ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-186-1(11) Douglas County
P. I. No. 720970

OFFICE Preconstruction

DATE April 2, 2002

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Paul Liles
Ben Buchan
Joe Palladi
Steve Henry
BOARD MEMBER

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-186-1(11) Douglas County
P.I. No. 720970

OFFICE Preconstruction

DATE March 26, 2002

FROM C. Wayne Hutto, P.E., Assistant Director of Preconstruction

TO Frank L. Danchetz, P.E., Chief Engineer

SUBJECT **PROJECT CONCEPT REPORT**

This project is the relocation of SR 92 from Fairburn Road (SR 92) near Durelee Road southeast of downtown Douglasville, northwest on new location to Dallas Highway (SR 92) at Malone Road northeast of downtown Douglasville, for a total of 2.30 miles. Grade separated structures will be constructed at the intersection of Bankhead Highway/US 78, the Norfolk Southern Railroad and East Strickland Street. This project is necessary to accommodate both current and future growth in Douglas and Paulding counties, relieve congestion in downtown Douglasville and allow better freight movement into and out of east Paulding and south Cobb counties. Currently, vehicles traveling through Douglasville on SR 92 must take an indirect route through the city. Trucks must cross the railroad tracks at Mozley Street, to the east of existing Dallas Highway (SR 92) and Fairburn Road (SR 92). Most vehicles utilize Bankhead Highway between the Dallas Highway and Fairburn Road intersections. This contributes to congestion in downtown Douglasville, which will be relieved with the construction of the realignment. Projected traffic volumes on the proposed realignment are 36,735 VPD in 2007 and 50,393 VPD in 2027.

The proposed project begins at existing Fairburn Road (SR 92) near Durelee Road and crosses Hospital Drive proceeding northwest toward Dorsett Street. The realignment then parallels Dorsett Street and continues northwest toward Bankhead Highway and Norfolk Southern Railroad. The realignment passes through three proposed overpass structures carrying Bankhead Highway (US 78), two Norfolk Southern Railroad tracks, and Strickland Street over the proposed SR 92 alignment. The alignment continues northwest and parallels existing Brown Street before turning north and tying into Dallas Highway (SR 92) at Malone Road northeast of the City of Douglasville.

The proposed typical section is a four lane urban section with two, 12' lanes in each direction separated by a 20' raised median. The typical section contains 12' urban shoulders, curb and gutter, and a 5' sidewalk on both sides for the entire project length.

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

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$22,030,000	$9,860,000	LR	LR
Right-of-Way	$26,600,000	$3,720,000		
Utilities*	LGPA	LGPA		

*City of Douglasville signed LGPA on 8-24-98 for PE and utilities.

This project will improve the safety at the Norfolk Southern Railroad with the construction of the grade separation structures and reduce congestion in the downtown area by bypassing the center of town. I recommend this project concept (Alternative "F") be approved.

CWH:JDQ/cj

Attachment

CONCUR Thomas L. Turner by CWH
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE
Frank L. Danchetz, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

DEC
FEB 28 2

FILE STP-186-1 (11) Douglas County
P.I. No. 720970-
SR 92 Realignment in the City of
Douglasville

OFFICE Urban Design

DATE February 22, 2002

FROM Joseph P. Palladi, P.E., State Urban Design Engineer

TO Wayne Hutto, P.E., Assistant Preconstruction Division Director

SUBJECT **Project Concept Report**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

A concept report for this project was approved April 20, 1988 that proposed to realign and widen SR 92 (an existing 2-lane roadway north of SR 5) to provide a divided 4-lane roadway north of SR 5. The City of Douglasville withdrew their support of the project in late 1989 under the assumption that Norfolk Southern Railroad (NSRR) would move their facilities and the project was subsequently put on hold.

The City of Douglasville signed a LGPA for PE and Utilities on August 24, 1998 and is proposing a divided 4-lane roadway with a grade separation with NSRR on a new location. The proposed concept contained herein is intended to supercede the original proposal.

If you have any questions contact, Neal O'Brien at 404-656-5442.

JPP: WJM
Distribution:

David Mulling, Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Marion Waters, State Traffic Operations Engineer
Marta Rosen, State Transportation Planning Administrator
Herman Griffin, Office of Financial Management Administrator
Steve Henry, District 7 Engineer
Paul Liles, State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
REVISED PROJECT CONCEPT REPORT

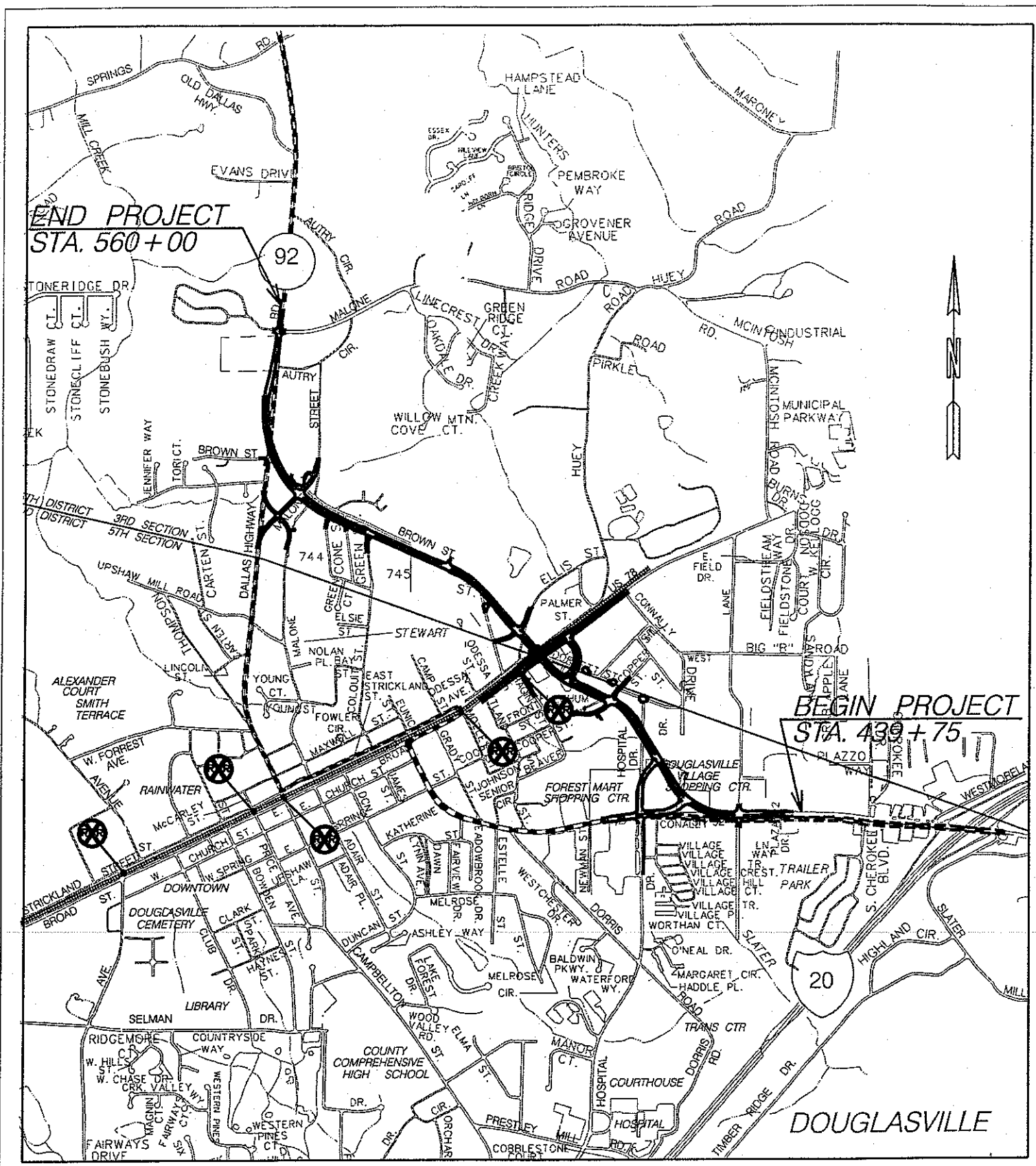
Project Number: STP-186-1 (11)
County: DOUGLAS
P.I. No.: 720970

SR 92 Realignment

FEDERAL ROUTE NO: NONE
STATE ROUTE NO: SR 92

Date of Report: January 30, 2002

RECOMMENDATION FOR APPROVAL:	
FEB 25, 2002 DATE	William Mockbee Project Manager
2/26/02 DATE	[signature] Office Head/District Engineer
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).	
DATE	State Transportation Planning Administrator
DATE	State Financial Management Administrator
DATE	State Environmental/Location Engineer
DATE	State Traffic Safety and Design Engineer
DATE	District Engineer
DATE	Project Review Engineer
DATE	State Bridge & Structural Design Engineer



S.R. 92 REALIGNMENT CONCEPT REPORT

PROJECT LOCATION MAP NOT TO SCALE

Proposed SR 92 Realignment

Existing SR 92

Existing Railroad Crossing

NEED AND PURPOSE STATEMENT

The proposed project consists of the realignment of SR 92 and the construction of three grade separation structures. Structures will be constructed at the intersection of Bankhead Highway/US 78, the Norfolk Southern Railroad, and East Strickland Street. A ramp will be constructed connecting SR 92 to Bankhead Highway. This project is necessary to accommodate both current and future growth in Douglas and Paulding Counties, relieve congestion in downtown Douglasville and allow better freight movement into and out of east Paulding and south Cobb counties. Safety will be greatly improved at the SR 92 intersection with the Norfolk Southern Railroad.

Vehicles traveling through Douglasville on SR 92 must currently take an indirect route through the City. Trucks must cross the railroad tracks at Mozley Street, to the east of existing Dallas Highway (SR 92) and Fairburn Road (SR 92). Most automobiles utilize Bankhead Highway between the Dallas Highway and Fairburn Road intersections. This contributes to congestion in Downtown Douglasville, which will be relieved with the construction of the realignment.

An additional benefit of this project is improved motorist safety provided by the construction of the grade separation structures. Currently, all railroad crossings in the vicinity of SR 92 are at-grade, with the only truck crossing located at the Mozley Street intersection. Trucks often use other at-grade crossings and tend to get "hung up" on the tracks. The proposed grade separation structure will greatly improve vehicle safety in this corridor.

Pedestrian safety will also be improved in this area with the addition of signalized intersections and sidewalks throughout the project corridor. Sidewalks will allow local residents safer pedestrian access to Jesse Davis Park, as well as into downtown Douglasville.

Project History

The SR 92 realignment project began in 1998 as a City of Douglasville relocation and construction of a two-lane roadway beginning at the existing SR 92/Hospital Drive intersection and proceeding west along Dorsett Street and Brown Street, and meeting the existing Dallas Highway (SR 92).

The project was put on hold in early 1999 due to issues related to the Atlanta area's non-attainment status with regards to Federal air quality standards.

The project was added to the Regional Transportation plan and a four-lane concept with a 20 foot raised median was prepared and presented to the City of Douglasville and the Department of Transportation.

Based on Day Wilburn Associates traffic analysis, a six-lane concept south of Bankhead Highway (US 78) was studied and presented to the City of Douglasville and the Department of Transportation. This concept did not conform to the current RTP and thus, a four-lane concept is presented herein.

The proposed design speed for the realignment is 45 mph with two 12-foot travel lanes in each direction, and 12-foot left and right turn lanes will be provided where necessary. The typical section includes curb and gutter and a 20-foot raised median throughout. Sidewalks will be provided on both sides of the roadway along SR 92 and on one or both sides of each side road within the project area.

Logical Termini

The SR 92 relocation matches into existing Fairburn Road (SR 92) near Durelee Road, just east of Hospital Drive. Hospital Drive and the existing Fairburn Road (SR 92) alignment west of Durelee Road will tie into the new alignment at two intersections. The end of the project ties into Dallas Highway (SR 92) at Malone Road. The vertical alignment at this end of the project includes removal of a substandard vertical curve. The length of the proposed project is approximately 2.3 miles.

Major traffic generators in the vicinity include Interstate 20 and the Arbor Place Mall. State Route 92 is a main link between the Interstate and downtown Douglasville as well as between Interstate 20 and Paulding County.

Traffic

Day Wilburn Associates completed a traffic study in coordination with the DOT. The Atlanta regional TRANPLAN model was the basis for the growth data utilized in establishing future growth projections. The existing traffic volumes, as well as the build year (2007) and the design year (2027) volumes and level of service for the 4-lane cross section are summarized as follows:

	Existing SR 92		**Realignment - 2007**		**Realignment - 2027**	
Location	Volume	LOS	Volume	LOS	Volume	LOS
SR 92 S. of Bankhead Hwy.	27,165 vpd	C	36,735 vpd	F	50,393 vpd	F
SR 92 N. of Bankhead Hwy.	14,700 vpd	C	23,812 vpd	B	32,808 vpd	C

Source: Concept Report Traffic Study-SR 92 Relocation by Day Wilburn Associates.
Level of Service (LOS) based on solutions to Highway Capacity Manual Arterial Analysis.

Traffic counts obtained in 1999 by Day Wilburn Associates indicated an average annual daily traffic volume of 15,633 vehicles per day at the Dallas Highway railroad crossing and 4,865 vehicles per day at the Mozley Street railroad crossing. It is anticipated that most traffic utilizing these intersection would utilize the proposed SR 92 realignment grade separation structures.

Land Use along Project Corridor

The southern end of the project tying into existing Fairburn Road is in a commercial district of the City. The project then passes into a primarily high-density residential area (duplexes and apartments). The Norfolk Southern Railroad passes through the middle of the project parallel to Bankhead Highway. From there the proposed alignment passes through low-density residential areas. Several businesses and a church along Bankhead Highway will be impacted by the project.

Environmental Justice

The population of the City of Douglasville has grown from a population of 5,472 in 1970 to a new population of 20,065 according to Census 2000 information. In 1990, the minority population in the City represented 21% (2,448 of 9,187). There are two Census Tracts (Tract 803.1 with Block Groups 1 and 2 and Tract 803.2 with Block Groups 3, 5 and 6) within the SR 92 relocation area. The 2000 Census reports that the percentage of minority population in the City of Douglasville has increased to 35.8% (7,256 of 20,065). Population for 2000 in these Census Tracts is reported at 15,690. Total minority population in these Census Tracts was 5,934 (37.8%) of the total population in both tracts. This compares to an overall 2000 minority population percentage within the City of 35.8%. See Appendix H for additional Census Data.

The City of Douglasville has included all groups in its initial planning for the program. Residents in the adjacent neighborhoods have been concerned with public safety. The sidewalks and signalization planned for the SR 92 relocation will ensure a safer pedestrian environment than the current scenario. This will also provide easier and greater access for minority populations desiring to go to the downtown area for shopping and other services. This is not an unimportant issue because minority populations have been found to have higher fatality rates from pedestrian accidents. Reduced traffic in the downtown area as a result of the realignment should reduce the traffic in adjacent neighborhoods because it should reduce those using the neighborhood streets as a means to avoid the traffic tie-ups at the railroad crossings. Air quality in adjacent neighborhoods should also improve as a result of elimination of traffic queues at the railroad tracks.

Public participation will be encouraged throughout all phases of the project. The SR 92 Relocation project was a part of the Atlanta Regional Commission's Regional Transportation Plan (RTP) which required public hearings prior to its approval. It is our understanding that City officials have worked closely with business and neighborhood groups in the planning of this project.

This Concept Report evaluated six alternatives, Alternative A through F, but the preferred alternative was selected based on safety, air quality, equity, and because of the mandates included in the RTP.

The recommendation of Alternative F will be the most equitable solution to the problem and will minimize total impacts on area residents and businesses, especially neighborhoods.

Other Projects in Vicinity

The proposed project will be closely coordinated with the widening of Bankhead Highway/US 78 from SR 92 to Sweetwater Road, currently in the State Transportation Improvement Plan. This is GDOT project PI #721590 and #72Y590 (ARC ID DO029A & DO029B), currently entering preliminary engineering.

An intersection improvement is also planned for the intersection of Dallas Highway and Malone Road (ARC ID DO280). See the Coordination and Scheduling section for additional projects.

PROJECT DESCRIPTION
This project is the realignment and construction of a 4-lane section of SR 92. The proposed roadway leaves existing Fairburn Road (SR 92) near Durelee Road and crosses Hospital Drive heading northwest toward Dorsett Street. The approximate mile log at the beginning of the project is 9.83. The realignment then parallels Dorsett Street and continues northwest toward Bankhead Highway and the Norfolk Southern Railroad. The realignment passes through three proposed underpass structures carrying Bankhead Highway (US 78), two Norfolk Southern Railroad tracks, and Strickland Street over the proposed SR 92 Realignment. The alignment continues northwest and parallels existing Brown Street, before turning north and matching back into Dallas Highway (SR 92) at Malone Road. The proposed alignment transitions from 4 lanes to match into the existing 2 lane roadway at Malone Road. The approximate mile log at the end of project is 13.27. The project is just to the northeast of the City of Douglasville. This project will improve the safety at the Norfolk Southern Railroad with the construction of the grade separation structures and reduce congestion in the Downtown area by bypassing the center of town. PROJECT LENGTH SR 92 Realignment.....2.3 miles

PROJECT LOCATED IN A NON-ATTAINMENT AREA?	YES (X)	NO ( )
In the Regional Transportation Plan (RTP), this project is separated into three items. DO 282A is described as the SR 92 realignment from SR 92 (North of City) to Bankhead Highway (US 78, SR 5 & 8) and is modeled as a 4 lane section. The concept presented herein is as described for this section. DO 282B is described as the US 78 and R/R Grade separation from Brown Street to Dorsett Street and is modeled as a 4 lane section. The concept presented herein is as described for this section. DO 282C is described as Dorsett St (SR 92 Realignment) from Bankhead Highway to Hospital Drive and is a 4 lane section. The concept presented shows the alignment runs parallel to Dorsett Street and ties into Fairburn Road just East of Hospital Drive. The network year according to the RTP is 2010.		

PLAN DEVELOPMENT PROCESS CLASSIFICATION	
MAJOR (X)	MINOR ( )

FEDERAL OVERSIGHT			
Full Oversight ( )	Exempt (X)	State Funded ( )	Other ( )

FUNCTIONAL CLASSIFICATION
SR 92 Realignment.....Urban Minor Arterial

ROADWAY ROUTE NUMBERS	
U.S. Route Number: N/A	**State Route Number:** 92

TRAFFIC – AVERAGE ANNUAL DAILY TRAFFIC –
See Need and Purpose Statement for volumes and LOS
and attached traffic diagrams for turning movements.

EXISTING ROADWAY

TYPICAL SECTIONS: 5-lane, 4-lane and 2-lane sections of varying width along Douglasville City Streets. Existing SR 92 is posted for 35 - 45 MPH and the side road speed limits near the intersection with SR 92 Realignment vary from 10 - 35 MPH. The right-of-way width varies at the beginning and end of the project. The existing right-of-way is approximately 90' at Fairburn Road and approximately 100' at Dallas Highway. The proposed alignment is along mostly new right-of-way.

ROADWAY	POSTED SPEED	MAX. GRADE	MAX DEGREE OF CURVE
Existing SR 92	35 – 45 MPH	10% +/- @RR	Intersection Turning Movements
Side Roads:			
Malone Road	35 MPH	6% +/-	Intersection Turning Movements (Typical to all Side Roads)
Brown Street	25 MPH	8% +/-	
Malone Street	35 MPH	5% +/-	
Ellis Street	30 MPH	6% +/-	
Cooper Street	30 MPH	8% +/-	

The major intersections along this project include SR 92 at Hospital Drive, Bankhead Highway, and the Norfolk Southern Railroad. This project is mostly along new alignment and right-of-way.

PROPOSED ROADWAY

TYPICAL SECTIONS (SEE TYPICAL SECTION DIAGRAMS): The proposed typical section for the realignment is a 4-lane urban section with four 12 foot lanes and a 20 foot raised median. The median width varies to 32 feet wide at the south end to accommodate the double left turn lanes at Old Fairburn Road. The typical section contains 12-foot urban shoulders that include Georgia Standard Type 2 curb and gutter and a 5-foot sidewalk on both sides for the entire length of the project.

The side roads will consist of 12-foot travel and turn lanes, with a 12-foot urban shoulder identical to the mainline urban shoulder section.

DESIGN CRITERIA

PROPOSED DESIGN SPEED	MAX. DEGREE OF CURVE		MAX. GRADE		RATE OF VERT. CURVE (K)		
						SAG	CREST
SR 92 Realignment 45 MPH	Allowable	7° 50'	Allowable	7.50 %	Allowable	90	120
	Proposed	6° 45'	Proposed	7.50 %	Proposed	90	120
Ramp SR 92 to US 78 25 MPH	Allowable	29° 30'	Allowable	7.00 %	Allowable	30	20
	Proposed	19° 05'	Proposed	7.00 %	Proposed	30	27

The proposed design criteria for the side roads will be based on the posted speed. The maximum proposed grade for drives will be determined during preliminary engineering.

PROPOSED RIGHT-OF-WAY

WIDTH: Varies 86' to 128 +/-' This is the typical width and right of way will vary based on acquisition of parcel remnants, especially in limited access areas along the Brown Street frontage road and the ramp area.

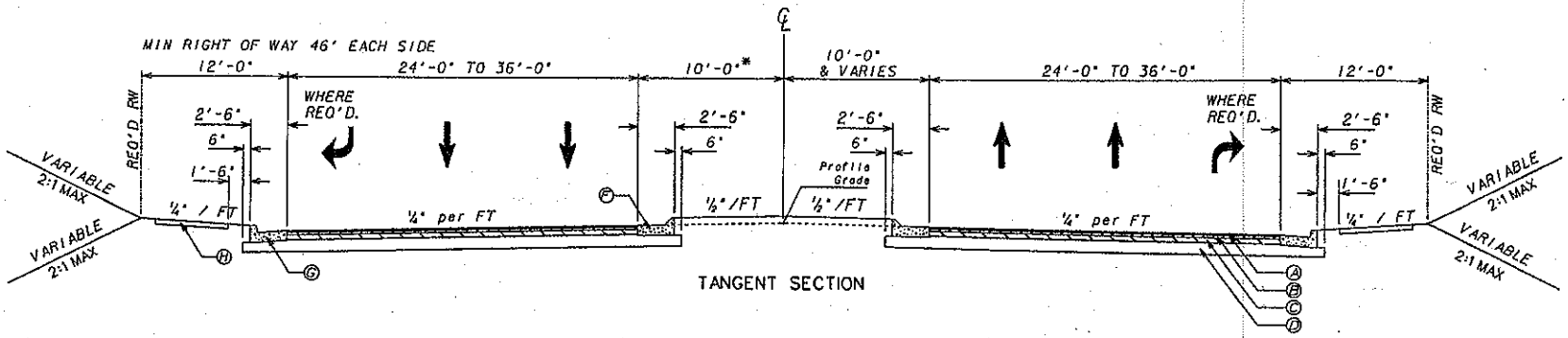
EASEMENTS: Temporary ( ), Permanent (X), Utility ( ), Other ( )

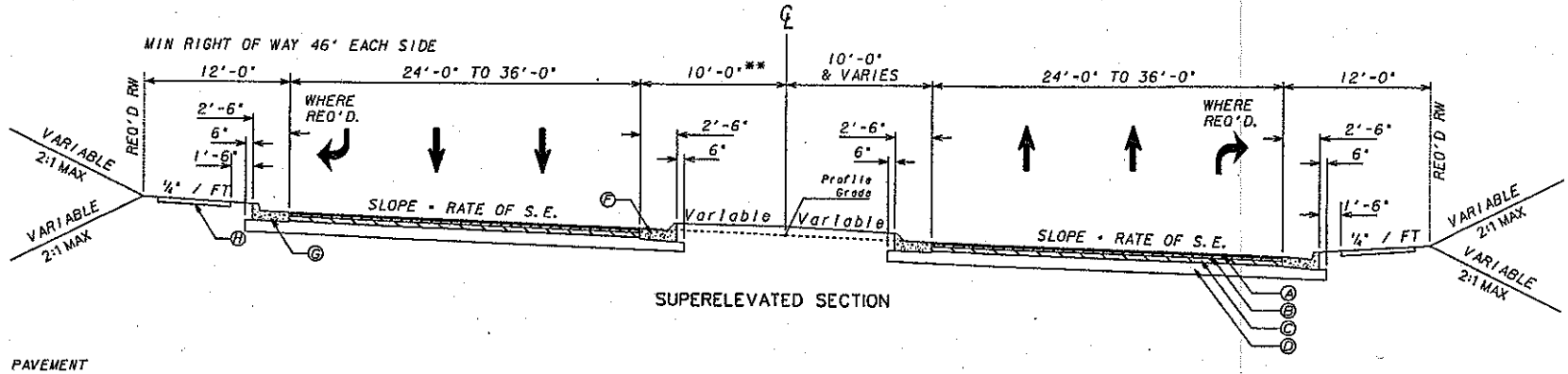
TYPE ACCESS: Full ( ), Partial (X), By Permit (X), Other ( ).
Limited Access as shown on Concept Plan Layout.

DISPLACEMENTS: Businesses: 21 Residential: 73 Mobile Homes: 0
NUMBER OF PARCELS IMPACTED: 134

PI NO. : 720970

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-186-1(11)		





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 5' CONC. SIDEWALK, GA. STD. 9031 W

* VARIES FROM APPROX. 1000' SOUTH OF MALONE ROAD TO END OF PROJECT.

** VARIES TO 22' FROM HOSPITAL DRIVE TO END OF PROJECT TO ACCOMODATE DOUBLE LEFT TURNS.

SCALE: NOT TO SCALE

Moyes, Sudderth & Etheredge, Inc. Engineers Architects Planners

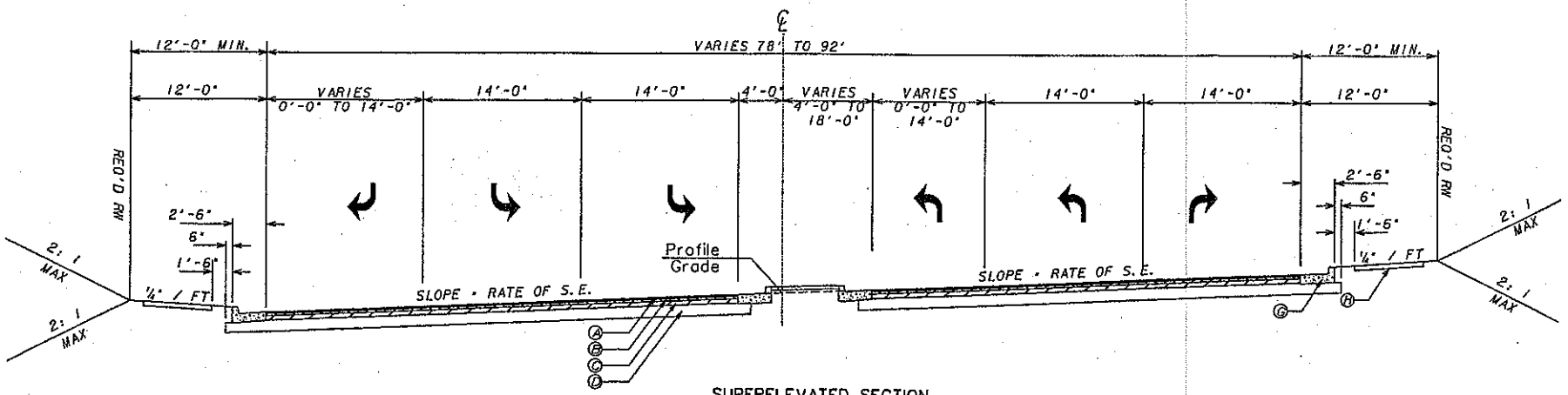
ATLANTA, GA. / NORTH LITTLE ROCK, AR. / LEXINGTON, KY. / WAYCROSS, GA.

DATE	REVISIONS	DATE	REVISIONS

GEORGIA DEPARTMENT OF TRANSPORTATION
SR92 REALIGNMENT
TYPICAL SECTIONS

JANUARY 30, 2002

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-186-1(11)		



SUPERELEVATED SECTION
APPLIES TO RAMP FROM SR 92 TO BANKHEAD HWY (US 78/S.R. 8)

REQUIRED PAVEMENT

- (A) ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 1¼"
- (B) ASPHALTIC CONCRETE 19mm SUPERPAVE, 2"
- (C) ASPHALTIC CONCRETE 25mm SUPERPAVE, 4"
- (D) GRADED AGGREGATE BASE, 10"
- (G) 8"X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
- (H) 4" x 5' CONC. SIDEWALK, GA. STD. 9031 W

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SCALE: NOT TO SCALE

Moyes, Sudderth & Etheredge, Inc. Engineers Architects Planners
ATLANTA, GA. / NORTH LITTLE ROCK, AR. / LEXINGTON, KY. / WAYCROSS, GA.

DATE	REVISIONS	DATE	REVISIONS

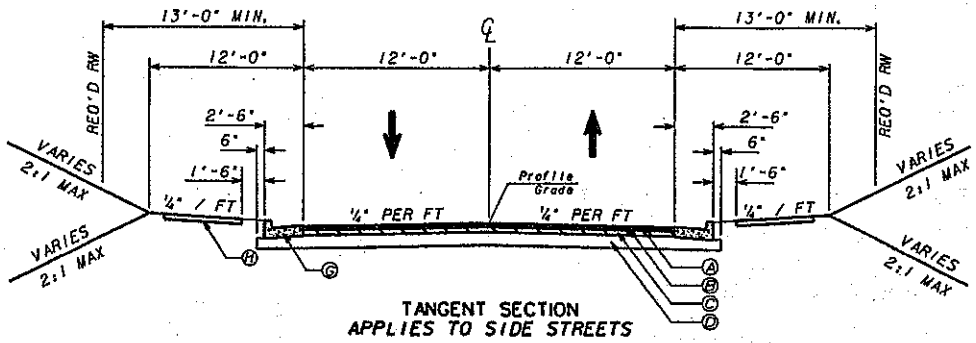
GEORGIA
DEPARTMENT OF TRANSPORTATION
SR92 REALIGNMENT

TYPICAL SECTIONS

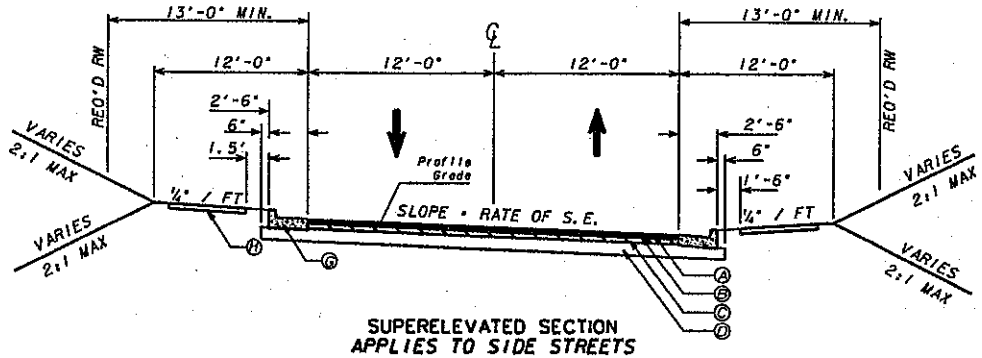
JANUARY 30, 2002

PI NO. : 720970

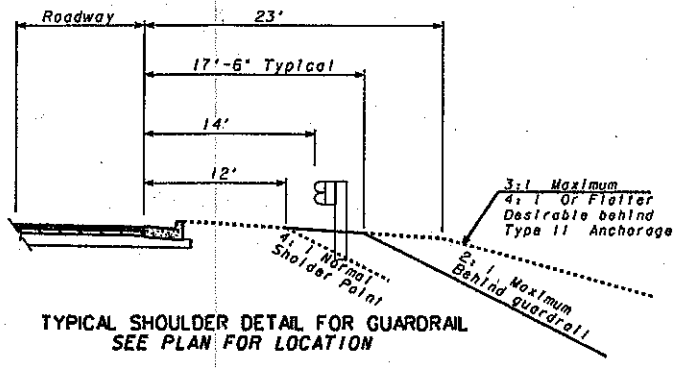
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-186-1(11)		



TANGENT SECTION
APPLIES TO SIDE STREETS



SUPERELEVATED SECTION
APPLIES TO SIDE STREETS



TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION

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 2
- Ⓗ 4" x 5' CONC. SIDEWALK, GA. STD. 9031 W

SCALE: NOT TO SCALE

Moyes, Sudderth & Etheredge, Inc.
Engineers Architects Planners
ATLANTA, GA. / NORTH LITTLE ROCK, AR. / LEXINGTON, KY. / WAYCROSS, GA.

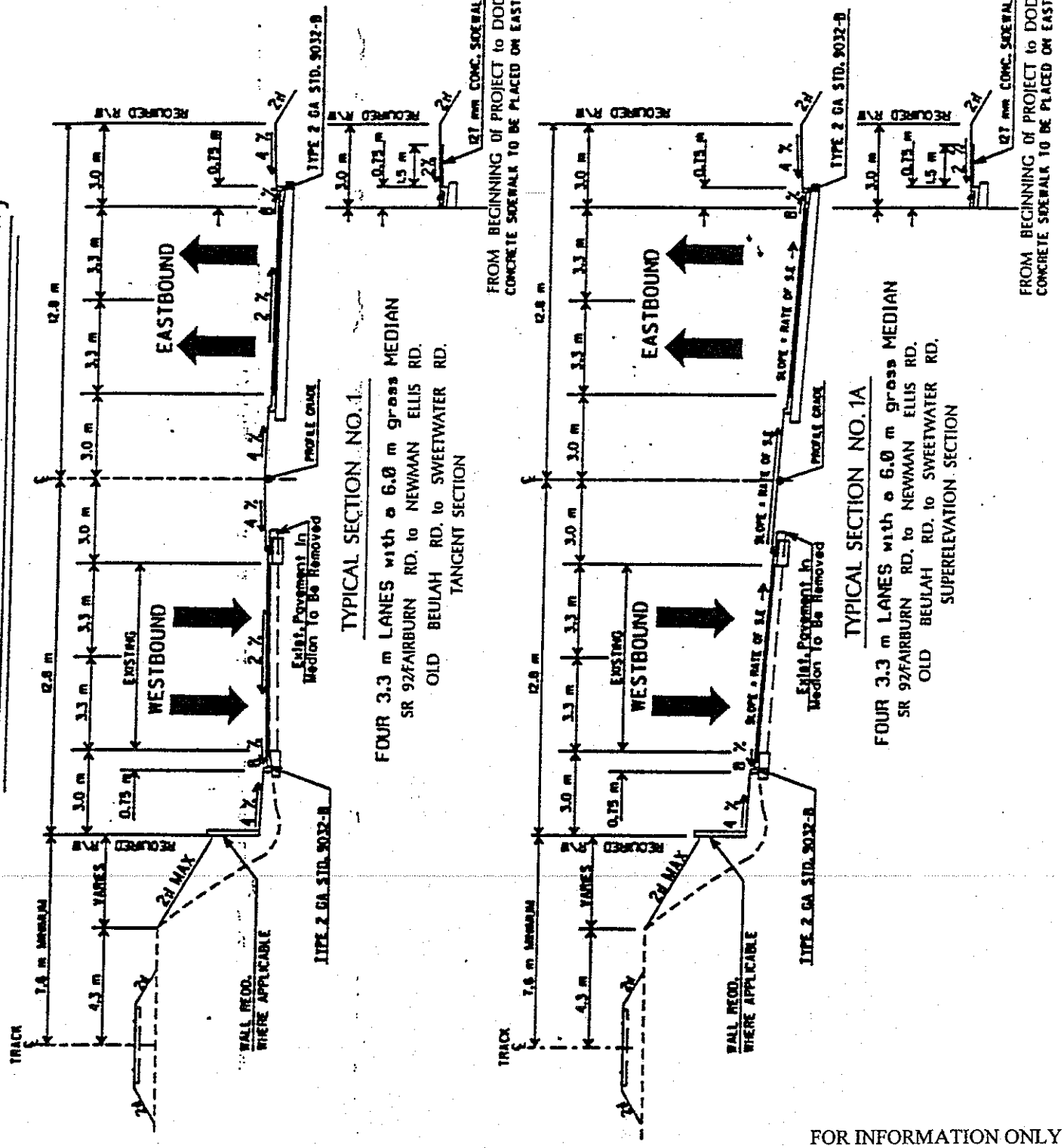
DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
SR92 REALIGNMENT

TYPICAL SECTIONS

JANUARY 30, 2002

US /8 /SR 5 & 8 – Bankhead Hwy



TYPICAL SECTION NO.1

FOUR 3.3 m LANES with a 6.0 m grass MEDIAN
SR 92/FAIRBURN RD. to NEWMAN ELLIS RD.
OLD BEULAH RD. to SWEETWATER RD.
TANGENT SECTION

TYPICAL SECTION NO.1A

FOUR 3.3 m LANES with a 6.0 m grass MEDIAN
SR 92/FAIRBURN RD. to NEWMAN ELLIS RD.
OLD BEULAH RD. to SWEETWATER RD.
SUPERELEVATION SECTION

FOR INFORMATION ONLY
SOURCE: CONCEPT REPORT
P.I. NO. 721590

PROPOSED MAJOR STRUCTURES

1. **Strickland Street over SR 92 Realignment.** The bridge will span the proposed SR 92 realignment with additional length provided to allow for future widening of the SR 92 Realignment. This will be a 2 span concrete structure with AASHTO girders. The approximate span length is 82' each span. See Bridge Typical Sections in Appendix B, Major Structures for more information.

2. **Bankhead Highway (US 78) over SR 92 Realignment.** This structure will also be a 2 span concrete structure with AASHTO girders and an approximate span length of 82' each. See Bridge Typical Sections in Appendix B, Major Structures for more information.

3. **Norfolk Southern Railroad over SR 92 Realignment.** The proposed plate girder structure will carry two railroad tracks (a mainline track as well as a siding track). The structure will be a 2 span structure with each span approximately 82'. The proposed structure will be 36' wide. The typical section across the bridge and the bridge elevation are shown in Appendix B.

MAJOR INTERSECTIONS AND INTERCHANGES

SR 92 Realignment at Bankhead Highway (Proposed Ramp):
Day Wilburn Associates, Inc. (DWA) completed a traffic study for the proposed realignment. Three interchange configurations were studied at the intersection of Bankhead Highway (US 78) and the proposed SR 92 realignment: a two-quadrant ramp configuration, a single Southwest loop and the preferred single Southeast loop. The typical section consists of four 12' lanes and turn lanes with a 20' wide raised median.

SR 92 Realignment at Hospital Drive and Fairburn Road:
Three intersection configurations were studied at the intersection of the proposed SR 92 realignment with Hospital Drive and Fairburn Road. The preferred configuration consists of both roadways intersecting the SR 92 realignment. The two intersection configuration with SR 92 allows for the heavy eastbound traffic from Douglasville to northbound SR 92 flows to be handled by Hospital Drive and the heavy eastbound traffic from Douglasville to southbound SR 92 flows to be accommodated by Fairburn Road. There is a similar effect for vehicles wishing to utilize Hospital Drive and Fairburn Road from SR 92. The two intersection configuration helps to separate conflicting heavy traffic movements.

The second option consisted of Old Fairburn road tying into Hospital Drive at the current location and then providing an intersection at Hospital Drive and the SR 92 realignment. .The third option consisted of tying Hospital Drive into Old Fairburn and then developing an intersection at Old Fairburn Road and the SR 92 realignment. According to DWA's traffic study, providing only one intersection for Hospital Drive and Old Fairburn Road would lead to degradation of traffic operations at these locations. The preferred alternate was selected to avoid concentrating all traffic at one intersection and to aid in reducing congestion in this area.

TRAFFIC CONTROL DURING CONSTRUCTION
TRAFFIC CONTROL DURING CONSTRUCTION: Construction staging and detours of Norfolk Southern and Bankhead Highway (US 78) will be required to construct the grade separation structures. Portions of East Strickland Street will be closed to traffic during the construction of the grade separation structures. Traffic will be maintained on Bankhead Highway and the Norfolk Southern railroad during construction. Current SR 92 traffic will not be affected by the construction of the structures. A detailed description of the railroad detour can be found in Appendix C along with a staging plan drawing. Other areas of the project will be constructed using temporary detours and under traffic. As stated previously, the majority of this project will be constructed on new right-of-way and thus will not interfere with existing traffic. Side road tie-ins will be constructed using temporary detours through local streets.

DESIGN EXCEPTIONS REQUESTED			
CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	( )	( )	(X)
ROADWAY WIDTH	( )	( )	(X)
SHOULDER WIDTH	( )	( )	(X)
VERTICAL GRADES	( )	( )	(X)
CROSS SLOPES	( )	( )	(X)
STOPPING SIGHT DISTANCE	( )	( )	(X)
SUPERELEVATION RATES	( )	( )	(X)
HORIZONTAL CLEARANCE	( )	( )	(X)
SPEED DESIGN	( )	( )	(X)
VERTICAL CLEARANCE	( )	( )	(X)
BRIDGE WIDTH	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY	( )	( )	(X)

ENVIRONMENTAL LEVEL OF ANALYSIS AND CONCERNS	
PERMITS REQUIRED:	Section 404 Permit and NPDES Stormwater Discharge Permit
TIME SAVING PROCEDURES APPROPRIATE:	No
LEVEL OF ENVIRONMENTAL ANALYSIS:	Environmental Assessment and Environmental Justice Assessment will be preformed during preliminary design.
UNDERGROUND STORAGE TANKS:	Yes (1 Gas Station)
HAZARDOUS WASTE SITES:	3 Possible Sites (Auto Repair Shops, Paint Store)

COORDINATION	
CONCEPT TEAM MEETING DATE:	October 1, 2001. See summary below and minutes attached to this report.
CONFORMS TO TIP/STIP:	Yes
MEETS LOGICAL TERMINI REQUIREMENTS:	Yes
P.A.R. (Practical Alternatives Report) MEETING:	N/A
PUBLIC INVOLVEMENT:	A Public Information Meeting was held December 4, 2001. The minutes of this meeting are attached to this report. A brief summary is below. A public hearing will be held during the environmental assessment phase.
LOCAL GOVERNMENT COMMITMENTS:	LGPA – Engineering and Reimbursable Utility costs are the responsibility of the City of Douglasville.
UTILITY INVOLVEMENT:	1. Norfolk Southern Railroad 2. Atlanta Gas Light 3. BellSouth 4. Douglasville/Douglas County Water & Sewer Authority 5. AT&T Broadband
OTHER PROJECTS IN THE AREA:	1. Bankhead Hwy from SR 92 E to Sweetwater Rd **PI NO.** 721590 2. SR 92 (Fairburn Road) at Bankhead Highway US 78/SR5 **PI NO.** 731825 3. SR 92(Dallas Highway) at Malone Road intersection improvements. **PI NO.** None 4. SR 92 (Fairburn Road) at I-20 **PI NO.** 712930 5. Hospital Drive Widening **PI NO.** None – City of Douglasville Project

Concept Team Meeting – A concept team meeting was held on October 1, 2001 at GDOT. Representatives from the DOT, Mayes Sudderth and Etheredge (MSE), the City of Douglasville and local utilities attended the meeting. The concept was presented by MSE, followed by a comment and question and answer session. Coordination among the participants and minor revisions to the concept layout were addressed. The requested changes have been made a part of this report. The minutes are included in Appendix F.

Public Information Meeting – A Public Information meeting was held December 4, 2001, at the City of Douglasville municipal court building. Residents had an opportunity to discuss

the proposed project with representatives from the City of Douglasville, the Department of Transportation, and Mayes Sudderth and Etheredge. Residents were given the opportunity to provide comments on comment cards at the meeting, to a Court Reporter that was available at the meeting and by mail to the Department. The comments received included 8 For the project, 1 Conditional, 1 Uncommitted, and 5 Against. The comments received are included in Appendix G.

SCHEDULING	
Time to complete the environmental process:	12 Months
Time to complete preliminary construction plans:	6 Months
Time to complete right of way plans:	6 Months
Time to complete Section 404 permit:	9 Months
Time to complete final construction plans:	4 Months
Time to complete purchase of right of way:	2 Years

Due to the safety issues surrounding the current SR 92 alignment at the railroad and the increasing traffic volumes downtown, the City of Douglasville would like to move this project forward as quickly as possible. The above schedule assumes that several of the above tasks are performed concurrently to ensure that this project is completed as soon as possible.

ALTERNATIVES CONSIDERED
No Build Alternative – No action would be taken to improve current conditions. **Alternative A** – 2 Lane Alternative along Brown and Dorsett Streets. Impacts Jesse Davis Park. **Alternative B** – 2 Lane Alternative along Brown Street. No impact to Jesse Davis Park. **Alternative C** – Similar to A and B except alignment shifts away from Dorsett Street. **Alternative D** – Two quadrant ramp with free-flow entrance and exit ramps to SR 92. **Alternative E** – Single quadrant ramp and ties into Dallas Highway with an intersection at existing Brown Street. **Alternative F** – Preferred alternative. Ties into Dallas Highway (SR 92) at Malone Rd. and into Fairburn Road (SR 92) on the East. A single quadrant ramp is provided to connect the SR 92 realignment to Bankhead Highway (US 78). Bridges will be constructed to carry Strickland Street, the CSX Railroad and Bankhead Highway (US 78) over the SR 92 realignment. **Overpass Alternative** – Structure carrying SR 92 over Bankhead Highway, Strickland Street and the CSX Railroad tracks. **Tunnel Alternative** – Tunnel option associated with alternatives A-E.
See Appendix D, Alternatives Considered for more detailed discussion on each alternative.

PRELIMINARY COST ESTIMATE

PROJECT NO: STP-186-1(11), PI NO720970, SR 92 Realignment COUNTY: DOUGLAS

DATE: September 10, 2001 (Rev. 1/31/02) ESTIMATED LET DATE: July 2004

PREPARED BY: MSE, Marietta, GA PROJECT LENGTH: 2.3 mile

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEVELOPMENT

PROJECT COST		
A. RIGHT-OF-WAY: (GDOT ESTIMATE)		$ 26,600,000
SUBTOTAL A:		$ 26,600,000
B. REIMBURSABLE UTILITIES:		
1. RAILROAD		$ 1,076,000
2. TRANSMISSION LINES		$ -
3. SERVICES (ELECTRICAL & TELECOMMUNICATIONS)		
(a) ELECTRIC		$ 840,000
(b) TELECOMMUNICATIONS		$ 234,991
(c) GAS		$ 483,600
(d) CABLE TV		$ 214,000
(e) WATER & SEWAGE		$ 5,760,000
SUBTOTAL B:		$ 8,608,591
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. RETAINING WALLS		$ -
b. BRIDGES		
(i) STRICKLAND ROAD BRIDGE	$ 385,000.00	
(ii) RAILROAD BRIDGE	$ 1,500,000.00	
(iii) BANKHEAD HIGHWAY BRIDGE	$ 855,800.00	
SUBTOTAL C-1.b		$ 2,740,800
c. DETOUR BRIDGES		$ -
SUBTOTAL C-1		$ 2,740,800
2. GRADING AND DRAINAGE:		
a. EARTHWORK		$ 1,423,170
b. DRAINAGE:		
1) CROSS DRAIN PIPE		$ 1,450,950
2) CURB AND GUTTER		$ 1,016,525
3) LONGITUDINAL SYSTEM (INCLUDE CATCH BASIN)		$ 262,500
SUBTOTAL C-2		$ 4,153,145

PROJECT COST			
3. BASE AND PAVING:			
a. AGGREGATE BASE			$ 1,528,350
b. ASPHALT PAVING: Surface	$	405,755.00	
Binder	$	571,600.00	
Base	$	1,204,300.00	
SUBTOTAL C-3.b			$ 2,181,655
c. CONCRETE PAVING			$ 61,300
d. OTHER (ASPHALT LEVELING & TACK COAT, AGGREGATE SURFACE COURSE)			$ 75,325
SUBTOTAL C-3			$ 3,846,630
4. LUMP ITEMS:			
a. TRAFFIC CONTROL/MOBILIZATION			$ 400,000
b. CLEARING AND GRUBBING			
CLEARING & GRUBBING	$	1,000,000.00	
REMOVE BUILDING	$	892,950.00	
SUBTOTAL C-4.b			$ 1,892,950
c. LANDSCAPING (GRASSING COMPLETE)			$ 82,765
d. EROSION CONTROL			$ 500,000
e. DETOURS (See B.1 for Railroad Detours)			$ 430,000
SUBTOTAL C-4			$ 3,305,715
5. MISCELLANEOUS:			
a. LIGHTING SYSTEM (GDOT ESTIMATE)			$ 322,000
b. SIGNING - STRIPING - SIGNAL			$ 706,500
c. GUARDRAIL			$ 81,100
d. SIDEWALK			$ 725,340
e. RIGHT-OF-WAY MARKERS			$ 50,625
f. SIDEWALK			$ 493,500
SUBTOTAL C-5			$ 2,379,065
6. SPECIAL FEATURES: Engineer Field Office	SUBTOTAL C-6		$ 50,000

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY	$ 26,600,000
B. REIMBURSABLE UTILITIES	$ 8,608,591
C. CONSTRUCTION	
1. MAJOR STRUCTURES	$ 2,740,800
2. GRADING AND DRAINAGE	$ 4,153,145
3. BASE AND PAVING	$ 3,846,630
4. LUMP ITEMS	$ 3,305,715
5. MISCELLANEOUS	$ 2,379,065
6. SPECIAL FEATURES	$ 50,000
SUBTOTAL CONSTRUCTION COST	$ 16,475,355
E. & C. (10%)	$ 1,648,000
INFLATION (5% PER YEAR) NO. OF YRS. = 4	$ 3,906,000
TOTAL CONSTRUCTION COST	$ 22,029,355
GRAND TOTAL PROJECT COST	$ 57,237,946

Appendix D

Alternatives Considered

Alternatives Considered:

No build alternative. No action would be taken to improve current conditions.

Alternative A- Two Lane Alternative along Brown and Dorsett Streets. Impacts Jesse Davis Park. This alternative consisted of a 2-lane roadway that followed the existing alignments of Brown Street and Dorsett Street. This alternative included a tunnel (under Strickland Street, Norfolk Southern Railroad, and Bankhead Highway) and a one quadrant ramp connecting Bankhead Highway. The alignment passed behind the daycare facility and impacted Jesse Davis Park. This 2-lane alternative was precluded by the 4-lane alternatives when the current Regional Transportation Plan (RTP) was adopted.

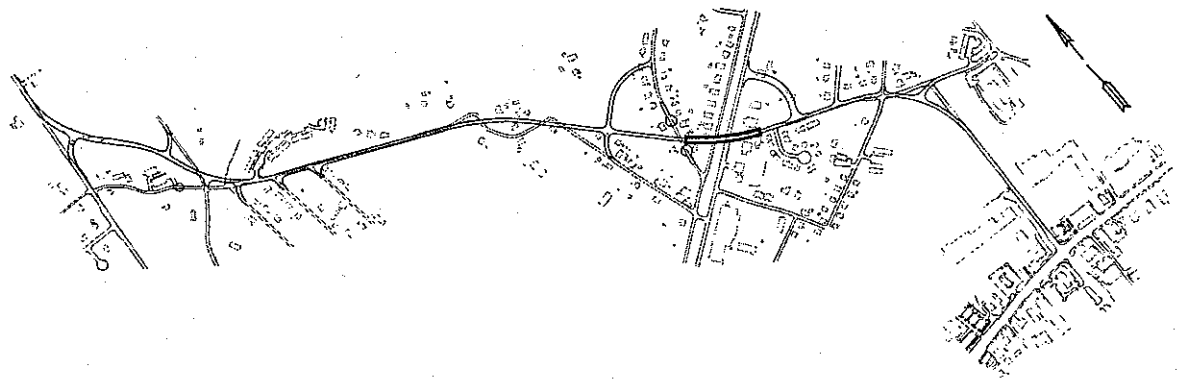


Figure 1 - Alternative A Alignment

Alternative B- Two Lane Alternative along Brown Street. No impact to Jesse Davis Park. Is similar to alternative A except that it follows existing Brown Street all the way to Dallas Highway, that it passes on the Brown Street side of the daycare facility and that it does not impact Jesse Davis Park. This 2-lane alternative was precluded by the 4-lane alternatives when the current RTP was adopted.

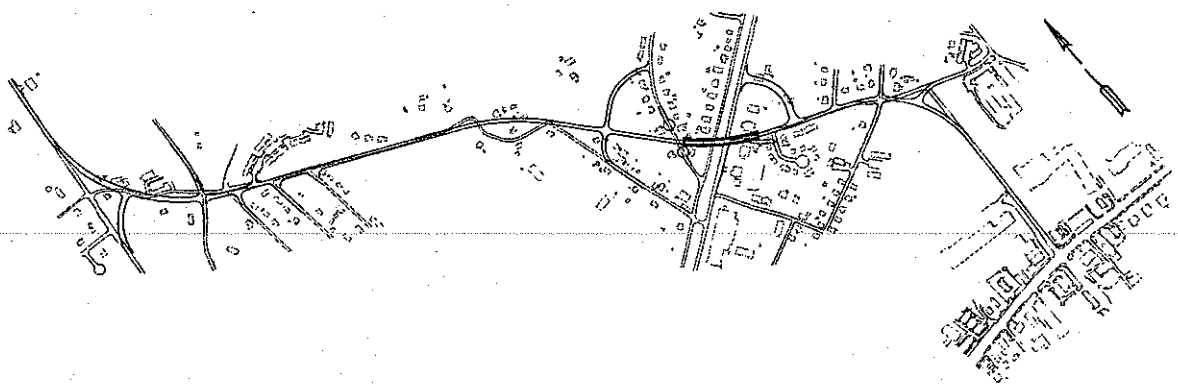


Figure 2 - Alternative B Alignment

Alternative C- Similar to A and B except alignment shifts away from Dorsett Street and passes through Fulghum Drive cul-de-sac. The alignment matched directly into the existing Dallas Highway alignment. This 2-lane alternative was precluded by the 4-lane alternatives when the current RTP was adopted.

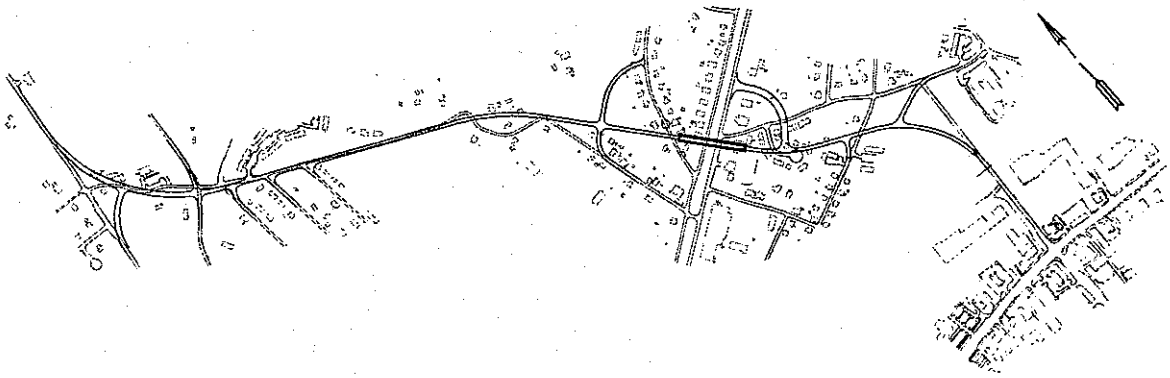


Figure 3 - Alternative C Alignment

Alternative D – Two quadrant ramp with free-flow entrance and exit ramps to SR 92. Alternative D consisted of a two quadrant ramp with free-flow entrance and exit ramps on the SR 92 realignment. This alternative eliminates the need for a signalized intersection on SR 92. See traffic report for more information. The alignment provides a direct route for SR 92 through the City of Douglasville, i.e. turns at intersections are not required. The preferred alternative (Alternative F) was derived from this alternative. Modifications were made based on the Traffic Study, GDOT recommendations.

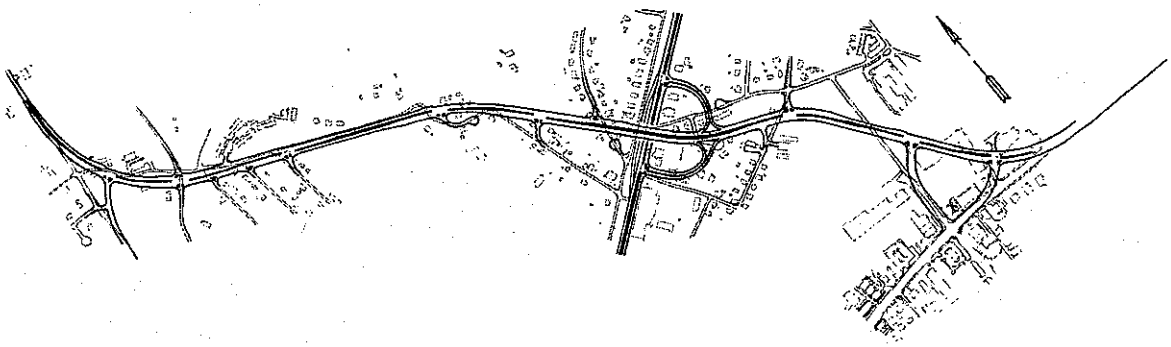


Figure 4 - Alternative D Alignment

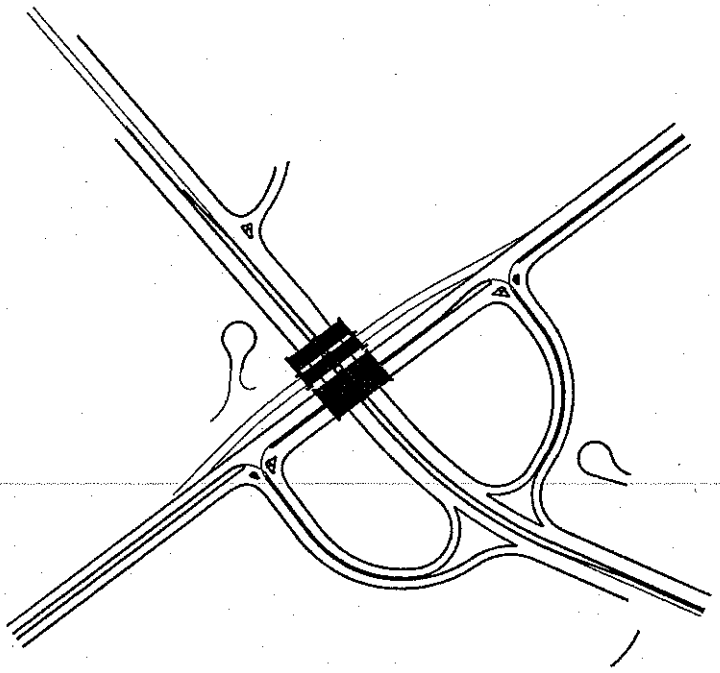


Figure 5 - Alternative D Free flow connection to Bankhead Highway

Alternative E – Single quadrant ramp and ties into Dallas Highway with an intersection at existing Brown Street. "Ties-in" to Dallas Highway with an intersection at the existing Brown Street Location. Single quadrant intersection is located in the southwest quadrant. This 2-lane alternative was precluded by the 4-lane alternatives when the current RTP was adopted.

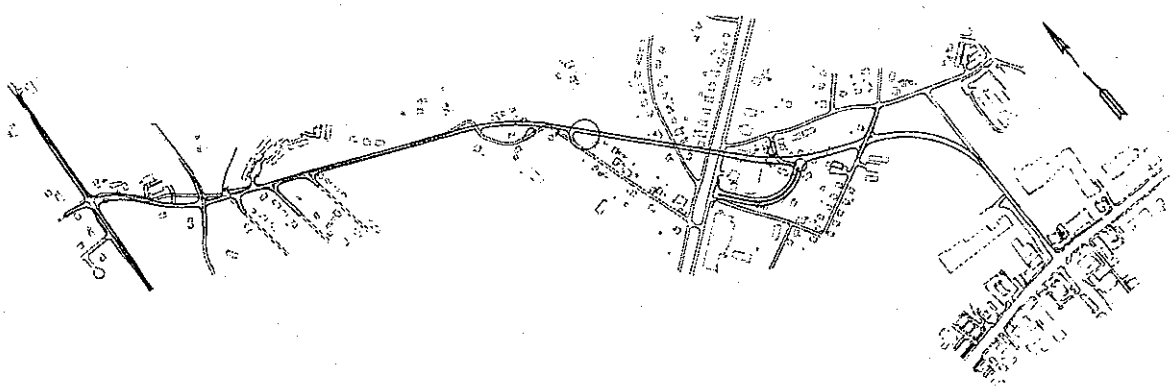


Figure 6 - Alternative E Alignment

Alternative F - Preferred alternative. See enclosed Concept Plan. This alternative is a modification of Alternative D. It conforms to the enclosed Traffic Study and Georgia Department of Transportation recommendations. As stated above, the alignment provides a direct route for SR 92 through the City of Douglasville, i.e. turns at intersections are not required. A one quadrant ramp is provided to connect SR 92 to SR 8 with signals at the ramp intersections with SR 92 and SR 8. Additionally, grade separation structures will be provided at the intersection of the SR 92 Realignment with Strickland Road, SR 8 and the CSX Railroad.

Overpass Alternative – Structure carrying SR 92 over Banhead Highway, Strickland Street and the CSX Railroad tracks. This alternative consisted of building a structure carrying SR 92 over the existing Bankhead Highway, Strickland Street and CSX Railroad tracks. A clearance of 25 feet was provided over the Norfolk Southern railroad tracks. A 45 mph vertical curve and 8% approach grades were provided. This is alternative is not preferred because of the excessive visual, property and economic impacts associated with the required structure elevation and approach fill heights.

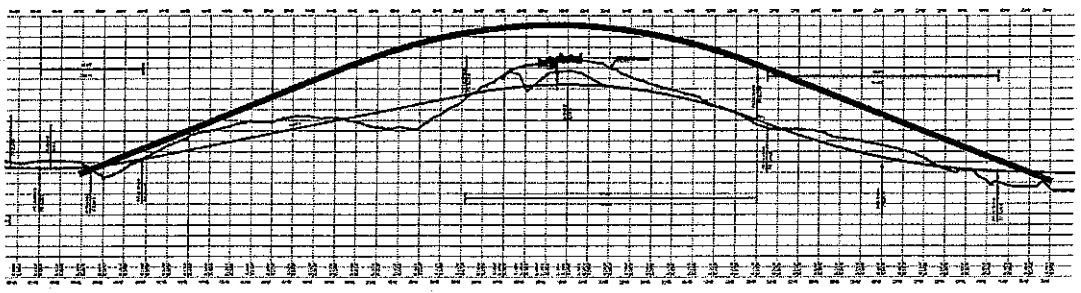


Figure 7 - Overpass Alternative

Tunnel Alternative – Tunnel option associated with alternatives A-E. A tunnel was considered as an alternative to the construction of bridges for carrying Strickland Street, the Norfolk Southern Railroad and Bankhead Highway over SR 92 Realignment. The benefit of a tunnel would be that no highway of railroad detours would be required. However, the cost of this Alternative is much greater than the cost of the bridges and detours of the preferred Alternative. (See Appendix E - Tunnel Estimate)

Appendix F

Concept Team Meeting Minutes and Responses

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.

FH0066

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

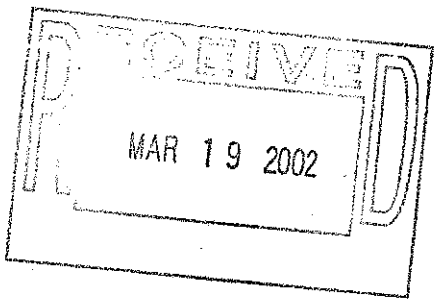
FILE STP-186-1(11)
P.I. 720970-, Douglas County

OFFICE District Seven

DATE March 18, 2002

FROM Stephen T. Henry, District Engineer

TO Wayne Hutto, Assistant Director of Preconstruction



SUBJECT **PROJECT CONCEPT REPORT**

We have reviewed the above referenced concept report and find it satisfactory for approval with the following exception:

- District Traffic Operations Office requests that greater separation be provided between the signalized intersections of Hospital Drive and Fairburn Road and that the proposed dual right turns at Hospital Drive @ SR 92, Fairburn Road @ SR 92, and Hospital Drive @ Fairburn Road be designed with a large radius such that at least one lane will be allowed to make a right on red without total traffic signal control..

Attached is a signed cover sheet. If you have any questions or need additional information, please contact me at 770-986-1001 or Mike Malcom at 770-986-1050.

STH:MEM

Attachment

C: Joe Palladi, State Urban Design Engineer
file

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
REVISED PROJECT CONCEPT REPORT

Project Number: STP-186-1 (11)
County: DOUGLAS
P.I. No.: 720970

SR 92 Realignment

FEDERAL ROUTE NO: NONE
STATE ROUTE NO: SR 92 Date of Report: January 30, 2002

RECOMMENDATION FOR APPROVAL:	
FEB 25, 2002 DATE	William Mockabee Project Manager
_____ DATE	_____ Office Head/District Engineer
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).	
_____ DATE	_____ State Transportation Planning Administrator
_____ DATE	_____ State Financial Management Administrator
_____ DATE	_____ State Environmental/Location Engineer
_____ DATE	_____ State Traffic Safety and Design Engineer
3-18-02 DATE	Douglas T Henry District Engineer
_____ DATE	_____ Project Review Engineer
_____ DATE	_____ State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
REVISED PROJECT CONCEPT REPORT

Project Number: STP-186-1 (11)
County: DOUGLAS
P.I. No.: 720970

SR 92 Realignment

FEDERAL ROUTE NO: NONE
STATE ROUTE NO: SR 92

Date of Report: January 30, 2002

RECOMMENDATION FOR APPROVAL:	
FEB 25, 2002 DATE	William Mosteller Project Manager
2/26/02 DATE	Office Head/District Engineer
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).	
DATE	State Transportation Planning Administrator
DATE	State Financial Management Administrator
DATE	State Environmental/Location Engineer
DATE	State Traffic Safety and Design Engineer
DATE	District Engineer
DATE	Project Review Engineer
DATE	State Bridge & Structural Design Engineer

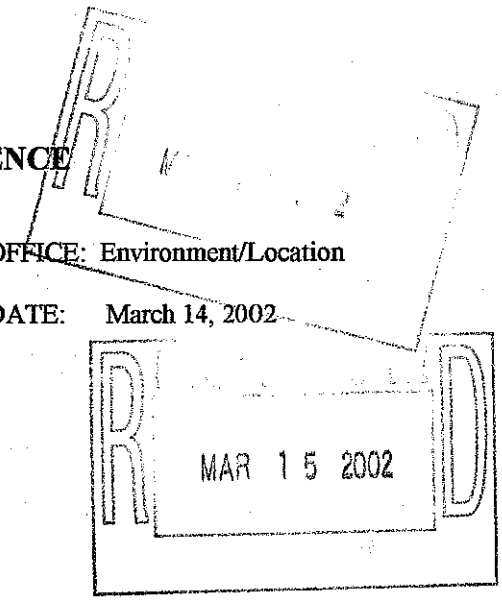
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **P.I. No. 720970**

OFFICE: Environment/Location

DATE: March 14, 2002



FROM: Harvey D. Keepler, State Environmental/Location Engineer

TO: Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
STP-186-1(11), DOUGLAS COUNTY

The above subject concept report has been reviewed. Potential 4(f) – park & history; Environmental Justice Alternatives Developed without Historic Boundaries.

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

HDK/rtt

Attachment

cc: David Mulling
Joseph P. Palladi, P.E.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
REVISED PROJECT CONCEPT REPORT

Project Number: STP-186-1 (11)
County: DOUGLAS
P.I. No.: 720970

SR 92 Realignment

FEDERAL ROUTE NO: NONE
STATE ROUTE NO: SR 92 Date of Report: January 30, 2002

RECOMMENDATION FOR APPROVAL:	
FEB 25, 2002 DATE	William Mockal Project Manager
DATE	Office Head/District Engineer
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).	
DATE	State Transportation Planning Administrator
DATE	State Financial Management Administrator
3/13/02 DATE	State Environmental/Location Engineer
DATE	State Traffic Safety and Design Engineer
DATE	District Engineer
DATE	Project Review Engineer
DATE	State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
REVISED PROJECT CONCEPT REPORT

Project Number: STP-186-1 (11)
County: DOUGLAS
P.I. No.: 720970

SR 92 Realignment

FEDERAL ROUTE NO: NONE
STATE ROUTE NO: SR 92 Date of Report: January 30, 2002

RECOMMENDATION FOR APPROVAL:	
FEB 25, 2002 DATE	William Workal Project Manager
DATE	Office Head/District Engineer
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).	
DATE	State Transportation Planning Administrator
DATE	State Financial Management Administrator
DATE	State Environmental/Location Engineer
DATE	State Traffic Safety and Design Engineer
DATE	District Engineer
DATE	Project Review Engineer
3/8/02 DATE	Paul V. Liles Jr State Bridge & Structural Design Engineer