



June 23, 2015

Thank you for attending the Public Hearing Open House for the proposed construction of a combination of multimodal, operational, and capacity improvements to State Route (SR) 9/Main Street from Upper Hembree Road to Windward Parkway in Alpharetta, Fulton County, PI Numbers 721790 and 721780. Our goal is two-fold: 1) to provide you with information on the proposed project and 2) to provide an opportunity for you to give us your comments on the proposed project. In this handout package, you will find a description of the project, a location map, summary of environmental study statement, right-of-way acquisition statement, and a comment card.

As you enter the room, please take a look at the project display. Georgia Department of Transportation (GDOT) representatives, wearing nametags, are available to discuss the project and answer your questions. There will be no formal presentation.

We hope you will take the opportunity to tell GDOT what you think. Listed below are several ways to comment on the project. Your comments are important to us and, should you provide comments by one of the methods noted below, we will respond to you in writing usually within 30 days of the close of the comment period. All comments will become part of the project's official record.

While you are attending the open house, you can **provide your comments today** by filling out the comment card provided with this handout and dropping it in the comment box, or you may choose to provide your verbal comments to the court reporter who will transcribe your comments.

You can also **provide your comments by Tuesday, July 07, 2015** by using either of the following methods:

- Online at www.dot.ga.gov/PS/Public/PublicOutreach.
 1. From the menu, select the county in which the proposed project is located and click *Go*;
 2. Then select *SR 9/Main Street Widening & Reconstruction*;
 3. Lastly, click *Comment* and follow the instructions to leave your comments.
- Mail in your comment card to Ms. Hiral Patel, P.E., Georgia Department of Transportation, 600 West Peachtree Street NW, 16th Floor, Atlanta, Georgia 30308.

The project displays and plans will be available for review for ten days after this open house at the *Information Center* at www.dot.ga.gov, described above. Hardcopies will also be available at the GDOT Area 2 Office located at 1269 Kennestone Circle, Marietta, Georgia 30066. Following the ten-day public comment period, a copy of all comments received will be available by request at the Atlanta address listed above.

Again, thank you for attending this open house. If you should have any questions or need additional information, feel free to contact the project manager, Peter Emmanuel, at (404) 631-1158 or the environmental analyst, Paul Alimia, at (404) 631-1353 of the Office of Environmental Services.

Sincerely,

A handwritten signature in blue ink that reads 'Hiral Patel'.

Hiral Patel, P.E.
State Environmental Administrator
Georgia Department of Transportation

Why We Are Here: The SR 9/Main Street Widening and Reconstruction project is needed to improve multi-modal transportation options and accessibility for the public, improve traffic flow, and reduce congestion, vehicle delay, and crashes along SR 9 through the city of Alpharetta. Existing and future traffic projections along SR 9/Main Street in the city of Alpharetta show increased levels of traffic congestion and vehicle delay at intersections along SR 9/Main Street within the project limits. Crash rates along the corridor are above the statewide average for comparable route types, and the level of service is “D” or worse for the design year 2040.

Level of service (LOS) is a qualitative system of measuring the effect of speed and travel time, traffic interruptions or restrictions, freedom of maneuver, crash frequency and severity, driving comfort and convenience, and economy. There are six levels at which a roadway can operate, represented by the letters A through F. A LOS of A occurs when volume is well below capacity and traffic is flowing freely. The lowest LOS of F occurs when the volume greatly exceeds the capacity and lengthy delays occur. For urbanized areas, such as the city of Alpharetta, LOS D is considered the lower limit of acceptable level of service. A LOS of D is approaching an unsteady flow in which speed and maneuverability are severely restricted.

Multimodal, operational, and lane capacity improvements are needed to enhance the corridor’s mobility and overall level of service. In addition, the proposed project furthers the desires of the local community to redesign SR 9/Main Street to better serve the community and to respond to regional transportation demands as outlined in the city’s Envision Main Street plan.

Project Description: The proposed project would widen the existing SR 9/main Street from Upper Hembree Road to Windward Parkway to a continuous five-lane roadway with an intermittent raised median. The proposed project includes a combination of improvements that would enhance operations, safety, and mobility for pedestrian, bicycle, and vehicular traffic on SR 9 between Upper Hembree Road and Windward Parkway. The improvements would provide a flush median, additional turn lanes, reconfigured side roads, traffic and pedestrian signal upgrades, multi-use trails for pedestrians and bicycles, other safety and operational improvements, and widening in the northern segment between Academy Street and Windward Parkway to provide a total of two through-lanes in each direction. Additional lanes are proposed at the south and west approaches to Old Milton Parkway and three legs of Windward Parkway. The proposed right-of-way varies between 88 and 120 feet wide.

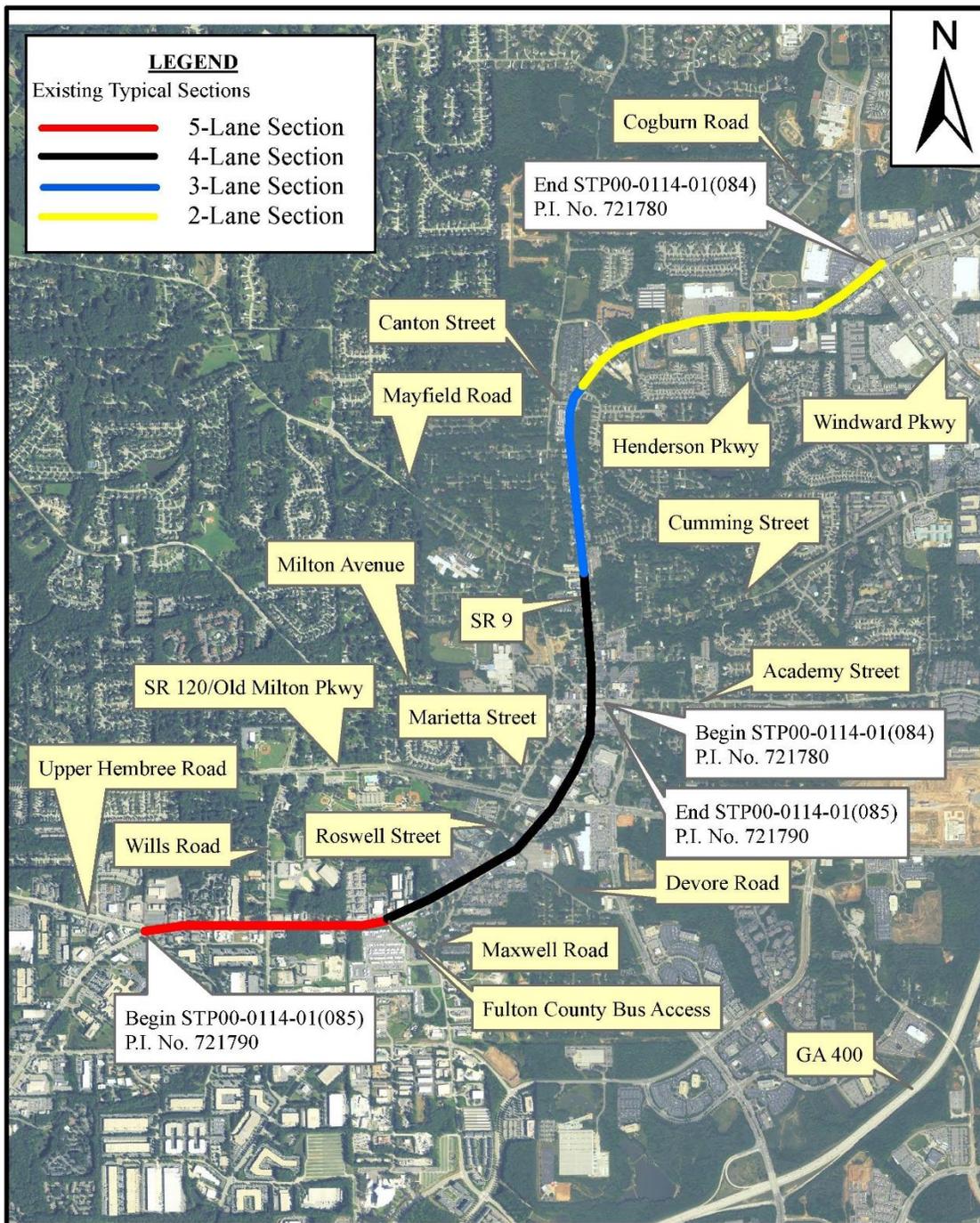
The southern portion, Project STP00-0114-01(085), P.I. no. 721790, extends from Upper Hembree Road to Academy Street. The project would reconstruct SR 9/Main Street between Upper Hembree Road and Old Milton Parkway to a continuous four-lane urban roadway (two lanes in each direction) separated by a flush median. The typical section would consist of four 10.5-foot travel lanes (two in each direction), a 12-foot median that would be raised or flush and landscaped in some locations, 17-foot shoulders with curb and gutter, a 3-foot landscape strip, and 10-foot multi-use trails for pedestrian and bicycle use. The traffic signals at the intersections of SR 9 at Upper Hembree Road/Northmeadow Parkway, Wills Road, Maxwell Road, Old Milton Parkway, and Academy Street/Milton Avenue would be upgraded. A new traffic signal would be added to the intersection of SR 9 at realigned Devore Road. Roswell Street would be closed off at its current intersection with SR 9. Devore Road would be realigned on new location to intersect SR 9 at a more desirable angle and extended to intersect with Roswell Street. A roundabout is being evaluated at the new intersection of Roswell Street and the Devore Road extension. The three side roads: Brady Place, Maxwell Street, and Devore Road would be reconstructed to intersect SR 9 at 90 degrees. Left turn lanes would be provided at all major intersections and right turn lanes would be provided at the intersections with Upper Hembree Road, Old Milton Parkway, and other intersections if feasible. The length of the proposed project is approximately 1.80 miles. Work at the intersection of Wills Road and SR 9/Main Street will require the temporary closure of Will Road. The detour will be in effect for no more than six months and will require a detour of up to two miles.

The city of Alpharetta has requested a project exception from Old Milton Parkway to Milton Avenue/Academy Street. The city has already improved the section from Old Milton Parkway to Marietta Street. The section from Marietta Street to Academy Street will be constructed by the city of Alpharetta as included in their plan to reconstruct downtown Alpharetta.

PI#(s): 721790 & 721780, County: Fulton

The northern portion, Project STP00-0114-01(084), P.I. no. 721790, extends from Academy Street to Windward Parkway. The project would widen SR 9 to a continuous four-lane urban roadway (two lanes in each direction) separated by a flush median. The project typical section would consist of four 10.5-foot travel lanes (two in each direction), 8-foot asphalt shoulders, a 12-foot median that would be raised or flush and landscaped in some locations, 19.5-foot shoulders with header curb, a 5-foot wide grass strip, and 12-foot multi-use trails for bicycles and pedestrians. The 19.5-foot shoulders and 5-foot grass strip would allow for landscaping and pedestrian lighting. The traffic signals at the intersection of SR 9 at Cumming Street, Mayfield Road, Henderson Village Parkway/Cogburn Road, Lowe’s Shopping Center, and Windward Parkway would be upgraded. Left turn lanes would be provided at all major intersections. Right turn lanes would be provided at major intersection only. The length of the proposed project is approximately 2.2 miles.

Project Location Map:



Summary of Environmental Study

In compliance with the 1969 National Environmental Policy Act, the GDOT has conducted an assessment of the social, economic and environmental effects for the proposed construction of a combination of multimodal, operational, and capacity improvements to State Route (SR) 9/South Main Street from upper Hembree Road to Windward Parkway in Alpharetta, Fulton County. The following information gives a summary of the environmental document.

Approximately **one** residential unit and **three** businesses would be displaced by the proposed project. The roadway would be placed closer to remaining residences, and loss of yard area will occur. The proposed project would result in the loss of both residential and business frontage as well as some business parking. However, owners would be compensated for these losses. Please see the right-of-way acquisition statement on the next page for more information.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. **Eleven** jurisdictional waters of the US were identified within the project's area of potential effect (APE). However, no impacts to waters of the US are anticipated.

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. The proposed project would not significantly encroach upon floodplain or floodways within the project area. 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 not 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. Concurrence with the determination regarding Particulate Matter 2.5 was received on January 6, 2010.

In accordance with current GDOT and Federal Highway Administration (FHWA) policy, the proposed project would result in traffic related noise impacts to a total of 39 receivers within the study area. *No feasible noise abatement measures were identified for these houses.*

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. **Eleven** existing or eligible historic or archaeological resources were found to be located within the project's area of potential environmental effect. For all historic and archaeological resources, the State Historic Preservation Officer made a No Adverse Effect determination under Section 106. The FHWA made a *de minimis* finding for seven of 7 of the historic resources.

The proposed project *would not* affect any threatened or endangered plant or wildlife species, as **none** are located in or frequent the project area. Marginally suitable habitat was observed for the Northern long-eared bat (*Myotis septentrionalis*), but the observed habitat was of a low quality and not likely to be utilized by this species.

In accordance with the Farmland Protection Policy Act, the criteria of 7 CFR, Part 658 have been applied to determine the project effects on farmland. Based on the assessment of these effects, the project *would not involve any farmland and 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 **30** 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 request to the GDOT Atlanta office on the first page of this handout.

Right-Of-Way Acquisition

The Georgia Department of Transportation (GDOT) 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 GDOT'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, the 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 GDOT purchases property, we will make additional payments to property owners for the cost of transferring ownership to GDOT. These costs generally include transfer taxes, deed-recording fees, mortgage pre-payment penalties and the pro-rata share of city or county taxes.

The GDOT 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, GDOT 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 greeter's table. 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 field inspection by GDOT personnel have revealed that there will be one residence and three businesses that will be required to relocate.

It is important to remember that GDOT 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 GDOT to provide housing. It is also important to remember that all displacees will be given sufficient advance notice of GDOT's intention to purchase any property in order to allow sufficient time in which to relocate.

The GDOT District Office, located in Metro Atlanta, Georgia, (770) 986-1011 will be in charge of acquiring the necessary right-of-way for this project.

Comment Card

Please print responses.

Name _____

Address _____

Do you support the project? (check your response)

- For**
- Against**
- Conditional**
- Uncommitted**

General Comments _____

How did you hear about this Open House? (check) **Newspaper** **Signs** **GDOT Website** **Radio**

Word of Mouth **Social Media** **Other** _____

Was the location of the Open House 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 GDOT personnel? **Yes** **No**

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

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
 Ms. Hiral Patel, P.E., State Environmental Administrator
 Georgia Department of Transportation
 600 West Peachtree Street, NW – 16th Floor
 Atlanta, Georgia 30308