.
- The Congressman again emphasized the importance of the schematics and that they must be done so people understand.
- He also stated that we must work in overdrive so the Hispanic community and their businesses are not hurt; we must be sensitive to their needs and they must be kept together because their businesses feed on one another. This is a great challenge but it can be done. He emphasized that we must work to the satisfaction of the Hispanic business owners and they must work with the Chamber.
- Overall, Congressman Scott stated that the key is that the community must buy into the project and he cannot allow any element to be unhappy with it.
- The final area the Congressman discussed was the downtown area, from Brown Street to Rose Avenue. He stated that we are moving their crosspath over the railroad from SR 92/Dallas Highway; people have been using this as their main avenue to downtown and they may become disoriented when it changes; we must be sensitive to that. He asked how we can connect with Rose Avenue.
- The Congressman then focused on two major traffic areas (Malone and Ellis); he felt that this area might need to be re-examined. How do we prevent traffic from doing what we don't want it to and open up major traffic flow? He cautioned Mr. Ross and Mr. Croy to be careful of this and make sure the project does not cause cut through traffic. What about speed bumps? The Congressman expressed great concern for this issue.
- Congressman Scott emphasized that there is a great deal of character, culture and heritage in this area and he wants to make sure it's preserved.
- The Congressman then requested a response from Mr. Ross or Croy Engineering. Greg Teague provided responses to the issues that the Congressman raised.
- Mr. Teague explained the addition of the signalized intersection with pedestrian facilities at Colquitt Street to provide a safe pedestrian crossing between the residential community and the park/community center. The Congressman requested a pedestrian overpass at this location to allow children to access these facilities without crossing the roadway. Mr. Teague agreed that this reduced the chance of pedestrians in conflict with vehicles. Mr. Teague said this will be looked at once the concept is finalized. Congressman Scott recommended at least one or two of these pedestrian overpasses. Mr. Teague stated that once they are at the preliminary design phase, they will evaluate the ability to construct an

overpass. Mr. Ross stated that they can look also at a Hawk signal, which is a signal for pedestrians only, not cars. Congressman Scott stated that since this will be a six lane major roadway, this area needed at least one maybe two overpasses. Mr. Ross expressed his concern; he is fine with constructing an overpass; however, he felt that historically they aren't used. He estimated that he has constructed approximately ten and no one has used any of them. The Congressman responded by saying that if we work with community to design an overpass and it is constructed in the right place, it will get used. He emphasized that we don't need accidents in this area.

- Mr. Teague then addressed Congressman Scott's concern regarding access to and from the fire station. Mr. Teague explained that as a result of the mitigation plan, the median will be lowered at the entrance of the fire station so emergency vehicles can go north or south on SR 92. This is essentially a median break but only for emergency vehicles. It would be striped to discourage vehicles from using and would be signed for emergency vehicles only. Mr. Teague also stated that a flashing light is being considered to warn cars of emergency vehicles entering the roadway. Congressman Scott state that he felt that a stop light synchronized to the fire station alarms would be helpful. Mr. Ross stated that they will look into that.
- Mr. Teague then addressed the Congressman's concern regarding speed limit. Mr. Teague stated that it is the responsibility of the local jurisdiction to determine the speed limit. Congressman Scott asked what the current speed in the area was. No one was quite sure; however, it was felt that it is between 35 and 45 miles per hour.
- Mr. Teague responded to the Congressman's concern about the Cone/Green/Colquitt Streets area. Mr. Teague explained changes in the project design in this area as a result of the additional public involvement and subsequent mitigation plan.
- Congressman Scott requested that a rendering be done for the Cooper/Hill Street area so the community can see how it will look.
- Congressman Scott questioned pedestrian access at the north end of the project in Douglasville. He felt that an overpass in this location would encourage kids to use recreation programs; wanted to make access convenient. Mr. Teague explained the pedestrian facilities have been added in this area as a result of the mitigation plan. He also stated that the city has an existing project to upgrade sidewalks along Dallas Highway into downtown Douglasville.
- Congressman Scott asked about lighting? Bus Routes? Public transportation? Mr. Ross explained that the City has agreed to pay for lighting; therefore it has been added to the project. There is no bus service or public transportation in this area.
- Congressman Scott asked if all residents directly affected by the project had been contacted? Several people responded in the negative however clarification was

provided. All attempts have been made to contact residents about the project. Residents have not; however, been contacted regarding whether their house will be taken or their property impacted. Mr. Ross stated that legally they cannot contact residents about this at this time; that is part of the right-of-way acquisition process which cannot begin until the environmental process is complete.

    - Councilwoman Danley then proceeded with questions on behalf of many residents in the audience. All were right-of-way related questions; therefore, Congressman Scott agreed to sit down with anyone with right-of-way questions after the meeting. Congressman Scott stated that he would meet with anyone that had a problem with the project.

- Congressman Scott questioned the intersection of Malone Street and the new SR 92. He emphasized that it should be pedestrian friendly. Mr. Teague explained that this intersection would be signalized with pedestrian facilities. In addition, sidewalks would be provided on both sides of the roadway and on one side of Brown Street. Additionally, pedestrian access would be provided from Brown Street to Malone Street. Congressman Scott again stated the need for a pedestrian bridge near this location.
- Mr. Teague provided further explanation of what is proposed in the Cone Street/Green Street area. He explained that trees are proposed at the noise walls.
- The Congressman asked about the alignment south of the railroad. What about the church that will be displaced? Mrs. Hampton explained that Second Baptist Church has already purchased property to build a new church and is waiting on right-of-way money to begin construction.
- Mrs. Hampton then introduced two Hispanic business owners, including Mr. Martinez. They stated that they felt that the project was great for the city and that their only personal concern was regarding relocation. They stated that they would need to find a new location and wanted to ensure that their customer base would have the same access. They have been in the Big Lots Shopping Center for a few years and feel that it would be difficult to relocate with the same customer base in a different area. They acknowledged that through meetings with the City and GDOT that it is too early to discuss right-of-way acquisition specifics. They said they had been informed and wanted to make sure they are fairly compensated as compared to their landlord because their impact is bigger.
- Mrs. Hampton responded by expressing the City's commitment through her department and the Downtown Development Authority and the Douglas County Chamber of Commerce to come up with a list of spaces to keep everyone together; however, Mrs. Hampton emphasized that ultimately it's their choice as to where they relocate. Mrs. Hampton also stated that there are places along Fairburn Road to relocate that would be close to their current location. Congressman Scott offered his staff, specifically Mr. Isaac Dodoo, to assist in any

way. The Congressman emphasized that they are sensitive to the Hispanic business owner's situation and would provide any assistance grant wise as well.

- Mr. Osborne offered closing remarks and stated that the Congressman would be available after the meeting to sit down with those who still have right-of-way questions/concerns.

<u>Comments/Questions Received</u>

- How will access to the church on Malone Street (Trinity World Christian Center) be changed?

  Mr. Teague explained how access to Trinity World Christian Center will change using the fly-over and the project layout. Congressman Scott requested that this area be shown in the schematics as well.

- State Senator Donzella James had to leave early but prior to leaving expressed her full support for the project. She expressed her appreciation for looking out for safety and offered congratulations on being on top of the situation.

- Callye Burke Holmes asked about the communities further east of the project (Huey Road, etc.); how will they get across tracks? It was her opinion that it would extend time to get to the hospital for people who don't like to drive on bypasses or underpasses.

  Mr. Teague provided an explanation of all the access points across the railroad tracks and explained that the existing at-grade railroad crossings at SR 92/Dallas Highway, Brown Street and Mozley Street must be closed; this was dictated to the city by the railroad many years ago. Mr. Teague stated that the public must be educated on the underpass and it may require them to drive a few extra blocks but it will improve safety by providing a grade separated crossing. Safety is the most important issue.

- Councilwoman LaShun Danley, representing a resident, stated that Mr. Cowen was fine with being displaced; that the current alignment will only take part of his property. He wants GDOT to take all of his property.

  Congressman Scott met with Mr. Cowen after the meeting.

- The owner of Majestic Learning Center (daycare center on Brown Street) stated that most of the parents walk to her daycare center.

  Congressman Scott stated that a pedestrian overpass was needed in this area for Majestic Learning Center.

<u>Sit Down with Congressman Scott regarding Right-of-way Questions/Concerns</u>

- Councilwoman Danley stated that the resident's concerns are two fold; some are not currently proposed to be displaced but want to be and others are currently proposed to

be displaced but want to stay. They want clarification and when they might be contacted. They want to know what to expect.

- Mike Haithcock provided a detailed overview of the process and what needs to be done to get to the right-of-way phase of the project.
- Phil Copeland then explained exactly what would happen during the right-of-way phase of the project. He emphasized that once they get to that point, each affected property owner would be contacted in writing and would have the opportunity to sit down, one on one, with a GDOT right-of-way specialist and discuss their property. Mr. Copeland also briefly explained the assistance they would be given.
- GDOT emphasized that it is too early to talk about right-of-way details.
- Congressman Scott requested that GDOT provide in writing an explanation in full detail what the specifics are from now until the property is purchased. This should be sent to all property owners that would be affected or potentially affected. The Congressman emphasized that the project should not put a financial hardship on residents.
- Mr. Copeland stated that as things move forward, there will be more meetings.
- Peter Emmanuel stated that not much detail is shown currently in the conceptual layouts. All detailed information will be shown in the plans when the property owner information meeting takes place, after the completion of the preliminary plan phase. The earliest date for right-of-way authorization is July 1, 2011.
- Mrs. Hampton stated the best things about this project are that it is finally going to happen, and the project has right-of-way money because of Congressman Scott.
- The one-on-one session ended with Judge Wynn (former Douglas County judge) requesting that Congressman Scott come see the Cedartown Bypass. The Judge felt that it has been an economic disaster and has disrupted Cedartown's traffic forever. Judge Wynn wanted the Congressman to see this project so that the same mistake is not repeated with the SR 92 project. Congressman Scott agreed and discussions continued after the meeting regarding a field visit to see the Cedartown Bypass.

Attachments: Sign-in Sheets

Meeting Agenda

Douglas County Chamber of Commerce
2010 Legislative Agenda

We believe a dependable transportation network and reliable mobility are so important for Douglas County businesses and residents, we have made it our only legislative priority in 2010.

Locally, the Douglas County Chamber of Commerce is part of a collaborative effort to find funding and complete the GA Hwy 92 Corridor Project through the heart of our community. This project will provide reliable travel time and will allow businesses to attract new customers while the entire region grows and prospers. This is the major north-south corridor between crowded Paulding and Douglas counties and its success and safety will define the future of our community.

Additionally, the Chamber joins with the Regional Business Coalition to support a regional SPLOST that will make a direct impact on traffic congestion, with a clear list of defined projects with input at the local level and open to all modes of transportation.

Current state funding cannot keep pace with the amount of infrastructure that needs to be built to ensure a reliable network. The result is that Georgia, and the metro Atlanta region in particular, will continue to fall behind its competitors unless a significant investment in transportation infrastructure is made.

We believe that in 2010, the General Assembly has a better opportunity to engage in meaningful policy action on transportation than it has had in a generation. It should seize that opportunity. We support legislation that will make a clear impact on traffic congestion and freight movement by enhancing funding at the state level and providing options such as a regional SPLOST for regions that have significant needs.

The Douglas County Chamber of Commerce is proud to endorse and support the agenda of the Regional Business Coalition. The Regional Business Coalition (RBC) is comprised of 14 local chambers of commerce and business organizations in the metro Atlanta region.

**For more information about the Douglas County Chamber of Commerce Legislative Agenda, please contact President and CEO Kali Kirkham Boatright at 770-942-5022 or at Boatright@douglascountygeorgia.com.

Attachment 12:

PFA's

Department of Transportation

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

WAYNE SHACKELFORD
COMMISSIONER
(404)656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404)656-5277

STEVEN L. PARKS
DEPUTY COMMISSIONER
(404)656-5212

BILLY F. SHARP
TREASURER
(404)656-5224

August 25, 1998

The Honorable Charles Camp, Mayor
City of Douglasville
P. O. Box 219
Douglasville, Georgia 30133

Dear Mayor Camp:

I am returning for your files an executed agreement between the Georgia Department of Transportation and City of Douglasville for the following project:

STP-186-1(11), Douglas County, P.I. 720970
SR 92 Relocation from Hospital Drive Northwest to SR 92 at Brown Street

We look forward to working with you on the successful completion of the joint projects. Should you have any questions, please contact me at (404) 656-5320.

Sincerely,

Herman T. Griffin, P.E.
State Transportation Programming Engineer

HTG:wkb
Enclosure
c: Percy Middlebrooks, w/attachment
Joe Palladi, w/attachment
Mitch Fowler, w/attachment

June 23, 1998
M:\720970\\SR92cy.doc

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

THE CITY OF DOUGLASVILLE

for

SR 92 RELOCATION FROM HOSPITAL DRIVE NORTHWEST TO SR 92 AT BROWN STREET

This AGREEMENT is made and entered into this 24TH day of August, 1998, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and THE CITY OF DOUGLASVILLE, GEORGIA, acting by and through its Mayor and City Council, hereinafter called the "CITY ".

WHEREAS, the CITY has represented to the DEPARTMENT a desire to improve the roadway facility from SR 92/ Fairburn Road at Hospital Drive northwest to SR 92 at Brown Street, in the City of Douglasville, Georgia, currently described as Georgia Department of Transportation Project Number STP-186-1 (11), P.I. Number 720970, hereinafter referred to as the "PROJECT"; and

WHEREAS, the CITY has represented to the DEPARTMENT a desire to participate in providing the preconstruction engineering activities needed for the improvements, relocating the

utilities, and other costs as specified in the AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in the funding of the construction of the PROJECT with funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources; subject to those certain conditions set forth in the AGREEMENT.

THEREFORE in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the CITY hereby agree each with the other as follows:

1. All Primary Consultant firms hired by the CITY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the CITY with a list of prequalified consultant firms in the appropriate area-classes.

2. The PROJECT construction plans shall be prepared in metric units and right of way plans shall be prepared in dual units - English and metric.

3. Both the CITY and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved STIP or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the CITY does not produce acceptable deliverables at the milestone dates defined in the STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

4. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively, and shall be organized as per the Department's guidelines on electronic file management.

5. The CITY shall contribute towards the PROJECT by funding all cost for the preconstruction engineering (design). The preconstruction engineering activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications for the Construction of Transportation Systems, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The CITY shall develop final construction and right of way plans in accordance with the Department's Plan Presentation Guide. The CITY 's responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the CITY as provided for in paragraph 5b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the CITY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the CITY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT's base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required. The CITY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT's drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including erosion control, traffic handling, and construction sequence plans and specifications including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with acceptable industry standards.

k. This project involves substantial coordination with Norfolk Southern Railroad. It is recognized that a grade separation my be required at Relocated SR 92/Dorsett Street over Norfolk Southern Railroad.

6. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the CITY.

7. Upon the CITY 's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the DEPARTMENT shall fund the acquisition and acquire the necessary rights of way for the PROJECT. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. Failure to follow these requirements will result in loss of Federal funding for the PROJECT and it will be the responsibility of the CITY to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to the DEPARTMENT's advertising the PROJECT for bids. The CITY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

8. The CITY shall be responsible for the design of all bridges within the limits of this PROJECT. The CITY shall be responsible for providing any hydraulic study report(s) and all survey information needed to complete the hydraulic study report(s). The CITY shall perform all necessary survey efforts regarding the design of the bridge and shall incorporate these plans into this PROJECT as a part of this Agreement.

9. The CITY shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.

10. The CITY shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.

11. The CITY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

12. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the DEPARTMENT, the DEPARTMENT shall let the PROJECT for construction. Except as provided herein and upon receipt of an acceptable bid, the DEPARTMENT shall bear all costs for construction, including all costs associated with inspection and materials testing during construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

13. The CITY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the CITY.

14. The CITY shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the CITY pursuant to this AGREEMENT. The CITY shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The CITY shall also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the CITY pursuant to this AGREEMENT.

15. The CITY shall prepare all shop drawings for approval by the DEPARTMENT.

16. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the CITY have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

Joseph P. Palladi
State Urban Design Engineer

Walker W. Scott, Jr.
Director of Preconstruction

Frank L. Danchetz
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY:
Wayne Shackelford
Commissioner

ATTEST:

Billy F. Sharp
Treasurer

REVIEWED August 7, 1998
(DATE)

LEGAL - TRANSPORTATION

City of Douglasville, Georgia

BY:
Mayor

Signed, sealed and delivered this day of 27th, July 1998, in the presence of :

Witness

Notary Public

KAREN B. KNIGHT
COM. EXP.
NOTARY
PUBLIC
3-12-2000
DOUGLAS COUNTY, GEORGIA

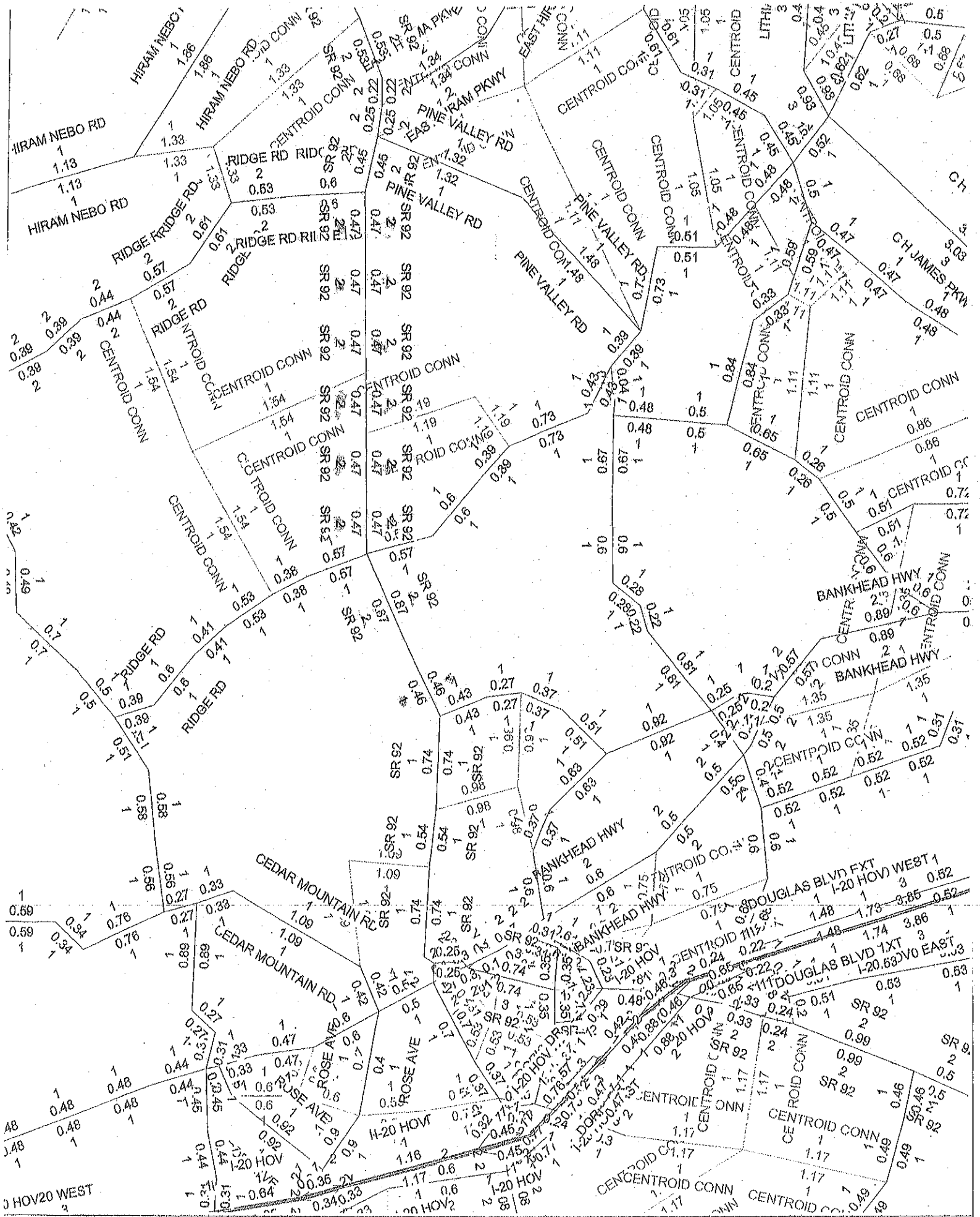
This Agreement approved by the Douglasville City Council at a meeting held at City Hall Council Chamber this 30th day of July, 1998.

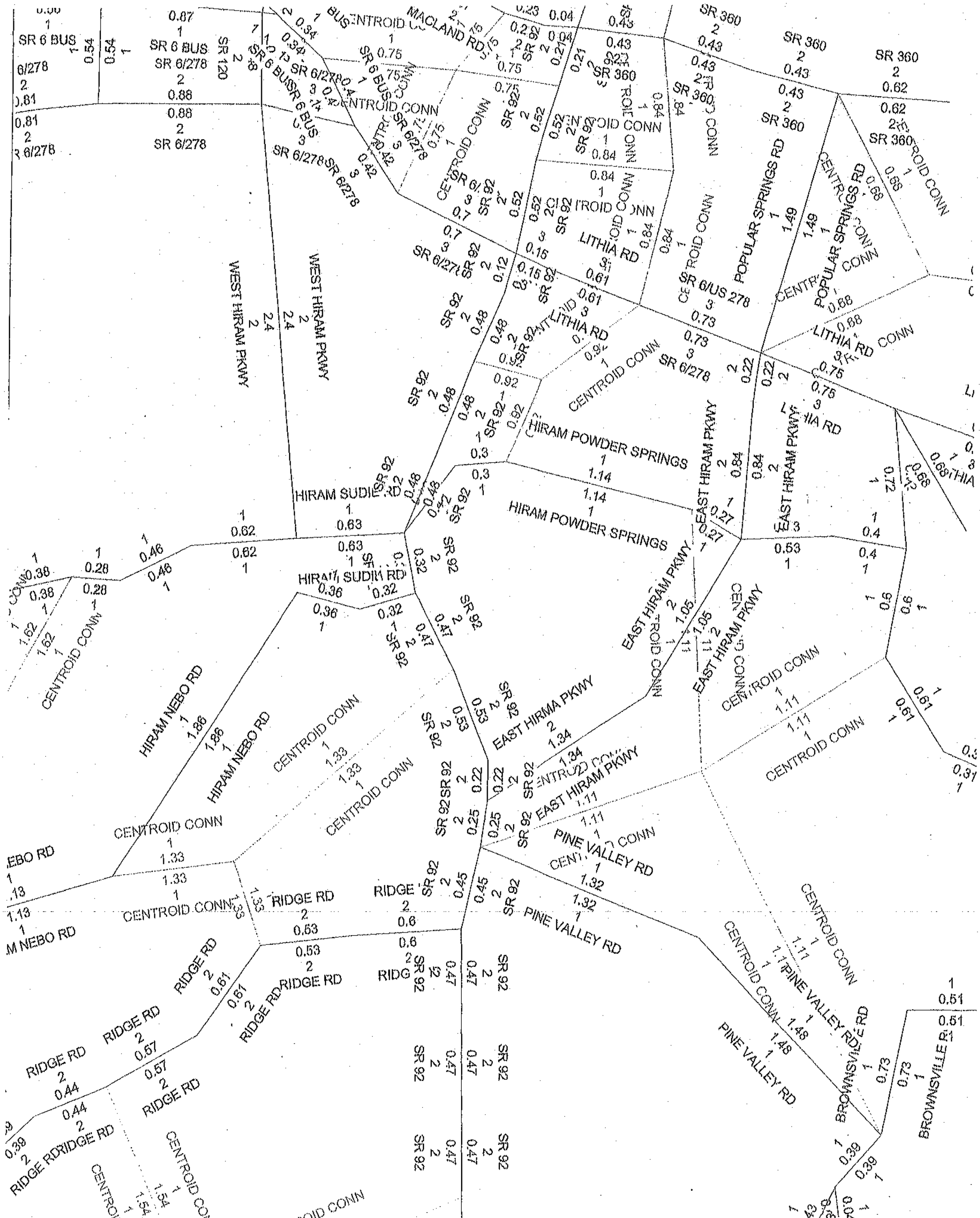
Barbara McCrary
City Clerk

No Pre-Award Examination Required

Attachment 13:

Conforming plan’s network schematics showing thru lanes


HIRAM NEBO RD
RIDGE RD
PINE VALLEY RD
CENTROID CONN
SR 92
BANKHEAD HWY
CEDAR MOUNTAIN RD
ROSE AVE
DOUGLAS BLVD EXT
I-20 HOV
C H JAMES PKWY


SR 6 BUS
SR 6/278
SR 120
SR 360
MACLAND RD
CENTROID CONN
SR 92
LITHIA RD
SR 6/US 278
POPULAR SPRINGS RD
WEST HIRAM PKWY
EAST HIRAM PKWY
HIRAM POWDER SPRINGS
HIRAM SUDIE RD
HIRAM NEBO RD
EAST HIRMA PKWY
PINE VALLEY RD
RIDGE RD
BROWNSVILLE RD

Attachment 14:

Concept Layout

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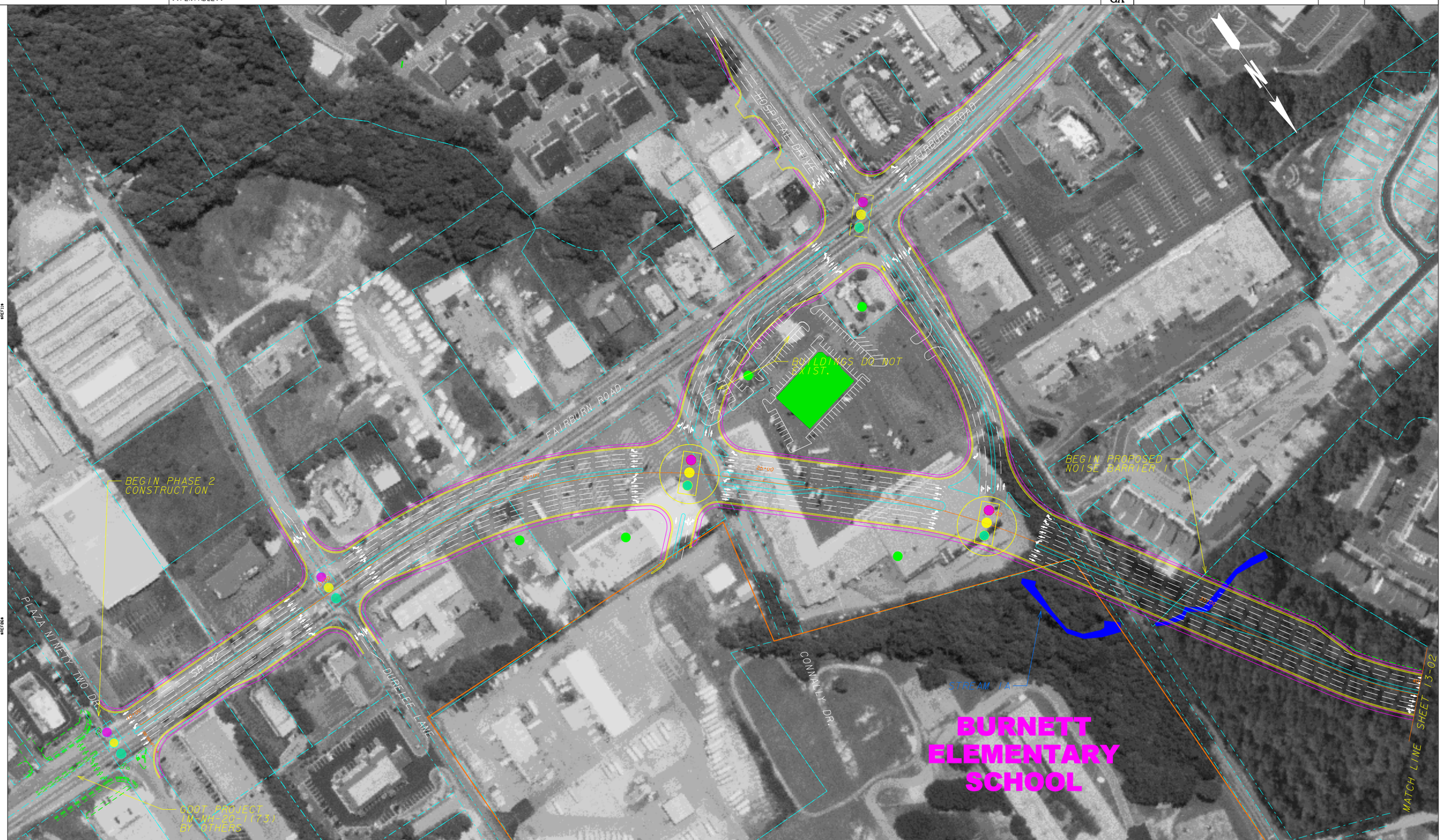
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



LEGEND

- PROPOSED EDGE OF PAVEMENT
- PROPOSED LANE
- PROPOSED BRIDGE
- PROPOSED MEDIAN
- REQUIRED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- PROPOSED SIDEWALK
- PROPOSED CURB AND GUTTER
- RESIDENTIAL DISPLACEMENT
- COMMERCIAL DISPLACEMENT
- ENVIRONMENTAL CONSTRAINTS
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- WATERS OF US
- PROPOSED NOISE BARRIER

CROY ENGINEERING
Engineers Planners Surveyors
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0620

SCALE IN FEET
0 100 200 400

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
CONCEPT PLAN
SR 92 REALIGNMENT
DOUGLASVILLE

DRAWING No. 13 -01

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			

LEGEND

- PROPOSED EDGE OF PAVEMENT
- PROPOSED LANE
- PROPOSED BRIDGE
- PROPOSED MEDIAN
- REQUIRED RIGHT-OF-WAY
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MARIETTA, GA 30062
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SCALE IN FEET
0 100 200 400

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

CONCEPT PLAN

SR 92 REALIGNMENT
DOUGLASVILLE

DRAWING No. 13-02

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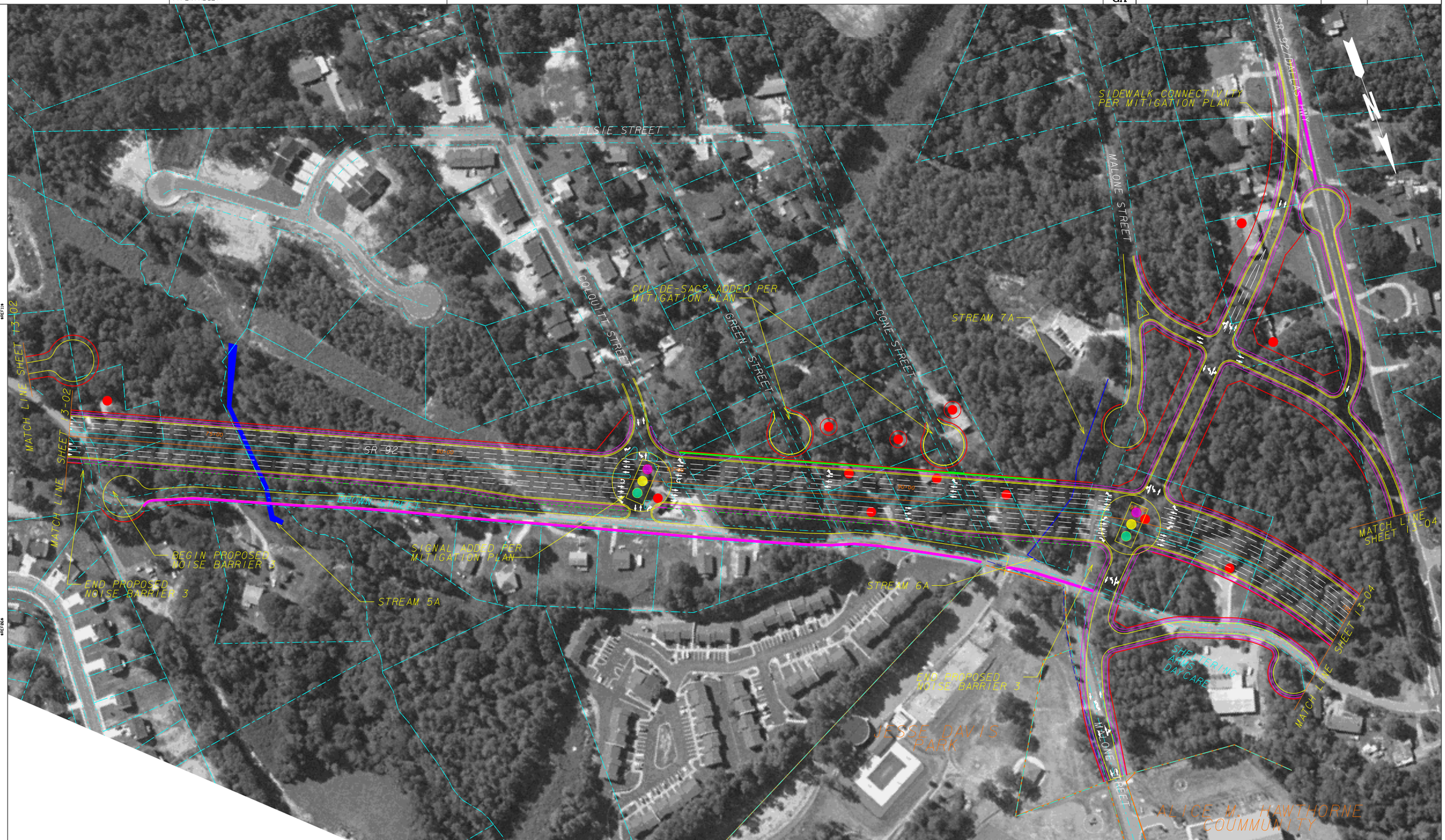
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



LEGEND

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200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0620

SCALE IN FEET
0 100 200 400

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

CONCEPT PLAN

SR 92 REALIGNMENT
DOUGLASVILLE

DRAWING No. 13-03

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			

LEGEND

- PROPOSED EDGE OF PAVEMENT
- PROPOSED LANE
- PROPOSED BRIDGE
- PROPOSED MEDIAN
- REQUIRED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
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MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0620

SCALE IN FEET
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
CONCEPT PLAN
SR 92 REALIGNMENT
DOUGLASVILLE

DRAWING No. 13 -04

DOWNTOWN DOUGLASVILLE RAILROAD CROSSING PLAN

RAILROAD CROSSING PLAN

PROJECT NUMBER: STP00-0186-01(011), CSSTP-0006-00(900), CSSTP-0006-00(901)

P.I. NUMBER 720970, 0006900, 0006901

DOUGLAS COUNTY

Attachment 15:

Benefit Cost Analysis

Benefit Cost Analysis Work Sheet
CONGESTION Projects

Project Numbers: CSSTP-0006-00(900)(901) & STP00-0186-01(011)

P.I. Numbers: 0006900/006901/720970

Douglas County

Widening and Reconstruction of SR 92 from Durelee Lane to Malone Road Including the Grade-Separation of SR 92 at US 78/SR 5/Bankhead Highway and the CSX Railroad

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.083
ADT	44,755.00
Tb ($s)	$127,691,609.38

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.083
% Truck Traffic	15%
ADT	44,755.00
CMb	$101,201,404.59

Fuel Savings Benefit (Fb)

ADT	44,755.00
Fb ($s)	$44,498,591.15

Total Congestion Benefit	**$273,391,605.11**
Total Project Cost	**$92,541,921.87**
B/C Ratio	**2.95**

*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

Travel Time Difference in Year 2037
SR 92 Corridor in Douglasville

Section	Time Period	Average Travel Speed (mph)					Distance (miles)	Travel Time (hours)
		AM NB	AM SB	PM NB	PM SB	Average		
Durelee Lane to East Broad Street	2037 no-build	26.0	12.0	20.0	6.0	16.0	1.02	0.064
East Broad Street to Malone Road	2037 no-build	39.0	9.0	13.0	5.0	16.5	1.67	0.101
Durelee Lane to East Broad Street	2037 build	17.0	15.0	15.0	19.0	16.5	0.80	0.048
East Broad Street to Malone Road	2037 build	38.0	37.0	35.0	37.0	36.8	1.22	0.033

Note: Average travel speed based on roadway capacity analysis using Highway Capacity Software (HCS).

Travel Time Difference	Durelee Lane to East Broad Street	0.015
	East Broad Street to Malone Road	0.068
	Entire Corridor	0.083

ADT Estimate - Year 2037

SR 92 at Southern Terminus	51,790
SR 92 south of East Broad Street	40,940
SR 92 north of East Broad Street	38,440
SR 92 north of Dallas Highway	47,850
Average	44,755

Attachment 16:

Mitigation Plan

Proposed Mitigation Plan for the SR 92 Widening and Reconstruction Project

GDOT Projects STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691)
PI #s 720790, 0006900, 0006901 and 0007691
Douglas and Paulding Counties

March 12, 2010

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INTRODUCTION

PROJECT DESCRIPTION

The proposed project is a widening and reconstruction of existing SR 92 from a point just south of Durelee Lane in the City of Douglasville, Douglas County, to Nebo Road in the City of Hiram, Paulding County and the construction of three grade-separated structures at the proposed SR 92 intersections with US 78/East Broad Street, the Norfolk Southern Railroad and East Strickland Street (see Figure 1, Project Location Map). A ramp would be constructed to provide access between SR 92 and US 78/East Broad Street. The total project length would be approximately 9.27 miles.

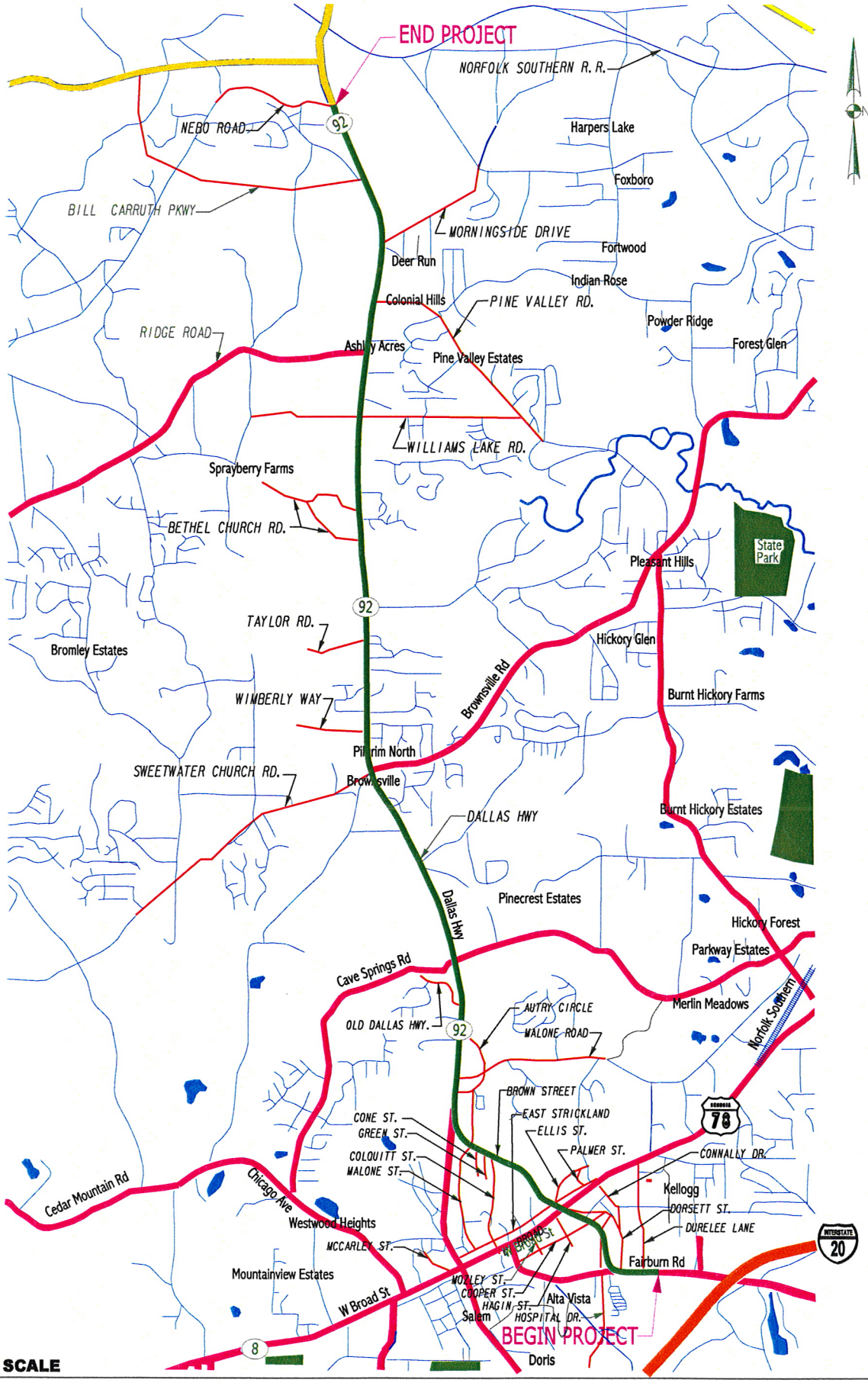
US 78/East Broad Street is also referred to as Bankhead Highway; however, in this document it would be referred to as US 78/East Broad Street. The SR 92/Dallas Highway railroad crossing is often referred to by locals as the Campbellton Street crossing; however, in this document it would be referred to as the SR 92/Dallas Highway railroad crossing.

From Durelee Lane to Malone Road, the proposed roadway would consist of six 11-ft. travel lanes, three in each direction, separated by a 20-ft. raised median with curb, gutter, a sidewalk on the west side and a multiuse trail on the east side of the roadway. From Malone Road to Bill Carruth Parkway, SR 92 would consist of six 11-ft. travel lanes, three in each direction, separated by a 20-ft. raised median and would have 10-ft. shoulders on both sides, 6.5-ft. paved shoulders that would be striped for bike lanes. From Bill Carruth Parkway to Nebo Road, the proposed project would consist of four 11-ft. travel lanes, two in each direction, separated by a 20-ft. raised median and would have 10-ft. shoulders on both sides, 6.5-ft. paved shoulders that would be striped for bike lanes.

The proposed project would include an up-grade and relocation of the existing railroad crossing at McCarley Street as well as the closing of the existing at-grade railroad crossings located at Brown Street, Mozley Street, and SR 92/Dallas Highway (see Figure 2, Project Location Map in the Area of the Railroad). With the exception of the Brown Street crossing, which must be closed for staging purposes during construction, the railroad crossing closures would not occur until the new grade separated crossing and the upgraded McCarley Street crossing are open to traffic.

OVERVIEW OF PUBLIC INVOLVEMENT PROCESS AND ANTICIPATED COMMUNITY IMPACTS

Extensive public involvement has been conducted with the residents of Douglasville, GA as a result of community impacts that would occur due to the proposed project. This outreach has occurred with individuals that would be both directly and indirectly affected by the proposed project. With the help of the Stakeholder Team that was put together by the City of Douglasville, numerous workshops were conducted with the residents of Douglasville during August, September and October 2009, where public comments, concerns and suggestions were collected.



NOT TO SCALE

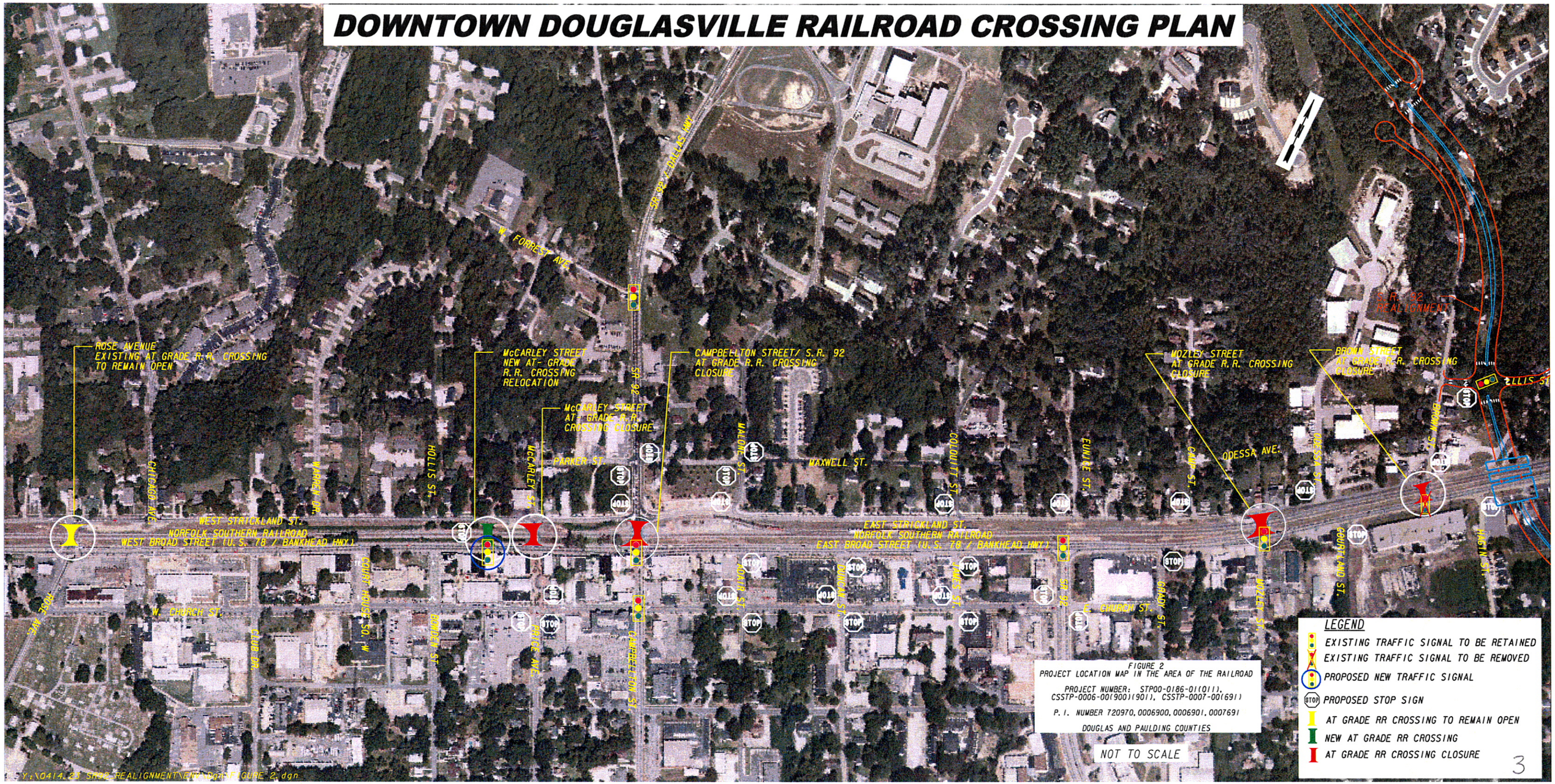
FIGURE 1: PROJECT LOCATION MAP

PROJECT NUMBER STP00-0186-01(011), CSSTP-0006-00(900)(901), CSSTP-0007-00(691)

DOUGLAS & PAULDING COUNTIES

PI NUMBERS: 720970,0006900,0006901&0007691

DOWNTOWN DOUGLASVILLE RAILROAD CROSSING PLAN



Community impacts that were of particular concern include impacts to low-income and minority populations, a change in community cohesion and access changes. It was felt that the change in community characteristics from a quiet small neighborhood to having a six lane divided highway needed to be addressed with the residents of Douglasville and mitigation of these impacts would be appropriate.

As a result of this extensive outreach, this proposed mitigation plan was developed by the Stakeholder Team, the City of Douglasville, and the Georgia Department of Transportation (GDOT), and revisions to the proposed design of the project were made. First, the draft Mitigation Plan was shown to the stakeholders for their comment and feedback. Next, a follow-up meeting was held with the Brown Street Community because that community would be the one most affected by the project and therefore had the most changes as a result of the draft Mitigation Plan. The follow-up meeting with the Brown Street Community was held on October 20, 2009 at the Alice Hawthorne Community Center. Thirty-eight (38) people attended this follow-up meeting and as a result, twenty-four (24) comment forms were received. Listed below is a break-down of their feedback regarding items in the draft Mitigation Plan.

- Do you support the project? *Twenty (20) were For, one (1) was Against, three (3) were Conditional and none (0) were Uncommitted.*
- Do you want cul-de-sacs at Cone and Green Streets? *Eighteen (18) stated "Yes" and one (1) stated "No".*
- Do you want noise walls at Cone and Green Streets? *Twenty-one (21) stated "Yes" and none (0) stated "No".*
- Do you want a signalized intersection at Colquitt Street and the new SR 92? *Twenty (20) stated "Yes "and none (0) stated "No".*
- Do you think these changes help your community? *Ten (10) stated "Yes", three (3) stated "No", one (1) stated "Not Entirely" and one (1) stated "Somewhat".*
- Have you attended the previous workshops? *Thirteen (13) stated "Yes" and nine (9) stated "No".*

This draft Mitigation Plan and the design changes were then presented to residents at the Public Information Open House (PIOH) that was held at Stewart Middle School on October 27, 2009. At the PIOH, attendees were encouraged to provide their written comments on the draft Mitigation Plan and the revised project layout. A total of 420 people attended the PIOH.

From those attending, 75 comment forms, 1 letter, 1 e-mail and 13 verbal statements were received. An additional 10 comments were received during the ten-day comment period following the PIOH, for a total of 100 comments. However, several of the individuals providing comments submitted multiple comments. These comments have been combined for a total of 94 comments. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
5	52	9	28

Additionally, any comments that were provided regarding the draft Mitigation Plan were positive overall. As a result of the response by the residents of Douglasville regarding the draft Mitigation Plan and their overall support of the proposed project, it was felt that the draft Mitigation Plan did indeed accomplish its goal of providing mitigation to the residents of the communities that would be directly impacted by the proposed project.

MITIGATION MEASURES

Please find below the proposed solution and mitigation item proposed by the City of Douglasville and GDOT to minimize community impacts from the proposed widening and reconstruction of SR 92 in Douglasville. Each mitigation item includes the resident's issue, background/detailed information, some comments received and the responsible party. The measures have been developed from input provided by community members, from environmental processes such as Section 106 of the Historic Preservation Act and Executive Order 12898 (Environmental Justice), and from federal and state guidelines. All of the measures listed are a direct result of recent public outreach conducted. Some of the mitigation measures listed are a result of verbal conversations with citizens throughout the public involvement process and are not mentioned in any written comments. In addition, the included comments received pertaining to each mitigation item is not an all inclusive list. These comments received are representative of comments from residents; however, it should be noted that comments are gathered throughout the entire environmental process.

Several concerns were expressed by the public that are standard practices of the GDOT; however, they are important enough to reiterate here. These items include:

- Several workshop attendees expressed concerns about being displaced (timing, availability of affordable housing, etc.). As required by the Uniform Act, no person shall be displaced unless and until comparable replacement housing is available, within their financial means. A request may be made for an additional 30 days occupancy (beyond the 90 day minimum per the Uniform Act), once the Notice to Vacate Letter has been received by an occupant displacee. This request should be made in writing to the Right of Way Agent assigned to assist them. Also, the procedure for requesting additional time of occupancy is detailed in the displacee's Vacate Letter. A timely written response would be provided based on the needs expressed and the project schedule remaining. Every effort would be made to accommodate reasonable requests in this regard.
- Several business owners expressed concerns regarding access to their businesses after the project is completed. Determining access is a standard part of a GDOT project, which happens later during the Plan Development Process. The most effective access possible would be provided by GDOT.

In addition, several residents commented on the addition or upgrading of pedestrian facilities around the project area. Currently, the City of Douglasville has a project in the design phase that would improve the pedestrian facilities along Dallas Highway and add decorative banners. This project is scheduled to be completed prior to the Letting of the SR 92 projects to construction.

Although not listed under specific proposed measures, the need for adequate pedestrian facilities and overall better lighting was mentioned at almost every workshop and several times in the written comments.

COMMUNITY CHARACTER/COHESION

1. ***Issue:*** A signalized intersection does not currently exist in the proposed project along the new SR 92 north of the railroad between Ellis Street and Malone Street. Residents are concerned about the distance between signalized intersections. They are also concerned about accessing the new roadway from Colquitt Street and Brown Street and are concerned about how pedestrians would safely cross the new SR 92. There is currently a high volume of pedestrian traffic and many children would need to cross the new SR 92 to get to and from school, the park and the community center.

   Proposed Solution and Mitigation Item: **A signalized intersection with pedestrian crosswalk at the new intersection of Colquitt Street and Brown Street with the new SR 92 has been added to the project. Furthermore, additional safety measures would be evaluated. These include the potential addition of landscaping strategically planted to discourage pedestrians from crossing the roadway at points other than the signalized intersections, additional signage in the area to notify drivers of pedestrians, a reduction in the speed limit through the residential areas, and upgraded pedestrian facilities at crosswalks.**

   Background/Detailed Information: As part of any GDOT project, justification for placing a new traffic signal at an intersection must be made using federal signal warrant guidelines. A partial signal warrant analysis was completed and although the signal at Colquitt Street would not be warranted based on these guidelines, it is necessary based on feedback from the residents and as mitigation to those residents.

   In addition, the City of Douglasville met with the residents of the Brown Street Community (specifically those living on Brown Street, Colquitt Street, Green Street, Cone Street, Elsie Street and in Douglass Village Apartments) on October 20, 2009. They were asked if they wanted the proposed signalized intersection at Colquitt Street and Brown Street's intersection with the new SR 92. Out of the 38 in attendance, 20 provided written comments on the proposed signalized intersection and all 20 were in favor of the signalized intersection.

   Pedestrian safety is a major concern in this community, especially due to the pedestrian traffic that Jessie Davis Park and Alice Hawthorne Community Center generates. As a result, the City of Douglasville has agreed to investigate the reasonable and feasibleness of additional pedestrian safety measures, as listed above. The reduction in speed limit is supported by the City of Douglasville; however, it is the Douglasville Police Chief who makes the final determination on whether the speed limit can be lowered. The additional pedestrian safety measures are currently being investigated and the City of Douglasville would make the final determination as to which measures they would implement during the plan development process. This determination would be coordinated with GDOT.

Comments Received:

- *What about the people in the Cone, Green, Colquitt Street areas who do not want to leave, don't want a new mortgage, and don't want to live on the new road? Consider putting cul-de-sacs on Cone and Green Streets so that an intersection with a traffic signal can be constructed at Colquitt Street and noise walls can be included along Cone and Green. (verbal comment from the 9.10.09 workshop)*
- *There is too much distance between the proposed traffic signals at Malone Street and Ellis Streets. There are not enough proposed pedestrian crossings in this area either. It would be difficult for the children to get back and forth between the houses and park. (verbal comment from the 9.10.09 workshop)*
- *Suggested improvements; signalizing the Colquitt/Hwy 92 intersection is also important (written comment)*

Responsible Party: GDOT – design and installation of signalized intersection with pedestrian crosswalk. The City of Douglasville – investigation of what additional safety measures would be implemented in this residential area. Also, additional funding to implement additional safety measures. Coordination with the Douglasville Police Chief to determine if speed limit can be lowered.

2. ***Issue:*** The residents of Cone and Green Streets have expressed that the currently proposed right-in/right-out only design at Cone and Green Streets does not really help their access to the new SR 92. Also, they are concerned about cut-through traffic. Lastly, they are concerned about preserving their current small community feel due to the increase in traffic and noise; therefore they feel that some sort of barrier between their community and the roadway would help maintain their small neighborhood atmosphere. In addition, there is currently a great deal of pedestrian traffic in the area and residents are concerned about the pedestrian's ability to safely cross the new roadway.

Proposed Solution and Mitigation Item: **Cul-de-sacs would be provided at the intersections of Cone Street and Green Street with the new SR 92 and a noise wall would be added from Colquitt Street to Malone Street on the south side of the new SR 92 roadway to retain neighborhood character, block roadway noise from the new SR 92 and force pedestrians trying to cross the new SR 92 to signalized intersections with safe pedestrian crossings.**

Background/Detailed Information: The proposed noise wall was evaluated per GDOT standards, which are based upon how effective the noise wall would be at reducing the noise levels of impacted residences and based on state cost criteria. Based on this and the fact that no breaks in access occur along this section of the new SR 92 roadway, the proposed noise wall is both reasonable and feasible.

In addition, the City of Douglasville met with the residents of the Brown Street Community (specifically those living on Brown Street, Colquitt Street, Green Street, Cone Street, Elsie Street and in Douglass Village Apartments) on October 20, 2009. They were asked if they

wanted the proposed cul-de-sacs and noise wall at Cone and Green Streets. Out of the 38 in attendance, 19 provided written comments on the proposed cul-de-sacs and 21 provided written comments on the proposed noise wall. Out of this, 18 residents were in favor of the proposed cul-de-sacs and 1 was against them. All 21 residents who provided written comments on the proposed noise wall were in favor of it.

Comments Received:

- *What about the people in the Cone, Green, Colquitt Street areas who do not want to leave, don't want a new mortgage, and don't want to live on the new road? Consider putting cul-de-sacs on Cone and Green Streets so that an intersection with a traffic signal can be constructed at Colquitt Street and noise walls can be included along Cone and Green. (verbal comment from the 9.10.09 workshop)*

Responsible Party: GDOT

3. ***Issue:*** Residents are concerned about cut-through traffic after the project is complete. There is currently a good deal of cut-through traffic through the residential neighborhoods. Also, many residents have children and are concerned for their safety if playing near the roads in their neighborhood. Residents greatly aspire to maintain their small neighborhood feel after the new SR 92 roadway is complete.

Proposed Solution and Mitigation Item: **The City of Douglasville would provide signage to discourage "cut-through" traffic, such as additional speed limit signs and "Children at Play" signs. In addition, the City of Douglasville would initiate the petition process to evaluate the community's desire for speed hump(s) in these residential areas.**

Background/Detailed Information: Initially, it was suggested by a citizen to eliminate left turn lanes and median breaks to discourage "cut-through" traffic in residential neighborhoods. The City of Douglasville agreed to evaluate this. However, during this evaluation, it was determined that these measures would decrease vehicular safety if traveling along the new SR 92 roadway; therefore, it was determined that these measures would not be implemented. The main issue of "cut-through" traffic was still a concern for the City of Douglasville; therefore, the additional signage would be implemented prior to project construction. The number of signs would be at the discretion of the City of Douglasville and would be determined based on current signage guidelines. In addition, the City of Douglasville would initiate the petition process for speed hump(s) after project construction since the completion of the SR 92 project would change traffic patterns along these side streets. Since a community majority is required to implement speed hump(s), it is felt that their feedback should be based on traffic conditions in their neighborhoods after project completion. Upon completion of the petition process, the City of Douglasville would contact GDOT's Project Manager and provide the results of this process to them for their files and to note as completed on the Environmental Commitments Table. Part of the petition process is continued consultation with the potentially affected residents; therefore, they would be made aware of any changes affecting their community prior to initiation of such changes.

Comments Received:

- *The highway traffic would increase in the residential areas adjacent to the proposed roadway. (verbal comment from the 9.12.09 workshop)*
- *It is important to lower speeds in the residential areas east and west of the proposed roadway. Speed bumps or some other traffic slowing mechanism are needed. (verbal comment from the 9.12.09 workshop)*
- *Speed bumps should be placed in residential areas well before the new road is opened to traffic so that drivers would know not to use residential areas as a "cut through." (verbal comment from the 9.12.09 workshop)*
- *Aspects that would impair community; although this proposed alignment relieves congestion in the downtown and other areas of Douglasville, it would increase the traffic and congestion in my neighborhood. What's now a quiet, quaint, beautiful residential community would be transformed into a disjointed commercial mixed use. (written comment from Cooper Street resident)*
- *Need protection of speed limit with speed bumps. (written comment)*
- *Hill Street, Cooper Street and Dorsett Street areas speed breakers to slow traffic down. (written comment)*
- *Speed breakers put in place on 4way stop on Dorsett and Cooper up to/on Hill Street so that when project has been completed all these streets would not be used as a cut-through. Hill Street is already used as a cut-through from Connally to Dorsett so traffic is already heavy now as well as Cooper (written comment)*
- *Overall I would like to see all of the roads across the railroad track upgraded with speed humps in some areas. (written comment)*

Responsible Party: The City of Douglasville

PEDESTRIAN ACCESS

4. ***Issue:*** Residents are concerned about pedestrian facilities provided for individuals wanting to access the new roadway via walking and/or biking. There is currently a great deal of pedestrian traffic in the area and many residents are concerned about their safety after the new SR 92 project is complete. In addition, many of the children in the area would need to go from one side of the new SR 92 to the other, to access school, Jessie Davis Park and Alice Hawthorne Community Center.

Proposed Solution and Mitigation Item: **Sidewalks would be added to the project to provide pedestrian access between the proposed cul-de-sac on Dallas Highway and the new tie-in between the realigned SR 92 roadway and Dallas Highway. A new sidewalk would also be provided between Davis Drive and the realigned SR 92 roadway. This would provide more direct pedestrian access between Lake Ridge and Jessie Davis Park, Alice Hawthorne Community Center and Majestic Learning Academy.**

Background/Detailed Information: These sidewalks would be provided during construction in existing SR 92/Dallas Highway right-of-way. The sidewalks would be compliant with the Americans with Disabilities Act (ADA) and would meet all current GDOT

standards. This right-of-way and associated sidewalks would remain GDOT right-of-way after project completion for the purposes of maintenance.

Comments Received:

- *Consider providing pedestrian access between the proposed cul-de-sac on Dallas Highway and the new tie-in to Dallas Highway so that pedestrians from the Lake Ridge area would not have to walk south to the new SR 92 roadway to get access to Dallas Highway. (verbal comment from the 9.15.09 workshop)*
- *Consider providing pedestrian access between the proposed Davis Drive and the new SR 92 roadway. (verbal comment from the 9.15.09 workshop)*
- *Consider providing wheelchair accessible pedestrian facilities from Avalon Township to the hospital. (verbal comment from the 9.15.09 workshop)*

Responsible Party: GDOT

5. ***Issue:*** Many of the residents have children who currently walk or bike to school. After the proposed project is complete, they are concerned about their children walking or biking safely to school. Currently, along many of the roads around the schools, children must walk in the roadways or on the grass next to the roadway as there are not any existing pedestrian facilities in many of these areas.

Proposed Solution and Mitigation Item: **The City of Douglasville would develop non-vehicular projects and apply to the "Safe Route to School Program" for grant money for Majestic Learning Academy (previously known as Majestic Learning Center), Victorious Kidz Academy, Eastside Elementary, Burnett Elementary, Stewart Middle, & North Douglas Elementary Schools.**

Background/Detailed Information: Prior to submittal of the Final Environmental Assessment, the City of Douglasville would complete all necessary paperwork and applications to have the above mentioned public and private schools added to the Safe Route to Schools (SRTS) Resource Center. Once this is completed, the SRTS school outreach coordinator would contact these schools and assist in the process to apply for grant money for non-vehicular projects that would improve the student's pedestrian and bicycle access to and from the schools. The timing of when the City of Douglasville, in conjunction with the applicable school(s) and school superintendent, would apply for SRTS grant money would be at the discretion of the City, the school(s) and school superintendent and at the advice of the SRTS's school outreach coordinator. The results of this application process would be submitted by the City of Douglasville to GDOT's Office of Environmental Services for inclusion in any subsequent environmental documents (i.e reevaluations, etc.) Any questions pertaining to the SRTS Program may be directed to the GDOT SRTS Coordinator at 404-631-1778 or by accessing the Georgia SRTS website at www.dot.ga.gov/localgovernment/FundingPrograms/srts/. The SRTS Coordinator has also agreed to be a consulting party during the development of the proposed project. The Environmental Assessment would be sent to them for their review.

In addition, the City of Douglasville is in the process of applying for a SRTS mini-grant of $1,000 to receive funding to get their SRTS program started. This application is currently being completed and would be submitted prior to the April 7, 2010 application deadline.

Comments Received:

- *Provide improved pedestrian corridor to/from Eastside Elementary, Burnett Elementary, Stewart Middle & North Douglas Elementary Schools (verbal comment)*

Responsible Party: The City of Douglasville – the addition of above mentioned schools to the SRTS Resource Center, the development of appropriate non-vehicular projects per SRTS guidelines and for the application to the SRTS Program for grant money. GDOT – inclusion of SRTS coordinator as a consulting party during plan development process.

6. ***Issue:*** Many residents of Douglasville currently walk from the north side of the railroad tracks to the south side and back. Once the proposed project is complete and the three vehicular railroad crossings at Brown Street, Mozley Street and SR 92/Dallas Highway are closed, residents are concerned how they would be able to safely cross the railroad tracks near where their current path is located.

Proposed Solution and Mitigation Item: **During the preliminary design phase, GDOT would coordinate with Norfolk Southern Railroad and the City of Douglasville concerning possible solutions for pedestrian access across the railroad tracks. Every effort would be made to ensure a safe, convenient method for pedestrians to continue to cross the tracks.**

Background/Detailed Information: The City of Douglasville has had many discussions with Norfolk Southern Railroad (NSR) regarding pedestrian railroad crossings. During these meetings, NSR has expressed concern with providing pedestrian crossings at the locations where vehicular crossings would be closed. Norfolk Southern Railroad has agreed to continue discussions regarding providing some sort of pedestrian access at the railroad tracks. This would allow pedestrians who live on the north side of the tracks to access the downtown Douglasville area. The new McCarley Street railroad crossing, which would be relocated further west from its current location, would be upgraded to include a sidewalk, and would provide a safe pedestrian crossing. In addition, the SR 92 project would provide a sidewalk and multi-use path along its alignment, including where the new roadway would cross under the railroad tracks. It should be noted that currently there are no railroad crossings in the downtown Douglasville area that meet ADA requirements. As a result of project implementation, two ADA compliant crossings would be provided for pedestrians; one at McCarley Street and one at the new SR 92 underpass. Overall, citizens would not be prohibited from crossing the tracks, which would divide the north side community from downtown Douglasville.

Comments Received:

- *We need more than ample pedestrian access across the railroad. How would pedestrians cross the railroad downtown? (verbal comment from 9.14.09 workshop)*

- *How would the people north of the Railroad and along Brown Street get access into town? How would the people along Brown Street get to the Rose Avenue area? How would we get from southbound SR 92 to US 78? How would we get to our churches and our community?*

Responsible Party: GDOT – coordination between the City of Douglasville and NSR to determine solution for pedestrian access across the railroad tracks.

7. ***Issue:*** Currently, there is a great deal of pedestrian traffic along Brown Street. After project implementation, residents are concerned about how they would safely walk and/or bike in the area since it would be adjacent to a six-lane divided highway. In addition, the Brown Street area is a magnet for pedestrian activity due to Jessie Davis Park and Alice Hawthorne Community Center, which are both located on Brown Street.

Proposed Solution and Mitigation Item: **The existing section of Brown Street, located north of the proposed SR 92 project, would be provided with sidewalks on the north side of the roadway to allow residents along Brown Street to access Jessie Davis Park and the Alice Hawthorne Community Center.**

Background/Detailed Information: These sidewalks would be constructed within existing Brown Street right-of-way.

Comments Received:

- *Suggested improvement; sidewalks on Brown Street (written comment from Brown Street resident)*
- *Verbal suggestion and concern from many Douglass Village residents*

Responsible Party: GDOT – design of sidewalks during the design phase and construction of sidewalks.

EMERGENCY ACCESS

8. ***Issue:*** Several residents are concerned about how emergency vehicles would access the new six-lane divided highway from the fire station located on SR 92/Dallas Highway (Douglas County Fire Station #11) once the proposed project is complete. In addition, residents are concerned about how emergency vehicles leaving the fire station would make a left onto the new SR 92 roadway without a median break.

Proposed Solution and Mitigation Item: **The proposed six (6) inch high concrete median in front of the Douglas County Fire Station #11 (located on SR 92/Dallas Highway) would be reduced to a two (2) inch high median cut to allow for emergency vehicle access. Also, an emergency vehicle notification system would be added to the proposed project to improve access to and from the fire station and to notify drivers that emergency vehicles would be entering or exiting the fire station. The Douglas**

County Fire Department would be coordinated with to determine exactly what is implemented. An example of a similar median opening is shown in Figure 3.

Background/Detailed Information: The two (2) inch high median cut would be designed in such as a way as to discourage non-emergency vehicles from using this median break. In addition, the emergency vehicle notification system would be developed by GDOT in the preliminary design phase of the proposed project and in conjunction with the City of Douglasville and the Douglas County Fire Department.

Comments Received:

- *Access should be provided between the new roadway and the fire station located on the east side of existing SR 92, just south of Autry Circle. (verbal comment from the 8.1.09 Town Hall Meeting)*

Responsible Party: GDOT – for coordination with the City of Douglasville and the Douglas County Fire Department during the design of the median cut and emergency vehicle notification system; construction of the median cut and installation of the emergency vehicle notification system.

BUSINESSES

9. ***Issue:*** Many of the business owners, particularly the Hispanic business owners, along the current SR 92 are concerned about the impact the proposed project would have on their business. In addition, the business owners are concerned that when their businesses are moved as a result of the proposed project, their clientele would not know of their new location and shop elsewhere and they would lose their customers.

Proposed Solution and Mitigation Item: **The City of Douglasville's Sign Department would provide assistance to businesses displaced by the proposed project by providing LED relocation signs for these affected businesses, which includes the impacted Hispanic Businesses. These LED signs would be provided after the business has been relocated and would notify customers that the business has changed locations. The City of Douglasville's Sign Department would also provide improved signage for businesses that are located along what would be the "old" SR 92 after project implementation. This assistance would include kiosk-type signs (refer to Figure 4 for example).**

Background/Detailed Information: The development of signage for the businesses affected by the proposed project would be designed to adhere to all City of Douglasville planning and zoning regulations and would be at the discretion of the City of Douglasville. Once signage is complete, the City of Douglasville's Director of Development Services would notify GDOT's Project Manager for their files and to document as complete on the Environmental Commitments Table. In addition, the LED relocation signs would be provided once the business has relocated. As a result, the LED signs may be provided prior to construction or

during construction, whichever is appropriate. The timing of the installation of the kiosk-type signs would be at the discretion of the City of Douglasville.

Comments Received: While no written comments exist for this issue, several side conversations took place during the workshops conducted with the Douglasville community and this was a wide-spread concern of all business owners affected by the proposed project, particularly the Hispanic business owners. Most of the Hispanic business owners were reluctant to submit written comments; however, expressed numerous times to City of Douglasville and GDOT representatives of their concern that their client base would not be able to find their business when they relocate. They also expressed their desire for above mentioned signage and felt that this would greatly assist in notifying clients of their change in location. In addition, the mitigation development team felt it important enough to address in this mitigation plan even though no written comment exists.

Responsible Party: The City of Douglasville

10. ***Issue:*** In talking with the Hispanic business owners that would be displaced as a result of the proposed project, they felt that their clientele is generated from residences near their current location and that it is an asset that they are currently located in a shopping center together. They do not feel that their businesses would prosper if they are forced to relocate in the same shopping center as a big name store such as a Kroger or Wal-Mart and feel that the potential exists for it to actually hurt their business.

Proposed Solution and Mitigation Item: **A list of available commercial lease options within a half mile of their current location would be provided by the City of Douglasville as a part of relocation advisory assistance for the Hispanic Businesses being displaced. In addition, the City of Douglasville and the Douglasville Chamber of Commerce has agreed to assist these businesses in any way possible.**

Background/Detailed Information: Jeff Noles, the City of Douglasville's Director of Development Services (the department that includes planning and zoning) is aware of the Hispanic business owner's request. In addition, the Director of Community and Downtown Services is aware of their request and has committed to providing any assistance available. While the City of Douglasville would aid in providing all necessary information to the Hispanic business owners, GDOT would be responsible for the relocation process.

Comments Received:

- *The businesses are dependent on the Hispanic population in the nearby apartments, as well as their pedestrian customers. For these reasons, relocation further than ½ mile from their current location would significantly affect their customer base. Also, the Hispanic businesses depend on each other. Can we move to a new location together? (verbal comment from the 9.2.09 workshop)*
- *Businesses would lose money – the nearby apartments are the base of our clientele. The clientele base is from 15 years past, our sales would be low for many years to come/a big*

loss for us/property owners would benefit not the small businesses. (verbal comment from the face-to-face meeting notification visit prior to the upcoming 9.2.09 workshop)

- *If we are placed next to Kroger (for example) we would not make any money, we need to be apart from big name stores, but yet nearby apartment complexes, mobile home parks, etc. (verbal comment from the face-to-face meeting notification visit prior to the upcoming 9.2.09 workshop)*

Responsible Party: The City of Douglasville – assistance in relocation process per GDOT requests. GDOT – right-of-way acquisition and relocation process.

BEAUTIFICATION

11. ***Issue:*** Residents have expressed their desire for those traveling to and through Douglasville to recognize when they reach the city. The residents are very proud of their downtown area and want it recognized.

Proposed Solution and Mitigation Item: **Gateway signage would be provided by the City of Douglasville at locations determined by the City of Douglasville.**

Background/Detailed Information: Development of gateway signage, which is currently proposed by the City of Douglasville to be at the intersection of SR 92 and Malone Road on the north side and at the intersection of Campbellton Road and Hospital Drive on the south side would be developed to meet all guidelines and requirements as set forth in the City of Douglasville's planning and zoning regulations. The design of the gateway signage would be at the discretion of the City of Douglasville. Every attempt would be made to complete construction and installation of signage prior to completion of SR 92 construction; however, if it is determined to interfere with the SR 92 project, construction and installation of signage may be postponed until after construction of the SR 92 project in Douglasville is complete.

Comments Received:

- *Consider providing landscaping and signage so that there would be a "gateway" for those coming from the north into the downtown area. (verbal comment from the 9.15.09 workshop)*
- *Hopefully this project would create a more cohesive downtown area. (verbal comment from the 9.15.09 workshop)*
- *Suggested improvement; Landscaping and nice signage (written comment)*

Responsible Party: The City of Douglasville

12. ***Issue:*** Residents have expressed their desire for the proposed project to assist in the beautification of their community and feel that the addition of evergreen trees along the roadway and on both sides of the proposed noise walls would add to the aesthetics of their neighborhoods and allow the new six-lane divided highway to better compliment their community.

Proposed Solution and Mitigation Item: **Evergreen landscaping along the median and on both sides of the roadway as well as the residence side of the proposed noise walls would be provided. The landscaping would be provided from Durelee Lane to Malone Road. This landscape plan would be coordinated with the required landscaping in the areas of the Lois Cotton Mill and Mill Village Historic District, and the East Strickland Street Historic District.**

Background/Detailed Information: The landscape plan for the Lois Cotton Mill and Mill Village Historic District, and the East Strickland Street Historic District must be reviewed and approved by the State Historic Preservation Officer (SHPO) at Georgia's Historic Preservation Division. The landscape plan that is developed and implemented for the median, on both sides of the roadway, and at the proposed noise walls would complement what is approved by the SHPO. The City of Douglasville has agreed to maintain all landscaping provided by the proposed SR 92 project and is in the process of drafting a written agreement to this affect. The written agreement would be signed by the mayor of the City of Douglasville and submitted to GDOT prior to project construction.

Comments Received:

- *Consider providing landscaping in the median (verbal comment from the 9.15.09 workshop)*
- *We need more parks and trees. (verbal comment from the 9.14.09 landlord workshop)*
- *Consider landscaping at noise walls to improve aesthetics. (verbal comment from the 9.12.09 workshop)*
- *How much space would be between the houses and the proposed noise walls? They are very unattractive. (verbal comment from the 9.10.09 workshop)*
- *Opinion of noise walls; I like them, but need to go along with a "beautification." (written comment)*
- *Suggestions for improvement; I would like to make sure that it is landscaped sufficiently to help improve our image. (written comment)*
- *Suggestions for improvement; Attention given to curb appeal, greenspace (written comment)*
- *Suggested improvement; more trees, more greenery. (written comment)*
- *Suggested improvement; Landscaping and nice signage (written comment)*
- *Suggested improvements; Sound barriers can be decorative with shrubbery and trees and flowerbeds. (written comment)*
- *Suggested improvements: Landscaping, year round greenery planted. (written comment)*

Responsible Party: GDOT – design and installation of landscaping. The City of Douglasville – maintenance of landscaping.

13. ***Issue:*** Many residents were also concerned about whether the proposed project would provide lighting. There is currently a great deal of pedestrian traffic in the area as well as insufficient lighting. When the proposed project is complete, many residents are concerned about pedestrians walking along a six-lane divided highway with a high volume of traffic and no lighting. The residents are concerned about safety for the children in the area as well.

Proposed Solution and Mitigation Item: **Lighting would be provided along the proposed SR 92 alignment from Durelee Lane to Malone Road.**

Background/Detailed Information: The lighting provided would be standard GDOT lighting. If the City of Douglasville elects to upgrade lighting or to add additional lighting, they would be responsible for the cost of materials. All lighting would be located within GDOT right-of-way. Prior to project construction, the City of Douglasville would sign a maintenance agreement with GDOT to maintain the lighting along the portion of the SR 92 project located in Douglasville.

Comments Received:

- *Suggested improvement: lighting (written comment)*
- *Suggested improvement: I would like to see street lights installed in front of Douglass Village Apartments because we have lots of children and elderly residents residing on the property (written comment)*
- *Street lights along the corridor of the new bypass would allow children and others to be seen more readily. Street lights along every intersection to allow all intersections to be well lit is needed. (written comment)*

Responsible Party: GDOT – design and installation of lighting. The City of Douglasville – operation and maintenance of lighting.

14. ***Issue:*** Most people were concerned about the aesthetics of the elements of the proposed project, including the proposed noise walls. Many residents expressed their dislike of "typical" GDOT noise walls, such as the ones currently located along Interstate 20.

Proposed Solution and Mitigation Item: **GDOT would coordinate the specific style and color of the proposed noise walls with the City of Douglasville and Paulding County when the exact dimensions of the noise walls are determined.**

Background/Detailed Information: Since these noise walls would be located along a state highway and not an interstate (as is usually seen), GDOT is aware of the need for the noise walls to be designed differently. Once the detailed barrier analysis is complete and the location and dimensions of the noise walls have been determined, the GDOT project manager would contact Jeff Noles, the City of Douglasville's Director of Development Services, and Erica Parish, Paulding County DOT Preconstruction Manager to coordinate details of the proposed noise walls.

Comments Received:

- *Opinion of noise walls: I'm not sure we need walls; however, walls properly designed would not affect quality of life (written comment)*
- *Opinion of noise walls: Like, as long as they are top notch and nice looking(written comment)*

- *Opinion of noise walls: I am in favor of the noise walls and the benefit they provide. With thoughtful design they can add value to the project. (written comment)*
- *Opinion of noise walls: I like them but they need to go along with a "beautification." (written comment)*

Responsible Party: GDOT – completion of detailed barrier analysis, coordination with the City of Douglasville and Paulding County regarding details of proposed noise walls, design of noise walls, construction and maintenance of noise walls.

CONSTRUCTION

15. ***Issue:*** Several residents are concerned that when construction begins, they won't be notified and they won't be given ample time to plan for the delays and inconvenience.

Proposed Solution and Mitigation Item: **In addition to the standard notification of project construction, the City of Douglasville would post project construction information on the Douglasville TV station, CitiTV, and on the City of Douglasville's website prior to construction.**

Background/Detailed Information: The information would be provided by the construction contractor to Marcia Hampton, Director of Community & Downtown Services with the City of Douglasville, at 678-715-6091 at least five days before the information needs to be posted.

Comments Received:

- *When project begins provide notification to the neighborhood affected that major work would begin on whatever day it is to start. (written comment)*
- *Suggested improvement; Actual announcement when project would begin in each area affected (written comment from Hill Street resident)*

Responsible Party: GDOT – notify Marcia Hampton at appropriate time and provide Ms. Hampton with required information in timely manner. The City of Douglasville – completion of notification to residents process.

FOLLOW UP

If any changes are needed throughout the Plan Development Process or during Construction that would change the impacts to the community or negate, or nullify any of these mitigation measures, GDOT would notify the City of Douglasville and appropriate members of the Stakeholder Team as soon as possible. With their coordination and assistance, GDOT would follow up as appropriate with the community or groups affected by the proposed change as necessary.

CITY OF DOUGLASVILLE

BY: _____ DATE: _____
Mickey Thompson, Mayor

GEORGIA DEPARTMENT OF TRANSPORTATION

BY: _____ DATE: _____
Gerald Ross, Chief Engineer/Deputy Commissioner

FEDERAL HIGHWAY ADMINISTRATION

BY: _____ DATE: _____
Rodney N. Barry, Division Administrator

Figures 3a and 3b: Example of a 2-inch median cut

Figure 3a

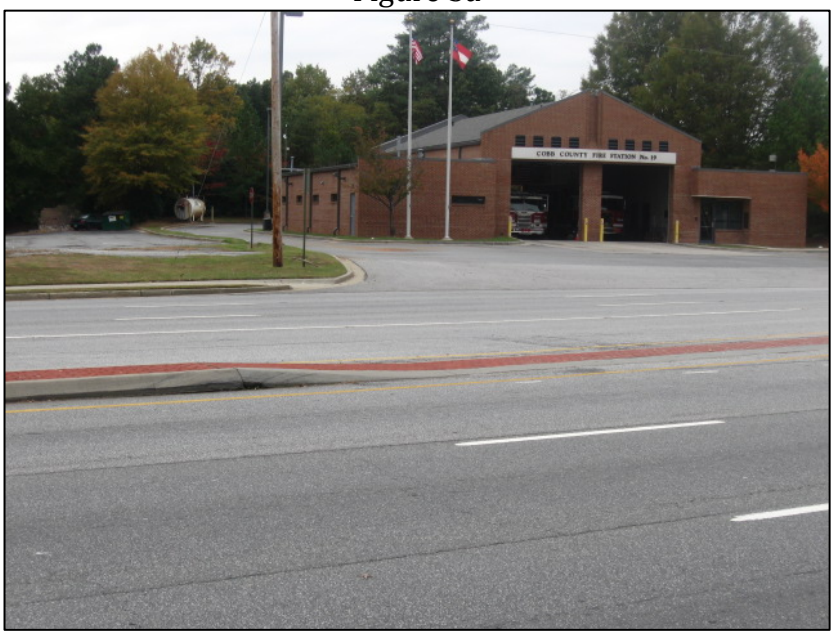


Figure 3b

Figure 4: Example of Kiosk-type Sign

Attachment 17:

Ecology Mitigation: Wetland & Stream Credits

Emmanuel, Peter

To: Goodson, Christopher W.
Cc: Chamblin, Douglas; Williams, Rich; Eagleton, Dylan L.
Subject: RE: PI# 0006900, 0006901, 0007691 & 720970, Douglas & Paulding - Mitigation

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From: Goodson, Christopher W.
Sent: Tuesday, April 13, 2010 7:09 PM
To: Emmanuel, Peter
Cc: Chamblin, Douglas; Williams, Rich; Eagleton, Dylan L.
Subject: RE: PI# 0006900, 0006901, 0007691 & 720970, Douglas & Paulding - Mitigation

Peter,

Impacts to waters of the US and their associated mitigation for this project breaks down as follows:

PI# 0006901:

- Stream impacts – 1 stream (200 linear feet) = 1040 stream mitigation credits @ $140/credit = $145,600*

PI# 0006900:

- No impacts

PI# 720970:

- Stream impacts – 2 streams (250 linear feet) = 1,160 stream mitigation credits @ $140/credit = $162,400*
- Wetland impacts – 1 wetland (0.08 acre) = 0.496 wetland mitigation credits @ $12,500/credit = $6,200*

PI# 0007691:

- Stream impacts – 6 streams (606 linear feet) = 2,288.7 stream mitigation credits @ $140/credit = $320,418*
- Wetland impacts – 4 wetlands (1.90 acres) = 16.1 wetland mitigation credits $12,500/credit = $201,250*

*Please note that mitigation credit costs are averages and are subject to change.

If you need any additional information, please let me know.

Chris Goodson, Ecologist
Georgia Department of Transportation
600 West Peachtree Street, NW
Atlanta, GA 30308
(404)631-1850 (O)
(404)631-1916 (F)
cgoodson@dot.ga.gov

From: Emmanuel, Peter
Sent: Tuesday, April 13, 2010 10:50 AM
To: Goodson, Christopher W.
Cc: Chamblin, Douglas; Williams, Rich; Eagleton, Dylan L.
Subject: RE: PI# 0006900, 0006901, 0007691 & 720970, Douglas & Paulding - Mitigation
Importance: High

Chris – per our discussion, attached is the ecology map you requested with the project termini labels. I will appreciate it if you can provide me the water impacts and mitigation credit per unit today. Thank you. Peter

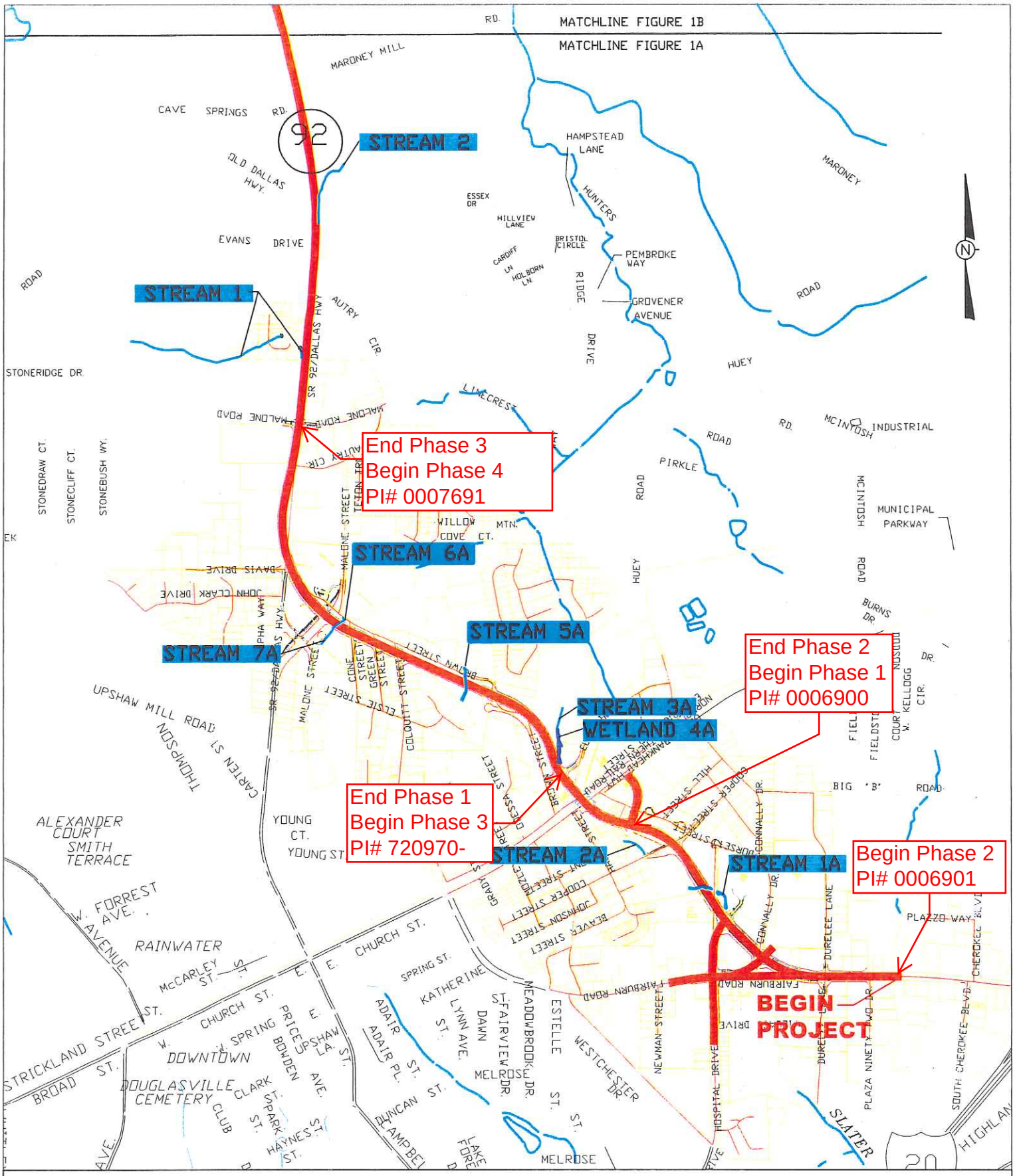
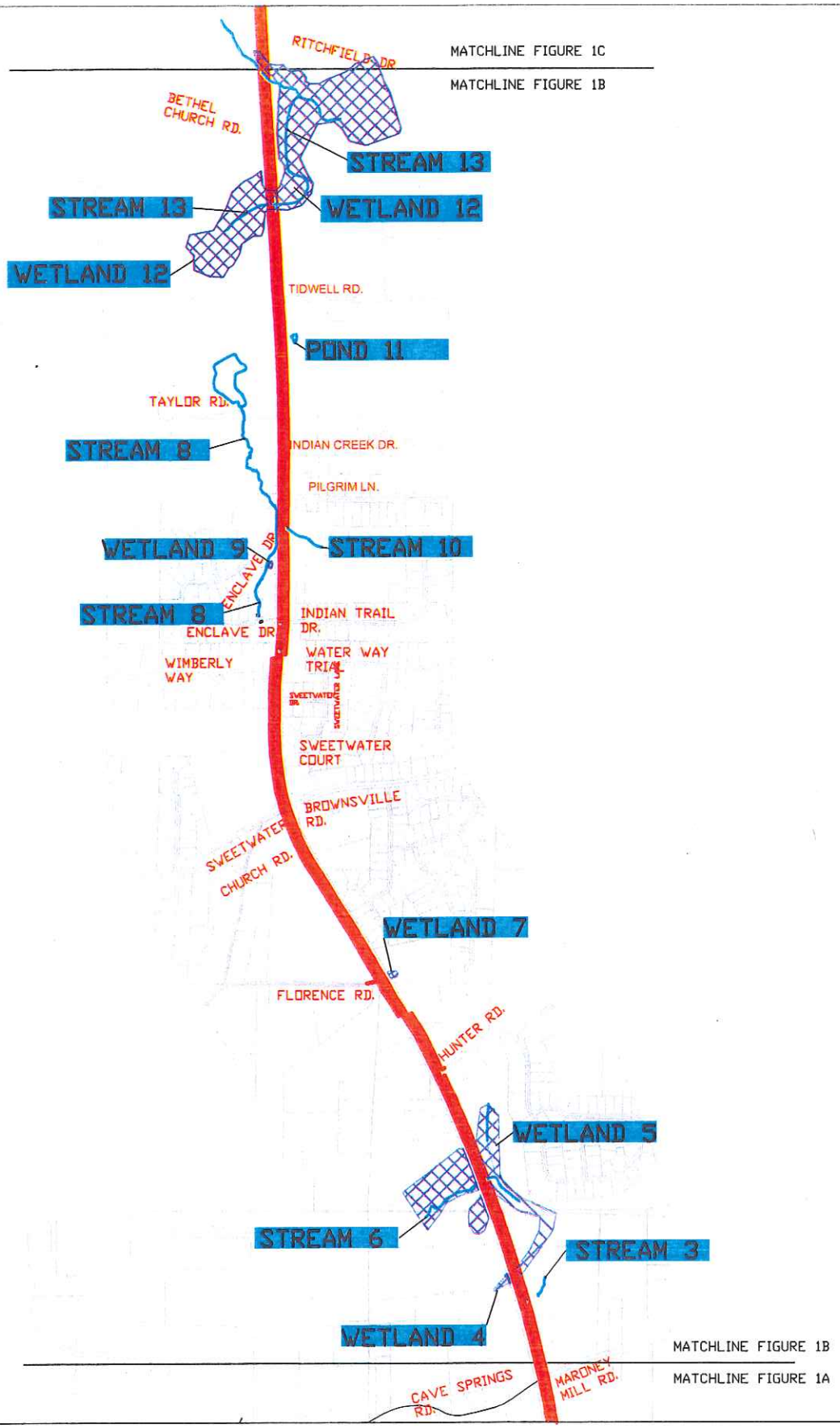


FIGURE 4A

WATERS OF THE U.S.

DOUGLAS AND PAULDING COUNTIES, GEORGIA

PROJECT NOS. STP-186-1(11), CSSTP-0006-00(900)(901) & CSSTP-0007-00(691)
P.I. NOS. 720970. 0006900, 0006901, & 0007691



0 900 1800

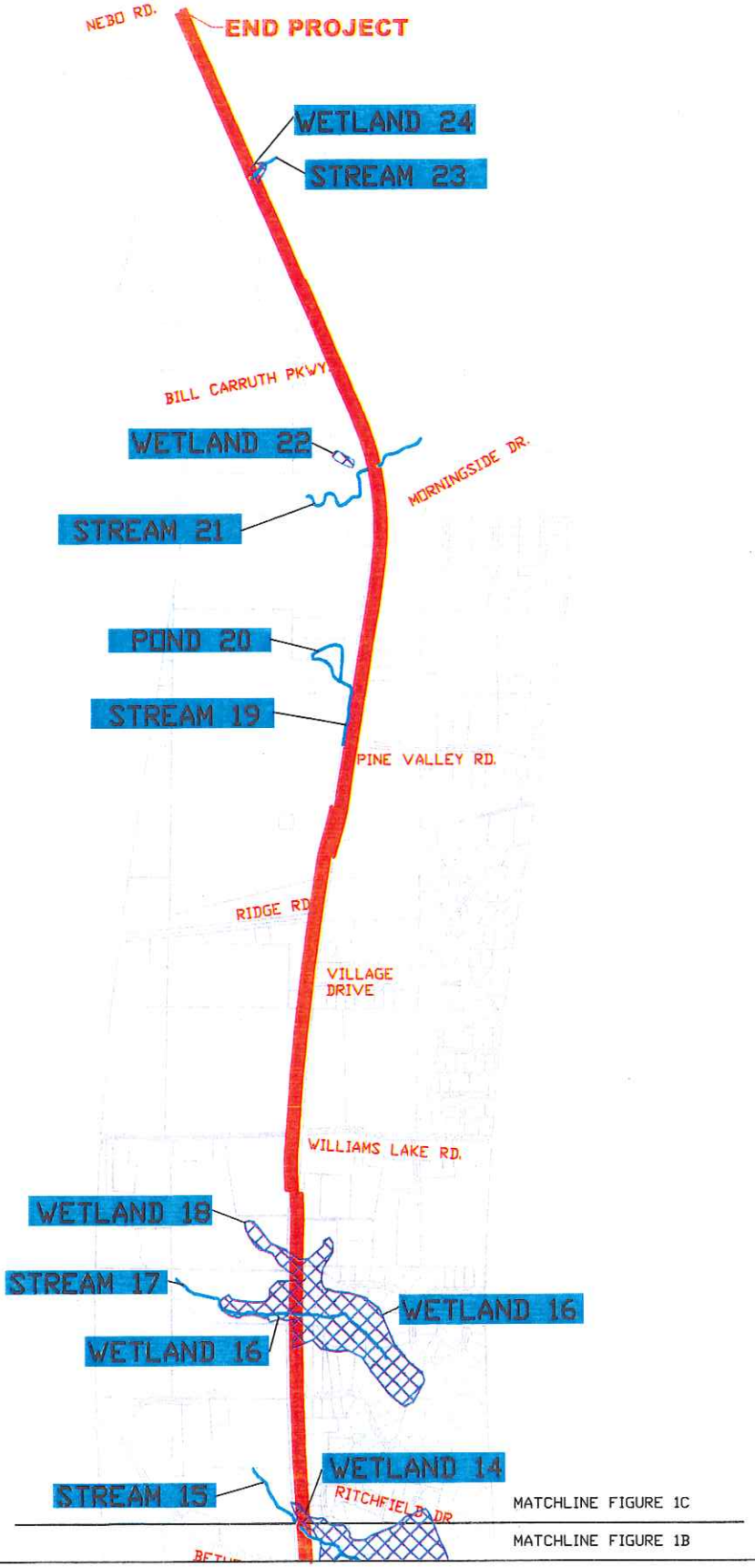
SCALE IN FEET

FIGURE 4B

WATERS OF THE U.S.

DOUGLAS AND PAULDING COUNTIES, GEORGIA

PROJECT NOS. STP-186-1(11), CSSTP-0006-00(900)(901) & CSSTP-0007-00(691)
P.I. NOS. 720970. 0006900, 0006901, & 0007691



0 900 1800

SCALE IN FEET

FIGURE 4C

WATERS OF THE U.S.

DOUGLAS AND PAULDING COUNTIES, GEORGIA

PROJECT NOS. STP-186-1(11), CSSTP-0006-00(900)(901) & CSSTP-0007-00(691)
P.I. NOS. 720970. 0006900, 0006901, & 0007691