



June 29, 2010

Thank you for attending the public hearing open house for GDOT Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691), P.I. Nos. 720970-, 0006900, 0006901 and 0007691, the proposed widening and reconstruction of SR 92 from Durelee Lane in Douglas County to Nebo Road in Paulding County. In this handout package, you will find a need and purpose statement, project description, location map, summary of environmental study, right-of-way statement, and comment card.

As you enter the room, you will notice displays of the proposed project. Georgia Department of Transportation (GDOT) representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. City of Douglasville, Paulding County, Croy Engineering and Jacobs will also have representatives available to answer your questions. Please take this opportunity to discuss the project with any of these representatives. There will be no formal presentation.

You are encouraged to provide your comments. A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here, or send in written comments about the project until July 15, 2010. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental Administrator, Georgia Department of Transportation, 600 West Peachtree Street NW, 16<sup>th</sup> Floor, Atlanta, GA 30308. Comments can also be made via the web at [www.dot.ga.gov](http://www.dot.ga.gov). Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page. You may also provide your comment via the project website at [www.gahwy92.com](http://www.gahwy92.com). All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let GDOT know your view of the proposal.

The displays and plans will be available for review for ten (10) days after the public hearing open house at:

- Douglasville City Hall, 6695 Church Street Douglasville, GA 30134,
- Paulding County DOT Office, 240 Constitution Blvd, Dallas, GA 30132,
- GDOT District 6 Office, 500 Joe Frank Harris Parkway, Cartersville, GA 30120,
- GDOT District 7 Office, 5025 New Peachtree Rd, Chamblee, GA 30341, and
- GDOT Office of Environmental Services, 600 West Peachtree Street, NW – 16<sup>th</sup> Floor, Atlanta, GA 30308.

A copy of all comments received will be available for public review at these same locations as soon as compilation is completed.

Again, thank you for attending this public hearing open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager, Peter Emmanuel, at 404-631-1158, the Douglasville Community and Downtown Services Director, Marcia Hampton, at 678-715-6091, or the Paulding County DOT Preconstruction Manager, Erica Parish, at 678-224-4057.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bobby Hilliard".

Handwritten initials in blue ink, possibly "BH".

Bobby Hilliard, P.E.  
State Program Delivery Engineer

BH/lbr/mbo (Croy)

Attachments

## PROJECT DESCRIPTION

STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691)

PI #'s 720970-, 0006900, 0006901 and 0007691

Douglas and Paulding Counties

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The proposed project consists of the widening and realignment of State Route (SR) 92/Fairburn Road and SR 92/Dallas Highway from just south of Durelee Lane in Douglas County to Nebo Road in 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 (refer to attached Project Location Map). A ramp would be constructed to provide access between SR 92 and US 78/East Broad Street. The proposed project would also include the relocation and upgrade of the existing at-grade railroad crossing at McCarley Street and the closing of three existing at-grade railroad crossings in downtown Douglasville; SR 92/Dallas Highway, Mozley Street, and Brown Street. The total project length would be approximately 9.27 miles.

From just south of Durelee Lane to US 78/East Broad Street, existing SR 92/Fairburn Road consists of four 12-foot travel lanes, two in each direction, separated by a 12-foot two-way center left turn. From US 78/East Broad Street to Nebo Road, the existing roadway is variable with two and three travel lanes and approximately 8-foot shoulders, 2-foot paved. Right and left turn lanes are provided as needed throughout the corridor.

The proposed project would widen the existing roadway to provide additional travel lanes and a variable width median. The proposed typical cross-section from just south of Durelee Lane to Malone Road would consist of six 11-foot travel lanes, three in each direction, with a 20-foot raised grassed median, 12-foot shoulders consisting of curb & gutter and 5-foot sidewalk on the west side of the road, and 15-foot shoulders consisting of curb & gutter and a 10-foot multi-use path on the east side. Two 11-foot left turn lanes would be provided at Hospital Drive. Otherwise, 12-foot right and left turn lanes would be provided as needed. From Malone Road to Bill Carruth Parkway, the primary typical section would consist of six 11-foot travel lanes, three in each direction, with a 20-foot raised grassed median and 6.5-foot paved outside shoulders on both sides consisting of 4-foot bike lanes. From Bill Carruth Parkway to Nebo Road, the primary typical section would consist of four 11-foot travel lanes, two in each direction, with a 20-foot raised grassed median and 6.5-foot paved outside shoulders on both sides consisting of 4-foot bike lanes.

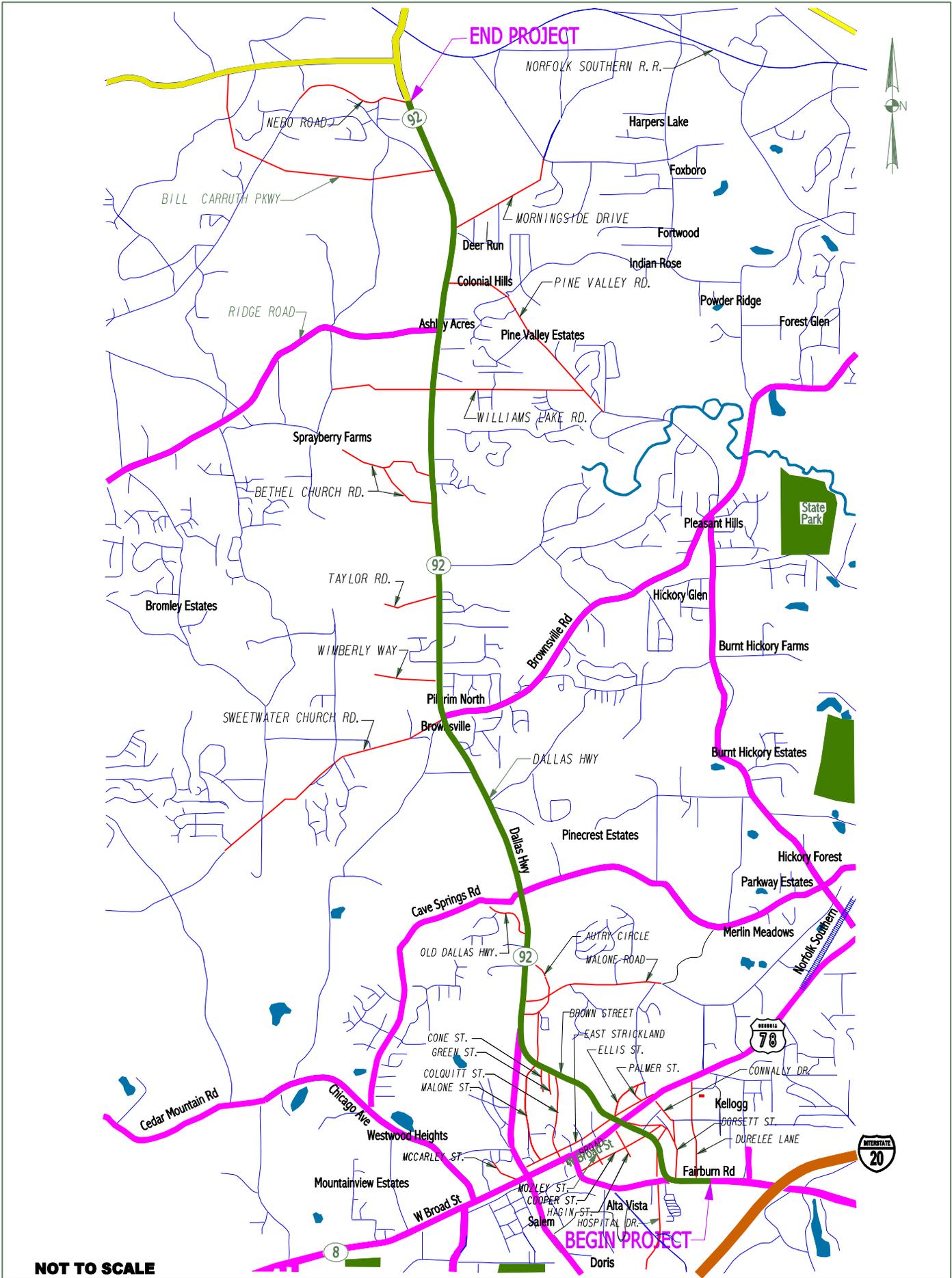
Three (3) existing at-grade vehicle railroad crossings in downtown Douglasville would be closed to vehicular traffic as a result of project implementation; the crossings at SR 92/Dallas Highway, Mozley Street, and Brown Street. One (1) at-grade railroad crossing, at McCarley Street, would be relocated and upgraded as a result of project implementation. Specifically, the McCarley Street railroad crossing would be relocated approximately eighty (80) feet to the west of its existing location. It would become a signalized intersection with US 78/East Broad Street; a 5-foot sidewalk would be added to the west side of the realigned McCarley Street railroad crossing. Curb and gutter would also be added.

The existing right-of-way along SR 92 is variable. Existing SR 92/Fairburn Road has an approximate right-of-way of 90 feet and existing SR 92/Dallas Highway has an approximate right-of-way of 100 feet. Required right-of-way along SR 92 is variable with a minimum total right-of-way width of approximately 150 feet.

Existing major structures along the proposed project corridor include the existing 47 feet by 120 feet bridge over Gothards Creek, the existing 47 feet by 280 feet bridge over Sweetwater Creek, the existing 38 foot long, 5 foot by 5 foot box culvert at the unnamed tributary of Sweetwater Creek, and the existing 47 feet by 200 feet bridge over Lick Log Creek. The existing bridges at Gothards Creek and Sweetwater Creek would be replaced to accommodate the new typical section. The bridge at Lick Log Creek would be widened to accommodate the proposed southbound lanes and three new northbound lanes. The existing 5 foot by 5 foot culvert at the unnamed tributary of Sweetwater Creek would be widened to accommodate the proposed typical section. The proposed project would also include grade-separated structures at US 78/East Broad Street, the Norfolk Southern Railroad and East Strickland Street by providing underpass bridges at these locations. The proposed US 78/East Broad Street bridge would be approximately 92 feet by 182 feet; the Norfolk Southern Railroad bridge would be approximately 36 feet by 182 feet; and the East Strickland Street bridge would be approximately 36 feet by 182 feet. Culverts would be constructed to accommodate the proposed typical cross sections at three (3) stream crossings.

Traffic would be maintained on US 78/East Broad Street and the Norfolk Southern Railroad during implementation of the Preferred Alternative. The Norfolk Southern Railroad tracks and US 78/East Broad Street would be temporarily realigned to the south of their existing locations during the construction of the railroad and US 78/East Broad Street underpass bridges. State Route 92 traffic would be maintained on the existing roadway. Traffic would be maintained during construction on all other side streets using tie-ins and temporary, on-site detours. Portions of East Strickland Street would be closed during construction of the bridges; however, access would be maintained via Brown Street and Huey Road. 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.

The existing SR 92/Fairburn Road facility would remain open after project implementation and would have access to the realigned SR 92 at an intersection that would be located approximately 800 feet to the northeast of Durelee Lane.



NOT TO SCALE

**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**

## **NEED AND PURPOSE**

STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691)

PI #'s 720970-, 0006900, 0006901 and 0007691

Douglas and Paulding Counties

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The proposed project would relocate, realign, and widen SR 92/Fairburn Road and SR 92/Dallas Highway from just south of Durelee Lane in Douglasville, Douglas County to Nebo Road in Hiram, Paulding County. It would also improve pedestrian and bicycle facilities along SR 92, and access in Douglasville and Paulding County. The proposed project would also provide a safe railroad crossing by creating a grade separated crossing and eliminating three (3) unsafe at-grade railroad crossings. The addition of a raised median would reduce the possibilities of a head-on crash. Also, directing through and truck traffic east of the congested downtown Douglasville area would help improve safety in the downtown area. With the existing and projected traffic growth for both Douglas and Paulding Counties, the proposed project would allow SR 92 to provide a roadway for vehicles traveling between the two counties.

## SUMMARY OF ENVIRONMENTAL STUDY

STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691)  
PI #'s 720970-, 0006900, 0006901 and 0007691  
Douglas and Paulding Counties

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In compliance with the 1969 National Environmental Policy Act (NEPA), the Georgia Department of Transportation has conducted an assessment of the social, economic and environmental effects for the proposed widening and realignment of SR 92 from just south of Durelee Lane in Douglasville to Nebo Road in Paulding County. The following information gives a summary of the environmental document.

Approximately twenty-four (24) commercial displacements and seventy (70) residential displacements are anticipated as a result of the proposed project. In addition, several residents will experience loss of yard. However, owners would be compensated for these losses.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. Eleven (11) jurisdictional wetlands, eighteen (18) jurisdictional streams and two (2) ponds were identified within the project's area of potential effect (APE). It is estimated that approximately 1.98 acres of wetlands, approximately 1,056 linear feet of streams and no ponds would be impacted by the proposed project.

The Georgia Department of Transportation is in need of providing wetland mitigation for this project. Land for wetland mitigation, in the form of **degraded wetlands**:

1. **must be** relatively near the project (no greater than ten miles);
2. **must not** be existing wetlands or swamp (potential restoration areas should show signs of being previously ditched or drained or converted to non-wetland use such as agriculture or silviculture); **and**,
3. **must be** easily accessible by local or state roads.

Anyone who has such property and would be willing to sell it to the state for wetland restoration, should send a letter, with a map (USGS Topographic Quad Sheet, County road map, or detailed drawing) clearly showing the location of the degraded wetland, to the address at the bottom of this summary.

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. The proposed project would not significantly encroach upon the floodplains associated with Lick Log Creek, Sweetwater Creek, and Gothards Creek. The project would not have an adverse effect on water quality within the project corridor. A U.S. Army Corps of Engineers Section 404 permit would be required for this project.

The proposed project would not exceed state and federal air quality standards, and it is consistent with the State Implementation Plan for the attainment of clean air quality in the state.

This project was reviewed by an Interagency Group consisting of representatives from the U.S. Environmental Protection Agency (EPA), FHWA, Georgia Environmental Protection Division (EPD), and the local Metropolitan Planning Organization(s) (MPO). Interagency has determined that this project is not a project of air quality concern under 40 CFR 93.123(b)(1). The Clean Air Act and 40 CFR 93.116 requirements were met without a hot spot analysis. The PM 2.5 determination was

coordinated with an inter-agency committee and the committee concurred with the determination via e-mail on July 23, 2007.

The construction of this project would result in 137 noise sensitive sites being impacted on the basis of exterior noise abatement criteria for the build scenario. A preliminary evaluation was done for thirteen (13) noise walls. Based on the preliminary cost analysis, it was determined that it would be reasonable to construct ten (10) of the proposed walls. A detailed barrier analysis will be required once plans are available to further determine the feasibility and reasonableness of each proposed noise wall with the exception of the proposed noise wall between Colquitt Street and Malone Street. This noise wall has been incorporated into the project as a result of the Mitigation Plan. Please refer to the proposed project layouts for the location of these noise walls.

In compliance with Section 106 of the National Historic Preservation Act of 1966, the project has been surveyed for existing and eligible National Register of Historic Properties (NRHP). As a result, six (6) historic properties and no archaeological sites, considered eligible NRHP resources, were identified within the proposed project's APE. The six (6) historic resources include the Lois Cotton Mill and Mill Village Historic District, the Former Georgia Western Railroad, the East Strickland Street Historic District, the Clonts-Taylor Farmstead, the Ritch Family Historic District and the Jeffers Family Cemetery. There are also two (2) cemeteries in the proposed project's APE. In addition to the Jeffers Family Cemetery, Sweetwater Memorial Park is also located along the project's corridor.

The proposed project would not affect any threatened or endangered plant or wildlife species, as none are located in or frequent the project area.

In accordance with the Farmland Protection Policy Act, the criteria of 7 CFR, Part 658 have been applied to determine project effects on farmland. Based on the assessment of these effects, no additional alternates need to be examined.

The proposed project has been surveyed for potential sites where contaminated soil and/or water from leaking underground storage tanks may exist. The twenty-two (22) potential sites that were identified are being further investigated. If contaminants are found, avoidance alternates may be considered, or applicable laws and regulations concerning the removal of toxic or hazardous material will be coordinated with the Environmental Protection Division.

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 Administrator  
Georgia Department of Transportation  
600 West Peachtree Street, NW – 16<sup>th</sup> Floor  
Atlanta, Georgia 30308

## **RIGHT-OF-WAY ACQUISITION**

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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The Georgia Department of Transportation has the responsibility once a project is approved, of appraising, purchasing property and, if required, assisting individuals, families or businesses in relocating. When purchasing property, we desire to pay full market value for the necessary property. This value will be established by using qualified real estate appraisers who will prepare, for the Department's use, written appraisals using actual sales data in the surrounding community.

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 him or her. After completion of the appraisal, our right-of-way appraisal staff will review and field check the findings for accuracy to ensure that all things relating to value have been considered in establishing the amount to be offered. When only a part of the property is needed, we will purchase that part plus pay for loss of value, if any, to the remaining property. In all cases, when the Department purchases property, we will make additional payments to property owners for the cost of transferring ownership to the Georgia Department of Transportation. These costs generally include transfer taxes, deed-recording fees, mortgage pre-payment penalties and the pro-rata share of city or county taxes.

The Department 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 occupants.

Additionally, the Department will provide assistance to businesses and nonprofit organizations in relocating to other sites and will encourage them to remain in the community.

The information pamphlet "What Happens When Your Property is Needed for a Transportation Facility" is available at the entrance, and 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.

Results of the preliminary field inspection by Department of Transportation Personnel have revealed that there will be approximately seventy (70) residences and twenty-four (24) commercial properties that will be required to relocate.

It is important to remember that the Department is committed to the principle that no one will be required to relocate until housing is available, or, if there is no housing available, until provisions have been made by the Department to provide housing. It is also important to remember that all displacees will be given sufficient advance notice of the Department's intention to purchase any property in order to allow sufficient time in which to relocate.

The Department of Transportation Office of Right of Way, located at 600 West Peachtree Street, NW, Atlanta, Georgia 30308 will be in charge of acquiring the necessary right-of-way for this project. Any additional right of way acquisition related questions or concerns should be directed to the State Acquisition Manager, Troy Byers at 404-347-0176.

**Georgia Department of Transportation**  
**Public Hearing Open House Comment Card**  
Project STP00-0186-01(011), CSSTP-0006-00(900)(901) and CSSTP-0007-00(691),  
P.I. Nos. 720970-, 0006900, 0006901 and 0007691  
Douglas and Paulding Counties

*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*

*Other* \_\_\_\_\_

**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.**

\_\_\_\_\_

\_\_\_\_\_

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**Mail To:**  
*Mr. Glenn Bowman, P.E., State Environmental Administrator*  
*Georgia Department of Transportation*  
*600 West Peachtree Street, NW – 16<sup>th</sup> Floor*  
*Atlanta, Georgia 30308*