



# Department of Transportation

GENA L. ABRAHAM, Ph.D.  
COMMISSIONER  
(404) 656-5206

GERALD M. ROSS, P.E.  
CHIEF ENGINEER  
(404) 656-5277

State of Georgia  
#2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

February 12, 2008

BUDDY GRATTON, P.E.  
DEPUTY COMMISSIONER  
(404) 656-5212

EARL L. MAHFUZ  
TREASURER  
(404) 656-5224

Thank you for attending the Public Hearing Open House for MSL-0004-00(428) and NHS-0001-00(917), Douglas County, P.I. Nos. 0004428 and 0001917, the proposed widening of Lee Road from SR 92/Fairburn Road to I-20 and improvements to the I-20 interchange at Lee Road. This handout package contains a map of the project area, information about the need and purpose, a description of the projects, a summary of the environmental study, an overview of the right-of-way acquisition process, and a comment form.

As you enter the room, you will notice displays of the proposed projects. Department of Transportation representatives, who can be identified by the name tags they are wearing, are available to discuss the projects and answer your questions. Please take this opportunity to discuss the projects with a DOT representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the projects. You may also complete a comment card and deposit it into the box provided here or send in written comments about the projects until *February 26, 2008*. Written comments should be sent to *Mr. Glenn Bowman, P.E., State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593*. Comments can also be made via the web at [www.dot.state.ga.us](http://www.dot.state.ga.us). Click on **Public Outreach** from the list of Featured Links. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

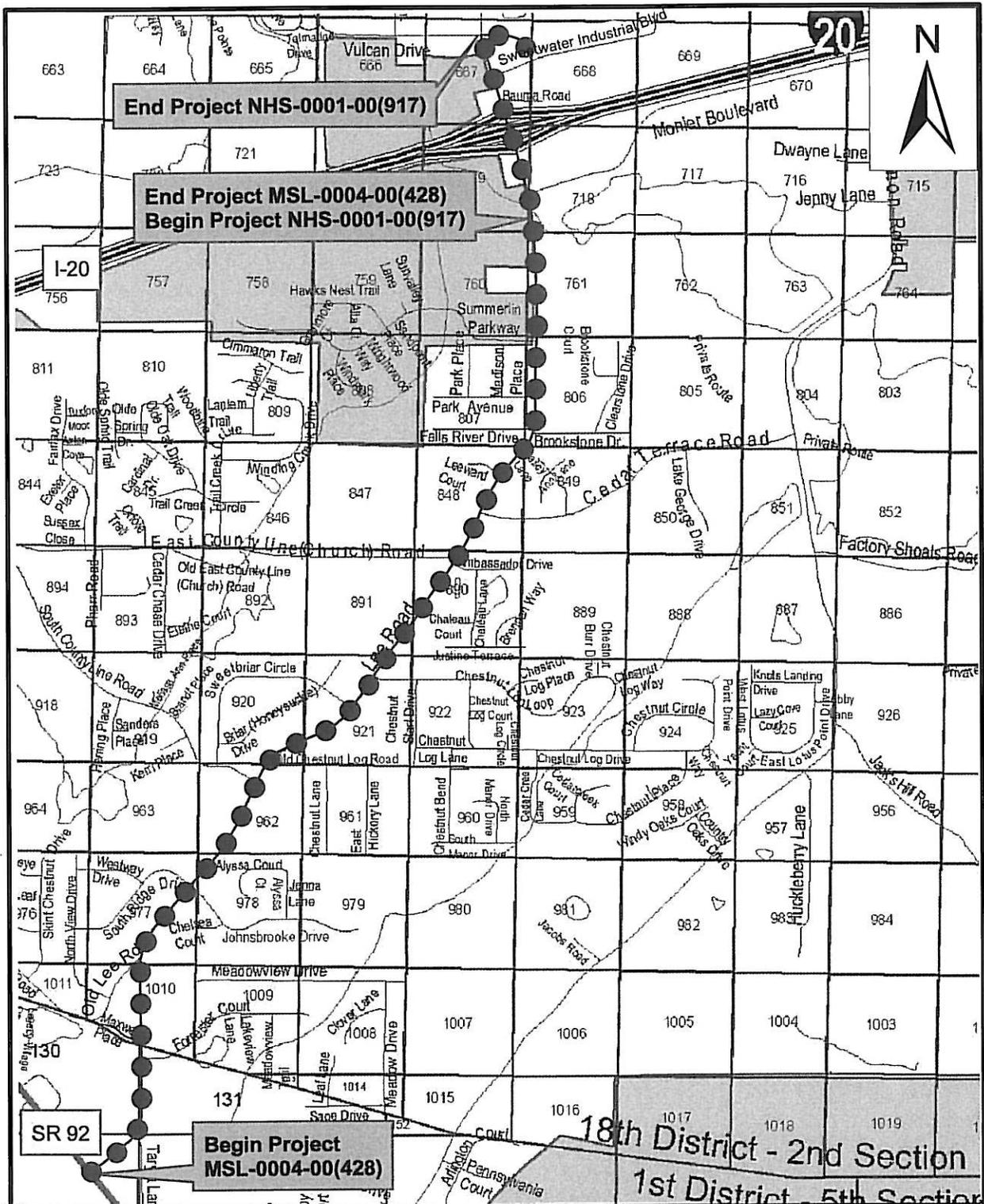
The displays used at this meeting will be available for review at the Georgia Department of Transportation Office of Environment/Location at 3993 Aviation Circle, Atlanta, Georgia 30336. The display will be available for viewing for ten days following the public hearing open house. The displays will also be available at the Douglas County Court House (Development Services 1<sup>st</sup> Floor) located at 8700 Hospital Drive, Douglasville, Georgia 30134. A copy of all comments received will be available for public review at the 3993 Aviation Circle address noted above, as soon as compilation is completed.

Again, thank you for attending this meeting and for giving us your comments.

Sincerely,

A handwritten signature in black ink that reads "Bryant R. Poole".

Bryant R. Poole  
Metro District Engineer



**Project Location**

GDOT Project MSL-0004-00(428) & NHS-0001-00(917)  
 PI No. 0004428 & 0001917  
 Douglas County

SOURCE: Douglas County Street Map

NOT TO SCALE

# GEORGIA DEPARTMENT OF TRANSPORTATION

PROJECTS MSL-0004-00(428) & NHS-0001-00 (917)

DOUGLAS COUNTY,

P. I. NOs. 0004428 & 0001917

## THE PROPOSED WIDENING OF LEE ROAD FROM SR 92/FAIRBURN ROAD TO I-20 AND THE IMPROVEMENTS TO THE I-20 INTERCHANGE AT LEE ROAD.

### Project Need and Purpose

The preferred alternative would provide a widened typical section for Lee Road to accommodate future traffic needs, provide for pedestrians and enhance connection between SR 92 and I-20. In addition, the I-20 interchange at Lee Road would be reconstructed and widened to account for future traffic needs and lengthened in order to account for the proposed barrier separated High Occupancy Vehicle (HOV) lanes in the middle of I-20.

The existing capacity deficiencies along the Lee Road are apparent to vehicle operators traveling the corridor. The corridor is congested and accidents are numerous. There are traffic delays at intersections and driveways. Currently the existing I-20 ramps at Lee Road and the two-lane overpass do not provide sufficient capacity for the high peak hour turning movements occurring at this interchange. As a result, excessive queuing occurs, extending back onto the freeway during the PM peak hour.

### Description of Alternatives

#### Preferred Alternative

The Preferred Alternative is a roadway widening on existing alignment mostly using an east or west overlay in order to help facilitate construction staging. The limits of the preferred alternative are composed of two segments. The first segment (MSL-0004-00(428)) is the widening of Lee Road and begins at SR 92 then proceeds north to approximately 1,100 feet south of the I-20 exit/entrance ramps terminating at the second segment of the preferred alternative. The second segment (NHS-0001-00(917)) is the widening and reconstruction of the I-20 interchange at Lee Road. The second segment begins at the northern terminus of the first segment and ends at Vulcan Drive. The I-20 interchange project would also construct a connector road between Sweetwater Industrial Boulevard and Vulcan Drive. The total project length of the preferred alternative is approximately 2.98 miles. The existing right-of-way along the corridor ranges from 60 to 100 feet and the proposed right-of-way width along Lee Road would vary from 110 to 150 feet.

#### No-Build Alternative

The no-build alternative is one in which neither GDOT nor Douglas County would take any action to improve Lee Road between SR 92 and Vulcan Drive or the I-20 interchange at Lee Road. Douglas County is likely to continue to approve adjacent commercial and residential development and has already approved the commercial development at the intersection of Lee Road and SR 92. The anticipated increase in both population and development are expected to cause traffic along the corridor to increase. As traffic volumes increase on Lee Road, congestion will increase and the corresponding LOS for traffic flow will worsen. The projected 2030 traffic for the Lee Road corridor would significantly exceed the capacity of the existing facility. Resultant operational instability and intermittent failures would occur along the corridor. Traffic flow on the corridor would then seek equilibrium and, as a result, spread to nearby roadways that lead to I-20 or SR 92. The purpose of the preferred alternative is to enhance the capacity of the connection between SR 92 and I-20 via the Lee Road corridor by improving capacity and LOS along the corridor and to improve

pedestrian facilities. The no-build alternative does not address the need or serve the stated purpose. The anticipated benefits of the preferred alternative would not be realized with the no-build alternative. Travel from SR 92 to I-20 would continue to be impeded. Conversely, the no-build alternative would not result in any of the anticipated impacts associated with the build alternative, including residential/commercial displacements.

**SUMMARY OF EXPECTED ENVIRONMENTAL IMPACTS**  
**PROJECTS MSL-0004-00(428) & NHS-0001-00(917)**  
**DOUGLAS COUNTY,**  
**P. I. NOs. 0004428 & 0001917**

In compliance with the 1969 National Environmental Policy Act, the Georgia Department of Transportation has conducted an assessment of the social, economic and environmental effects for the proposed widening of Lee Road from SR 92/Fairburn Road to I-20 and improvements to the I-20 Interchange at Lee Road. The length of the proposed projects is approximately 2.98 miles. The following information is a summary of the environmental document.

The Environmental Assessment document summarizes the expected impacts of the preferred alternative on the surrounding area. Impacts are classified in three categories: direct, indirect, and cumulative. Direct impacts are those that occur concurrently with the project action in terms of both space and time. Direct impacts are highly predictable. Indirect (secondary) impacts are further removed in space or time but are still reasonably foreseeable. The term "reasonably foreseeable" is defined as a probable action, not an action that is merely possible. Cumulative impacts, the third category, are impacts that are incremental in nature and include all types of area development or actions. Cumulative impacts are those that when added to other past, present and reasonably foreseeable development actions, produce impacts that are usually more regional in scope.

A summary of the environmental impacts associated with the preferred alternative are provided in Table 1. As can be seen in Table 1, the primary impact is the loss of 12 residences and seven businesses. The acquisition of land for the purposes of 21.9 acres of right-of-way and 13.6 acres of permanent easement is also a key impact. In addition, the preferred alternative would result in the loss of approximately 0.15 acre of existing property from Sweetwater Creek State Park.

In accordance with Executive Order 11990, the proposed project was surveyed for waters of the U.S. A total of nine waters of the US were identified within the project area: four streams, four wetlands, and one open water. The anticipated impacts to the waters of the US include a total of 385 linear feet of stream impacts and 0.194 acre of wetland impacts. Due to the proposed impacts to the waters of the US, the project would require a Nationwide Permit 14 from the US Army Corps on Engineers (USACE).

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. No floodplains were identified within the project area.

Transportation conformity is required for Federal transportation projects in areas that have been designated by the US Environmental Protection Agency (EPA) as not meeting the national ambient air quality standards (NAAQS). These areas are called nonattainment areas if they currently do not meet air quality standards or maintenance areas if they have previously violated air quality standards, but currently meet them and have an approved maintenance plan. On January 5, 2005, the EPA designated a 20+ county metro Atlanta nonattainment area (including Douglas County) for fine particular matter, called PM<sub>2.5</sub>. This designation became effective on April 5, 2005, 90 days after EPA's published action in the Federal Register. Transportation conformity for the PM<sub>2.5</sub> standards applies as of April 5, 2006, after the one-year grace period provided by the Clean Air Act. Metropolitan PM<sub>2.5</sub> nonattainment areas are now required to have a transportation improvement program (TIP) and a long range transportation plan (LRTP) that conforms to the PM<sub>2.5</sub> standard. The projects are in the Atlanta Regional Commission's (ARC) conforming Mobility 2030 Regional Transportation Plan (RTP) and FY 2006-2011 Transportation Improvement Plan (TIP) identified as TIP numbers DO-220A and DO-220B. The Federal Highway Administration and Georgia Department of Transportation have addressed PM<sub>2.5</sub> Hot-Spot Analysis and determined the widening of Lee Road from SR 92/Fairburn Road to I-20 and improvements to the I-20 Interchange at Lee Road is not considered "a Project of Air Quality Concern" per the transportation conformity rule, and as such meets the statutory and regulatory requirements for transportation conformity without a PM<sub>2.5</sub> hotspot analysis. Further, it has been determined that this project is in compliance with the Clean Air Act and 40 CFR 93.116 requirements.

Three residential receivers would be impacted on the basis of approaching the Noise Abatement Criteria set forth by 23 CFR Part 772. Noise abatement measures, such as vegetative and structural barriers, traffic management, and alignment alterations, were considered, but none were found to be reasonable and feasible.

In compliance with Section 106 of the National Historic Preservation Act of 1966, the project has been surveyed for existing and eligible National Register properties. Two eligible National Register properties were identified. The preferred alternative would not adversely affect the historic properties.

The proposed project would not affect any threatened or endangered plant or wildlife species.

A survey for sites which may contain hazardous materials, including soil and/or water contaminated by leaking underground storage tanks, has been conducted for the proposed project. A total of twelve sites which may contain hazardous materials were identified. If contamination is encountered, then Standard Specification 107.22 Hazardous and/or Toxic Waste for USTs would be followed. Implementation of the preferred alternative would not preclude any necessary site remediation to be performed by others.

Copies of the environmental document are available at this hearing for your review or by sending your request to:

Mr. Glenn Bowman, P.E.  
State Environmental/Location Engineer  
Georgia Department of Transportation  
3993 Aviation Circle  
Atlanta, Georgia 30336-1593

Table 1  
Summary of Environmental Impacts

RESOURCE	DIRECT	INDIRECT	CUMULATIVE
Social/Environment Land Use	21.9 acres of ROW 13.6 acres of permanent easement The existing commercial, residential, and institutional land uses converting to transportation use. Marginal benefits would occur including the addition of sidewalks and a multi-use trail.	The area surrounding the Lee Road corridor would likely become more densely developed with commercial and residential property. Facilitate continued development and land use transition along the corridor	In addition to the direct impacts, the project would likely contribute to more intensely developed land uses consistent with the developmental patterns in the area of influence. Would have a positive effect by contributing to the overall sense of community designated as a goal of the <i>Douglas County Comprehensive Plan</i> .
Community Cohesion	Four owner-occupied residences Eight tenant-occupied residences Two owner-occupied businesses Five tenant-occupied businesses One vacant commercial property	Facilitate conversion of existing residential land uses to non-residential land uses or higher density residential developments. Specific indirect displacements have not been identified.	Would not contribute to a cumulative loss of housings since the overall housing availability is increasing in the area of influence.
Displacements	ROW and permanent easement would be required from the Marvelous Light Christian Ministries, Lithia Springs Assembly of God, Sweetwater Elementary School, and Lithia Springs High School. No adverse impacts to these facilities are anticipated.	Facilitate continued development in the area which may indirectly cause an increase in the local population. The added population would reduce available capacity.	Douglas County has identified the need for a new high school, fire station, police station, and an expansion of the Douglas County Courthouse and Administration Building. This cumulative impact is anticipated.
Churches, Schools & Institutions	Provides marginal benefits to the communities along the corridor by enhancing safety and capacity as well as providing sidewalks. Impacts are distributed equitably along the project corridor.	None	None
Environmental Justice/Community Impacts	No significant effects on the Douglas County tax base. Twelve residential and eight business displacements will slightly reduce the County property tax base in the short term.	Tax base is expected to increase due to new commercial and residential development.	Will contribute to the economic growth in Douglas County.

Table 1  
Summary of Environmental Impacts

RESOURCE	DIRECT	INDIRECT	CUMULATIVE
<b>Cultural Environment</b>			
Historic Structures	Two eligible properties – No Adverse Effect to both the Minter House and Smith House.	May result in the loss of historic resources within the area of influence due to future residential and commercial development.	May result in the loss of historic resources within the area of influence.
Archaeological Resources	None (no sites)	May result in the loss of archaeological resources within the area of influence.	May result in the loss of archaeological resources within the area of influence.
Cemeteries/Historic Markers	None (no sites)	None	None
Parklands/Recreation Areas/Wildlife Refuges	ROW and permanent easement would be required from a passive portion of Sweetwater Creek State Park. No adverse impacts.	None	None
Section 4(f) of the Highway Act	<i>De minimis</i> impact to the Sweetwater Creek State Park.	N/A	N/A
Section 6(f) of the Land and Water Conservation Act	Approximately 0.15 acre of land leased to Sweetwater Creek State Park would be acquired by the project. There are no encroachments of 6(f) lands.	N/A	N/A
<b>Natural Environment</b>			
Water Quality/Water Consumption	Minor impacts to water quality due to increases in impervious surfaces (roadway widening) and new drainage system.	The conversion of existing pervious services to impervious surfaces may result in an increase in storm-water runoff and non-point source pollution.	The increased development may result in an increase in water consumption throughout the area of influence.
Waters of the US	Four wetlands, four stream crossings, and one open water are encountered.  0.194 acre of wetland impacts 385 linear feet of stream impacts	As undeveloped land is converted to residential/commercial land uses, it is likely that additional Waters of the US would be affected.	Likely to contribute to additional effects to Waters of the US within the Chattahoochee River drainage basin. However, no net loss would occur. Cumulative Waters of the US no net loss means that any loss of Waters of the US in one location would be offset by the preservation or creation of waters somewhere within the same drainage basin.

Table 1  
Summary of Environmental Impacts

RESOURCE	DIRECT	INDIRECT	CUMULATIVE
Floodplains	None	None	None
Farmland	1.4 acres of prime farmland is being converted to a transportation use; however, no active farms along the project corridor.	As undeveloped land is converted to residential/commercial land uses, it is likely that available farmland will decrease.	As undeveloped land is converted to residential/commercial land uses, it is likely that available farmland will decrease.
Threatened & Endangered Species	No effect	One species listed as occurring within 1.5 miles west of project (pool sprite snorkelwort). A minimal contribution to indirect impacts to federally/state protected species due to area development.	A minimal contribution to cumulative impacts to federally/state protected species.
Neotropical/Migratory Birds	No adverse impacts	As undeveloped land is converted to residential/commercial land uses, it is likely that less suitable nesting and foraging habitat for migratory birds would be available. Indirect impacts are expected.	A minimal loss of nesting and foraging habitat for migratory birds is expected.
Invasive Species	Chinese privet, Japanese honeysuckle, mimosa, and kudzu. GDOT would take measures to prevent or minimize the spread of these species. The expected impact is minimal.	The conversion of undeveloped land to residential and/or commercial land uses could contribute to the spread of invasive species. Indirect impacts are expected.	Would contribute to the amount of invasive species infestations throughout the designated area of influence.
Physical Environment			
Noise	There are three impacted receivers	The project would contribute to the increase in traffic within the area of influence. This additional traffic would increase noise.	The increase in traffic as a result of the development in the area of influence, may add to the noise impacts along the project corridor.
Air	None	None	None
Energy/Mineral Resources	Gas pipeline – no impacts	None	None
Construction/Utilities	Temporary impacts are expected. No long term interruptions are anticipated.	None	None

Table 1  
Summary of Environmental Impacts

<b>RESOURCE</b>	<b>DIRECT</b>	<b>INDIRECT</b>	<b>CUMULATIVE</b>
USTs/Hazardous Waste Sites	There are 12 sites which may contain USTs or hazardous waste. ROW would be taken from 10 of the sites. Four incidents of leaking USTs were reported. Four spills were reported.	None	None
<b>Permits/Variations</b>			
Section 404	A Nationwide Permit 14, with 1.41 wetland mitigation credits, 1,733.25 stream mitigation credits would be required.	N/A	N/A
Stream Buffer Variance	A Stream Buffer Variance is required due to 205-foot longitudinal encroachment of a stream.	N/A	N/A

**RIGHTS OF WAY ACQUISITION  
PROJECTS MSL-0004-00(428) & NHS-0001-00 (917)  
DOUGLAS COUNTY,  
P. I. NOs. 0004428 & 0001917**

Douglas County will assist families or individuals in finding and relocating to decent, safe and sanitary housing which is adequate to meet their needs and within their financial means. Assistance will 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 in order for them to relocate. In addition, owner or tenant occupants of residential housing being displaced will 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.

The proposed project would displace 12 residences, seven business and one vacant commercial property.

In making an appraisal, the appraiser will contact each property owner and arrange a convenient time to make an on-site inspection of the property with them. After completion of the appraisal, the appraisal will be reviewed for accuracy to insure that all items relating to value have been considered in establishing the amount to be offered.

Douglas County is aware of the problems experienced by individuals, families, businesses, and nonprofit organizations when they are required to move. It is our commitment that no family or individual will be required to relocate until comparable decent, safe, and sanitary housing is available or is provided for those who are initial occupants, or adequate decent, safe, and sanitary housing is available or provided for those who are subsequent occupants. Additionally, Douglas County will provide assistance to the business in relocating to other sites and will encourage it to remain in the community.

The information pamphlet "What Happens When Your Property is Needed for a Transportation Facility" is available at the entrance. This booklet outlines the services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The brochure also outlines the eligibility requirements for receiving these payments. Douglas County will be in charge of acquiring the necessary rights of way for this project.

It is our assurance that all displacees will be given sufficient advanced notice of Douglas County's intention to purchase any property in order to allow them adequate time in which to move.

Georgia Department of Transportation  
Public Hearing Open House Comment Card  
Projects MSL-0004-00(428) and NHS-0001-00(917),  
Douglas County, P.I. Nos. 0004428 and 0001917  
February 12, 2008

*Please print responses.*

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Do you support the project?     For     Against     Conditional     Uncommitted

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

How did you hear about this meeting?     Radio     Newspaper     Signs     Word of Mouth

Was the location of the meeting convenient for you to attend?     Yes     No

If no, please suggest a general location that is more convenient to your community.

\_\_\_\_\_

Was the time of the meeting convenient for you to attend?     Yes     No

If no, please suggest a time frame that is more convenient for you. \_\_\_\_\_

Were your questions answered by the DOT personnel?     Yes     No

Do you understand the project after attending this meeting?     Yes     No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Mail To:**

*Mr. Glenn Bowman, P.E., State Environmental/Location Engineer  
Georgia Department of Transportation  
3993 Aviation Circle  
Atlanta, GA 30336-1593*