ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0007691
CSSTP-0007-00(691)
Douglas and Paulding Counties
SR 92 improvements from Brown Street to Nebo Road - Segment 1

OFFICE Design Policy & Support

DATE July 9, 2010

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Adminstrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Kathy Zahul, State Traffic Engineer
Angela Alexander, State Transportation Planning Administrator
Paul Liles, State Bridge Engineer
Bobby Hilliard, State Program Delivery Engineer
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Jonathan Walker, Metro Atlanta District Utilities Engineer
DeWayne Comer, Cartersville District Preconstruction Engineer
Mike Lobdell, Metro Atlanta District Preconstruction Engineer
Kent Sager, Cartersville District Engineer
Bryant Poole, Metro Atlanta District Engineer
Peter Emmanuel, Project Manager
BOARD MEMBER, Congressional Districts 11 & 13

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF PROGRAM DELIVERY
PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(691)
Counties: Douglas and Paulding
P. I. Number: 0007691

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

Project Description:
The proposed project consists of the widening of existing SR 92 from Malone Road, Douglas County, to Nebo Road, Paulding County. From Malone Road to Bill Carruth Parkway, the primary typical section would consist of six travel lanes, three in each direction, with a 20-foot raised median and 10-foot rural outside shoulders, 6.5-foot paved. From Bill Carruth Parkway to Nebo Road, the primary typical section would consist of four travel lanes, two in each direction, with a 20-foot raised median with 10-foot rural outside shoulders, 6.5-foot paved. The 6.5-foot paved shoulders will include a 4-foot bike lane.

Submitted for approval:

DATE 4.8.10	CROY ENGINEERING Design Consultant Name and Firm Name
DATE 4-8-10	Local Government (Paulding County)
DATE	Design Phase Office Head
DATE 4-8-10	Bobby Hilliard Office Head (Project Manager's Office)
DATE 4-8-10	Project Manager

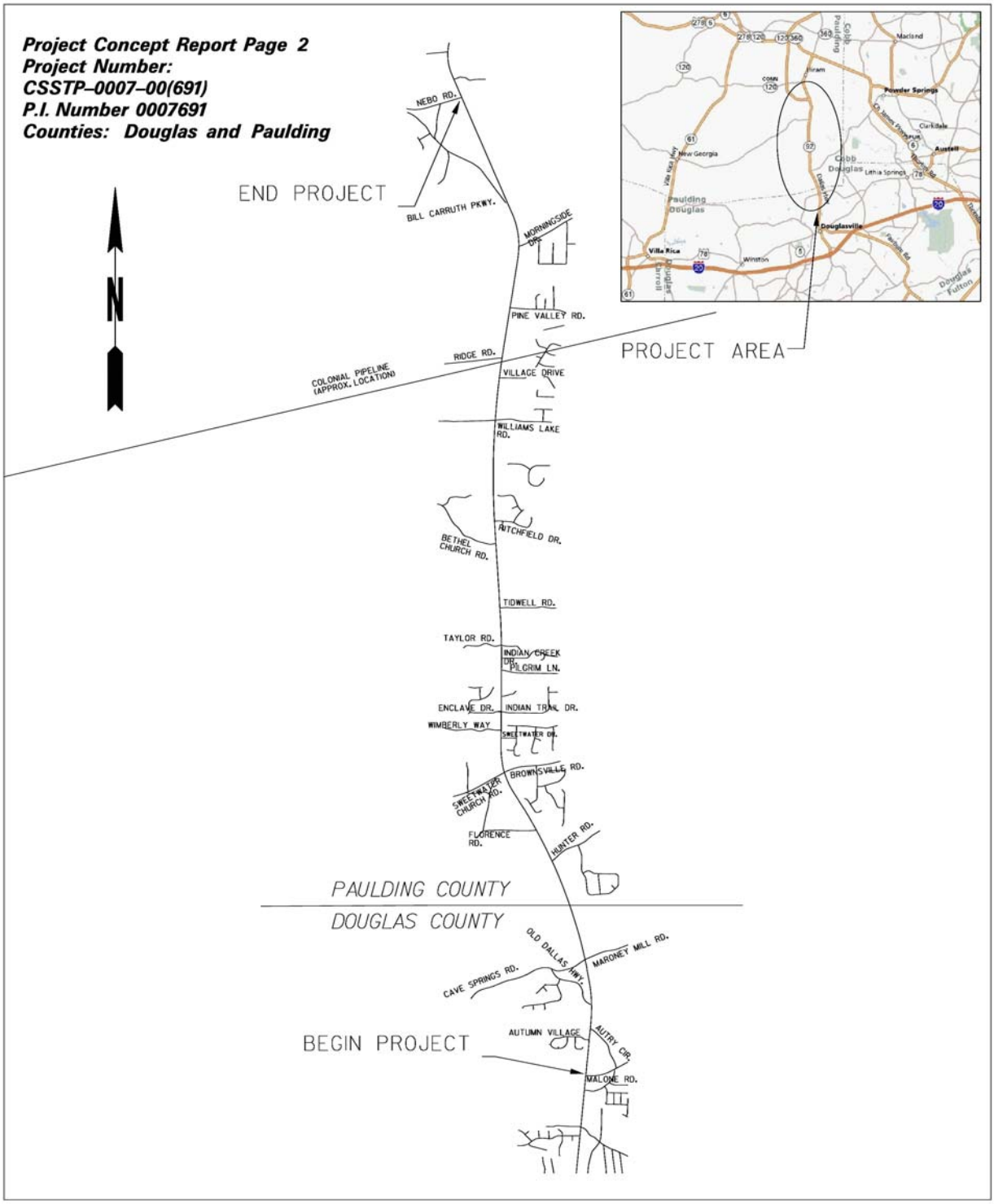
Recommendation for approval:

DATE	State Utilities Engineer
DATE	Program Control Administrator
DATE 5/7/2010	GLENN BOWMAN (ON FILE) State Environmental Administrator
DATE 4/30/2010	KATHY ZAHUL (ON FILE) State Traffic Operations Engineer
DATE 4/18/2010	RON WISHON (ON FILE) Project Review Engineer
DATE 5/10/2010	KENT SACHER (ON FILE) District Engineer
DATE 6/1/2010	PAUL LILES (ON FILE) State Bridge Design Engineer
DATE	State Transportation Financial Management Administrator

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

DATE 5-4-2010 — State Transportation Planning Administrator

*currently programmed in RTP/TIP as four lanes. Approval is pending coordination of six lanes with ARC and verification of future traffic. aya.



S.R. 92 - PAULDING COUNTY
LOCATION MAP

NEED AND PURPOSE:

A. Background

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

The proposed project is consistent with Atlanta Regional Commission's (ARC's) Envision6 Regional Transportation Plan and ARC's FY 2008-2013 Transportation Improvement Program (TIP). The project is identified as project number PA-092A in both plans.

B. Proposed Improvements

The proposed project would widen existing SR 92/Dallas Highway from Malone Road in Douglas County, to Nebo Road in Paulding County. The proposed project would provide a continuous multi-lane corridor from the City of Douglasville to the City of Hiram. Furthermore, the proposed project, in conjunction with other projects in the Georgia Department of Transportation (GDOT) Construction Work Program (CWP) and the ARC's TIP, would provide a continuous multi-lane north-south corridor from I-20 to SR 120 in eastern Paulding County.

C. Logical Termini

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

The northern terminus at Nebo Road is located at the termini of other GDOT programmed projects along the SR 92 corridor. Currently, SR 92/Dallas Highway is two (2) lanes until Nebo

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

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

D. Other Projects in the Area

ARC Project #	GDOT P.I. #	Description	Service Type	Status
DO-282A	0006900	Metro Arterial Connector – SR 92 Realignment Phase I – Underpass. At US 78 (Broad Street) and NS Rail Line	General Purpose Roadway Capacity	ROW – 2012 CST – 2015
DO-282B	0006901	Metro Arterial Connector – SR 92 Realignment Phase II. From SR 92 (Fairburn Road) south of Hospital Drive to US 78 (Broad Street)	General Purpose Roadway Capacity	ROW – 2012 CST – 2015
DO-282C	720790-	Metro Arterial Connector – SR 92 Realignment Phase III.	General Purpose Roadway Capacity	ROW – 2012 CST – 2016
DO-AR-BP072B	0009390	Malone Rd. Sidewalks from SR 92 (Dallas Highway) to Hunters Ridge Dr.	Pedestrian Facility	CST - 2011
AR-H-201	0003165	I-20 West Managed Lanes from SR 6 to Bright Star Road	Managed Lanes – Auto/Bus	ROW – 2014
DO-009	0004425	Durelee Lane Extension from current end of Durelee Lane to Dorris Road	General Purpose Roadway Capacity	Let to CST – 2009
DO-281	0007149	SR 92 (Dallas Highway) at Thompson Street/Forrest Avenue	Roadway Operational Upgrades	ROW - 2010
AR-610	0007924	Park and Ride Facilities for Xpress Bus Service in the vicinity of the City of Hiram	Transit Facilities	Under Construction
PA-015	S000163	Bill Carruth Parkway (formerly West Hiram Parkway) from SR 92 near intersection of Panter School Rd to intersection of US 278 and SR 120	General Purpose Roadway Capacity	ROW -2011 CST – Long Range
PA-016	0004688	East Hiram Parkway from intersection of SR 92 and SR 120 Connector to US 278	General Purpose Roadway Capacity	CST - 2011

ARC Project #	GDOT P.I. #	Description	Service Type	Status
		between Metromont Road and Poplar Springs Road		
PA-027	632921-	SR 92 at Southern Rail Line in downtown Hiram	Bridge Capacity	CST – 2016
PA-038	0006930	Ridge Road from SR 92 to SR 61	General Purpose Roadway Capacity	ROW – 2010 CST – Long Range
PA-092B1	621720-	Metro Arterial Connector - SR 92 (Hiram Acworth Highway) from Nebo Road to SR 120	General Purpose Roadway Capacity	ROW – 2015 CST – 2017

Source: ARC's Envision 6 RTP and FY 2008-2013 TIP

E. Existing and Proposed Traffic

A capacity analysis within the project area was performed for the existing 2006 and future 2037 build and no-build traffic conditions to determine the impact of the project. (See Attachment 4 for Concept Traffic Study) The analysis took into account anticipated developments and known Developments of Regional Impacts (DRIs) in the general project area. Using procedures based on the Highway Capacity Manual, this analysis determines the operating level-of-service (LOS) for roadway sections and intersections. Level of service is a qualitative system of measurement that measures the effect of speed and travel time, traffic interruptions or restrictions, freedom to maneuver, driving comfort and convenience, and economy. Traffic speed is the major factor used in identifying the LOS. The ratio of service volume to capacity is a second accompanying factor. Six LOS are defined for each type of facility for which analysis procedures are available. The LOS are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS A describes an operating condition of free flow with low volumes and high speed. LOS B describes an operating condition of stable flow with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and driving lane. LOS C describes an operating condition still in the range of stable flow; however, speed and maneuverability are more closely controlled by the higher volume of traffic. LOS D describes an operating condition of high density and is approaching unstable flow. Although tolerable operating speeds are maintained, they can be significantly affected by changes in operating conditions. LOS E describes an operating condition at or near the capacity level with unstable flow and short stoppages. Driver frustration is generally high. LOS F describes an operating condition of forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount of traffic that can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop and go waves and are extremely unstable. For intersections, the LOS is determined based on intersection delay for each approach.

The results of the year 2006 existing roadway capacity analysis indicates that the existing roadway sections for this segment of the SR 92 corridor experience LOS D or better conditions for both AM and PM peak hours in both directions. However, the results of the year 2037 no-build roadway capacity analysis indicates that LOS F conditions are anticipated for roadway segments from US 78/East Broad Street to Brownsville Road and LOS D or better conditions from Brownsville Road to Nebo Road. The LOS reflects the relatively large spacing between signalized intersections in that area. However, as indicated in the intersection analysis for this

section, LOS F conditions are anticipated for most intersections under the no-build condition. Another reason for the LOS D conditions in the Paulding County portion of SR 92 is the difference in traffic volumes assumed under the build and no-build conditions, since it is anticipated that project implementation would draw traffic from other corridors.

Future traffic volumes were estimated through an analysis of traffic counts, existing turning movement counts, and traffic projections from the ARC travel demand mode. The traffic analysis indicates a need for 6 through lanes from Malone Road to Bill Carruth Parkway to accommodate design year 2037 daily traffic volumes which are projected to be greater than 40,000 vehicles per day. The traffic analysis further indicates a need for 4 through lanes from Bill Carruth Parkway to Nebo Road to accommodate design year 2037 daily traffic volumes of 28,000 vehicles per day.

The roadway capacity was examined for SR 92 segments under the build condition. Both 4-lane and 6-lane build conditions were analyzed at key intersections. The 4-lane divided cross section results were LOS E to LOS F operations in all sections south of Bill Carruth Parkway during the critical PM peak hour. North of Bill Carruth Parkway, the SR 92 traffic volumes are reduced significantly due to travel via Bill Carruth Parkway; therefore, a 4-lane divided roadway cross section results in LOS D or better conditions north of Bill Carruth Parkway.

F. Crash Information

The existing facility does not provide a median or pedestrian facility along this section of SR 92/Dallas Highway. The crash data for the three most recent consecutive years of data available along existing SR 92/Dallas Highway (2006 through 2008), indicate that the crash rate along this section of roadway is lower than the statewide average for similar type roadways. The statewide average for urban minor arterials is 471 crashes per 100 million vehicle miles traveled (MVMT), based on 2008 data. This information is detailed in Table 1. The crash/injury/fatality statistics are detailed in Table 2.

Table 1: Automobile Crash Rates on SR 92

Crash Analysis Section	Year	Number of Crashes	Crash Rate (100MVMT)	Statewide Average
SR 92 from Nebo Road to Brownsville Road				
	2006	99	329	531
	2007	109	446	514
	2008	84	369	471

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

Table 2: Crash/Injury/Fatality Statistics

Crash Analysis Section	Year	Number of Crashes	Number of Injuries	Number of Fatalities
SR 92 from Nebo Road to Brownsville Road				
	2006	99	44	1
	2007	109	40	1
	2008	84	25	0

Source: GDOT Crash Database.

G. Need and Purpose Statement

The purpose of the project is to improve north-south mobility between Douglas and Paulding Counties and between the Cities of Hiram and Douglasville, as well as to alleviate congestion on the SR 92 corridor. Existing and future traffic projections along the SR 92 corridor, between Hiram and Douglasville, show increased levels of traffic congestion. The proposed project would improve the level of service on this heavily traveled corridor.

The addition of a raised median would allow for left turn lanes to separate left-turning vehicles from through traffic and would significantly reduce the likelihood of a head-on collision. Pedestrian crossing would also be improved along SR 92/Dallas Highway with the addition of bicycle lanes within the paved shoulder, the addition of signalized intersections, and the provision of a median to provide a mid-way pedestrian refuge.

DESCRIPTION OF THE PROPOSED PROJECT:

The proposed project would widen existing SR 92 from Malone Road, in Douglas County, to Nebo Road, in Paulding County. The proposed project would widen the existing roadway to provide additional travel lanes and a variable width median. The existing roadway is 2 lanes with approximately 8-foot shoulders, 2-foot paved. From Malone Road to Bill Carruth Parkway, the primary typical section would consist of six travel lanes, three in each direction, with a 20-foot raised median and 10-foot rural outside shoulders, 6.5-foot paved. From Bill Carruth Parkway to Nebo Road, the primary typical section would consist of four travel lanes, two in each direction, with a 20-foot raised median with 10-foot rural outside shoulders, 6.5-foot paved. The raised median will be widened to 24 feet at median openings. The 6.5-foot paved shoulders will include a 4-foot bike lane. The existing right-of-way on SR 92 is approximately 100 feet. Approximately 60 feet of additional right-of-way would be required for a total right-of-way width of approximately 160 feet.

Is the project located in a PM 2.5 Non-attainment area? _X_Yes ____No

Is the project located in an Ozone Non-attainment area?_X_Yes ____No

The proposed concept widens SR 92 from 2 to 6 lanes from Malone Road to Bill Carruth Parkway and from 2 to 4 lanes from Bill Carruth Pkwy to Nebo Road. The conforming plans model description, as reflected in the 2008-2013 TIP, indicates widening from 2 to 4 lanes for the length of the project. The proposed project is identified in the ARC's Envision6 RTP and the FY 2008-2013 TIP as project PA-092A, SR 92 (Hiram Douglasville Highway). The service type programmed is General Purpose Roadway Capacity. The proposed open to traffic year in the plan is 2020.

PDP Classification: Major _X_ Minor _____

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

Functional Classification:

Urban Minor Arterial	Urban Collector Street	Urban Local Street
SR 92	Malone Road	Cave Springs Road
Brownsville Road	Sweetwater Church Road	Maroney Mill Road
Ridge Road	Nebo Road	Tidwell Road
Bill Carruth Parkway	Florence Rd	Bethel Church Road
	Hunter Rd	Pine Valley Road
	Williams Lake Rd	Brickleberry Way
	Morningside Drive	Autry Circle
		Old Dallas Hwy
		Taylor Rd
		Sweetwater Drive
		Wimberly Way
		Indian Trail Dr
		Enclave Rd
		Pilgrim Ln
		Indian Creek Dr
		Ritchfield Dr
		Village Dr

U. S. Route Number(s): None **State Route Number(s): 92**

Traffic (AADT):

	Base Year: (2017) VPD		Design Year: (2037) VPD	
Road Name	**South**	**North**	**South**	**North**
Malone Road	24,880	24,660	47,850	47,430
Bill Carruth Parkway	28,740	20,240	44,970	28,620
Nebo Road	20,240	22,410	28,620	32,800

Existing design features:

- **Typical Section:** SR 92 typical section varies from 2 to 3 travel lanes with approximate 8-foot shoulders, with 2-foot being paved.

- **Posted speed**

Posted speed	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph
Mainline							
SR 92							X
Cross Street							
Malone Road			X				
Cave Springs Road			X				
Maroney Mill Road			X				
Tidwell Road		X					
Sweetwater Church Road				X			
Brownsville Road			X				
Bethel Church Road			X				
Williams Lake Road (west of SR 92)				X			
Williams Lake Road (east of SR 92)	X						
Ridge Road					X		
Pine Valley Road				X			
Morningside Drive			X				
Bill Carruth Parkway					X		
Nebo Road						X	
Florence Rd			X				
Hunter Rd			X				
Brickleberry Way	X						
Autry Circle	X						
Old Dallas Hwy			X				
Taylor Rd	X						
Sweetwater Drive	X						
Wimberly Way	X						
Indian Trail Dr	X						
Enclave Rd	X						
Pilgrim Ln	X						
Indian Creek Dr	X						
Ritchfield Dr	X						
Village Dr	X						

- **Maximum degree of curvature:**

Maximum degree of curvature	0 º	2 º	3 º	4 º	7 º	8 º	10 º	13 º	14 º	17 º	20º+
Mainline											
SR 92		X									
Cross Street											
Malone Road			X								
Cave Springs Road									X		
Maroney Mill Road						X					
Tidwell Road						X					
Sweetwater Church Road	X										
Brownsville Road			X								
Bethel Church Road										X	
Williams Lake Road								X			
Ridge Road	X										
Pine Valley Road	X										
Morningside Drive							X				
Bill Carruth Parkway			X								
Nebo Road				X							
Florence Rd									X		
Hunter Rd									X		
Brickleberry Way											X
Autry Circle											X
Old Dallas Hwy									X		
Taylor Rd									X		
Sweetwater Drive	X										
Wimberly Way					X						
Indian Trail Dr									X		
Enclave Rd											X
Pilgrim Ln									X		
Indian Creek Dr	X										
Ritchfield Dr									X		
Village Dr				X							

- **Maximum grade:**

Maximum grade	0.5%	2%	3%	4%	4.5%	5%	7%	8%	12%	0 to 12%
Mainline										
SR 92							X			
Cross Street										
Malone Road				X						
Cave Springs Road						X				
Maroney Mill Road						X				
Tidwell Road				X						
Sweetwater Church Road			X							
Brownsville Road			X							
Bethel Church Road									X	
Williams Lake Road		X								
Ridge Road	X									
Pine Valley Road					X					

Maximum grade - Continued	0.5%	2%	3%	4%	4.5%	5%	7%	8%	12%	0 to 12%
Morningside Drive								X		
Bill Carruth Parkway				X						
Nebo Road	X									
Florence Rd				X						
Hunter Rd						X				
Brickleberry Way		X								
Autry Circle		X								
Old Dallas Hwy							X			
Taylor Rd									X	
Sweetwater Drive								X		
Wimberly Way								X		
Indian Trail Dr						X				
Enclave Rd		X								
Pilgrim Ln								X		
Indian Creek Dr							X			
Ritchfield Dr				X						
Village Dr				X						

- **Width of right of way**:

Width of right of way	30	40	50	60	80	100	300
Mainline							
SR 92						X	
Cross Street							
Malone Road						X	
Cave Springs Road				X			
Maroney Mill Road			X				
Tidwell Road				X			
Sweetwater Church Road					X		
Brownsville Road					X		
Bethel Church Road				X			
Williams Lake Road				X			
Ridge Road					X		
Pine Valley Road				X			
Morningside Drive			X				
Bill Carruth Parkway							X
Nebo Road					X		
Florence Rd		X					
Hunter Rd				X			
Brickleberry Way			X				
Autry Circle		X					
Old Dallas Hwy		X					
Taylor Rd	X						
Sweetwater Drive		X					
Wimberly Way			X				
Indian Trail Dr		X					
Enclave Rd		X					
Pilgrim Ln			X				
Indian Creek Dr		X					
Ritchfield Dr		X					
Village Dr			X				

- **Major structures:**

Structure ID	Bridge	Length	Width	Sufficiency Rating
223-0035-0	Gothards Creek	120	47.2	93.22
223-0036-0	Sweetwater Creek	280	47.2	93.22
223-0009-0	Sweetwater Creek Tributary	38	5 x 5	81.87
223-0042-0	Lick Log Creek	200	47.2	87.57

- **Major interchanges or intersections along the project:**

Road Name	Interchanges	Intersections
SR 92 at Malone Road		X
SR 92 at Cave Springs Road/Maroney Mill Road		X
SR 92 at Sweetwater Church Road/Brownsville Road		X
SR 92 at Williams Lake Road		X
SR 92 at Ridge Road		X
SR 92 at Pine Valley Road		X
SR 92 at Bill Carruth Parkway		X
SR 92 at Nebo Road		X

- **Existing length of roadway segment and the beginning mile logs for each county segment:** The existing length of roadway segment is 6.8 miles (1.2 miles in Douglas County and 5.6 miles in Paulding County). The beginning mile log is 12.73 (Douglas County). The Paulding County section begins at the county line at mile log 0.0.

Proposed Design Features:

- **Proposed typical sections:** SR 92 Typical Section from Malone Road to Bill Carruth Parkway consists of six 11-foot lanes with a 20-foot raised median and 10-foot rural outside shoulders, 6.5-foot paved, on both sides. SR 92 Typical Section from Bill Carruth Parkway to Nebo Road consists of four 11-foot lanes with a 20-foot raised median and 10-foot rural outside shoulders, 6.5-foot paved, on both sides. The medians will be widened to 24 feet at median breaks. Bike lanes are included within the paved shoulders. Left turn only lanes will be added within the width of the median where required. Right turn only lanes will be added within the shoulder where required.
- **Proposed Design Speed Mainline**: SR 92 55 mph
- **Proposed Maximum grade Mainline:** 5% **Maximum grade allowable:** 5%.
- **Proposed Maximum grade Collector:** 8% **Maximum grade allowable:** 8%.
- **Proposed Maximum grade Local street:** 12% **Maximum grade allowable:** 12%.
- **Proposed Maximum grade driveway:** Commercial 11% Residential 15%
- **Proposed Maximum degree of curve:** 2° **Maximum degree allowable:** 4° 48’
- **Proposed Maximum super-elevation rate:** 6%
- **Right of way**
  - **Width:** SR 92 - 160 ft
  - **Easements:** Temporary ( ), Permanent (X), Utility ( ), Other ( ).
  - **Type of access control:** Full ( ), Partial ( ), By Permit (X), Other ( ).
  - **Number of parcels:** 96 **Number of displacements:**
    - **Business:** 0
    - **Residences:** 10
    - **Mobile homes:** 0
    - **Other:** 0

- **Major structures:**
  - **Bridges:**
    Three existing bridges, at Gothards Creek, Sweetwater Creek and Lick Log Creek, will be widened to accommodate the new typical section. The Gothards Creek bridge will be 120 ft long and 106 ft wide parapet to parapet. The sufficiency rating for the existing bridge is 93.22. The Sweetwater Creek bridge will be 280 ft long and 106 ft wide parapet to parapet. The sufficiency rating for the existing bridge is 93.22. The Lick Log Creek bridge will be 200 ft long and 106 ft wide parapet to parapet. The sufficiency rating for the existing bridge is 87.57.
  - **Retaining walls:** None anticipated
  - **Noise Barriers:** A preliminary noise evaluation was preformed along the project corridor. Based on the preliminary cost analysis, it was determined that it would be reasonable to construct five (5) of the proposed barriers. A detailed barrier analysis would be required to further determine the feasibility and reasonableness of each proposed noise wall. The five noise barriers are proposed along SR 92 at the following locations; a 600-ft noise barrier is proposed along the west side of SR 92 between Malone Road and Autumn Village, a 1,250-ft noise barrier is proposed along the east side of SR 92 between Hunter Road and Brownsville Road, a 580-ft noise barrier is proposed along the east side of SR 92 between Brownsville Road and Sweetwater Drive, a 670-ft noise barrier is proposed along the east side of SR 92 between Sweetwater Drive and Indian Trail, and a 400-ft noise barrier is proposed along the east side of SR 92 between Bethel Church Road and Ritchfield Drive.
  - **Culverts:** One existing 5'x 5' culvert at Sweetwater Creek Tributary will be lengthened to include the widening.

- **Major intersections and interchanges:**

Road Name	Interchanges	Intersections
SR 92 at Malone Road		X
SR 92 at Cave Springs Road/Maroney Mill Road		X
SR 92 at Sweetwater Church Road/Brownsville Road		X
SR 92 at Bethel Church Road		X
SR 92 at Williams Lake Road		X
SR 92 at Ridge Road		X
SR 92 at Pine Valley Road		X
SR 92 at Morningside Drive		X
SR 92 at Bill Carruth Parkway		X
SR 92 at Nebo Road		X

- **Median Openings and Signal Locations:**

Road Name	Proposed		Existing Signal Location
	Median Opening	Signal Location	
SR 92 at Malone Road	X	X	
SR 92 at Cave Springs Road/Maroney Mill Road	X		X
SR 92 at Hunter Road	X		
SR 92 at Sweetwater Church Road/Brownsville Road	X		X
SR 92 at Indian Trail Drive/Enclave Drive	X		
SR 92 at Tidwell Road	X		
SR 92 at Bethel Church Road	X	X	
SR 92 at Williams Lake Road	X		X
SR 92 at Ridge Road	X		X
SR 92 at Pine Valley Road	X		X
SR 92 at Morningside Drive	X		X
SR 92 at Bill Carruth Parkway	X		X
SR 92 at Nebo Road	X		X

- **Traffic control during construction:** Traffic to be maintained on-site during construction. Construction of SR 92 will incorporate construction staging to allow continuous movement.
- **Transportation Management Plan Anticipated:** Yes ( ) No (X)
- **Design Exceptions to controlling criteria anticipated:**

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

- **Design Variances:** None anticipated
- **Environmental concerns:** Three historic resources eligible for inclusion in the National Register of Historic Places, two cemeteries, four churches, five potential Underground Storage Tanks (UST's), seven potential hazardous waste sites, ten wetlands, twelve streams, longitudinal encroachment into the vegetative buffer of five streams.
- **Anticipated Level of environmental analysis:**
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical exclusion anticipated ( ),
  - Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) (X), or
  - Environmental Impact Statement (EIS) ( ).

- **Utility involvements:**

	Paulding County:	Douglas County:
GDOT	X	
Atlanta Gas Light	X	X
Atlanta (Transmission)	X	
Austell Gas System		X
AT & T	X	
AT & T		X
Colonial Pipeline Company	X	
Comcast Cable	X	
Comcast Communication		X
Douglas County DOT		X
Douglas County Water & Sewer Authority		X
MCI Communications		X
Georgia Power (Distribution)	X	
Georgia Power Transmission	X	X
Georgia Power Company (2)		X
Greystone Power	X	
Greystone Power Corporation		X
Paulding County Water	X	
Verizon		X
Quest		X
Paulding County Dept. of Transportation	X	

- **VE Study Anticipated:** Yes (X) No( ) (VE Study approved on 08-10-2009)
- **Benefit/Cost Ratio:** 4.78 (design)

Project Cost Estimate and Funding Responsibilities:

	PE		ROW*	UTILITY	CST	**ECOLOGY MITIGATION
By Whom	**GDOT**	**Paulding County**	**GDOT**	**GDOT**	**GDOT**	**GDOT**
$ Amount	**$1,000,000**	**$300,000 ++**	**$9,196,000***	**$3,348,212**	**$37,783,874**	**$521,668**

** CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment. **See Attachment 12 for Ecology Mitigation Cost Breakdown.*

Project Activities Responsibilities:

- Design: GDOT
- Right of Way Acquisition: GDOT
- Right of Way Funding: GDOT
- Relocation of Utilities: GDOT, Utility Companies
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: GDOT
- Environmental Studies/Documents/Permits: GDOT, Paulding County
- Environmental Mitigation: GDOT, Paulding County

Coordination:

- Initial Concept Team Meeting: February 22, 2006 (See Attachment 6 for Meeting Minutes)
- Concept Team Meeting: April 20, 2006 (See Attachment 6 for Meeting Minutes)
- Final Concept Team Meeting: February 11, 2010 (See Attachment 7 for Meeting Minutes)
- P. A. R. meetings, dates and results – P.A.R. held in October, 2007. No comments received from agencies.
- FEMA, USCG, and/or TVA- Not Applicable
- Public involvement:
    - May 30, 2006 – PIOH in Douglasville. A total of 416 people attended the Public Information Open House (PIOH) held for the subject project on May 30, 2006 at the City of Douglasville Conference Center, located at 6701 Church Street, Douglasville, Georgia. A total of 158 comments were received at the open house and during the ten-day comment period following the open house. They are summarized as follows: 20 opposed, 33 in support, 31 uncommitted and 74 conditional. The vast majority of the comments received that were against, uncommitted or conditional were opposed to the proposed closing of the Campbellton St/Dallas Highway railroad crossing associated with the Douglas County units. Representatives from the City of Douglasville, GDOT, and Croy Engineering attended the meeting.
    - August 8, 2006 – PIOH in Paulding County. A total of 106 people attended the Public Information Open House held for the subject project on August 8, 2006 at the gym located at Taylor Farm Park, 1380 Pine Valley Road, Powder Springs, Georgia. A total of 16 comments were received at the open house and during the ten-day comment period following the open house. They are summarized as follows: 2 opposed, 8 in support, 6 uncommitted and 0 conditional. In addition, during the public comment period, a petition with 503 signatures was received opposing the proposed railroad crossing closures in downtown Douglasville. Representatives from the City of Douglasville, Paulding County, GDOT and Croy Engineering attended the meeting.
    - October 27, 2009 – PIOH in Douglasville. A total of 420 people attended the PIOH held at Stewart Middle School in Douglasville. A total of 94 comments were received at the open house and during the ten-day comment period following the open house. They are summarized as follows: 5 opposed, 52 in support, 9 uncommitted and 28 conditional. The major concerns included a strong desire to see the proposed project constructed earlier and right-of-way concerns. Concerns also included noise walls, median breaks, access and non-vehicular facilities. Representatives from the City of Douglasville, Paulding County, GDOT, Croy Engineering and Jacobs attended the open house.
    - July, 2010 – PHOH to be held.
- Local government comments. Paulding County government is in support of the project and is providing funding for Concept Design and environmental studies.
- Other coordination to date: None
- Railroads: N/A

Scheduling – Responsible Parties' Estimate:

- Time to complete the environmental process: 10 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: 18 Months.
- Time to complete final construction plans: 12 Months.
- Time to complete purchase of right of way: 30 Months.
- List other major items that will affect the project schedule: None anticipated

Other alternates considered:

- Alternative A- No Build- No action would be taken to improve current conditions
- Alternative B- End six-lane section at Intersection of Sweetwater Church Road/Brownsville Road. The SR 92 Widening would be reduced from six lanes to four lanes at the intersection with Sweetwater Church Road/Brownsville Road. The alternative was rejected because of the recommendation of the Traffic Study.
- Alternative C- Alignment to avoid UST sites. The alignment would avoid UST sites at the intersections of Cave Springs Road/Maroney Mill Road, Sweetwater Church Road/Brownsville Road, and Ridge Road. The alternative was rejected because of the multiple horizontal curves and property impacts.

Comments:

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

Project Prioritization Information	
P.I.#	0007691
Tier #	1
Score #	50
B/C Ratio	2.26
Reduces delay by (VHT)	3172 hrs

Attachments:

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

Concur: _____
Director of Engineering

Approve: _____ Date: 7/7/2010
Chief Engineer

SCORING RESULTS AS PER TOPPS 2440-2

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

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

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

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

Attachment 1:

Detailed Cost Estimates:

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

Print Form

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSSTP-0007-00(691), Douglas & Paulding Co.

OFFICE Program Delivery

Widening and Reconstruction of SR 92 from Malone Road in Douglas County to Nebo Road in Paulding County

DATE May 12, 2010

P.I. No. 0007691

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

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MNGT LET DATE 07/15/2015

PROJECT MANAGER Peter B. Emmanuel

MNGT R/W DATE 06/15/2012

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**	
CONSTRUCTION	$ 47,567,000	DATE	01/06/2009
RIGHT OF WAY	$ 9,196,000.00	DATE	05/12/2008
UTILITIES	$ N/A	DATE	N/A

REVISED COST ESTIMATES

CONSTRUCTION*	$ 37,783,873.95
RIGHT OF WAY	$ 9,196,000.00
UTILITIES**	$ 3,348,212.00

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

** Costs contain 0 % contingency.

REASON FOR COST INCREASE

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

Revised: February 9, 2009

CONTINGENCY SUMMARY

Construction Cost Estimate:	$ 29,333,836.57	(Base Estimate)
Engineering and Inspection:	$ 1,466,691.83	(Base Estimate x 5 %)
Construction Contingency:	$ 0	(Base Estimate x 0 %)
		(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 3,097,165.25	(From attached worksheet)
Total Liquid AC Adjustment	$ 3,886,180.30	(From attached worksheet)
Construction Total:	**$** 37,783,873.95	
Utility Cost Estimate:	$ 3,348,212.00	
Utility Contingency:	$ 0	0 %
Utility Total:	**$** 3,348,212.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
GreyStone Power	1,084,680.00
AT&T - Georgia	250,000.00
Paulding County Water	1,581,782.00
Douglas County Water	431,750.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

Estimate Report for file "SR 92 - PAULDING CONSTRUCTION COST"

Section BASE/PAVING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5100	320000	SY	17.55	GR AGGR BASE CRS, 10 INCH, INCL MATL	5616000.0
402-3121	59000	TN	64.41	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	3800190.0
402-3130	28000	TN	68.66	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1922480.0
402-3192	37500	TN	62.64	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	2349000.0
413-1000	16000	GL	2.08	BITUM TACK COAT	33280.0
				Section Sub Total:	**$13,720,950.00**

Section BRIDGES

Item Number	Quantity	Units	Unit Price	Item Description	Cost
001-0001	7500	SF	100.0	GOTHARDS CREEK BRIDGE	750000.0
001-0002	17500	SF	100.0	SWEET WATER CREEK BRIDGE	1750000.0
001-0003	12500	SF	100.0	LICK LOG CREEK BRIDGE	1250000.0
433-1000	4000	SY	122.41	REINF CONC APPROACH SLAB	489640.0
				Section Sub Total:	**$4,239,640.00**

Section CLEARING & GRUBBING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
009-0001	1	Lump Sum	860000.0	CLEARING & GRUBBING	860000.0
				Section Sub Total:	**$860,000.00**

Section CONCRETE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0016	1140	SY	40.27	DRIVEWAY CONCRETE, 6 IN TK	45907.8
441-0740	4200	SY	30.69	CONCRETE MEDIAN, 4 IN	128898.0
441-6740	70000	LF	14.85	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	1039500.0
				Section Sub Total:	**$1,214,305.80**

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0600	2	CY	926.83	CONC HEADWALLS	1853.66
500-3900	400	CY	571.83	CLASS B CONCRETE, INCL REINF STEEL	228732.00
550-1181	2000	LF	39.3	STORM DRAIN PIPE, 18 IN, H 10-15	78600.0
550-1240	2000	LF	52.59	STORM DRAIN PIPE, 24 IN, H 1-10	105180.0
550-1360	1000	LF	80.95	STORM DRAIN PIPE, 36 IN, H 1-10	80950.0
550-1480	1000	LF	135.68	STORM DRAIN PIPE, 48 IN, H 1-10	135680.0
668-1100	40	EA	2326.85	CATCH BASIN, GP 1	93074.0
				Section Sub Total:	**$724,069.66**

Section EARTHWORK

Item Number	Quantity	Units	Unit Price	Item Description	Cost
003-0001	500000	CY	10.0	UNCLASSIFIED EXCAVATION	5000000.0
003-0002	10000	CY	15.5	ROCK EXCAVATION	155000.0
				Section Sub Total:	**$5,155,000.00**

Section EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
005-0001	1	Lump Sum	750000.0	EROSION CONTROL	750000.0
				Section Sub Total:	**$750,000.00**

Section GUARD RAIL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1200	3600	LF	18.24	GUARDRAIL, TP W	65664.0
641-5001	12	EA	647.31	GUARDRAIL ANCHORAGE, TP 1	7767.71
641-5012	12	EA	1815.35	GUARDRAIL ANCHORAGE, TP 12	21784.19
				Section Sub Total:	**$95,215.92**

Section LANDSCAPING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	60	AC	987.28	PERMANENT GRASSING	59236.79
				Section Sub Total:	**$59,236.80**

Section MISCELLANEOUS ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	73569.88	FIELD ENGINEERS OFFICE TP 3	73569.88
624-0410	1	Lump Sum	840000.0	SOUND BARRIER	840000.0
				Section Sub Total:	**$913,569.88**

Section RIGHT-OF-WAY

Item Number	Quantity	Units	Unit Price	Item Description	Cost
634-1200	102	EA	108.46	RIGHT OF WAY MARKERS	11062.92
				Section Sub Total:	**$11,062.92**

Section STRIPING, SIGNAGE & SIGNALS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	75	SF	14.79	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	1109.25
636-1029	150	SF	16.33	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	2449.49
636-2020	350	LF	18.98	GALV STEEL POSTS, TP 2	6643.0
639-3003	2	EA	4291.6	STEEL STRAIN POLE, TP III	8583.2
647-1000	10	LS	100000.0	TRAFFIC SIGNAL INSTALLATION NO - 7	1000000.0
653-0120	18	EA	70.58	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1270.44
653-1504	5000	LF	1.05	THERMOPLASTIC SOLID TRAF STRIPE, 12 IN, WHITE	5250.0
653-1704	720	LF	5.2	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	3744.0
653-2501	15	LM	1169.74	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	17546.1
653-2502	15	LM	1285.54	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	19283.1
653-4501	30	GLM	731.3	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	21939.0
654-1003	800	EA	3.71	RAISED PVMT MARKERS TP 3	2968.0
				Section Sub Total:	**$1,090,785.59**

Section TRAFFIC CONTROL & MOBILIZATION

Item Number	Quantity	Units	Unit Price	Item Description	Cost
010-0001	1	Lump Sum	500000.0	TRAFFIC CONTROL	500000.0
				Section Sub Total:	**$500,000.00**

Total Estimated Cost: $29,333,836.57

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: January 19, 2010
Project: CSSTP-0007-00(691)Douglas/Paulding UPDATE **P.I. Number:** 0007691
Existing/Required R/W: Varies/Varies **No. Parcels:** 96
Project Termini : Malone Road in Douglas County to Nebo Road in Paulding Co
Project Description: SR 92 Widening

Land:			
Commercial R/W: 188,362 sf @ $ 5.75/sf	$	857,047	
Residential R/W: 782,232sf @ $ 0.45/sf		255,904	
Agricultural R/W: 695,047sf @ $ 0.18/sf		125,108	$ 1,238,059
Improvements : 10 Res. & misc. site improvements			1,360,000
Relocation: Commercial (0) @ $25,000	$	0	
Residential (10) @ $ 40,000		400,000	400,000
Damage : Proximity (17)	$	340,000	
Cost to Cure (6)		120,000	
Consequential (2)		250,000	710,000
Net Cost			$ 3,708,059

Net Cost		$ 3,708,059
Scheduling Contingency	55 %	2,039,432
Adm/Court Cost	60 %	3,448,495
		$ 9,195,986

Total Cost $9,196,000

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

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0007-00(691); Paulding Co.
P.I. No. 0007691

OFFICE Cartersville

DATE February 3, 2010

FROM Kerry D. Bonner KDB/RET
District Utilities Engineer

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

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

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

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
GreyStone Power		$1,084,680.00
Atlanta Gas Light Company	$ 1,844,815.00	
AT&T - Georgia	$ 4,500,000.00	$ 250,000.00
Comcast	$ 130,000.00	
Paulding County Water*	$ 1,581,782.00	
Douglas County Water*	$ 431,750.00	
Totals	$8,488,347.00	$ 1,334,680.00

Total cost for the above project is $9,823,027.00.

*The reimbursable amount could increase to $3,348,212.00 if Paulding County Water and Douglas County Water were to apply for utility assistance for the relocation of their facilities.

If you have any questions, please contact Jennifer Deems at 770-387-3616.

KDB/jd

C: Jeff Baker, State Utilities Engineer
Angela Robinson, Administrator, Office of Financial Management
Bill Dungan, Area Engineer
File/Estimating Book

Date 5/12/2010

P.I. Number **7691** County **PAULDING**

Project Number **CSSTP-0007-00(691)**

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

ENTER FPL DIESEL	3.018
ENTER FPM DIESEL	6.791

ENTER FPL UNLEADED	2.804
ENTER FPM UNLEADED	6.309

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

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 **(CUBIC YARD)**		0.29		0.15		
Excavations paid as specified by Sections 206 **(CUBIC YARD)**		0.29		0.15		
GAB paid as specified by the ton under Section 310 **(TON)**	180000.000	0.29	52200.00	0.24	43200.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 **(TON)**		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 **(TON)**	124500.000	2.90	361050.00	0.71	88395.00	
PCC Pavement paid as specified by the square yard under Section 430 **(SY)**		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500	1.00	7,500,000.00	7500.0000	8.00	60000.00	1.50	11250.00	GOTHARDS CREEK BRIDGE
Class __Concrete (CY) Section 500	1.00	17,500,000.00	17500.0000	8.00	140000.00	1.50	26250.00	SWEETWATER CREEK BRIDGE
Class __Concrete (CY) Section 500	1.00	12,500,000.00	12500.0000	8.00	100000.00	1.50	18750.00	LICK LOG CREEK BRIDGE
Superstru Con Class__(CY) Section 500	1.00	489,640.00	489.6400	8.00	3917.12	1.50	734.46	APPROACH SLABS
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

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

SUM QF DIESEL=	**717167.12**	**SUM QF UNLEADED=**	**188579.46**

DIESEL PRICE ADJUSTMENT($)	**$2,489,071.92**
UNLEADED PRICE ADJUSTMENT($)	**$608,093.33**

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

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

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

ENTER APL 509 **ENTER APM** 1145.25

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000		16000	68.7216	

TMT = 68.7216

PRICE ADJUSTMENT($)	$41,975.15

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 509 **ENTER APM** 1145.25

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

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3121	25 mm SP	59000	5.00	2950.00	
402-3130	12.5 mm SP	28000	5.00	1400.00	
402-3192	19 mm SP	37500	5.00	1875.00	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	6225.00	

PRICE ADJUSTMENT($)	$3,802,230.00

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

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

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

ENTER APL 509 ENTER APM 1145.25

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

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

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	16000

TMT = 68.7216

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	$41,975.15

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

DIESEL PRICE ADJUSTMENT($)	$2,489,071.92
UNLEADED PRICE ADJUSTMENT($)	$608,093.33
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$41,975.15
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$3,802,230.00
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	$41,975.15

REMARKS:

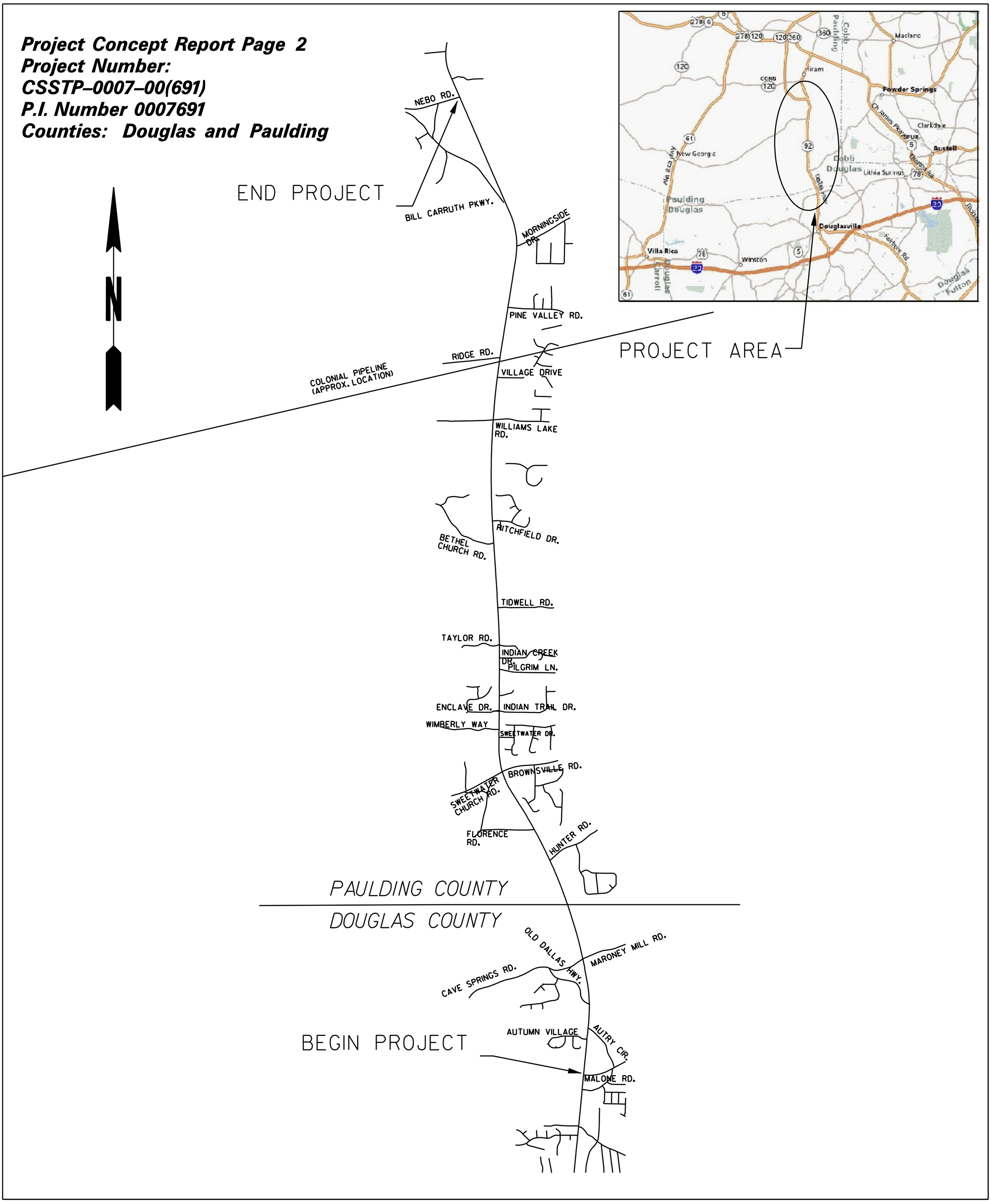
TOTAL ADJUSTMENTS	$6,983,345.56

DWM 10/08

Attachment 2:

Sketch Location Map

Project Concept Report Page 2
Project Number:
CSSTP–0007–00(691)
P.I. Number 0007691
Counties: Douglas and Paulding

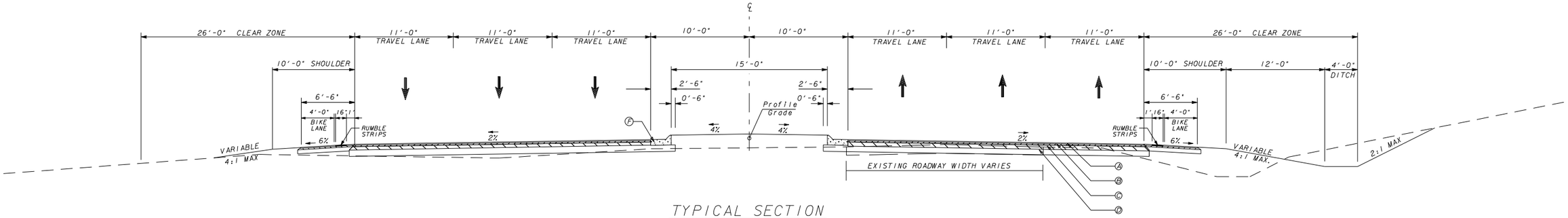


S.R. 92 - PAULDING COUNTY LOCATION MAP

Attachment 3:

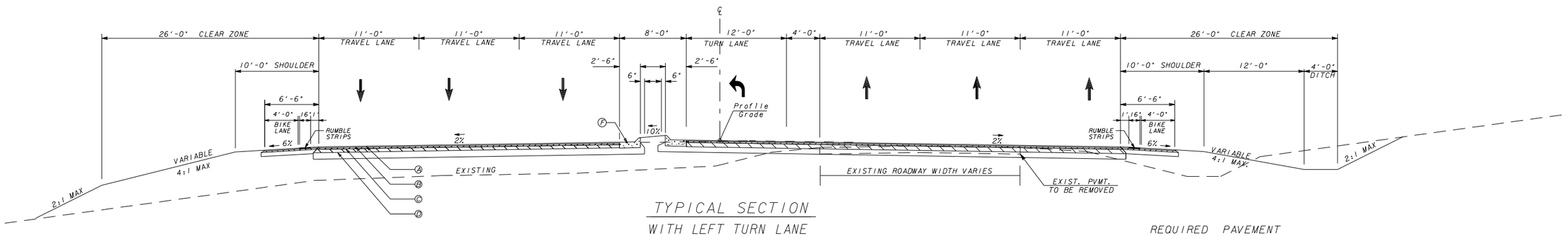
Typical Sections

5/13/2010 7:45:12 AM PRF USER:dfox	Y:\0578 SR92 Paulding\DESIGN\CONCEPT\DGN\TYPS.dgn	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		PAULDING			



TYPICAL SECTION

(FROM MALONE ROAD TO BILL CARRUTH PARKWAY)



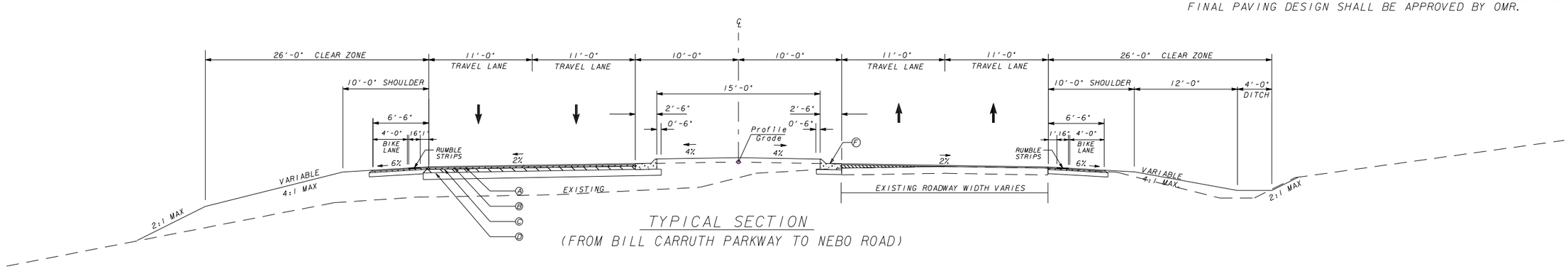
TYPICAL SECTION

WITH LEFT TURN LANE

(AS REQUIRED)

REQUIRED PAVEMENT

- (A) ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 1½"
- (B) ASPHALTIC CONCRETE 19mm SUPERPAVE, 2"
- (C) ASPHALTIC CONCRETE 25mm SUPERPAVE, 4"
- (D) GRADED AGGREGATE BASE, 10"
- (F) 8"X30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 7
- * PAVEMENT SECTION IS FOR COST ESTIMATE PURPOSES ONLY. FINAL PAVING DESIGN SHALL BE APPROVED BY OMR.



TYPICAL SECTION

(FROM BILL CARRUTH PARKWAY TO NEBO ROAD)

CROY ENGINEERING

Engineers Planners Surveyors

200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0620

NOT TO SCALE

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: URBAN DESIGN

TYPICAL SECTIONS

SR 92 WIDENING
PAULDING COUNTY

DRAWING No. 5-01

Attachment 4:

Concept Report Traffic Study

Concept Report Traffic Study
SR 92 from Durelee Lane
in the City of Douglasville
to Nebo Road in Paulding County

Project Numbers: : CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), & CSSTP-0007-00(691)
Counties: DOUGLAS and PAULDING
P.I. Nos.: 720970 / 0006900 / 0006901 / 0007691
SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR –
PHASE I, SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY –
PH II, SR 92 RELOC FM STRICKLAND ST TO MALONE RD –
PHASE III, & SR 92 FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT 1.

Prepared for:
Georgia
Department of Transportation

Georgia Department of Transportation

Prepared by:

JACOBS

1718 Peachtree Street NW, Suite 400
Atlanta, Georgia 30309
Phone: (404) 249-7550
Fax: (404) 249-7705
www.jaocbs.com

January 2010

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Attachment A

Electronic Data Files for:
- Traffic Count Data
- Balanced Flow Diagrams
- Traffic Analysis

Attachment B – Traffic Flow Diagrams (Under Separate Cover)

INTRODUCTION

Jacobs has conducted an analysis of the future traffic conditions and transportation needs for the proposed SR 92 Realignment located in Douglas and Paulding counties, Georgia. This includes the relocation of SR 92 on new alignment with a six-lane divided configuration within the City of Douglasville from Durelee Lane to south of Malone Road. The analysis also includes widening SR 92 from two to six travel lanes from south of Malone Road to Bill Carruth Parkway and from two to four lanes from Bill Carruth Parkway to Nebo Road. The following project numbers and description indicate the limits of the project:

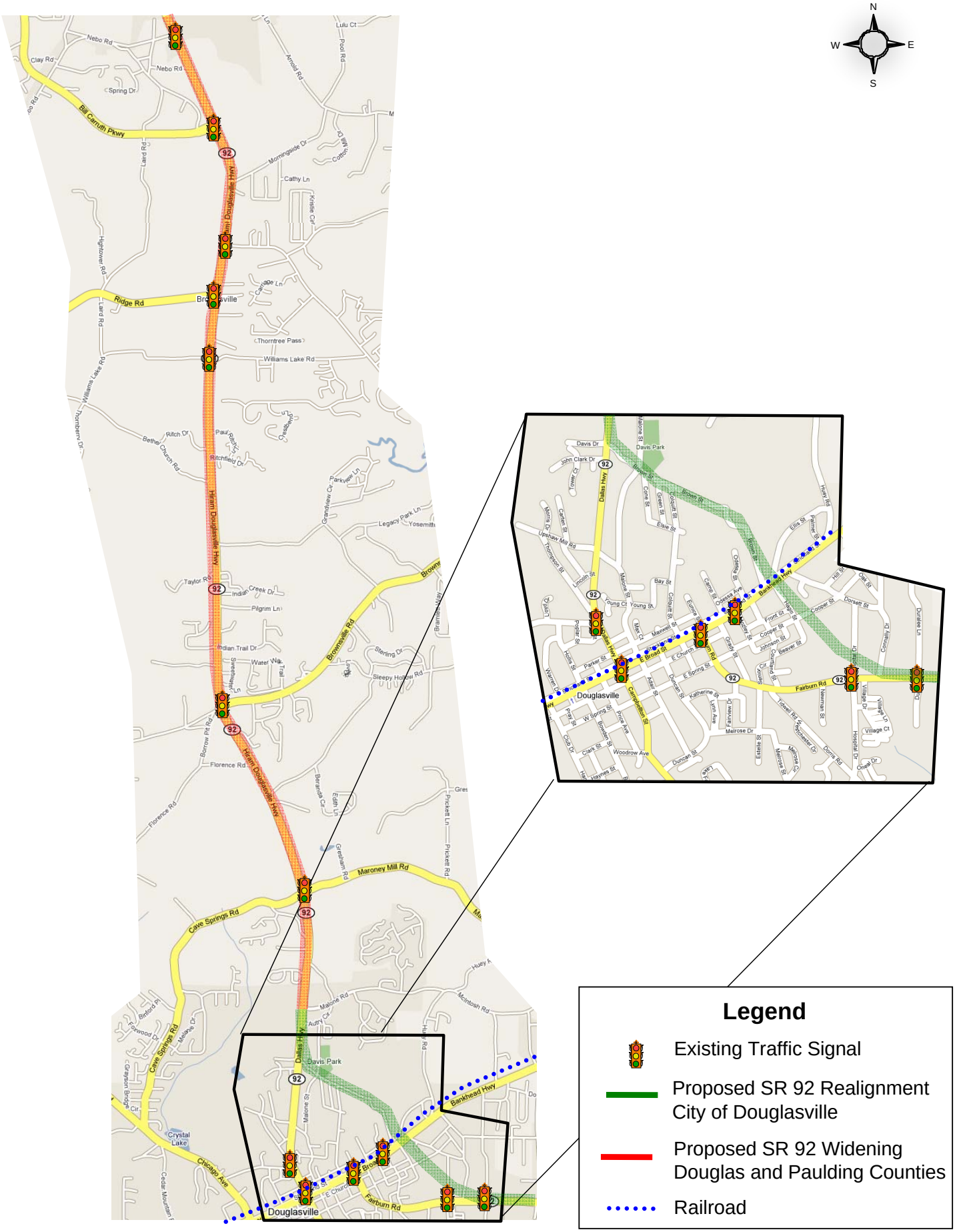
> Project Numbers: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), & CSSTP-0007-00(691)
> Counties: DOUGLAS and PAULDING - P.I. Nos.: 720970/0006900/0006901/ 0007691
> Description: SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR - PHASE I, SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY - PH II, SR 92 RELOC FM STRICKLAND ST TO MALONE RD - PHASE III, & SR 92 FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT 1.

Figure 1 shows the SR 92 corridor included in the road widening project. These projects were analyzed as a single project for traffic analysis and environmental documentation in order to ensure that logical termini were provided. For purposes of reference in this study, the SR 92 corridor is indicated as running north-south with crossing streets running east-west. The portion of US 78 in downtown Douglasville extending from McCarley Street to Mozley Street is referred to as US 78 (Broad Street). The portion of US 78 near the proposed railroad and roadway grade separation with the SR 92 realignment is referred to as US 78 (Bankhead Highway).

The traffic analysis indicates the need for a six-lane divided roadway from Durelee Lane through Bill Carruth Parkway to provide for future travel demand along the SR 92 corridor. This needed six through lanes is consistent with the southern terminus of the SR 92 widening and realignment project in Douglasville at the 6-lane section for the I-20 at SR 92 Interchange Improvement project (P.I. 702930), programmed for implementation in year 2007. This programmed six-lane roadway section provides the southern logical termination point for the widening of SR 92.

The northern logical termini for the SR 92 widening is the Nebo Road intersection. At this intersection, the existing two-lane SR 92 widens to an existing five lane cross-section. A project is planned for widening of SR 92 north of the existing 5-lane section to SR 120 in Paulding County (P.I. Nos. 621720/621022/ and 632921- RTP plan year 2010). This project has a defined southern logical termination point at Nebo Road, documented in an approved concept report.

The traffic analysis addresses the lane geometry requirements for the corridor based on design year (2037) forecasts. The Atlanta Regional Commission's (ARC's) TP+ model was used to develop opening year 2017 and design year 2037 traffic projections along the corridor. These traffic projections were analyzed using the methodologies contained in the 2000 Highway Capacity Manual (HCM 2000). Required lane geometry was developed based on the design year volumes and results of the capacity analysis recommendations. Traffic analysis data files and existing traffic volume count data are provided in electronic format in Attachment A at the back of this report.



JACOBS January 2010	**Concept Report Traffic Study** **SR 92 from Durelee Lane in the City of Douglasville** **to Nebo Road in Paulding County**	**Figure 1** **Project Corridor**

2006, 2017, AND 2037 BALANCED FLOW DIAGRAMS

Future year traffic forecasts were prepared based on an examination of existing traffic flow, historic traffic volume trends, and growth projections from the ARC TP+ model. The methodology for the traffic forecasts and resulting balanced traffic flow diagrams are provided in Attachment B (under separate cover). These traffic flow diagrams contain daily and peak hour traffic volume forecasts for opening year 2017 and design year 2037 for build and no-build conditions. These forecast traffic volumes were reviewed and approved by the Georgia Department of Transportation (GDOT) Office of Environment and Location (OEL) on January 4, 2007.

EXAMINATION OF CRASH EXPERIENCE ALONG SR 92

Safety is an important factor in determining the need for and prioritization of roadway improvements. In preparing the concept report traffic study for SR 92, crash experience along the corridor was examined. As indicated in Table 1, the SR 92 corridor between US 78 (Broad Street) and I-20 has a history of crash experience that is more than twice the statewide average rate for an urban minor arterial (471 accidents per 100 million vehicle miles traveled in 2008). The section of US 78 (Broad Street) in downtown Douglasville from Rose Avenue to Connally has experienced a similar high crash rate. However, the section of SR 92 from US 78 to Nebo Road has a crash experience that is lower than the statewide average.

Table 1 – Automobile Crash Rates on SR 92

SR 92 Crash Analysis Section	Distance (mile)	Year 2006				Year 2007				Year 2008			
		# of Crashes	AADT	Annual VMT	Crash Rate (100MVMT)	# of Crashes	AADT	Annual VMT	Crash Rate (100MVMT)	# of Crashes	AADT	Annual VMT	Crash Rate (100MVMT)
SR 92 from Nebo Road to Brownsville Road	4.64	99	17,789	30,127,450	329	109	14,445	24,464,052	446	84	13,430	22,745,048	369
SR 92 from Brownsville Road to US 78 (Broad	6.2	82	16,677	37,740,051	217	92	15,410	34,872,830	264	63	14,945	33,820,535	186
SR 92 from US 78 (Broad Street) to I-20	1.55	153	26,358	14,912,039	1,026	158	26,490	14,986,718	1,054	119	26,113	14,773,618	805
US 78 (Broad Street) from Rose Avenue to Connelly	1.57	83	15,597	8,937,861	929	81	15,245	8,736,147	927	71	14,860	8,515,523	834

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

In addition to the crash experience occurring along the SR 92 corridor, roadway geometric constraints contribute to the potential for crashes at the intersection of Broad Street (US 78) at Dallas Highway/Cambellton Street. The north leg of this intersection experiences an abrupt drop in elevation (approximately five feet) from the at-grade railroad crossing to the edge of Broad Street located 50 feet to the south. This elevation change makes the north leg unsuitable for crossing by trucks, which can become stuck on the railroad tracks. In addition, it contributes to slow traffic operations and congestion for automobile traffic crossing the railroad tracks.

As indicated in Table 2, the SR 92 corridor and surrounding crossings have a history of railroad crossing accidents. From 2001 through 2005, eight railroad crossing crashes involving trains occurred at the five at-grade crossings in Downtown Douglasville. Five of the eight crashes occurred at the Dallas Highway/Campbellton Street crossing and the remaining three at the Brown Street crossing.

occurred at the Dallas Highway/Campbellton Street crossing and the remaining three at the Brown Street crossing.

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

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

CLOSURE OF AT-GRADE RAILROAD CROSSINGS IN DOWNTOWN DOUGLASVILLE

In conjunction with the realignment of SR 92 in Douglasville, three at-grade railroad crossings in downtown Douglasville are to be closed to reduce crash exposure between trains and automobiles/trucks as required by GDOT, FHWA, and Norfolk Southern. The following at-grade railroad crossings will be closed:

- Brown Street
- Mozley Street
- Dallas Highway

The McCarley Street railroad crossing will remain open to serve primarily local traffic crossing the railroad within Downtown Douglasville. In order to facilitate a level crossing, the at-grade crossing location will be shifted approximately 200 feet to the west. The intersection analysis for build conditions in downtown Douglasville included the revised intersection geometry due to the railroad crossing closures. Traffic volumes included in the balanced flow diagrams and use in analysis reflect the modified railroad crossings. Although the Dallas Highway/Campbellton Street railroad crossing serves more through traffic than the McCarley Street crossing, the grade between the railroad tracks and US 78 (Broad Street) is too steep to correct without major impacts to the historic Downtown. Therefore, the at-grade railroad crossing at McCarley Street was selected.

In addition to the railroad crossings indicated above, an additional at-grade railroad crossing is present at Chicago Avenue / Rose Avenue, just west of Downtown Douglasville. In order to effectively operate the McCarley Street railroad crossing, the northbound left turn from McCarley Street onto Strickland Street is prohibited. Traffic accessing this portion of Strickland Street from US 78 (Broad Street) must do so from the Chicago Avenue / Rose Avenue crossing.

ROADWAY CAPACITY ANALYSIS

Jacobs examined traffic conditions along SR 92 to determine the number of travel lanes needed to accommodate future travel demand with an acceptable level of service (LOS). For purposes of evaluating the roadway laneage needs, the criteria of LOS D was used as the lower limit of acceptable operations. Arterial analysis was performed using Synchro 7.0, which utilizes the Highway Capacity Manual (HCM) Urban Streets travel speed thresholds for determining acceptable LOS. A threshold of LOS D was used for purposes of evaluating the need for travel lanes along SR 92. This criteria represents conditions considered to be acceptable for most drivers in urban and suburban areas.

Summary of Conclusions for Roadway Capacity Analysis

The roadway capacity analysis indicates a six-lane section is needed along SR 92 from Durelee Lane to Bill Carruth Parkway to accommodate design year 2037 daily traffic volumes which are projected to be greater than 40,000 vehicles per day. North of Bill Carruth Parkway, a four-lane section is needed to accommodate year 2037 daily traffic volumes of 28,000 vehicles per day. The results of the roadway capacity analysis are shown in the following tables.

Year 2006 Existing Roadway Capacity Analysis

The results of the year 2006 existing roadway capacity analysis are shown in Table 3. As this table shows, the existing roadway sections experience LOS D or better conditions during both peak hours in both directions, with the central portion of the corridor experiencing LOS B conditions. This is consistent with the current roadway configuration in which few traffic signals are present in the central corridor to reduce average travel speed. This segment analysis averages travel times through the entire roadway section; therefore, it does not fully reflect congestion experienced at the Broad Street at Dallas Highway intersection in downtown Douglasville, which constrains capacity along SR 92. The intersection analysis presented later in this report indicates that significant delay is experienced at this critical intersection.

Table 3 – Year 2006 Existing Roadway Capacity Analysis

Roadway Section	SR 92 Condition	Direction	AM Peak Hour		PM Peak Hour	
			LOS	Avg Trvl Spd (mph)	LOS	Avg Trvl Spd (mph)
SR 92 south of US 78 (Broad Street) to Durelee Ln	4-lane	NB	C	32	C	32
		SB	C	29	D	26
SR 92 from US 78 (Broad Street) to Brownsville Rd	2-lane	NB	A	42	B	37
		SB	B	36	B	35
SR 92 from Brownsville Rd to Bill Carruth Pkwy	2-lane	NB	A	43	A	43
		SB	A	43	A	44
SR 92 north of Bill Carruth Pkwy to Nebo Rd	2-lane	NB	A	44	A	47
		SB	C	34	D	22

Year 2037 Roadway Capacity Analysis

The results of the year 2037 no-build roadway capacity analysis are shown in Table 4. As this table shows, analysis of year 2037 conditions indicates LOS F conditions are anticipated for roadway segments between Durelee Lane and Broad Street (US 78) (south of downtown Douglasville) as well as between Broad Street (US 78) and Brownsville Road. This is consistent with intersection analysis results provided later in this report that show severe delay in downtown Douglasville with the current roadway configuration. These conditions include several intersections operating at LOS F conditions in year 2037 with the existing SR 92 alignment.

Table 4 – Year 2037 No-Build Roadway Capacity Analysis

Roadway Section	SR 92 Condition	Direction	AM Peak Hour		PM Peak Hour	
			LOS	Avg Trvl Spd (mph)	LOS	Avg Trvl Spd (mph)
SR 92 south of US 78 (Bankhead Hwy) to Durelee Ln	4-lane	NB	D	26	D	20
		SB	F	12	F	6
SR 92 from US 78 (Bankhead Hwy) to Brownsville Rd	2-lane	NB	B	39	F	13
		SB	F	9	F	5
SR 92 from Brownsville Rd to Bill Carruth Pkwy	2-lane	NB	B	35	D	22
		SB	C	34	C	31
SR 92 north of Bill Carruth Pkwy to Nebo Rd	2-lane	NB	A	48	A	46
		SB	D	23	D	22

The area north of Brown Street experiences LOS D conditions for the 2037 no-build conditions based on roadway segment analysis. This roadway operations reflects the relatively large spacing between signalized intersections in that area. However, as indicated in the intersection analysis for this section, LOS F conditions are anticipated for most intersections under the no-build condition. Another reason for the LOS D conditions on the Paulding County portion of SR 92 is the difference in traffic volumes assumed under build and no-build conditions. For example, the section of SR 92 south of Williams Lake Road is expected to have 32,170 vehicles per day under no-build conditions and 43,460 vehicles per day under build conditions. This difference is due to traffic rerouting to the realigned and widened SR 92 corridor, as reflected in ARC travel demand model runs used to develop future year traffic projections. This rerouted traffic is drawn to the added capacity along the corridor and removal of the severe capacity constraint at the intersection of Broad Street (US 78) at Dallas Highway by the realignment of SR 92 and grade separation of the railroad.

The roadway capacity was also examined for SR 92 segments with the construction of the SR 92 realignment and widening of the road. Both four-lane and six-lane build conditions were analyzed for the Douglas County and Paulding County intersections, as shown in Table 5. As this table shows, the four-lane divided cross section results in LOS E to LOS F operations in all sections south of Bill Carruth Parkway during the critical PM peak hour. North of Bill Carruth Parkway, the SR 92 traffic volumes are reduced significantly due to travel via Bill Carruth Parkway; therefore, a four-lane divided roadway cross section results in LOS D or better conditions north of Bill Carruth Parkway.

Table 5 – Year 2037 Build Roadway Capacity Analysis

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

Year 2017 Roadway Capacity Analysis

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

Table 6 – Year 2017 No-Build Roadway Capacity Analysis

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

Table 7 – Year 2017 Build Roadway Capacity Analysis

Roadway Section	SR 92 Condition	Direction	AM Peak Hour		PM Peak Hour	
			LOS	Avg Trvl Spd (mph)	LOS	Avg Trvl Spd (mph)
SR 92 south of US 78 (Bankhead Hwy) to Durelee Ln	4-lane	NB	C	19	C	19
		SB	C	19	C	19
	6-lane	NB	C	16	C	20
		SB	C	18	C	19
SR 92 from US 78 (Bankhead Hwy) to Brownsville Rd	4-lane	NB	A	50	A	46
		SB	A	46	A	46
	6-lane	NB	A	51	A	48
		SB	A	49	A	48
SR 92 from Brownsville Rd to Bill Carruth Pkwy	4-lane	NB	A	44	B	39
		SB	A	46	A	44
	6-lane	NB	A	45	A	44
		SB	A	48	A	46
SR 92 north of Bill Carruth Pkwy to Nebo Rd	4-lane	NB	A	45	A	46
		SB	C	29	C	28

As these tables indicate, most of the roadway segments are anticipated to experience LOS D or better conditions with the no-build configuration, with the exception of SR 92 from Bankhead Highway to Brownsville Road, which is expected to experience LOS E conditions during the PM peak hour. As described in the previous discussion of year 2037 roadway segment analysis, this does not fully reflect the severe intersection level delays anticipated in downtown Douglasville at the Broad Street (US 78) at Dallas Highway intersection. The 2017 build condition roadway segment capacity analysis indicates the segments from Durelee Lane to Broad Street (US 78) and from Broad Street (US 78) to Nebo Road will operate with LOS C or better with either the four-lane or six-lane build condition in year 2017 (note: six-lanes are required for acceptable operation in year 2037).

INTERSECTION CAPACITY ANALYSIS

The intersections along the proposed SR 92 corridor were analyzed for the current year 2006, opening year 2017, and design year 2037 AM and PM peak hours based on the methodologies contained in the HCM 2000. Future levels of service, vehicle delay and queuing along the corridor were determined using Synchro 7.0 traffic analysis software. Each intersection along the corridor was analyzed first using base traffic conditions. The following paragraphs summarize the capacity analysis results.

Summary of Conclusions for Roadway Capacity Analysis

The intersection capacity analysis indicates congestion at the US 78 (Broad Street) intersection with Dallas Highway/Campbellton Street. As traffic volumes along the SR 92 corridor grow through year 2037, almost all of the signalized intersections are projected to operate at LOS F conditions in year 2037 with the current roadway configuration. Implementation of the widened roadway section and realignment in the City of Douglasville results in LOS D or better conditions at all signalized intersections along the realigned and widened SR 92 corridor.

In conjunction with realignment of SR 92 in Douglasville, three railroad grade crossings are proposed for closure, including: Brown Street, Mozley Street, and Dallas Highway. This resulted in the remaining crossing left open to traffic at McCarley Street. The resulting lane configuration provides for projected year 2017 traffic volumes. However, by year 2037, through volumes along US 78 (Broad Street) are significant enough to result in LOS F conditions at signalized intersections within Downtown Douglasville. The need for additional improvements along the US 78 corridor is independent of the SR 92 realignment project, which reduces volume demand at critical intersections.

The unsignalized intersections were examined to determine if signalization was warranted. Where warranted, a signalized intersection was reflected in year 2017 and 2025 intersection analysis. Many of the remaining unsignalized intersections experience LOS F conditions in year 2037. However, that is common along high volume arterials and reflects volumes of traffic too low to warrant a signal, waiting on the side streets for gaps in traffic to occur.

Current Year 2006 Intersection Capacity Analysis

The current year traffic conditions were examined using the turning movement counts conducted in year 2006 along with the existing roadway geometry. The resulting intersections LOS are shown in Tables 8 and 9 for Douglas and Paulding counties, respectively.

As these tables show, the Paulding County signalized intersections experience LOS D or better conditions in year 2006 during the AM and PM peak hours. In Douglas County, primary SR 92 bottleneck occurs at the intersection of Broad Street (US 78) at Dallas Highway/Campbellton Street. This intersection experiences queuing along multiple approaches during both the AM and PM peak hour. The southbound movement, crossing the railroad tracks frequently experiences queuing greater than one mile. The north leg of this intersection experiences an abrupt drop in elevation (approximately five feet) from the at-grade railroad crossing to the edge of Broad Street located 50 feet to the south. This elevation change makes the north leg unsuitable for crossing by truck traffic, which can become stuck on the railroad tracks. In addition, it contributes to slow traffic operations and congestion for automobile traffic crossing the railroad tracks. In order to provide a safe truck crossing, the SR 92 designated route crosses the railroad tracks east of Fairburn Road at Mozley Street, then travels to Dallas Highway via Strickland Street. This route requires several turns and accesses Dallas Highway in the congested area just north of Broad Street; therefore, automobile traffic uses the Broad Street to Dallas Highway route. Both routes are affected by passing trains. One train during the peak hour can result in significant queues and delay much greater than that shown in Table 8.

Table 8 – Year 2006 Existing Intersection LOS (Douglas County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 at Durelee Ln	Signal	Intersection	B	13	B	13
SR 92 (Fairburn Rd) at Hospital Dr	Signal	Intersection	C	23	C	22
SR 92 (Fairburn Rd) at Church St	Stop	EB	C	17	D	31
		WB	A	1	E	44
SR 92 (Fairburn Rd) at US 78 (Broad St)	Signal	Intersection	B	11	B	16
US 78 (Broad St) at Dallas Hwy / Campbellton St	Signal	Intersection	F	93	F	90
SR 92 at Strickland St	Stop	EB	B	14	B	13
		WB	B	14	E	40
SR 92 at Forrest Dr	Signal	Intersection	B	19	D	38
SR 92 at Davis Dr/Brown St	Stop	EB	D	29	F	> 50
		WB	F	> 50	F	> 50
SR 92 at Malone Rd	Stop	EB	D	27	F	> 50
		WB	D	35	F	> 50
SR 92 at Brickleberry Rd	Stop	EB	C	25	E	38
SR 92 at Autry Cir	Stop	WB	C	19	D	29
SR 92 at Old Dallas Hwy	Stop	EB	C	19	B	13
SR 92 at Cave Springs Rd/Maroney Mill Rd	Signal	Intersection	A	8	B	14

Table 9 – Year 2006 Existing Intersection LOS (Paulding County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 at Hunter Rd	Stop	WB	D	26	F	> 50
SR 92 at Florence Rd	Stop	EB	C	23	C	19
SR 92 at Sweetwater Church Rd/Brownsville Rd	Signal	Intersection	B	15	B	15
SR 92 at Sweetwater Dr	Stop	WB	C	20	E	43
SR 92 at Wimberly Way	Stop	EB	C	23	D	30
SR 92 at Enclave Dr / Indian Trail Dr	Stop	EB	C	23	F	> 50
		WB	C	22	E	39
SR 92 at Pilgrim Ln	Stop	WB	C	16	C	25
SR 92 at Indian Creek Dr	Stop	WB	C	18	C	24
SR 92 at Tidwell Rd	Stop	WB	C	18	D	28
SR 92 at Bethel Church Rd	Stop	EB	C	18	A	2
SR 92 at Ritchfield Dr	Stop	WB	C	24	C	22
SR 92 at Williams Lake Rd	Signal	Intersection	B	13	A	5
SR 92 at Village Dr	Stop	WB	B	12	F	> 50
SR 92 at Ridge Rd	Signal	Intersection	C	21	B	14
SR 92 at Pine Valley Rd	Signal	Intersection	B	13	B	14
SR 92 at Morningside Dr	Stop	WB	F	> 50	F	> 50
SR 92 at Bill Carruth Pkwy	Signal	Intersection	A	9	C	20
SR 92 at Nebo Rd	Signal	Intersection	B	13	A	6

Year 2037 Intersection Capacity Analysis

Traffic conditions for the design year were examined with the existing lane configuration and no-build projected traffic volumes to identify the projected capacity deficiency. The results of this analysis are shown in Tables 10 and 11. As these tables indicate, almost all of the intersections are projected to operate at LOS F conditions in year 2037 with the current roadway configuration.

Traffic conditions with implementation of the SR 92 realignment and widening were examined with year 2037 conditions. This included a six-lane divided section from Durelee Lane to Bill Carruth Parkway and a four-lane divided section from Bill Carruth Parkway to Nebo Road. Tables 12 and 13 show the intersection analysis with the year 2037 conditions and the improved roadway. As these tables show, the signalized intersections operate at LOS D or better conditions with the proposed improvements.

Year 2017 Intersection Capacity Analysis

Traffic conditions for the design year were examined with the existing lane configuration and no-build projected traffic volumes to identify the projected capacity deficiency. The results of this analysis are shown in Tables 14 and 15. As these tables indicate, most of the signalized intersections are projected to operate at LOS D or better in year 2017 with the current roadway configuration. As with the current year 2006 traffic operations, the primary deficiency is in the vicinity of Broad Street at Dallas Highway /Campbellton Street and extending north along Dallas Highway through Forest Drive. The overcapacity conditions in this area are significantly worse with the 2017 no-build conditions.

Traffic conditions with the implementation of the SR 92 realignment and widening were also examined with year 2017 conditions. This included a six-lane divided section from Durelee Lane to Bill Carruth Parkway and a four-lane divided section from Bill Carruth Parkway to Nebo Road. Tables 16 and 17 show the intersection analysis with the year 2017 conditions and the improved roadway. As these tables show, the signalized intersections operate at LOS D or better conditions with the proposed improvements.

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

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

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

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

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

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

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

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

Table 14 – Year 2017 No-Build Intersection LOS (Douglas County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 (Fairburn Rd) at Durelee Ln	Signal	Intersection	B	15	B	13
SR 92 (Fairburn Rd) at Hospital Dr	Signal	Intersection	C	26	C	26
SR 92 (Fairburn Rd) at Church St	Stop	EB	D	31	F	> 50
		WB	F	> 50	F	> 50
SR 92 (Fairburn Rd) at US 78 (Broad St)	Signal	Intersection	B	12	C	25
US 78 (Broad St) at Dallas Hwy / Campbellton St	Signal	Intersection	F	> 80	F	> 80
SR 92 at Strickland St	Stop	EB	B	13	B	15
		WB	C	16	F	> 50
US 78 (Broad St) at Mozley St	Signal	Intersection	B	15	C	22
Mozley St at Strickland St	Stop	EB	B	11	B	10
		WB	C	22	C	23
SR 92 at Forrest Ave	Signal	Intersection	B	13	F	> 80
SR 92 at Davis Dr/Brown St	Stop	EB	E	43	F	> 50
		WB	F	> 50	F	> 50
SR 92 at Malone Rd	Stop	EB	D	30	F	> 50
		WB	F	> 50	F	> 50
SR 92 at Brickleberry Rd	Stop	EB	D	29	E	50
SR 92 at Autry Cir	Stop	WB	C	19	C	21
SR 92 at Old Dallas Hwy	Stop	EB	C	22	D	30
SR 92 at Cave Springs Rd/Maroney Mill Rd	Signal	Intersection	A	8	B	16

Table 15 – Year 2017 No-Build Intersection LOS (Paulding County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 at Hunter Rd	Stop	WB	E	46	F	> 50
SR 92 at Florence Rd	Stop	EB	D	26	D	32
SR 92 at Sweetwater Church Rd/Brownsville Rd	Signal	Intersection	B	16	B	16
SR 92 at Sweetwater Dr	Stop	WB	C	20	F	> 50
SR 92 at Wimberly Way	Stop	EB	C	24	E	43
SR 92 at Enclave Dr / Indian Trail Dr	Stop	EB	D	31	F	> 50
		WB	C	20	E	37
SR 92 at Pilgrim Ln	Stop	WB	C	21	E	38
SR 92 at Indian Creek Dr	Stop	WB	C	17	D	29
SR 92 at Tidwell Rd	Stop	WB	C	18	D	27
SR 92 at Bethel Church Rd	Stop	EB	C	20	D	26
SR 92 at Ritchfield Dr	Stop	WB	C	20	D	28
SR 92 at Williams Lake Rd	Signal	Intersection	B	11	B	13
SR 92 at Village Dr	Stop	WB	C	22	F	> 50
SR 92 at Ridge Rd	Signal	Intersection	B	16	B	16
SR 92 at Pine Valley Rd	Signal	Intersection	B	13	B	18
SR 92 at Morningside Dr	Stop	WB	F	> 50	F	> 50
SR 92 at Bill Carruth Pkwy	Signal	Intersection	C	36	C	22
SR 92 at Nebo Rd	Signal	Intersection	B	10	B	13

Table 16 – Year 2017 Build Intersection LOS (Douglas County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 at Duralee Ln	Signal	Intersection	C	26	C	25
SR 92 at Old Fairburn Rd	Signal	Intersection	B	16	B	17
SR 92 at Hospital Dr	Signal	Intersection	B	11	B	16
Hospital Dr at Fairburn Rd	Signal	Intersection	B	11	B	10
SR 92 at Cooper St	Signal	Intersection	B	19	B	18
SR 92 at US 78 Ramp	Signal	Intersection	B	17	A	8
Ramp at US 78 (Bankhead Hwy)	Signal	Intersection	A	9	B	13
SR 92 at Ellis St	Signal	Intersection	A	1	A	1
SR 92 at Colquit St	Stop	NB	C	18	D	25
SR 92 at Green St	Stop	NB	A	10	A	10
SR 92 at Cone St	Stop	NB	A	1	A	10
SR 92 at Dallas Hwy	Signal	Intersection	A	6	B	13
Dallas Hwy at Strickland St	Stop	SBL	C	18	D	30
		SBR	B	14	B	11
Strickland St at McCarly St	Stop	EB	A	10	B	11
US 78 (Broad St) at McCarthy St	Signal	Intersection	D	53	C	33
US 78 (Broad St) at Campbellton St	Signal	Intersection	C	22	C	20
US 78 (Broad St) at Fairburn Rd	Signal	Intersection	B	16	B	18
Fairburn Rd @ Church St	Stop	EB	A	10	B	10
		WB	B	11	B	13
SR 92 at Malone Rd	Signal	Intersection	A	5	A	4
SR 92 at Brickleberry Rd/Autry Cir	Stop	EB	B	12	B	12
		WB	B	11	B	13
SR 92 at Old Dallas Hwy	Stop	EB	B	12	B	12
SR 92 at Cave Springs Rd/Maroney Mill Rd	Signal	Intersection	A	3	A	5

Table 17 – Year 2017 Build Intersection LOS (Paulding County)

Intersection	Control	LOS Reported	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
SR 92 at Hunter Rd	Stop	WB	D	27	F	> 50
SR 92 at Florence Rd	Stop	EB	B	12	B	12
SR 92 at Sweetwater Church Rd/Brownsville Rd	Signal	Intersection	A	9	B	16
SR 92 at Sweetwater Dr	Stop	WB	B	10	B	12
SR 92 at Wimberly Way	Stop	EB	B	11	B	11
SR 92 at Enclave Dr / Indian Trail Dr	Stop	EB	D	29	E	38
		WB	C	22	F	> 50
SR 92 at Pilgrim Ln	Stop	WB	B	10	B	12
SR 92 at Indian Creek Dr	Stop	WB	B	10	B	12
SR 92 at Taylor Rd	Stop	WB	A	1	A	1
SR 92 at Tidwell Rd	Stop	WB	B	15	C	25
SR 92 at Bethel Church Rd	Signal	Intersection	A	1.8	A	2.0
SR 92 at Ritchfield Dr	Stop	WB	A	10	B	12
SR 92 at Williams Lake Rd	Signal	Intersection	A	4	A	5
SR 92 at Village Dr	Stop	WB	A	10	B	11
SR 92 at Ridge Rd	Signal	Intersection	A	8	B	13
SR 92 at Pine Valley Rd	Signal	Intersection	A	3	B	17
SR 92 at Morningside Dr	Signal	Intersection	A	3.0	A	4.0
SR 92 at Bill Carruth Pkwy	Signal	Intersection	B	14	C	23
SR 92 at Nebo Rd	Signal	Intersection	A	7	A	8

POTENTIAL SIGNALIZATION NEEDS

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

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

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

Note: MUTCD Signal Warrants Descriptions are provided below

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

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

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

All intersections evaluated, as shown in the table above, satisfy the minimum warrants established by the MUTCD for future conditions. Paulding County has recently added a traffic signal at the intersection of SR 92 at Morningside Drive.

LOGICAL TERMINI FOR SR 92 FROM DURELEE LANE TO NEBO ROAD

The proposed projects consist of the SR 92 widening and realignment in the City of Douglasville, Douglas County, and Paulding County from south of Durelee Lane to Nebo Road. The proposed termination points provide logical locations to begin and end the proposed improvements as they provide connections to sections with the same number of lanes to those proposed. In addition to the logical project termination points, a logical location for transitioning from a 4-lane divided section to a 6-lane divided section has been determined. The paragraphs below describe the logical termination points and transitions along the corridor in relation to design year 2037 ADT (referred to below as 2037 ADT). The number of lanes proposed for each section is projected to provide LOS D or better conditions along the SR 92 corridor.

The southern terminus of the SR 92 widening and realignment project in Douglasville is at the 6-lane section for the I-20 at SR 92 Interchange Improvement project (P.I. 712930), programmed for implementation in year 2007 and currently under construction. The 2037 ADT for SR 92 at this transition point is 51,790 vehicles per day.

The 6-lane divided cross-section will continue northward along SR 92 from the southern terminus to the SR 92 intersection with the Bankhead Highway ramp. Traffic volumes drop from a 2037 ADT of 40,940 vehicles per day south of the Bankhead Highway ramp to a 2037 ADT of 38,440 vehicles per day north of the Bankhead Highway ramp.

The 6-lane divided cross-section will continue on SR 92 from the Bankhead Highway ramp through a new underpass at Bankhead Highway, Norfolk Southern Railroad, and Strickland Street and thus, north along a new alignment to Dallas Highway. This 6-lane section contains the grade separation and minor intersections.

At its intersection with existing SR 92 (Dallas Highway), the 6-lane divided cross-section will continue. Here the traffic volumes along SR 92 increase from a 2037 ADT of 38,590 vehicles per day south of the intersection with existing Dallas Highway to 47,850 vehicles per day north of the intersection with existing Dallas Highway.

The proposed 6-lane divided cross-section will continue from Dallas Highway in Douglasville to East Hiram Parkway/Bill Carruth Parkway in Paulding County, where it will transition to a 4-lane divided cross-section. Here the traffic volumes along SR 92 decrease from a 2037 ADT of 44,920 vehicles per day south of East Hiram Parkway/Bill Carruth Parkway to 28,620 vehicles per day north of East Hiram Parkway/Bill Carruth Parkway.

The proposed 4-lane cross-section will continue along SR 92 from East Hiram Parkway/Bill Carruth Parkway to Nebo Road, where it will transition to the existing 5-lane cross-section. Traffic volumes at this transition point include a 2037 ADT of 28,620 vehicles per day south of Nebo Road along the proposed 4-lane cross-section and a 2037 ADT of 32,800 vehicles per day north of Nebo Road along the existing 5-lane cross-section. This transition will form the northern logical termini of the proposed SR 92 widening projects. A project is planned for widening of SR 92 north of the existing 5-lane section to SR 120 in Paulding County (P.I. Nos. 621720 / 621022 / and 632921 - RTP plan year 2010). This project has a defined southern logical termination point at Nebo Road, documented in an approved concept report.

DESIGN RECOMMENDATIONS

The SR 92 corridor was analyzed to determine number of travel lanes and intersection configuration necessary to accommodate design year 2037 traffic. The roadway capacity analysis indicates SR 92 will require a six-lane divided cross-section from Durelee Lane to Bill Carruth Parkway to accommodate traffic through design year 2037. A four-lane divided cross-section is recommended for the section from Bill Carruth Parkway to Nebo Road. Figures 2 through 9 show the recommended lane configuration by intersection for the design year 2037.

This design provides LOS D or better operations at all the signalized intersections. As was discussed in the analysis summary above, some of the lower volume unsignalized intersections along SR 92 are projected to operate at LOS F conditions during the design year peak hour. Although less desirable than operation at LOS D or better, this condition is not uncommon along urban and suburban corridors where minor side streets intersect arterial roads.

Concept Report Traffic Study
SR 92 from Durelee Lane
to Nebo Road

Georgia Department of Transportation

Existing Lane Configurations

FIG 2	January 2010	JACOBS

Georgia Department of Transportation

Concept Report Traffic Study
SR 92 from Durelee Lane to Nebo Road

Existing Lane Configurations

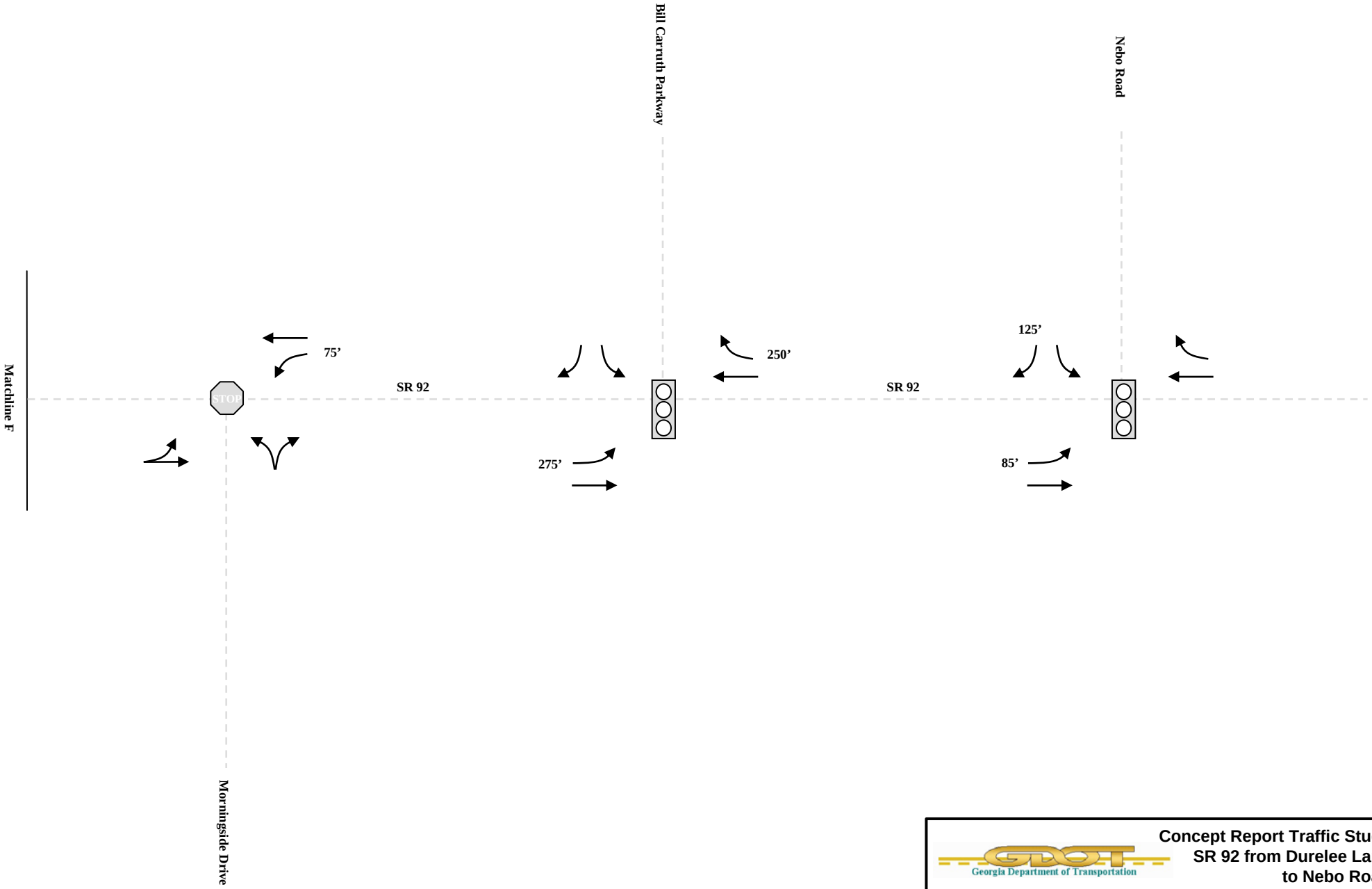
FIG 3	January 2010	JACOBS

Concept Report Traffic Study
SR 92 from Durelee Lane
to Nebo Road

Georgia Department of Transportation

Existing Lane Configurations

FIG 4	January 2010	JACOBS

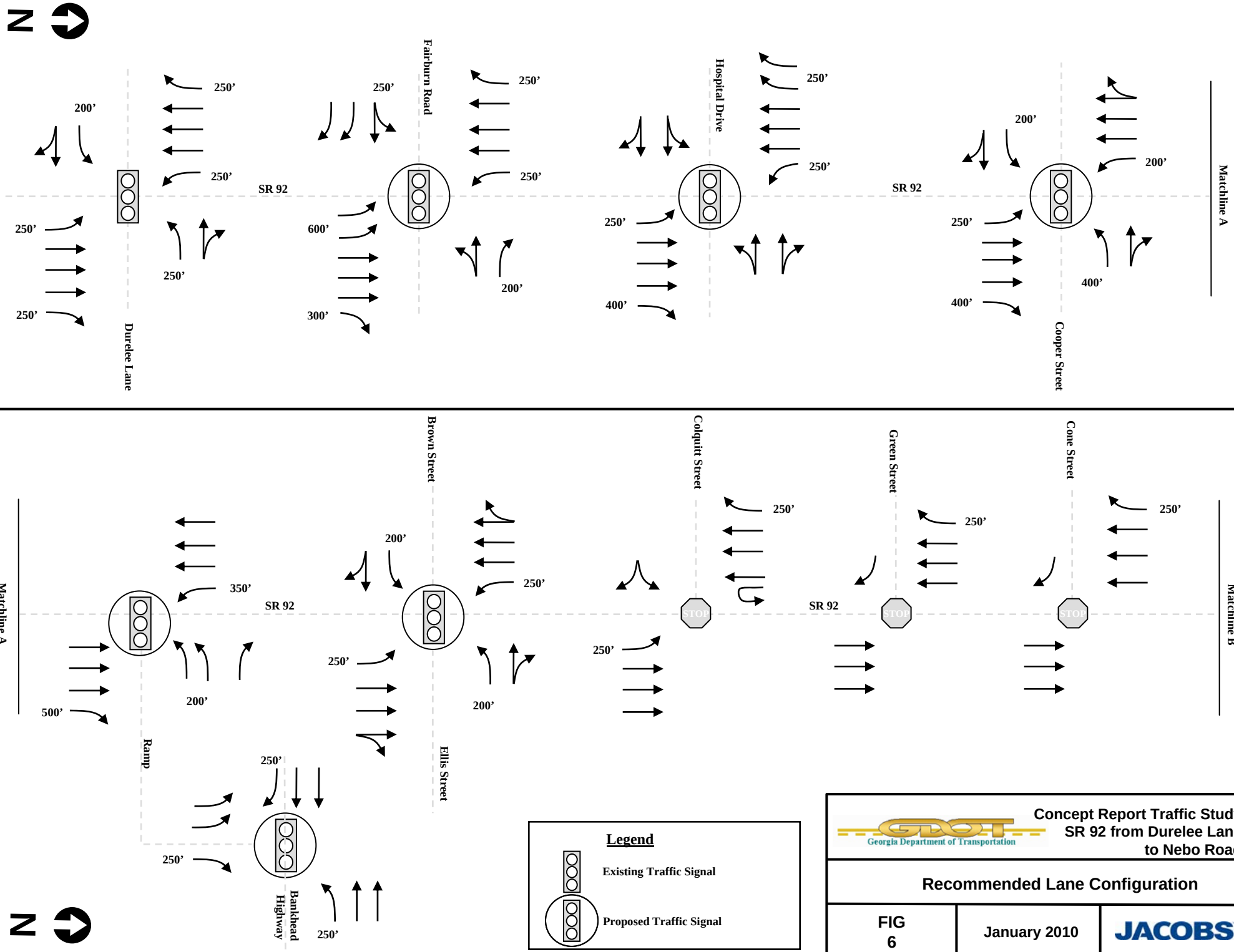


Concept Report Traffic Study
SR 92 from Durelee Lane
to Nebo Road

Georgia Department of Transportation

Existing Lane Configurations

FIG 5	January 2010	JACOBS



Georgia Department of Transportation

Concept Report Traffic Study
SR 92 from Durelee Lane to Nebo Road

Recommended Lane Configuration

FIG 6	January 2010	JACOBS

Concept Report Traffic Study
SR 92 from Durelee Lane
to Nebo Road

Georgia Department of Transportation

Recommended Lane Configuration

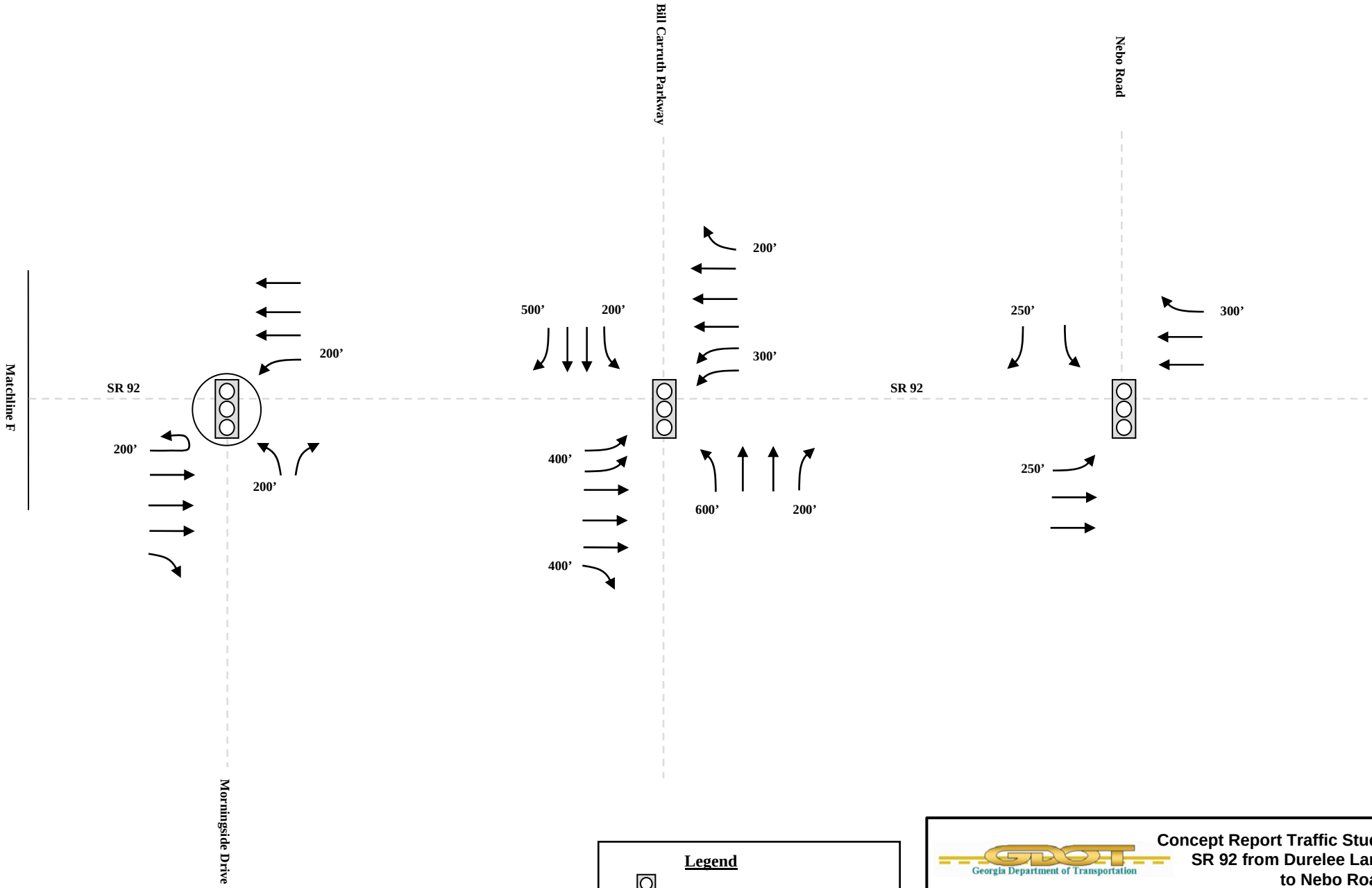
FIG 7	January 2010	JACOBS

Georgia Department of Transportation

Concept Report Traffic Study
SR 92 from Durelee Lane to Nebo Road

Recommended Lane Configuration

FIG 8	January 2010	JACOBS



Legend

Existing Traffic Signal

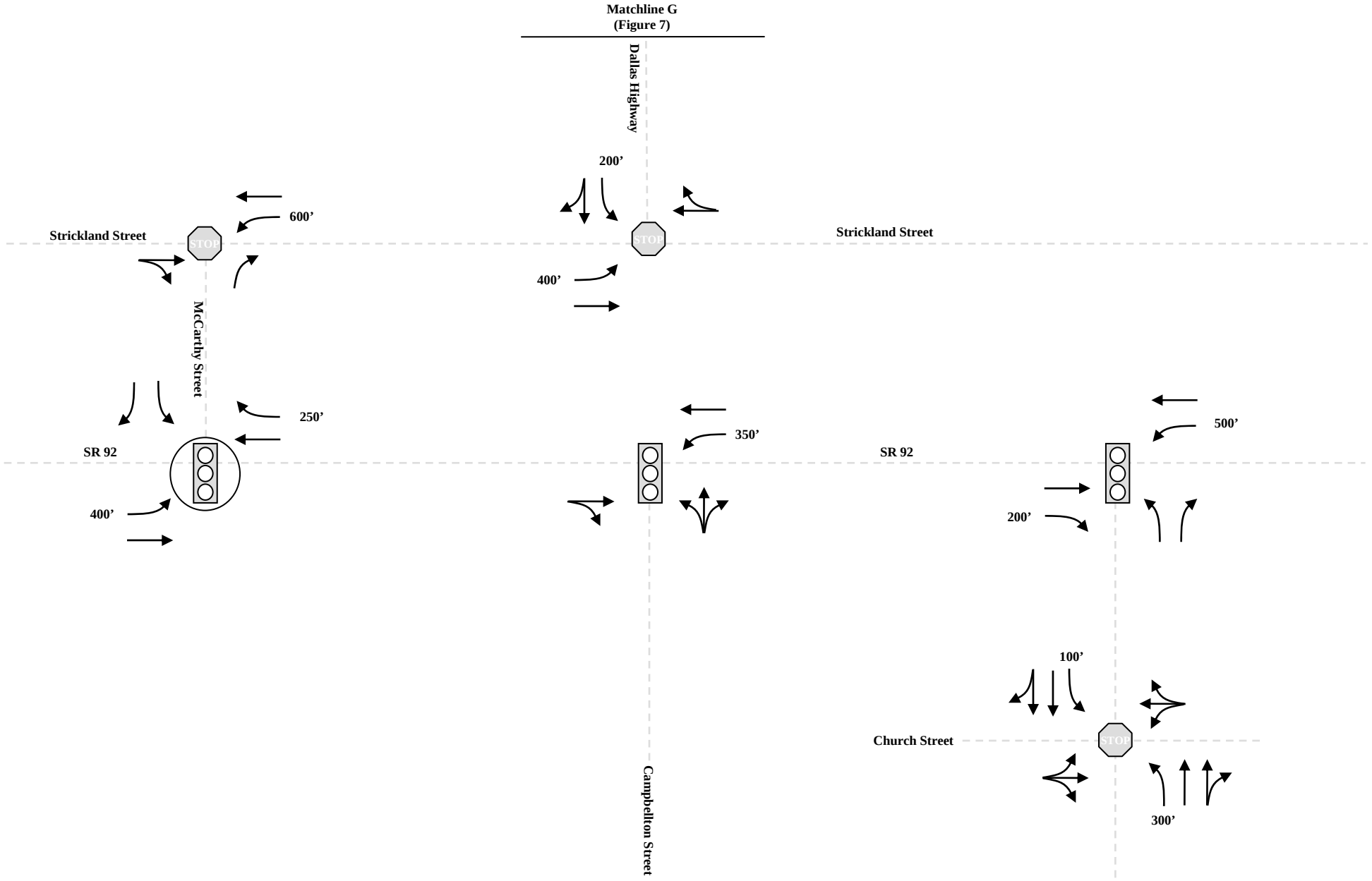
Proposed Traffic Signal

Georgia Department of Transportation

Concept Report Traffic Study
SR 92 from Durelee Lane
to Nebo Road

Recommended Lane Configuration

FIG 9	January 2010	JACOBS



Legend

Existing Traffic Signal

Proposed Traffic Signal

N

Concept Report Traffic Study
SR 92 from Durelee Lane
to Nebo Road

Georgia Department of Transportation

Recommended Lane Configuration

FIG 10	January 2010	JACOBS

Attachment A

Electronic Data Files for:

- Traffic Count Data
- Balanced Flow Diagrams
- Traffic Analysis

(Available upon request)

Note: Files are for years 2015 and 2035, which were later adjusted to 2017 and 2037 without changes in traffic volume.

Attachment B

Traffic Flow Diagrams
(Under Separate Cover)

Attachment B
Traffic Flow Diagrams

Concept Report Traffic Study
SR 92 from Durelee Lane in the City of Douglasville to Nebo Road in Paulding County

Project Numbers: : CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), & CSSTP-0007-00(691)
Counties: DOUGLAS and PAULDING
P.I. Nos.: 720970 / 0006900 / 0006901 / 0007691
SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR –
PHASE I, SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY –
PH II, SR 92 RELOC FM STRICKLAND ST TO MALONE RD –
PHASE III, & SR 92 FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT 1.

Prepared for:
Georgia
Department of Transportation

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January 2010

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INTRODUCTION

Carter & Burgess, Inc. has conducted an analysis of the future traffic conditions and transportation needs for the proposed SR 92 Realignment located in Douglas and Paulding counties, Georgia. This includes the relocation of SR 92 on new alignment with a six-lane divided configuration within the City of Douglasville from Durelee Lane to south of Malone Road. The analysis also includes widening SR 92 from two to six travel lanes from south of Malone Road to Bill Carruth Parkway and from two to four lanes from Bill Carruth Parkway to Nebo Road. The following project numbers and description indicate the limits of the project:

> Project Numbers: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), & CSSTP-0007-00(691)
> Counties: DOUGLAS and PAULDING
> P.I. Nos.: 720970 / 0006900 / 0006901 / 0007691
> Description: SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR - PHASE I, SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY - PH II, SR 92 RELOC FM STRICKLAND ST TO MALONE RD - PHASE III, & SR 92 FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT 1.

These projects were analyzed as a single project for traffic analysis and environmental documentation in order to ensure that logical termini were provided. For purposes of reference in this study, the SR 92 corridor is indicated as running north-south with crossing streets running east-west. The portion of US 78 in downtown Douglasville extending from McCarley Street to Mozley Street is referred to as US 78 (Broad Street). The portion of US 78 near the proposed railroad and roadway grade separation with the SR 92 realignment is referred to as US 78 (Bankhead Highway). This attachment documents the forecasted traffic volumes and associated balanced flow traffic diagrams approved by the Georgia Department of Transportation (GDOT) Office of Environment and Location (OEL) in January 2007.

TRAFFIC FORECASTS

Future year traffic for the SR 92 project was determined for opening year 2017 and design year 2037 based on an examination of historic traffic volumes, planned development, and the ARC travel demand model. Historically, the study area has experienced moderate traffic growth trends. The last five years of data from nearby GDOT count stations was analyzed to determine the overall historical growth trend, as shown in Table B-1.

Historically, the SR 92 study area in Douglasville has experienced low traffic growth trends (averaging less than 1.0 percent per year), while the SR 92 study area in Paulding County has experienced higher growth rates (averaging 5.6 percent per year). The overall historic growth rate along SR 92 is 3.0 percent per year. In order to estimate future traffic volumes, existing traffic will be increased to account for background traffic growth. Though not necessarily a predictor of future trends, historic traffic growth is a consideration in determining the pace of future growth over time.

Table B-1 - Historical Traffic Information

TC Station	Street	2000	2001	2002	2003	2004	Average Annual Growth through 2004
0172	SR 92 north of Nebo Road	20,749	21,400	21,565	26,394	23,801	3.5%
0169	SR 92 south of Nebo Road	14,314	14,800	14,914	18,750	20,538	9.4%
0165	SR 92 north of Brownsville, Road	10,745	11,100	11,185	12,717	14,280	7.4%
089	SR 92 south of Cave Springs Road	n/a	15,432	15,476	14,802	16,704	2.0%
087	SR 92 north of Malone Road	10,143	10,892	12,120	14,267	13,337	5.6%
085	SR 92 north of Bankhead Hwy (US 78)	16,557	17,350	16,102	17,353	16,862	0.5%
025	Broad Street (US 78) west of Fairburn Road (SR 92)	22,257	22,521	19,728	20,910	21,524	0%
083	SR 92 south of Bankhead Highway	22,288	n/a	22,881	24,907	23,487	1.4%
081	SR 92 west of Hospital Drive	28,740	26,938	25,454	25,971	26,857	0.0%
078	SR 92 west of I-20	n/a	33,246	30,978	32,289	33,552	0.3%
Average							**3.0%**

ARC TP+ TRAFFIC GROWTH PROJECTIONS

To satisfy federal air quality requirements, roadway capacity projects within the Atlanta Region must be included in the Regional Transportation Plan (RTP) that conforms to federal emissions standards. The current 2030 RTP uses the Atlanta Regional Commission's (ARC's) TP+ model to demonstrate air quality conformity. Since this model reflects the agreed upon land use for each county in the region, it is important to link future design year volumes to the TP+ model volumes.

The ARC TP+ travel demand model was evaluated to determine the expected growth rate predicted by the model. Tables B-2 and B-3 show the anticipated volume and growth rates projected by the ARC TP+ model through model years 2015 and 2030, respectively.

Table B-2 - Growth Based on ARC TP+ 2015 Model Volumes

Location	2006 ADT Counts	2015 ADT ARC TP+ Model	Average Annual Growth
SR 92 north of Nebo Road	23,472	35,080	4.6%
SR 92 south of Nebo Road	17,929	31,950	6.6%
SR 92 south of Ridge Road	16,049	33,220	8.4%
SR 92 south of Brownsville Road	17,934	35,440	7.9%
SR 92 north of I-20	33,552	34,450	0.3%
Average			5.6%

Table B-3 - Growth Based on ARC TP+ 2030 Model Volumes

Location	2006 ADT Counts	2030 ADT ARC TP+ Model	Average Annual Growth
SR 92 north of Nebo Road	23,472	36,200	1.8%
SR 92 south of Nebo Road	17,929	33,930	2.7%
SR 92 south of Ridge Road	16,049	40,970	4.0%
SR 92 south of Brownsville Road	17,934	44,830	3.9%
SR 92 north of I-20	33,552	46,510	1.4%
Average			2.8%

As these tables show, the year 2015 data shows a growth rate greater than the previous growth trends, while the year 2030 model growth is slightly less than the overall previous growth trends.

TRAFFIC PROJECTION METHODOLOGY

In keeping with air quality regulations, traffic volumes from ARC's conforming regional travel demand model were used. The SR 92 Realignment in the City of Douglasville is first represented in the year 2015 model network, while the SR 92 widening in Douglas and Paulding counties is first represented in the year 2020 model network. In order to maintain consistency in the evaluation of corridor improvements, the ARC TP+ model was modified to include both projects in years 2015 and 2030, and both were removed from the year 2015 and 2030 no-build evaluations. Models for years 2015 and 2030 were used because those are the model years used in the ARC air quality conformity determination.

Design Year 2037 Daily Traffic Volumes

For the existing section of SR 92 in Douglasville, an approved concept report with approved traffic volume projections was prepared in 2001. The traffic projections were based on an opening year of 2007 and design year of 2027. The model volumes have been adjusted to reflect 2037 traffic projections along the SR 92 corridor. Based on a comparison of 2027 approved volumes to 2037, the volumes south of Bankhead Highway were decreased by 12 percent while volumes north of Bankhead Highway were increased by 16 percent to reflect 2037 conditions.

Year 2037 traffic volumes north of Bankhead Highway were determined based on the ARC TP+ model for year 2030. Average daily traffic (ADT) for SR 92 was determined from the ARC TP+ model for year 2030 and increased by 2.8 percent per year for five years to reflect year 2035 conditions. The side street volumes were increased at a rate of 2.5 percent per year from year 2006 volumes, an amount equal to the average model growth rate for six major side streets north of Bankhead Highway (refer to Table B-4). These year 2035 volumes were updated to year 2037 with no volume addition, as requested by GDOT, to reflect flat volume growth during years 2008 and 2009.

Table B-4 - ARC TP+ Side Street Model Volume Growth 2015 to 2030

Location	2015 ADT ARC TP+ Model	2030 ARC TP+ Model	Annual Growth Rate
Nebo Road west of SR 92	4,330	5,020	1.0%
Pine Valley Road east of SR 92	4,370	7,150	3.3%
Ridge Road west of SR 92	10,280	21,040	4.9%
Sweetwater Road west of SR 92	11,520	13,690	1.2%
Brownsville Road east of SR 92	1,650	2,210	2.0%
Maroney Mill Road east of SR 92	4,350	6,200	2.4%
Average			2.5%

Opening Year 2017 Daily Traffic Volumes

To determine the year 2017 traffic volumes along the corridor, ARC TP+ volume projections were examined for eight locations along the corridor. These model volumes indicated the 2015 volume of traffic along the SR 92 corridor accounted for an average of 75 percent of the model volumes for year 2030 (refer to Table B-5).

Table B-5 - ARC TP+ 2015 Model Volumes as Percent of 2030 Model Volumes

Location	2015 ADT ARC TP+ Model	2030 ARC TP+ Model	2015 volume as a % of 2030 volume
SR 92 north of Nebo Road	34,400	36,200	95%
SR 92 south of Nebo Road	31,950	33,930	94%
SR 92 south of Ridge Road	33,220	40,970	81%
SR 92 south of Brownsville Road	35,440	44,830	79%
SR 92 Reloc. north of Bankhead Hwy.	20,600	35,060	59%
SR 92 south of Bankhead Highway	13,370	27,200	49%
SR 92 east of Hospital Drive	21,870	29,860	73%
SR 92 west of I-20	34,450	46,510	74%
Average			75%

This reflects the assumption that achieving volume growth to a higher proportion of total growth within ten years requires annual growth higher than that occurring over the past ten years followed by a ten year period of very low growth. Through subsequent discussions with GDOT, the assumed percentage growth to year 2017 was decreased to reflect anticipated population and employment growth along the corridor.

Population and employment for traffic analysis zones (TAZs) along SR 92 were examined and found to be increasing at an average rate of 2.4 percent per year. In order to provide balanced opening year 2017 volumes that reflect growth along the corridor with minimal rerouting to SR 92, the average annual growth rate of 2.4 percent was used through year 2015 to provide year 2015 daily volumes that are 52 percent of the year 2035 volumes. These year 2015 volumes were updated to year 2017 with no volume addition, as requested by GDOT, to reflect flat volume growth during years 2008 and 2009.

Design Hourly Volumes

Following review and approval of the 2017 and 2037 ADT volumes, design hourly volumes were calculated for the AM and PM peak hours. These design hourly volumes were based upon peak hour (K) factor and directional distribution (D) factors for the AM and PM peak hours. Tables B-6 and B-7 show the K and D factors from 2006 24-hour traffic volume counts and those derived from ARC's 2030 TP+ model peak period volumes.

Table B-6 - Calculation of K and D Factors for SR 92 Corridor - AM Peak Hour

Location	2006 Traffic Volume Counts			ARC TP+ 2030 Model		
	K	D	Peak Direction	K	D	Peak Direction
SR 92 north of SR 120 Conn.	0.06	66%	NB	0.07	53%	NB
SR 92 south of Nebo Road	0.07	62%	NB	0.07	54%	SB
SR 92 south of Ridge Road	0.07	52%	NB	0.08	50%	NB
SR 92 south of Brownsville Road	0.06	58%	SB	0.08	61%	SB
SR 92 Relocation north of Bankhead Highway	n/a	n/a	n/a	0.08	60%	SB
SR 92 south of Bankhead Highway	n/a	n/a	n/a	0.07	66%	SB
SR 92 west of I-20	n/a	n/a	SB	0.07	62%	SB
Average	0.06	60%	n/a	0.07	58%	n/a

Table B-7 - Calculation of K and D Factors for SR 92 Corridor - PM Peak Hour

Location	2006 Traffic Volume Counts			ARC TP+ 2030 Model		
	K	D	Peak Direction	K	D	Peak Direction
SR 92 north of SR 120 Conn.	0.08	65%	SB	0.07	54%	SB
SR 92 south of Nebo Road	0.08	50%	NB	0.08	53%	NB
SR 92 south of Ridge Road	0.08	55%	NB	0.09	50%	NB
SR 92 south of Brownsville Road	0.09	63%	NB	0.09	57%	NB
SR 92 Relocation north of Bankhead Highway	n/a	n/a	n/a	0.10	56%	NB
SR 92 south of Bankhead Highway	n/a	n/a	n/a	0.10	57%	NB
SR 92 west of I-20	n/a	n/a	n/a	0.09	56%	NB
Average	0.08	58%	n/a	0.09	55%	n/a

As these tables show, the K and D factors are similar for both the counted traffic volumes and the ARC TP+ model volumes for year 2030. The ARC model volumes show slightly more traffic in the peak hours and a slightly less pronounced directionality. The average ARC TP+ model volumes were used in projecting peak hour volumes along the corridor; therefore, the following K and D factors were applied:

AM Peak Hour
K = 0.07
D = 58%

PM Peak Hour
K = 0.09
D = 55%

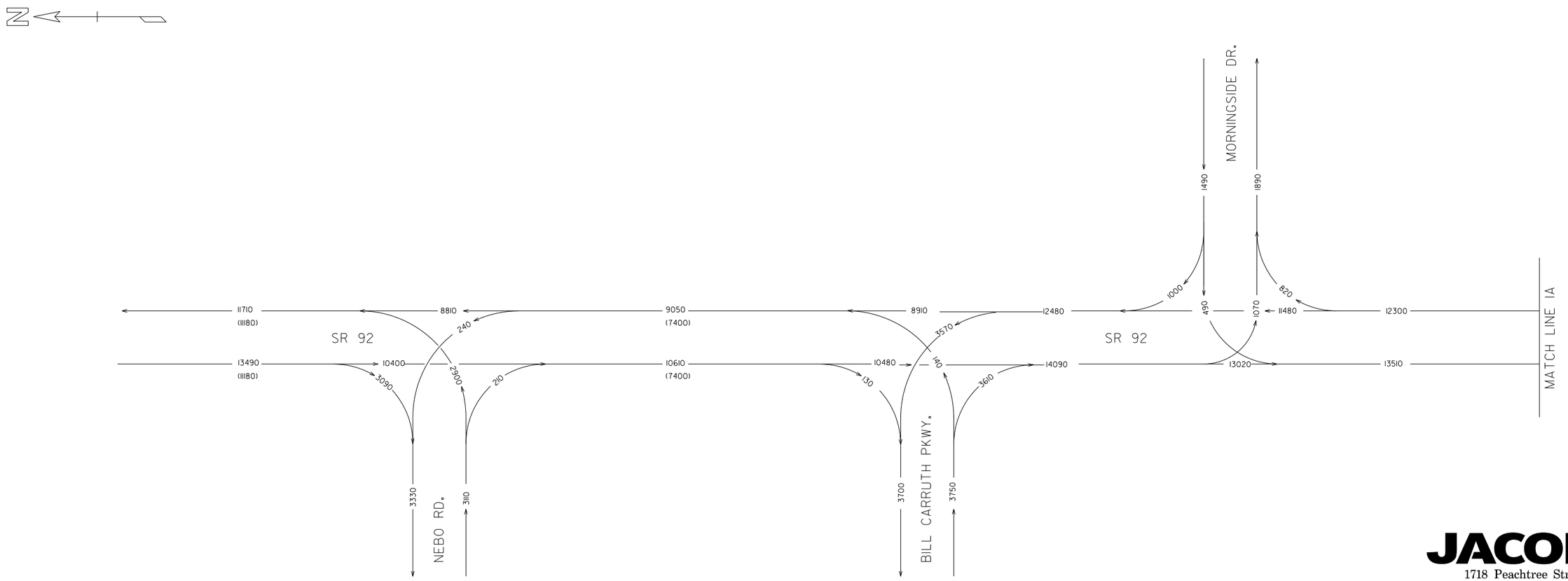
In addition to the K and D factors indicated above, the percent trucks was calculated based on year 2006 vehicle classification data along the existing SR 92 corridor near Durelee Lane and near Brown Street. These traffic counts indicated 15% trucks, with 10% single unit trucks and 5% Combination Trucks. These truck percentages were consistent for the peak hour (average of AM and PM peak hours) and daily traffic. The same truck percentages are recommended for use with the future traffic projections:

Percent Trucks
Single Unit - 10%
Combination - 5%
Total - 15%

2006, 2017, AND 2037 BALANCED FLOW DIAGRAMS

Future year traffic forecasts were prepared based on an examination of existing traffic flow, historic traffic volume trends, and growth projections from the ARC TP+ model. The resulting balanced traffic flow diagrams are provided in Figures B-1 through B-8. These traffic flow diagrams contain daily and peak hour traffic volume forecasts for opening year 2017 and design year 2037 for build and no-build conditions. These forecast traffic volumes were reviewed by GDOT OEL and approved on January 4, 2007 with updates to year 2017 and 2037 approved in January 2010.

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	1	89



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LEGEND

000=2006 EXISTING ADT
(000)=2007 GDOT TC AADT

PROJECT DESCRIPTION

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

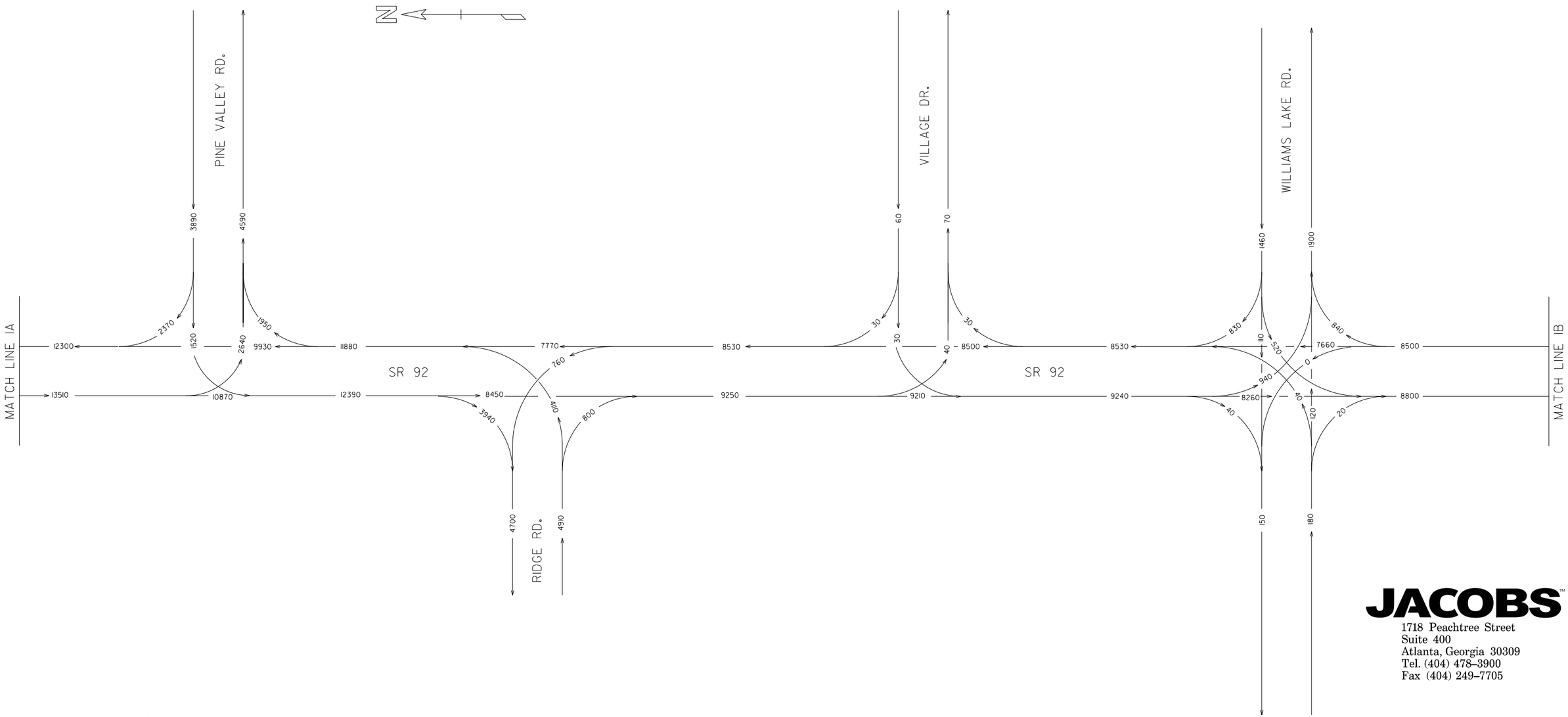
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 1A

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	2	89



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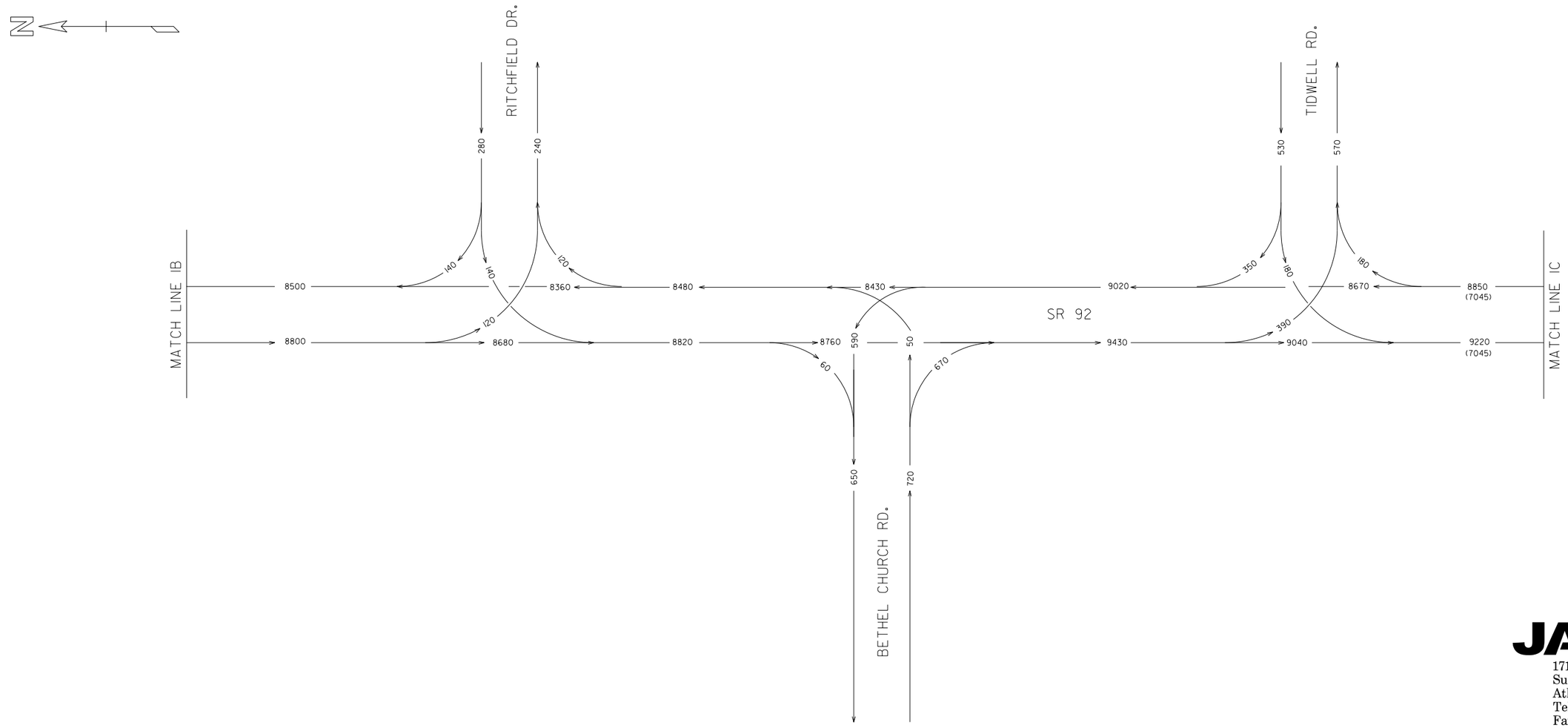
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 1B

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	3	89



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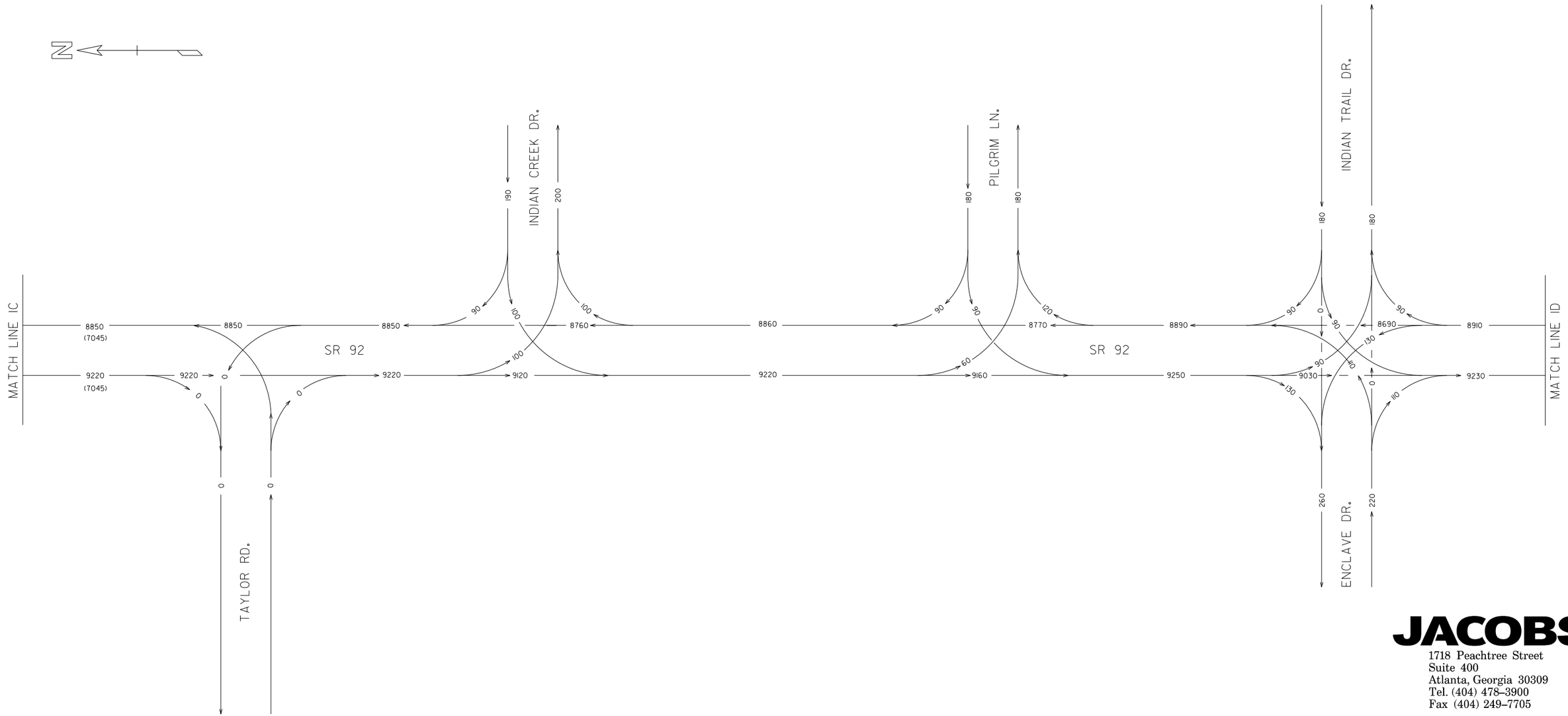
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE IC

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	4	89



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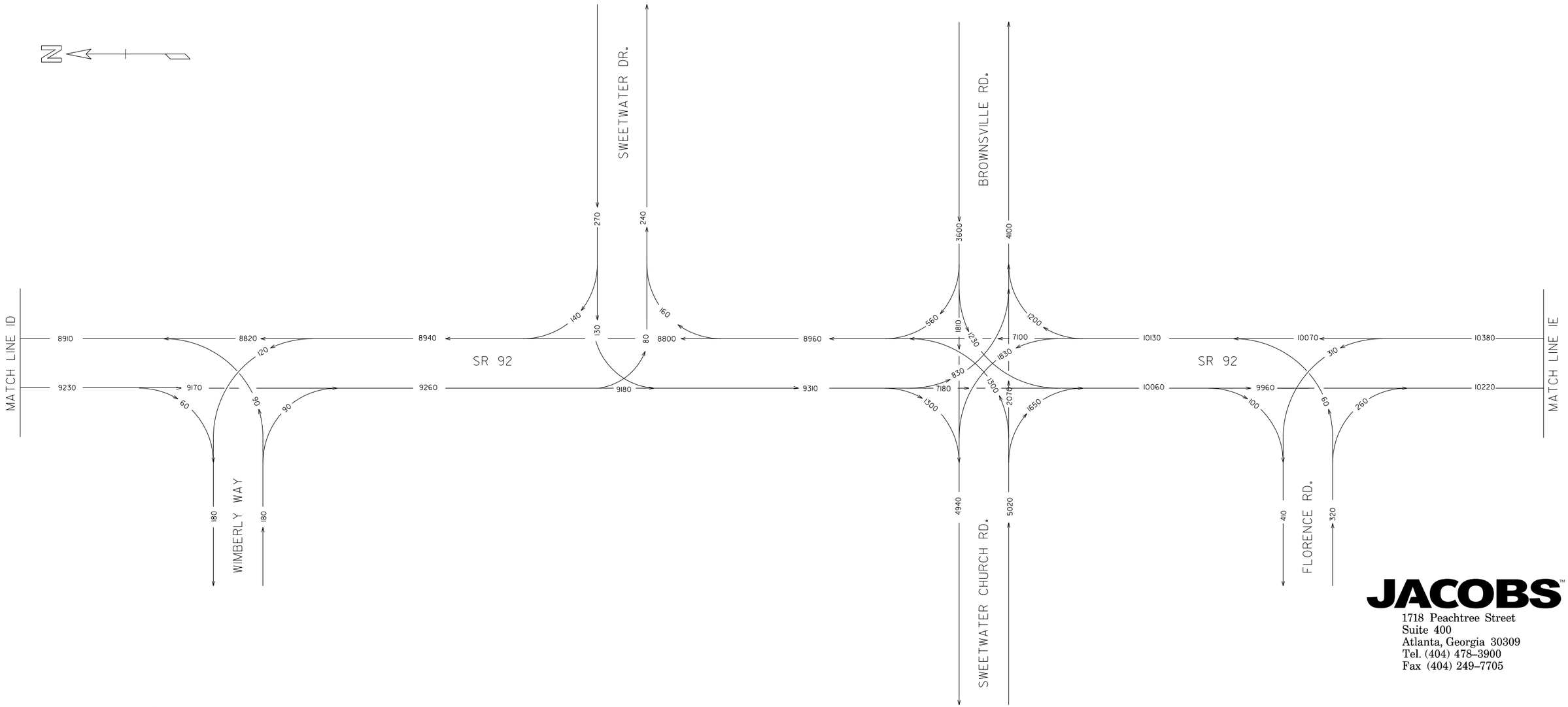
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE ID

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	5	89



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SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE IE

SCALE: N.T.S. JANUARY/2010

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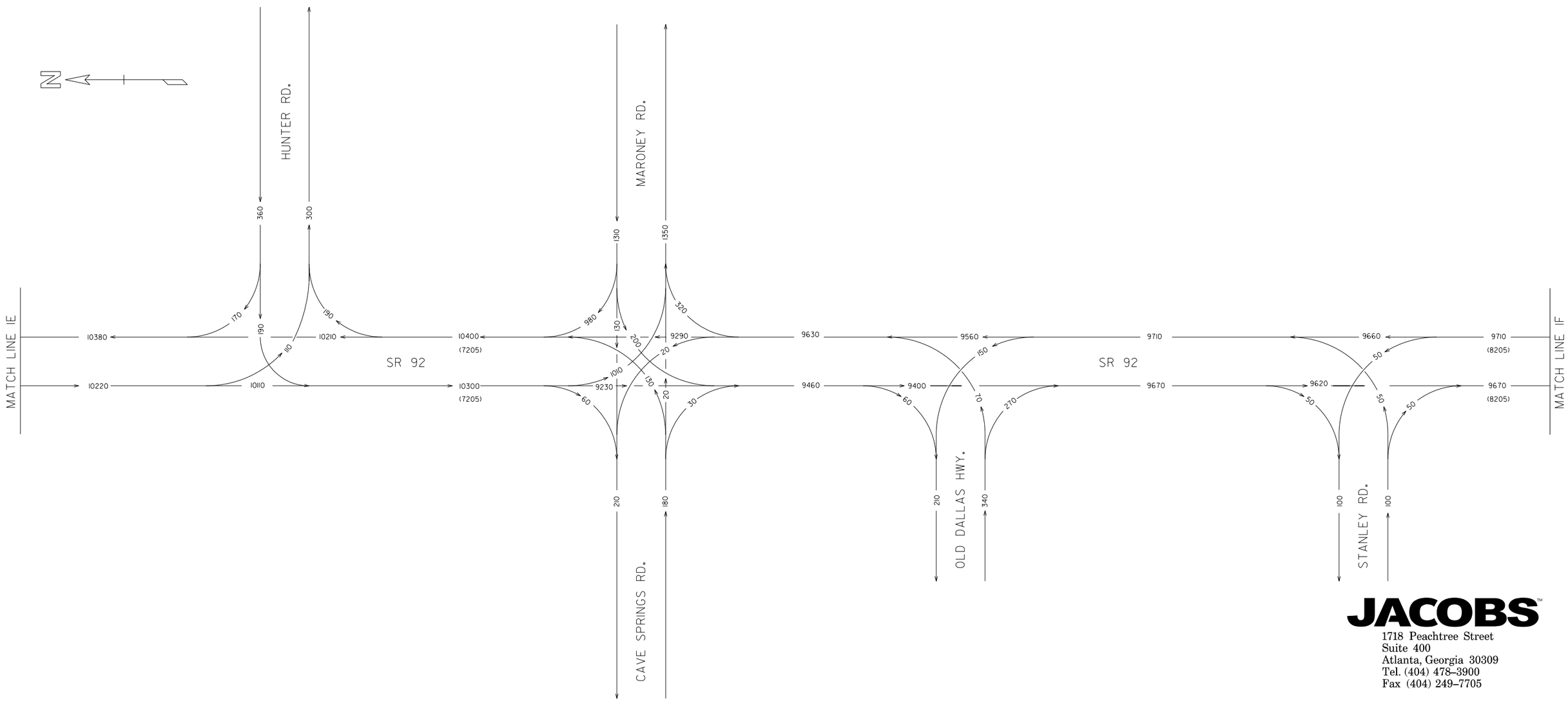
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	6	89



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FM CS 502/BROWN ST TO CS 519/NEBO RD - SEGMENT I

SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE IF

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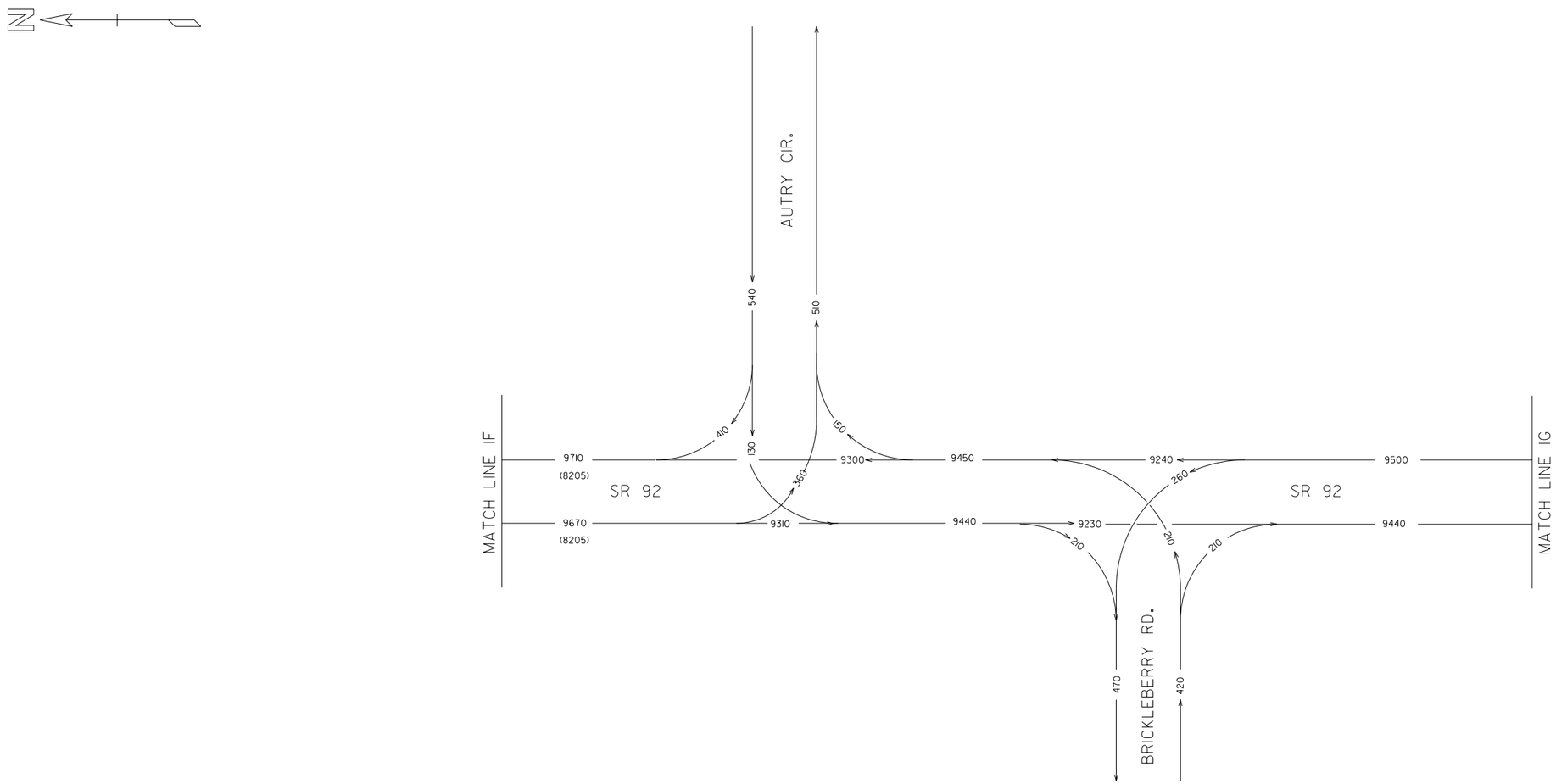

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LEGEND

000=2006 EXISTING ADT
(000)=2007 GDOT TC AADT

PROJECT DESCRIPTION

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

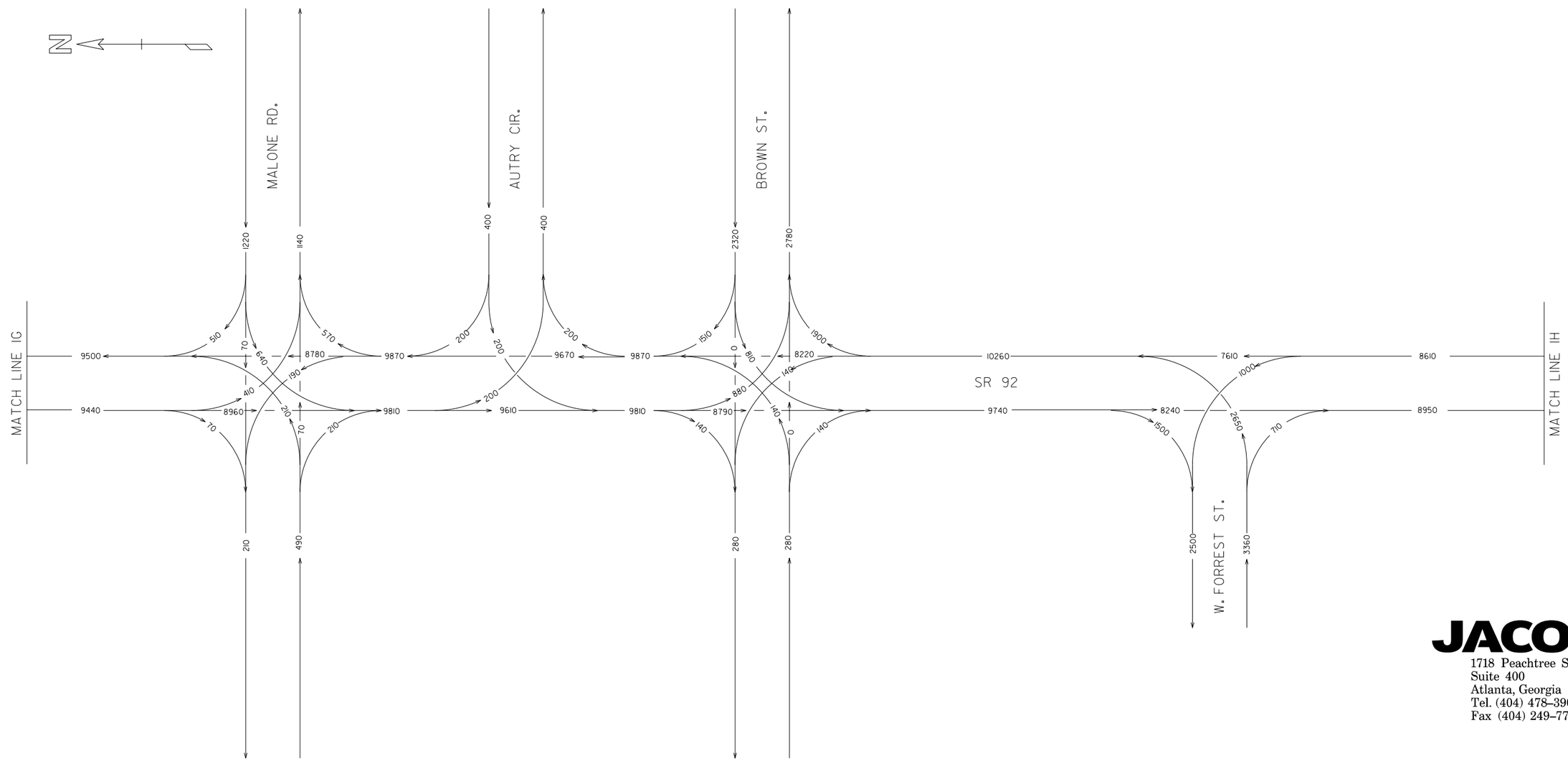
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 1G

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	8	89



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

LEGEND

000=2006 EXISTING ADT
(000)=2007 GDOT TC AADT

PROJECT DESCRIPTION

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

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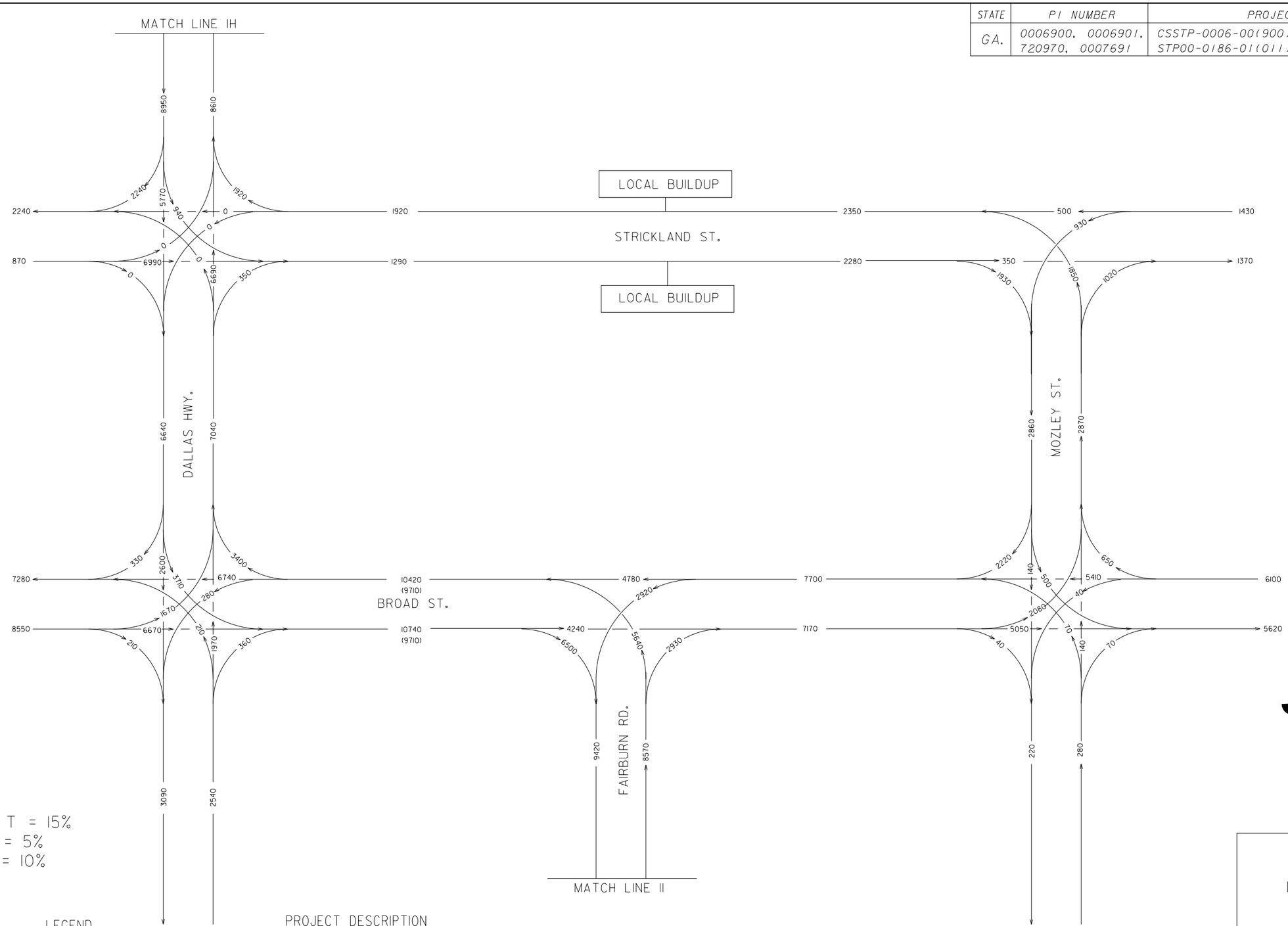
DOUGLAS/PAULDING COUNTY

2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE IH

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	9	89



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

LEGEND

000=2006 EXISTING ADT
(000)=2007 GDOT TC AADT

PROJECT DESCRIPTION

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

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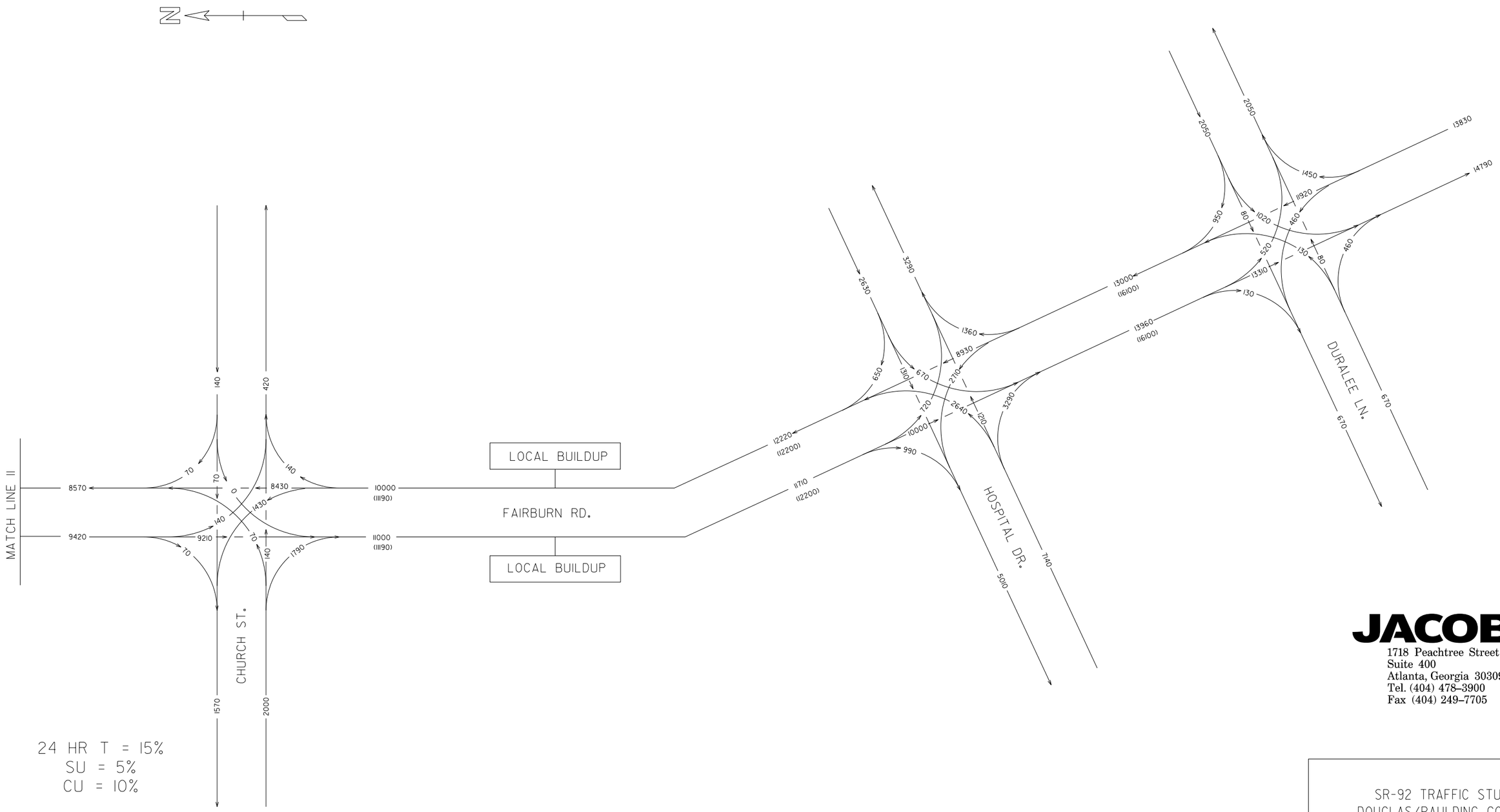
2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 11

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	10	89



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

LEGEND

000=2006 EXISTING ADT
(000)=2007 GDOT TC AADT

PROJECT DESCRIPTION

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

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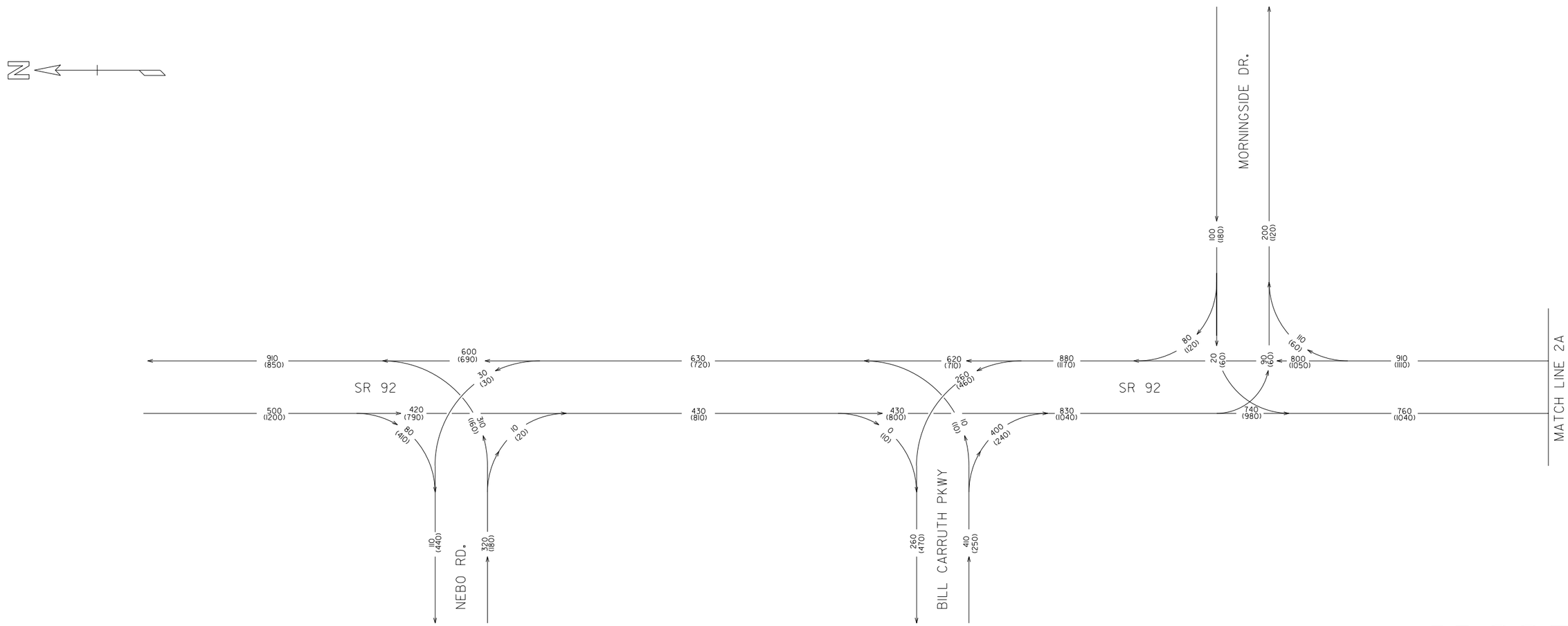
2006 EXISTING
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 1J

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	11	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

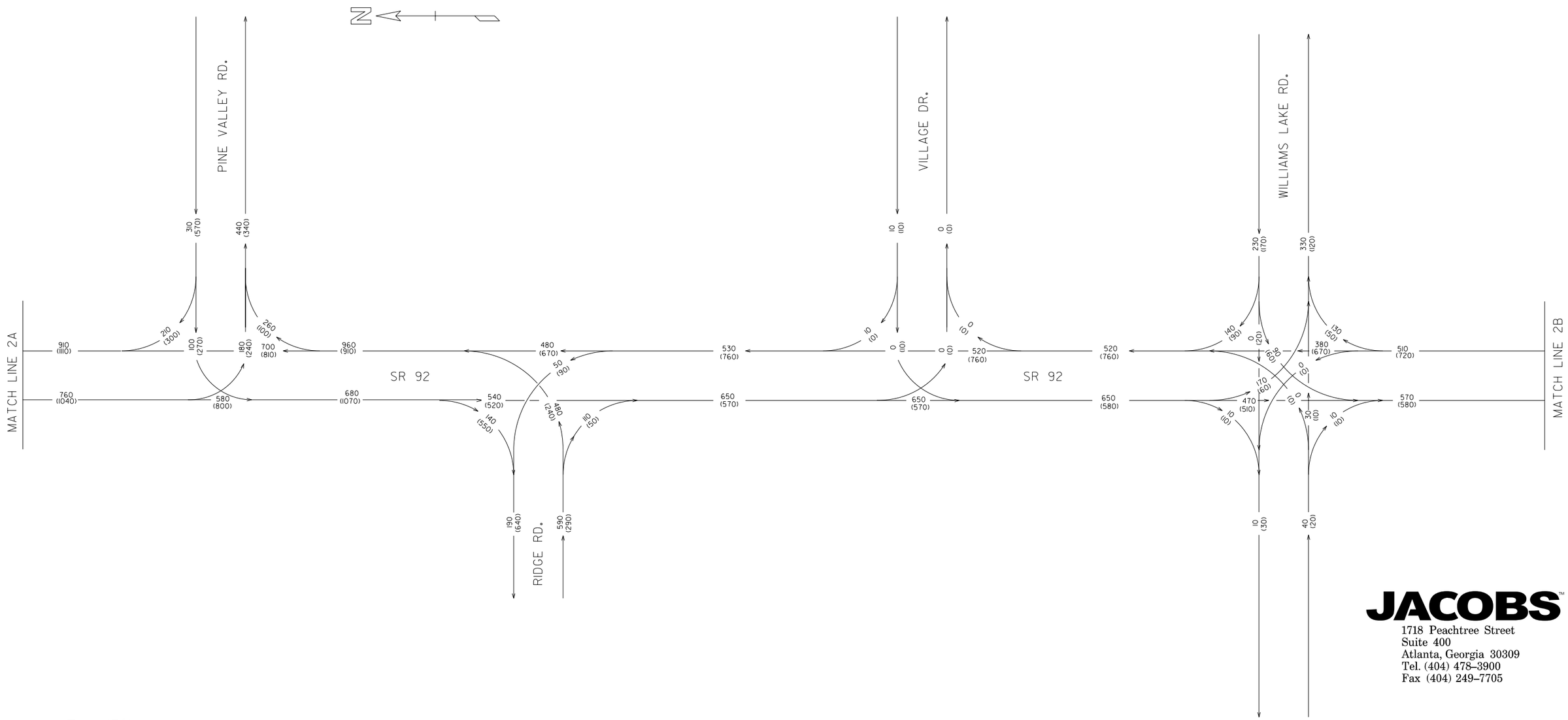
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2A

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	12	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

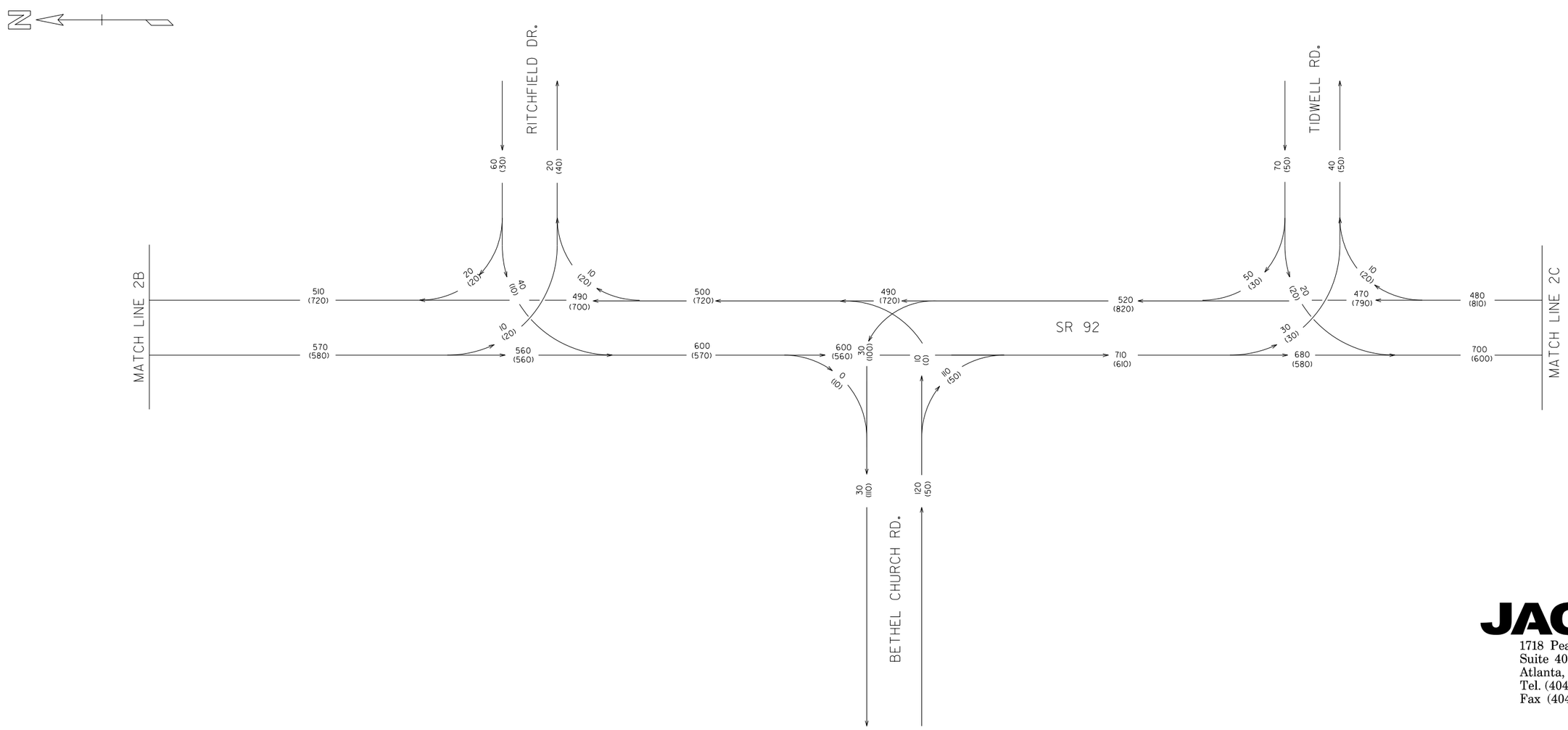
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2B

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	13	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

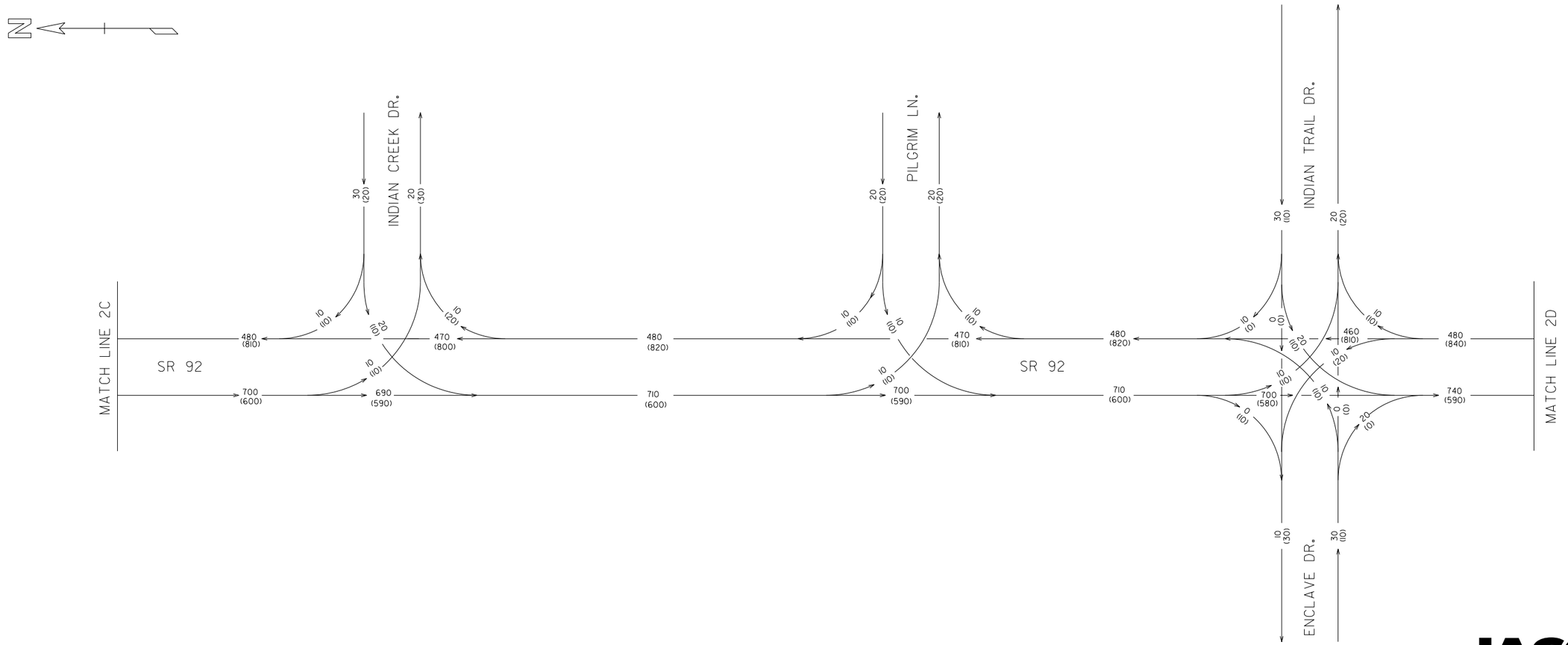
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2C

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	14	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

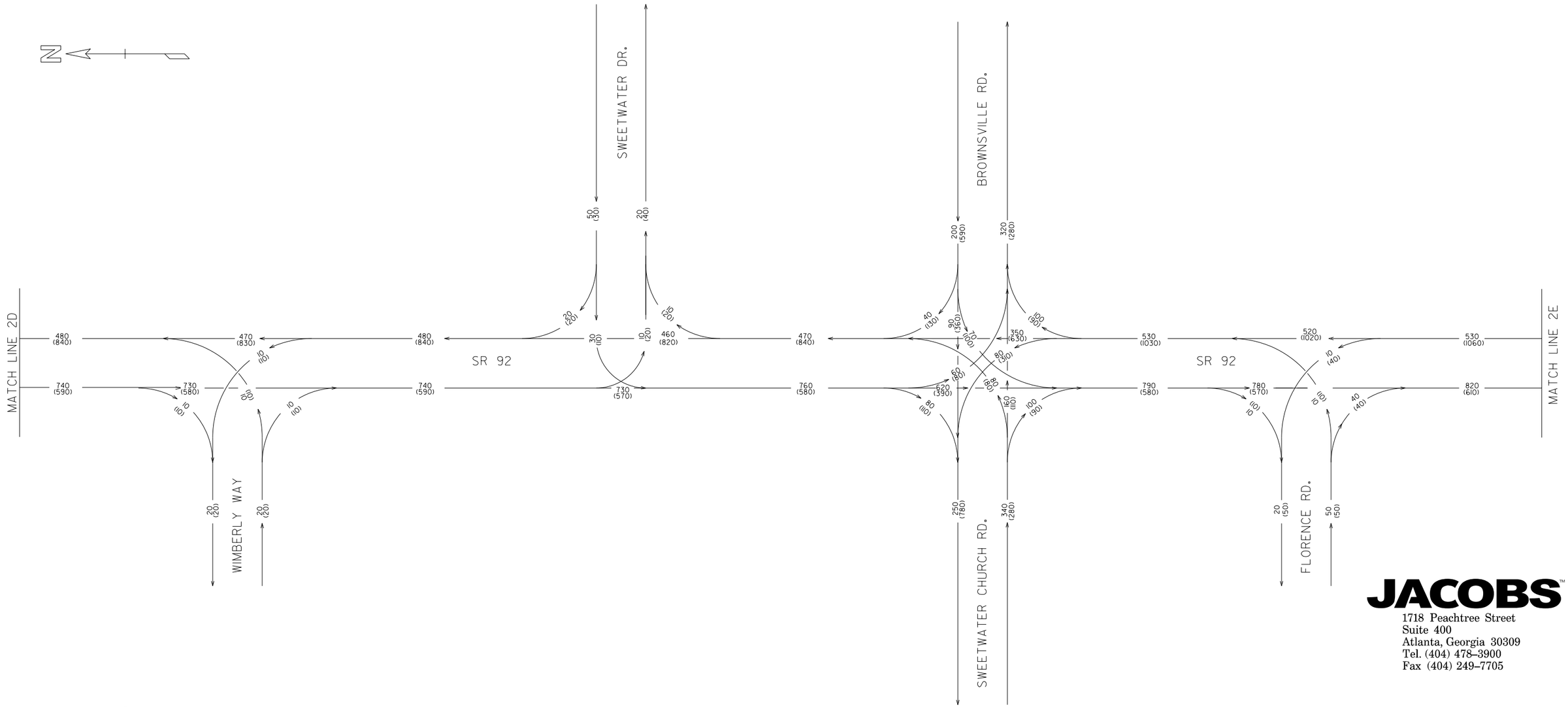
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2D

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	15	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

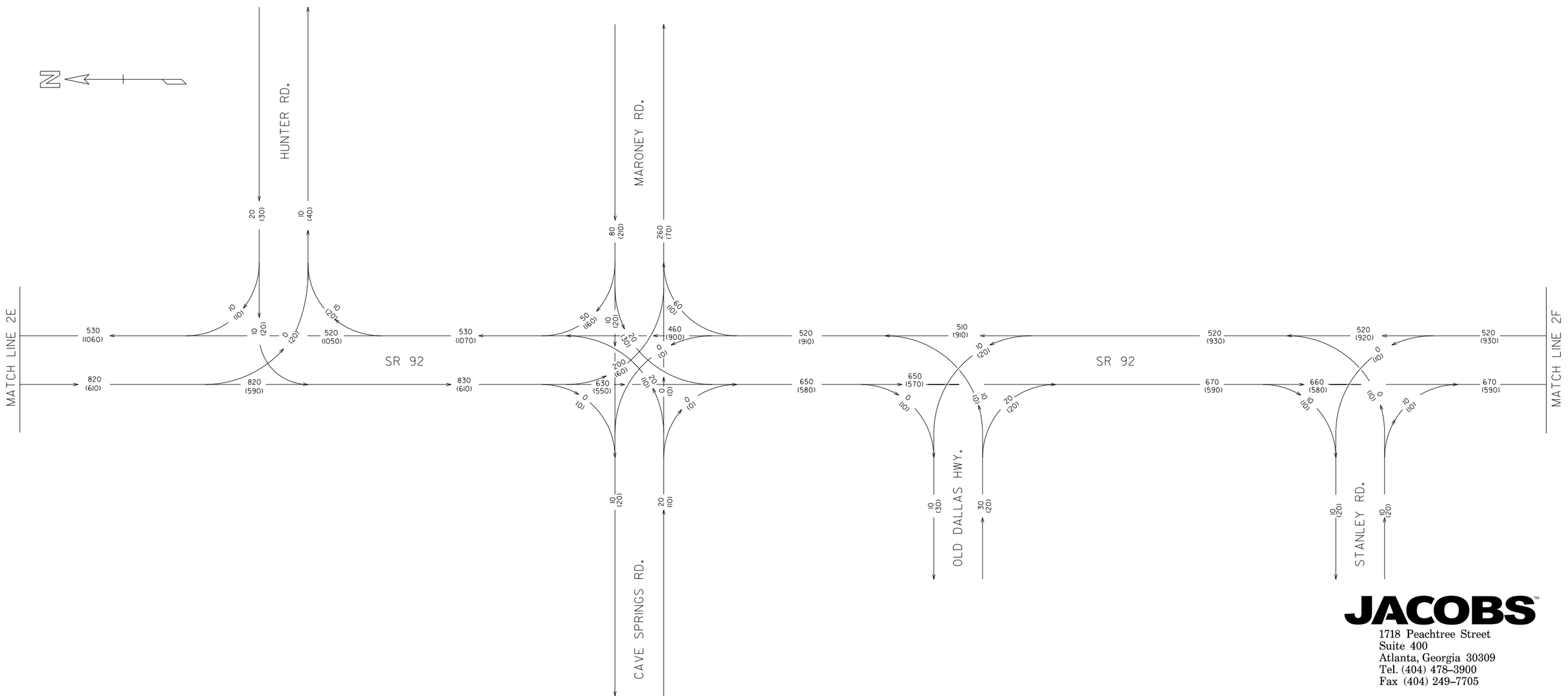
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2E

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	16	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

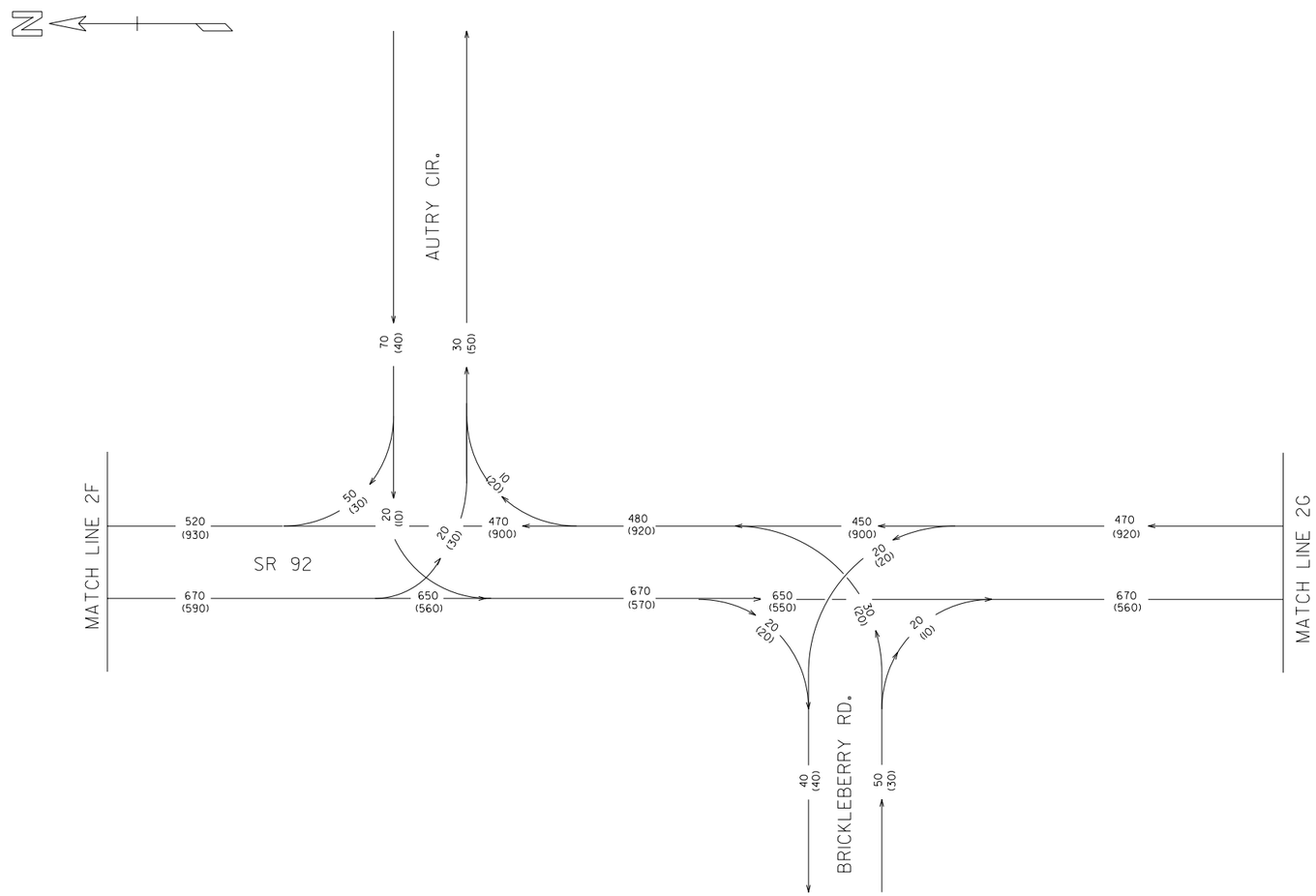
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2F

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	17	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

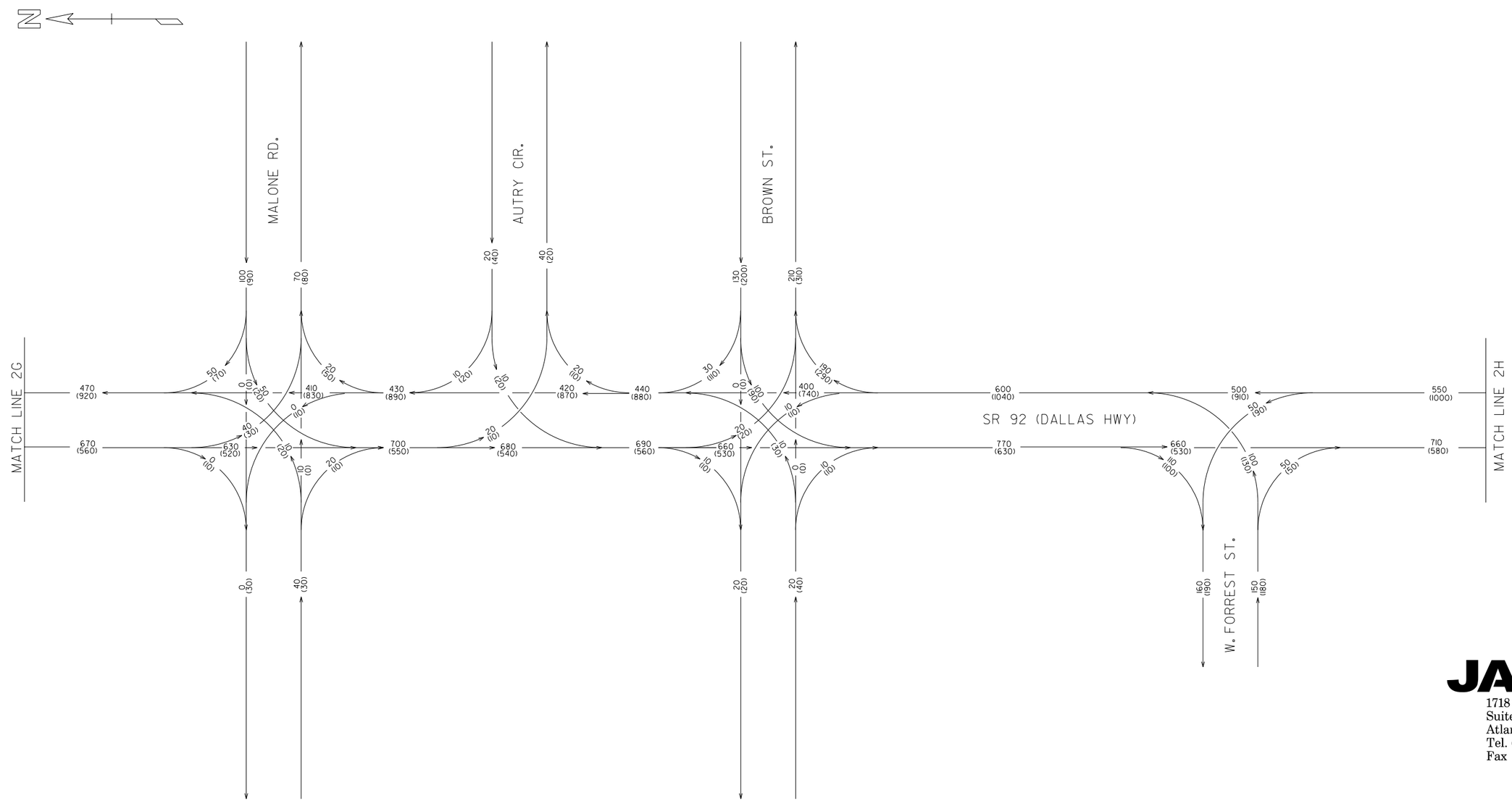
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2G

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	18	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

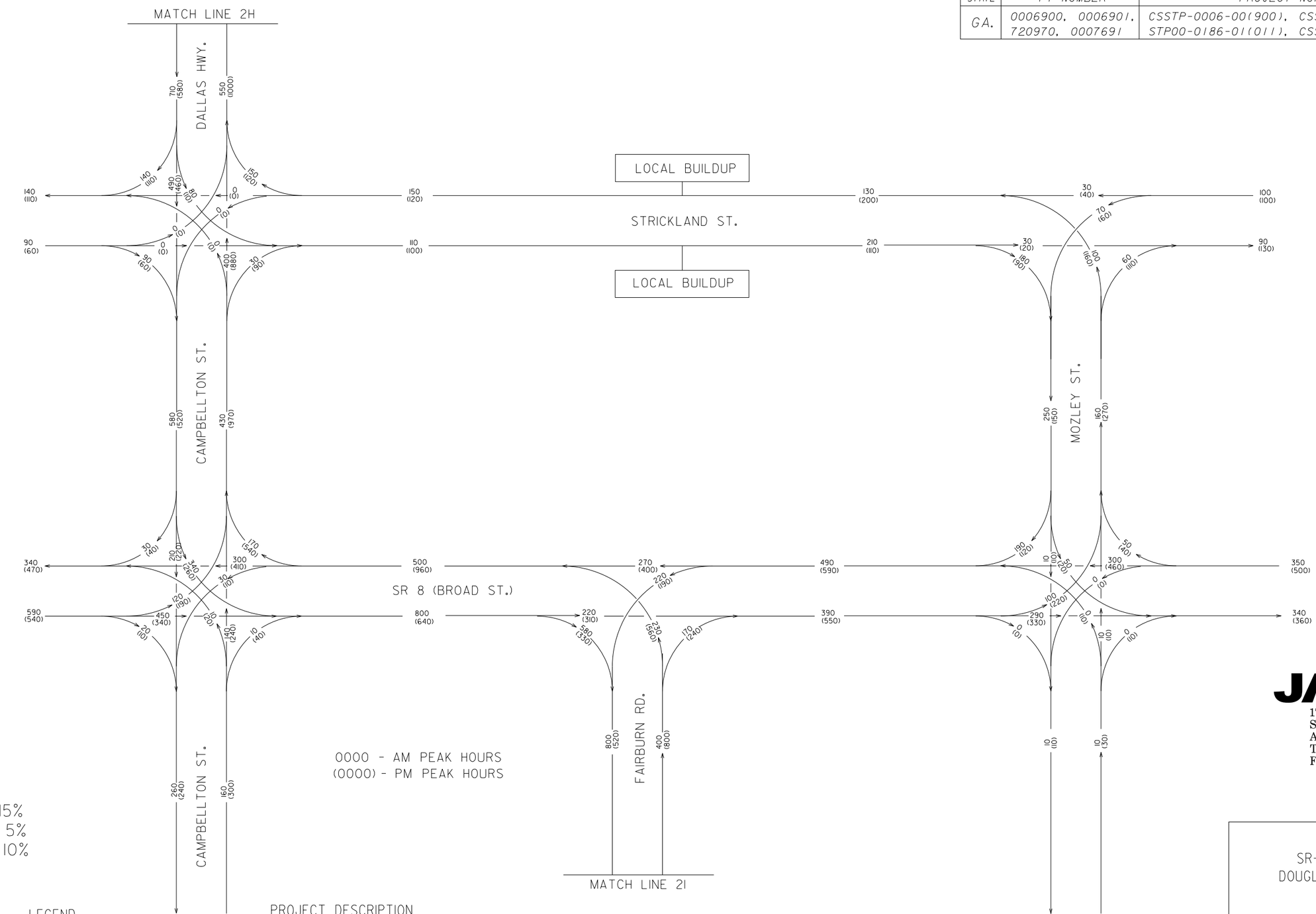
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2H

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	19	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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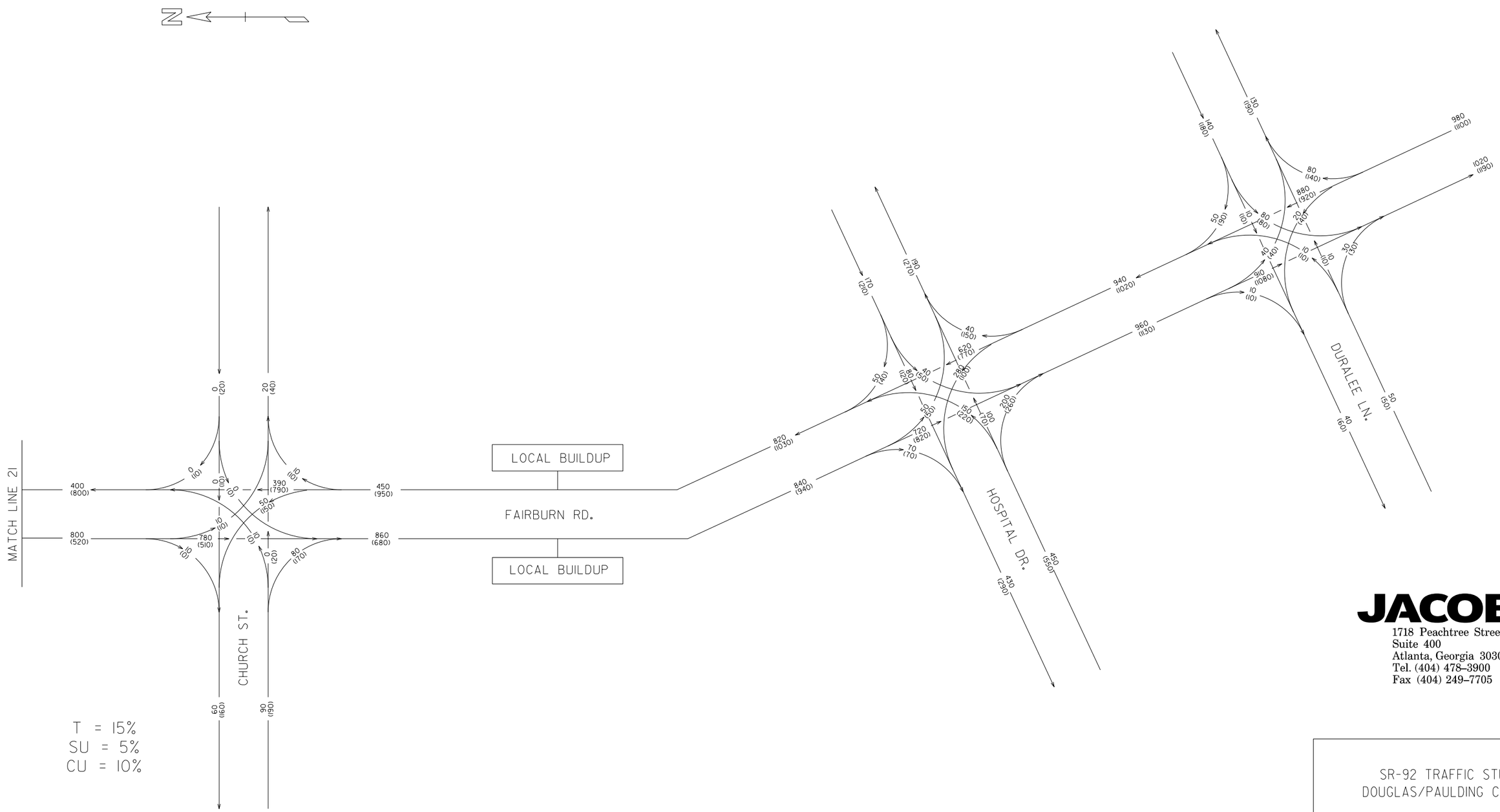
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 21

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	20	89



LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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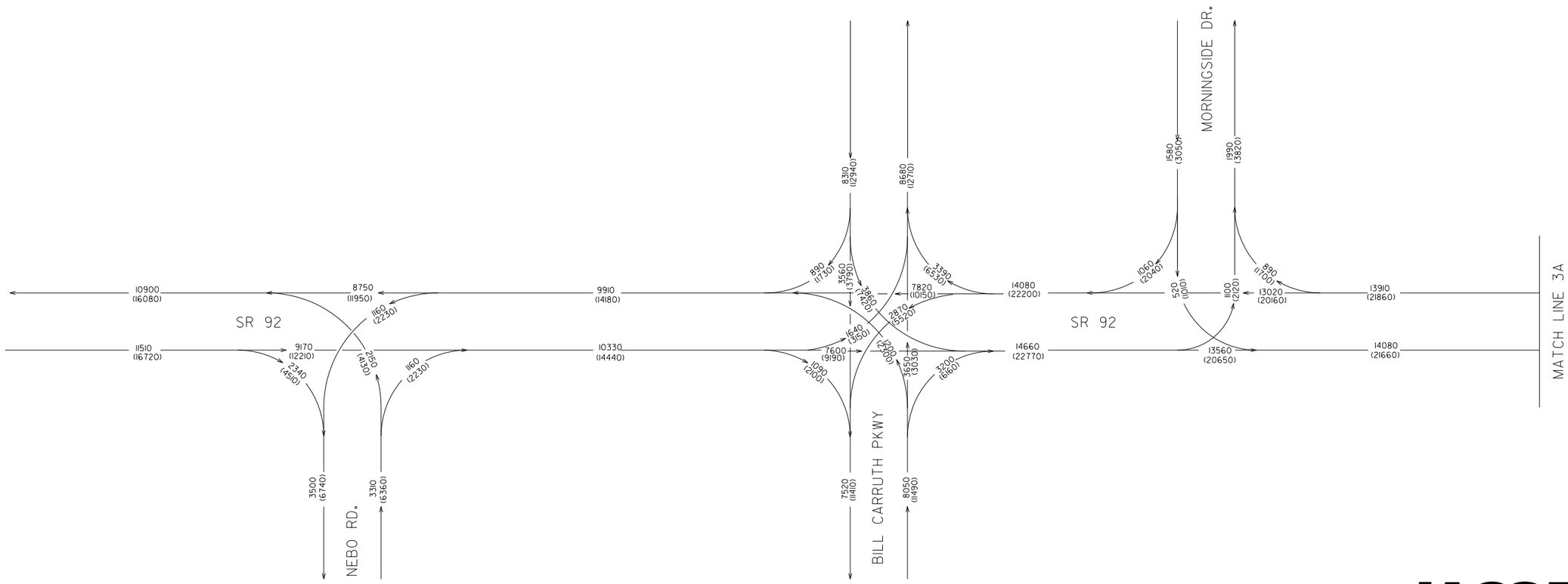
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2006 EXISTING
PEAK HOUR VOLUMES

FIGURE 2J

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	21	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

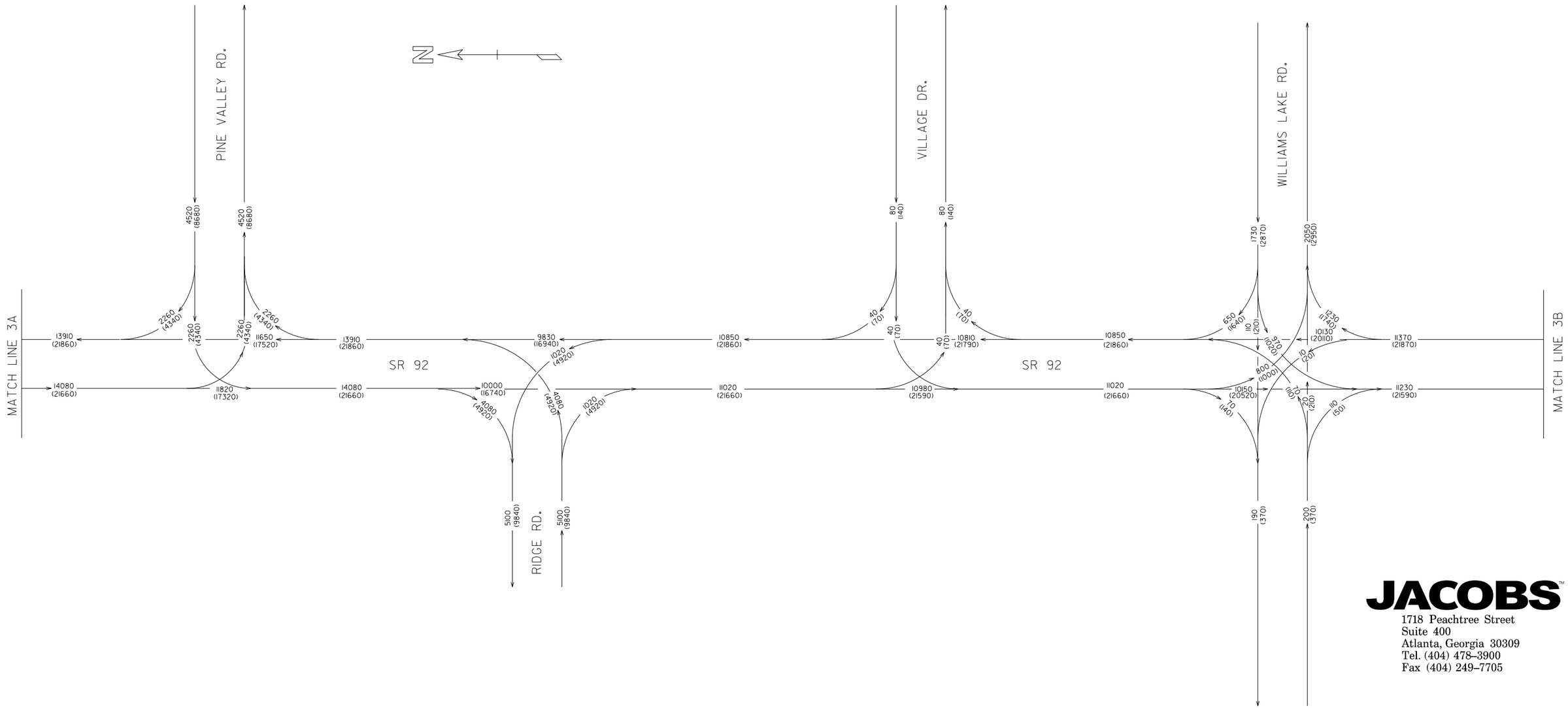
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3A

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	22	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

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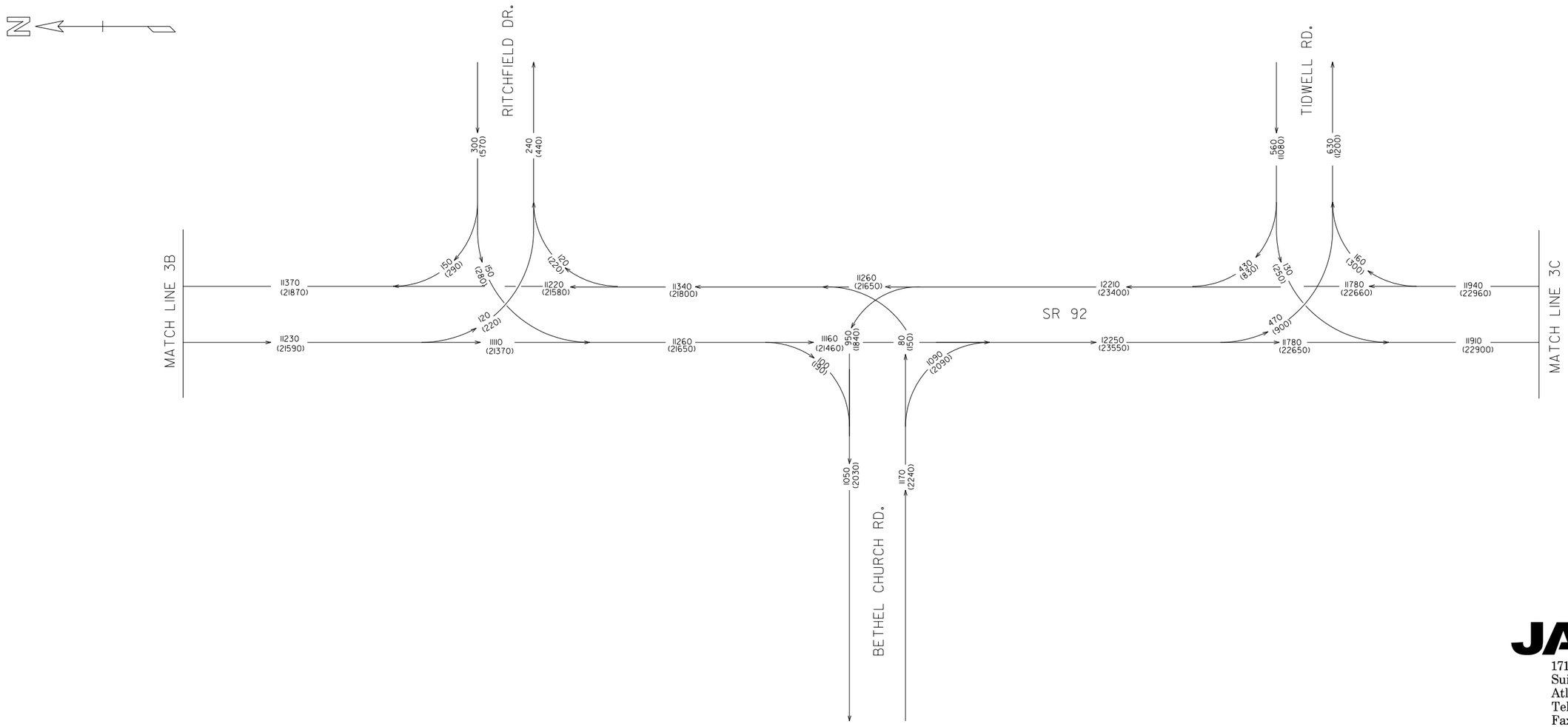
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3B

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	23	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

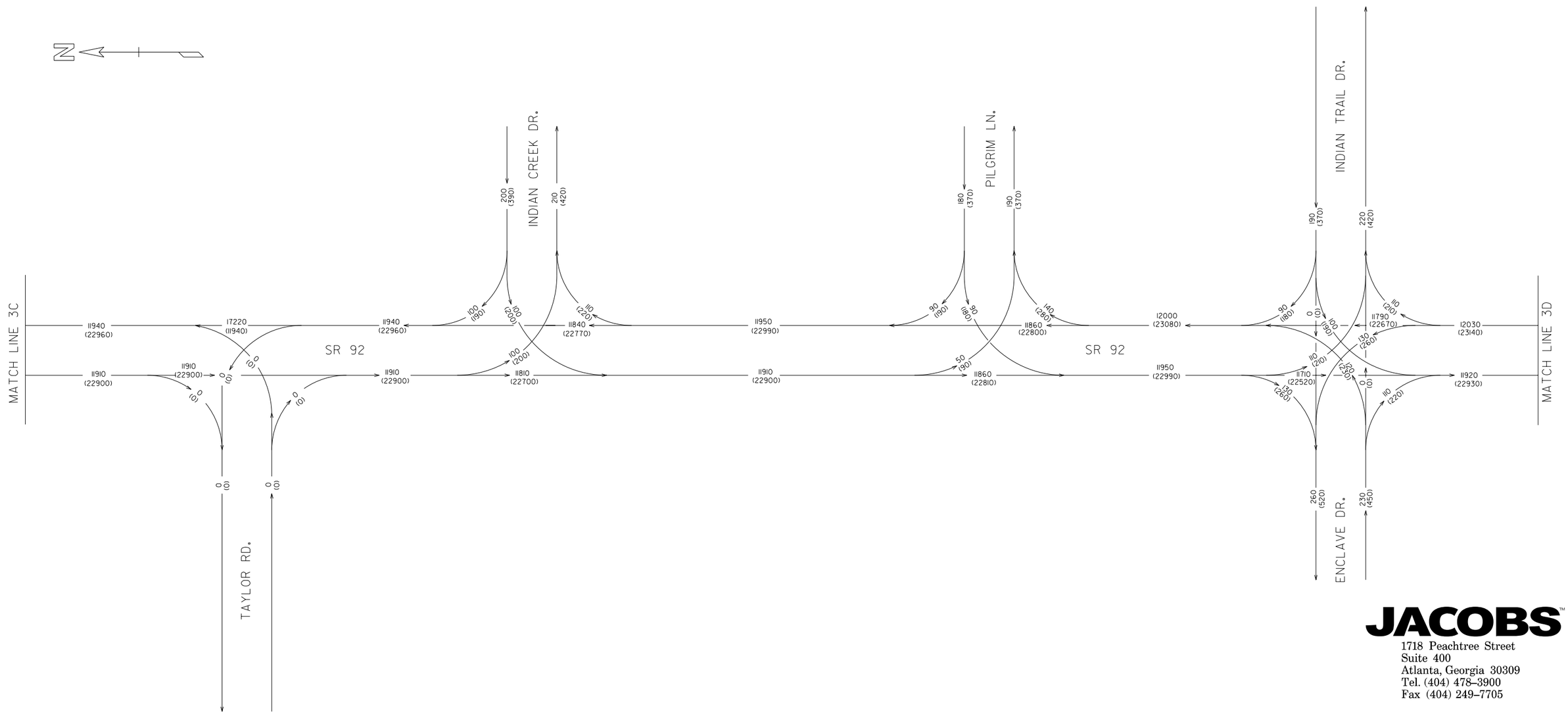
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3C

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	24	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

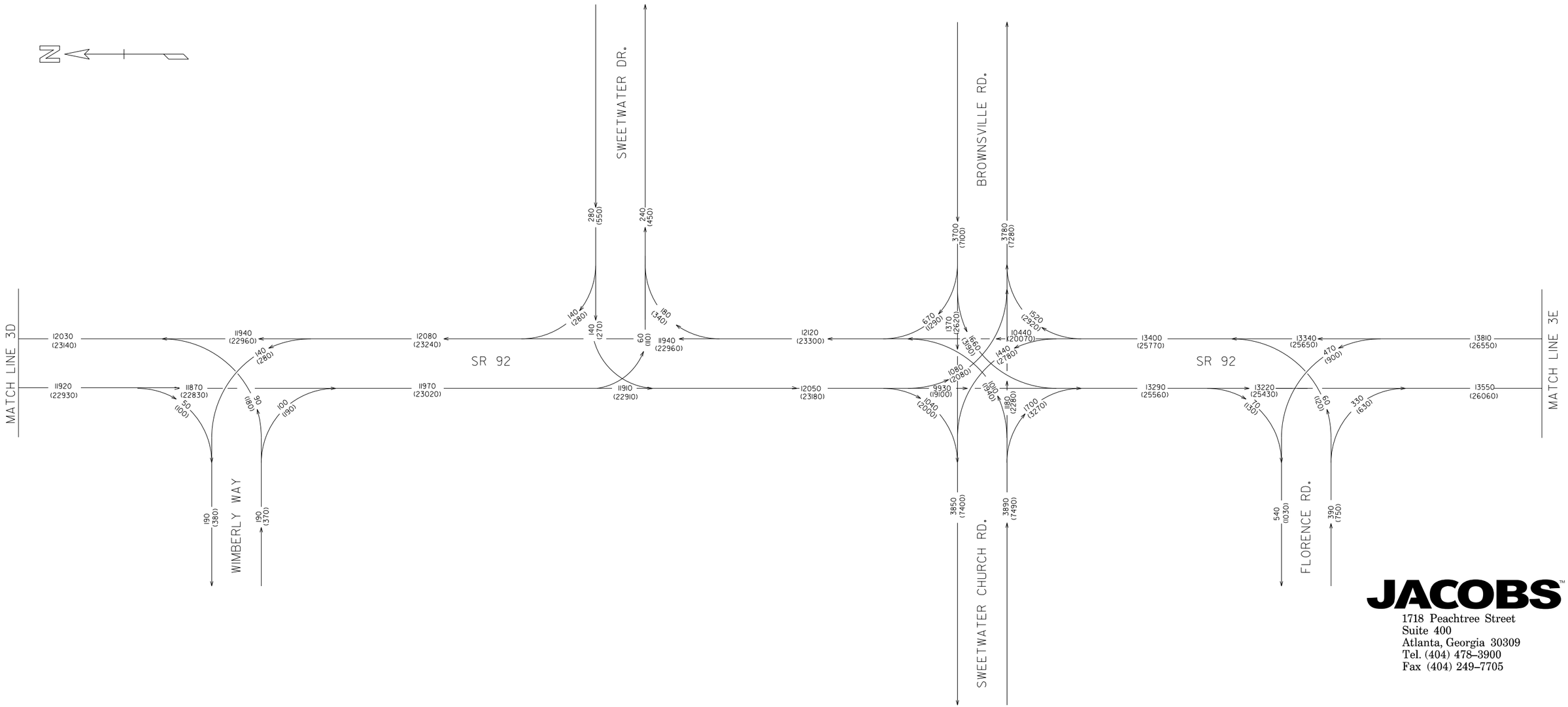
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3D

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	25	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

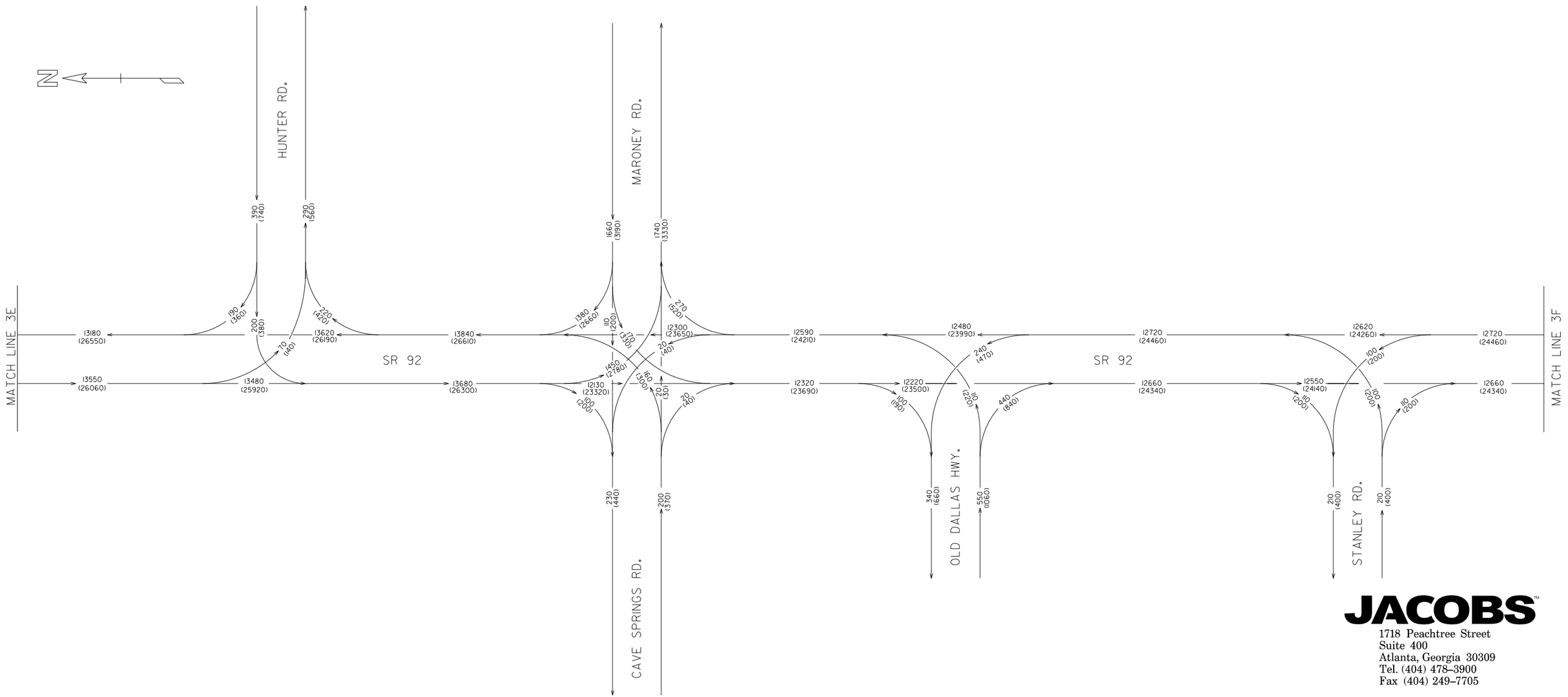
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3E

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	26	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

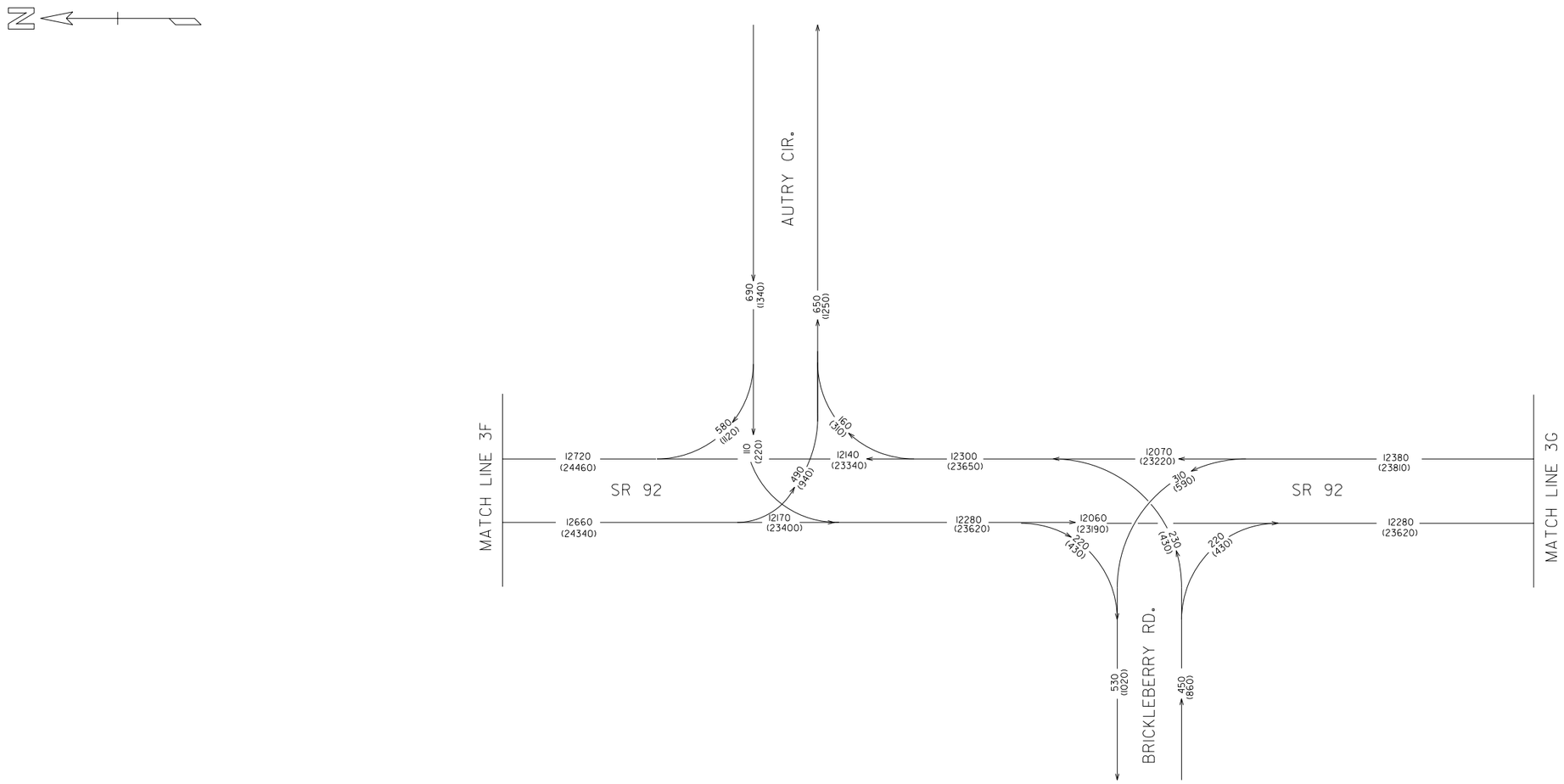
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3F

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	27	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

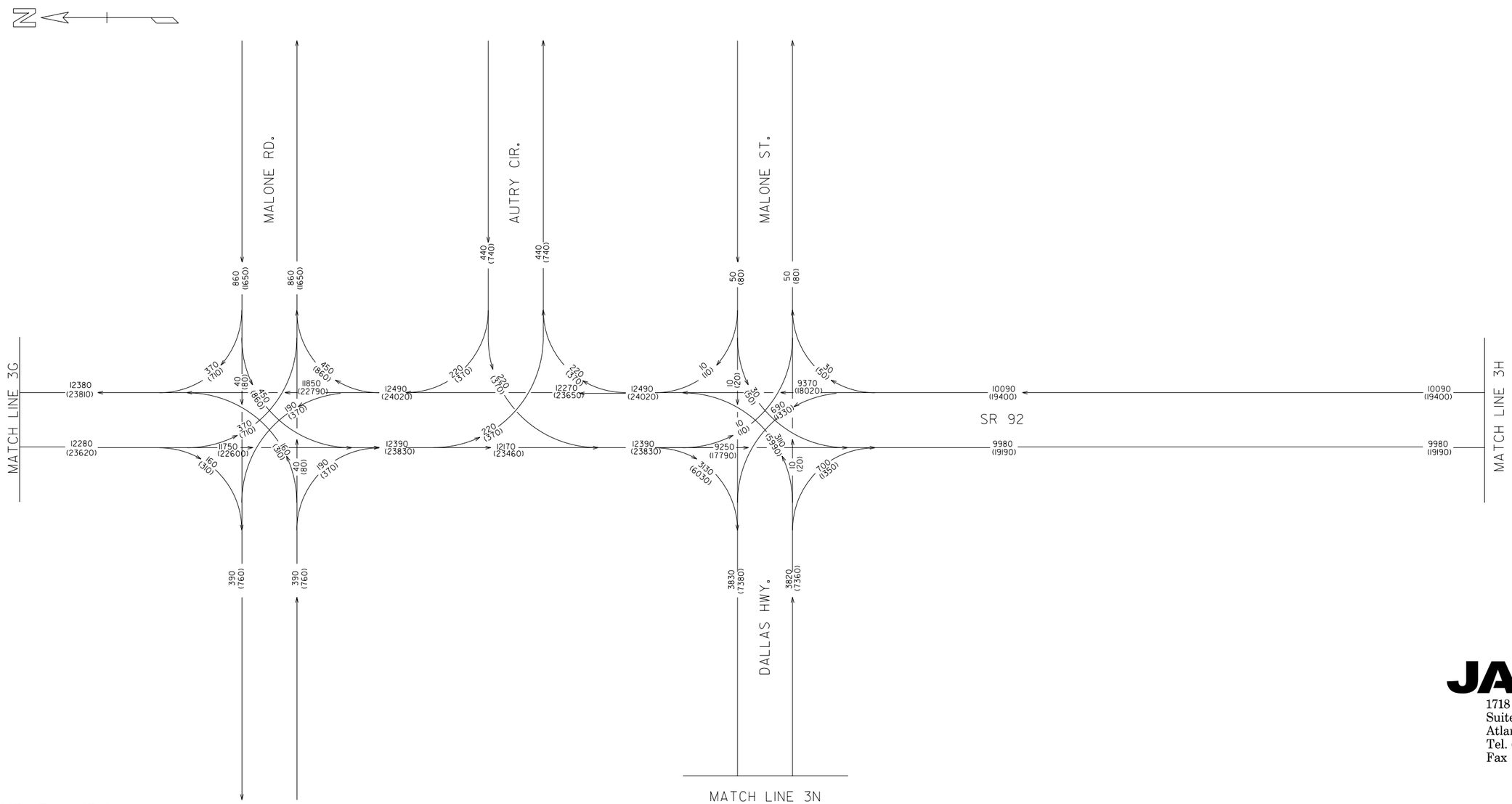
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3G

SCALE: N.T.S. JANUARY/2010

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



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

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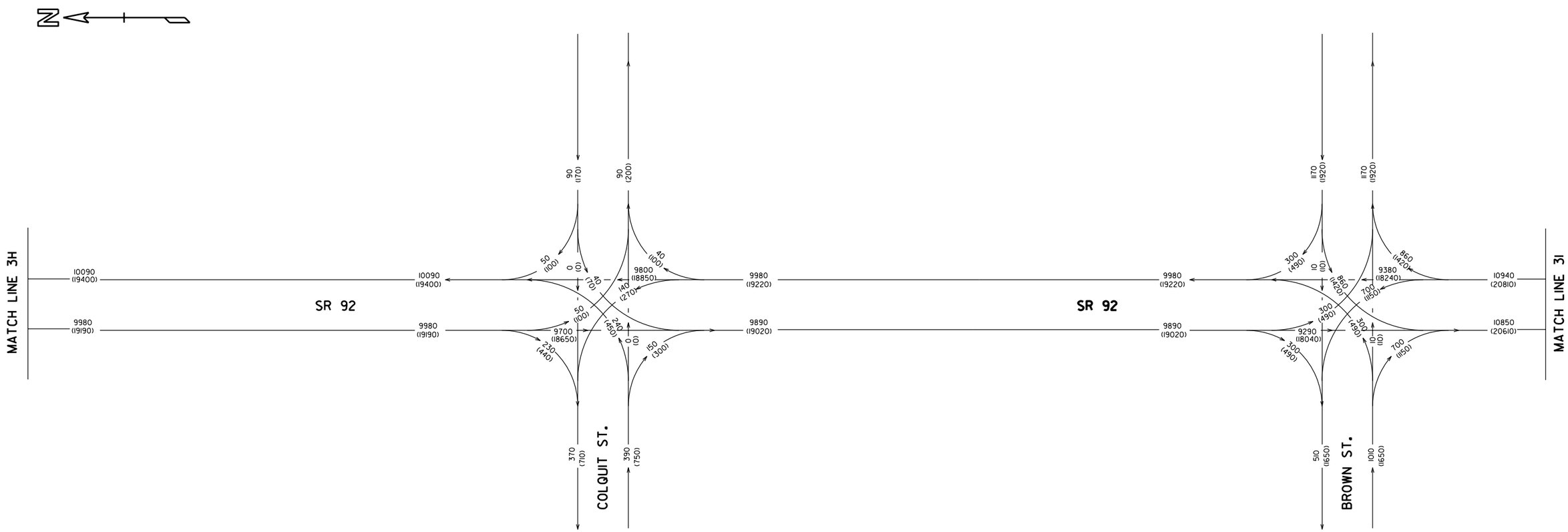
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3H

SCALE: N.T.S. JANUARY/2010

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



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

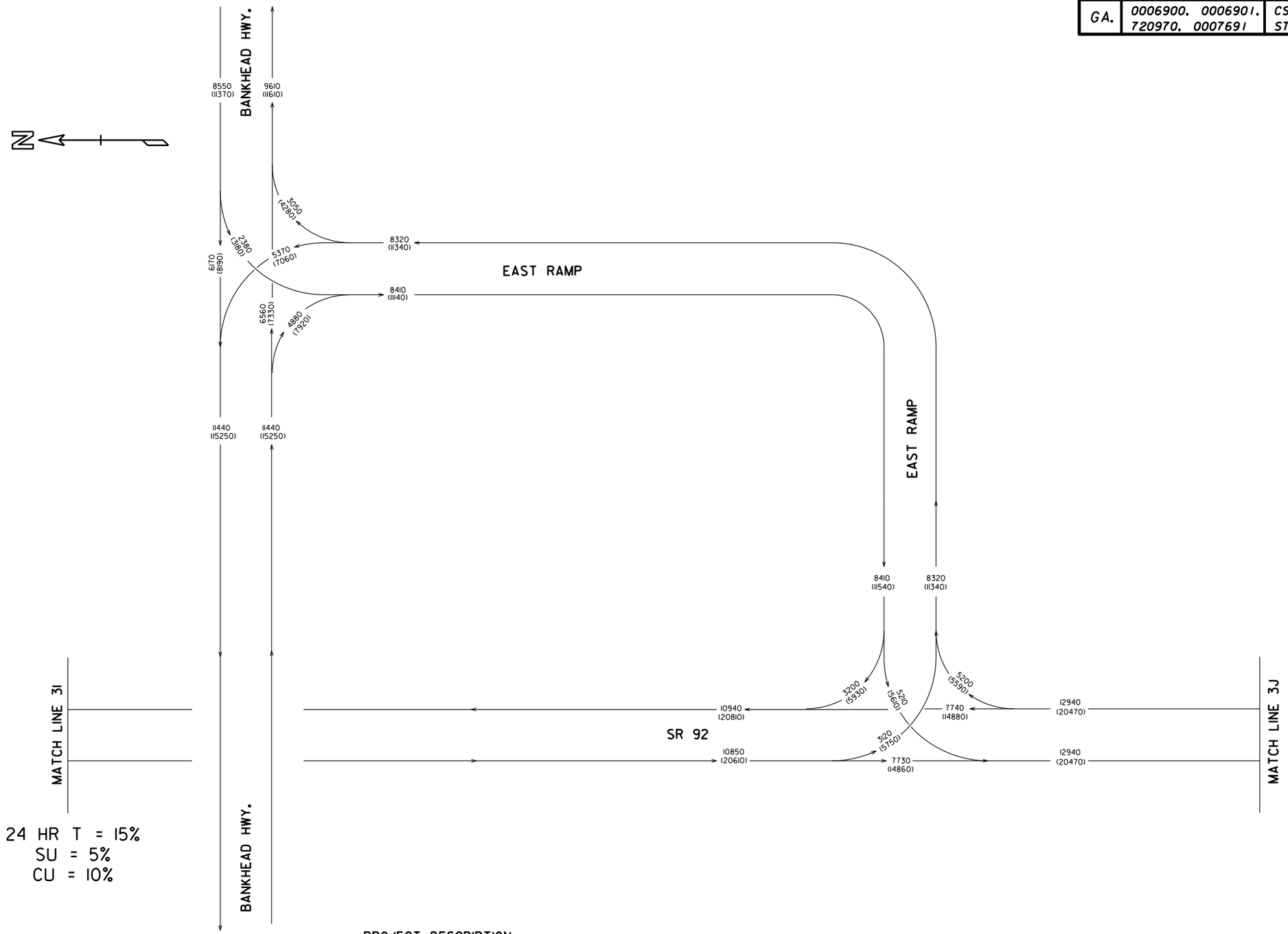
2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 31

SCALE: N.T.S. JANUARY/2010

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

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



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

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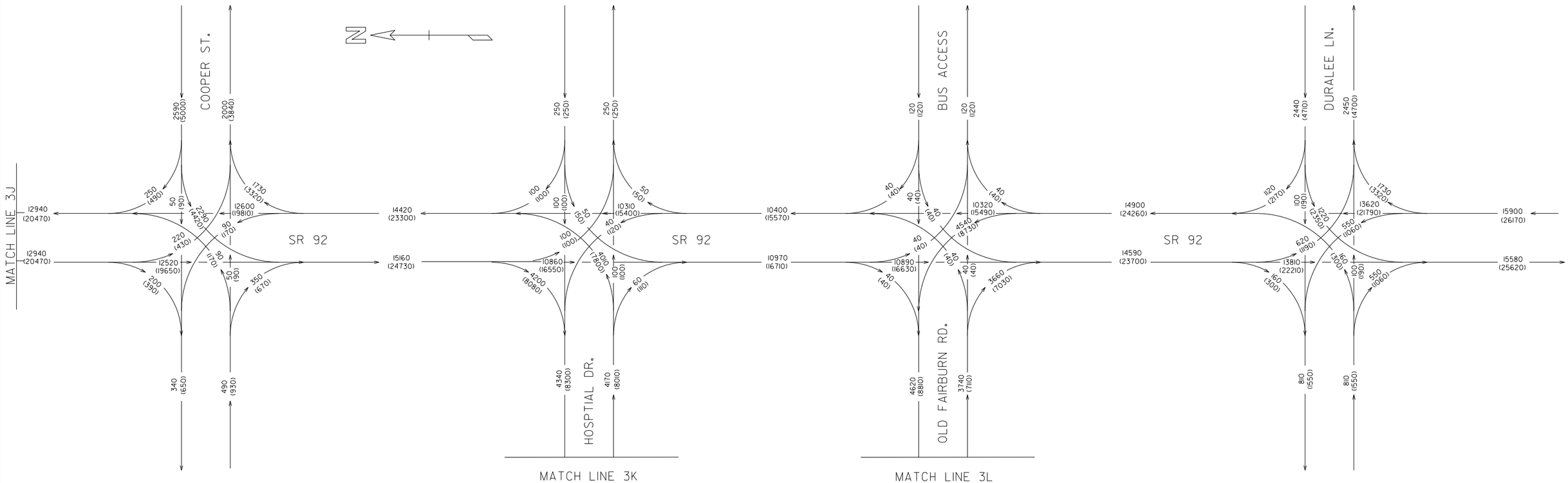
2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

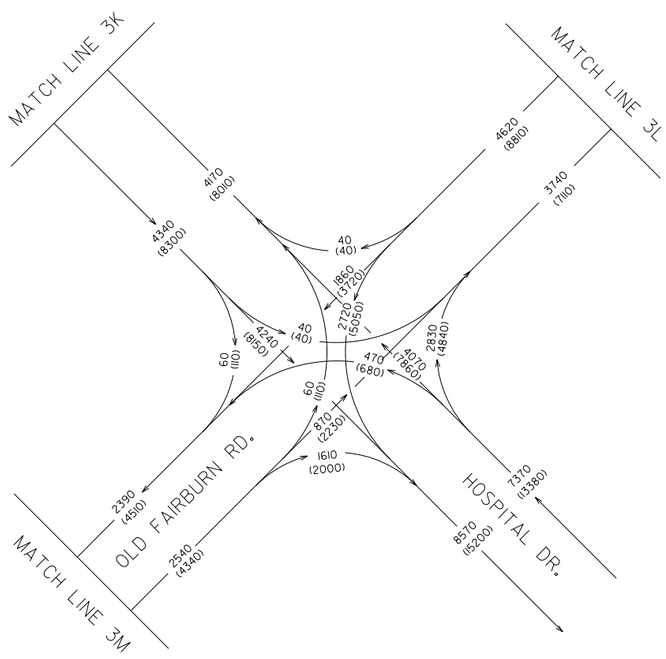
FIGURE 3J

SCALE: N.T.S. JANUARY/2010

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

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





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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

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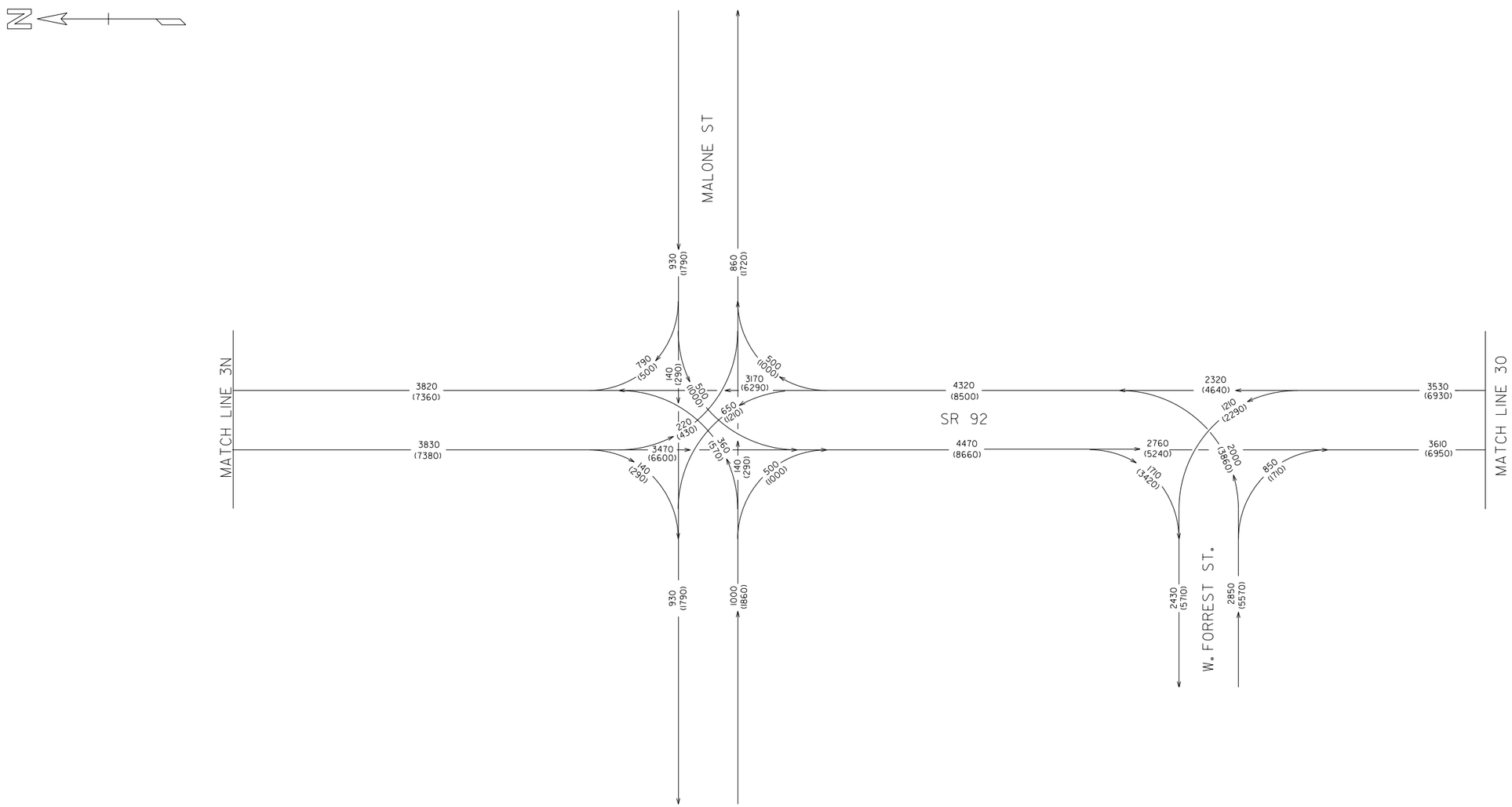
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3K

SCALE: N.T.S. JANUARY/2010

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



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

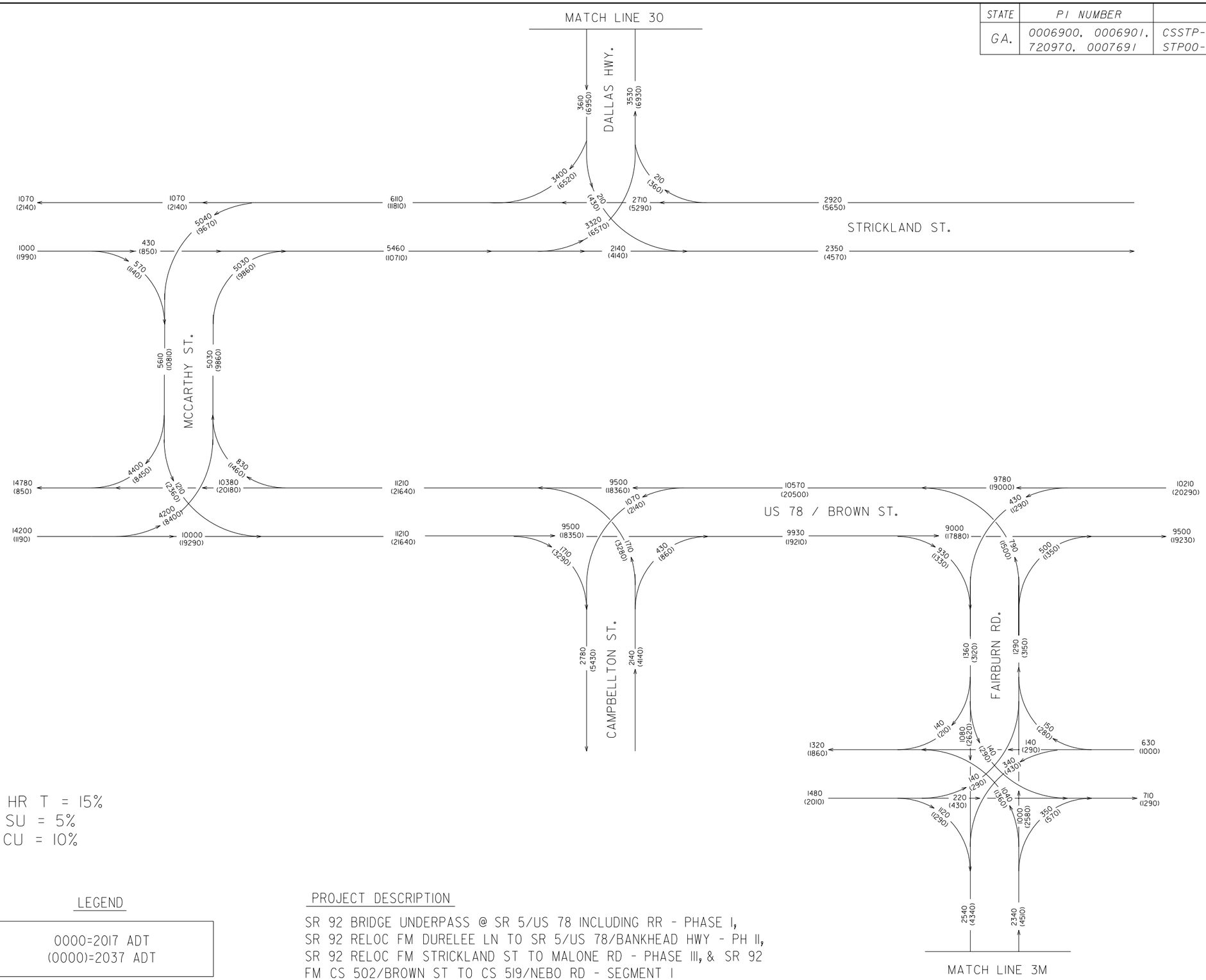
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3L

SCALE: N.T.S. JANUARY/2010

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



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

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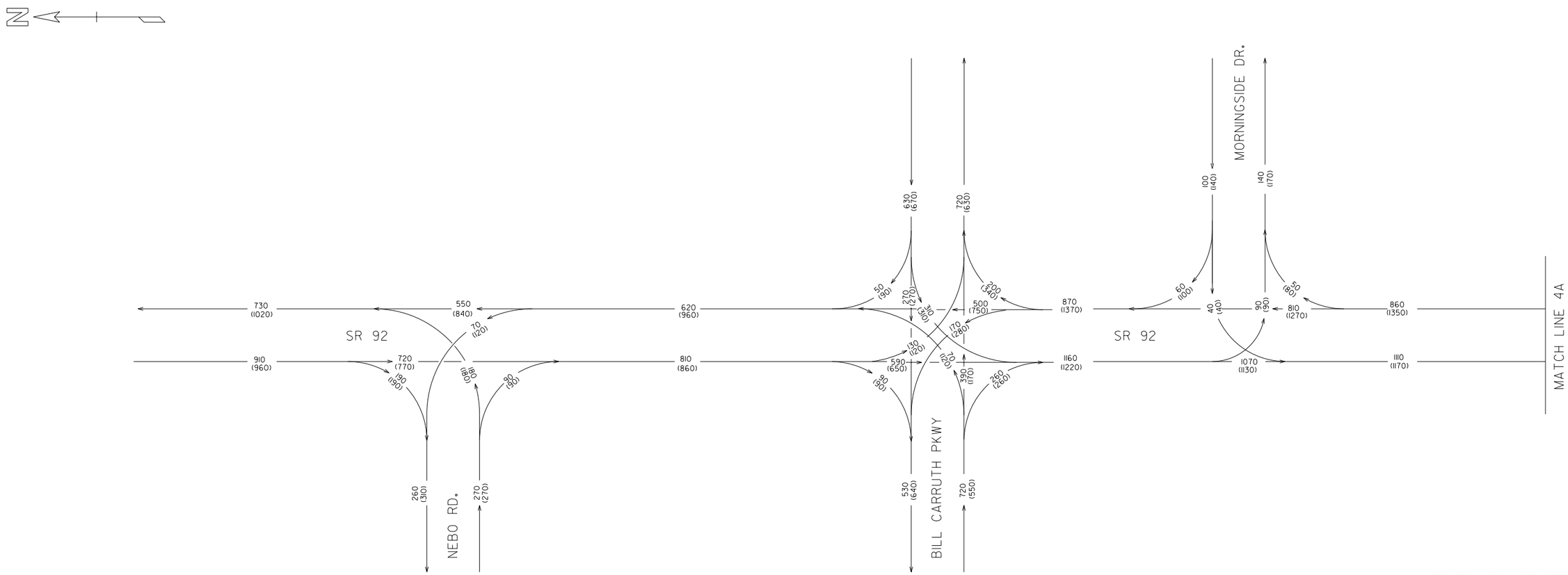
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 3M

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	34	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

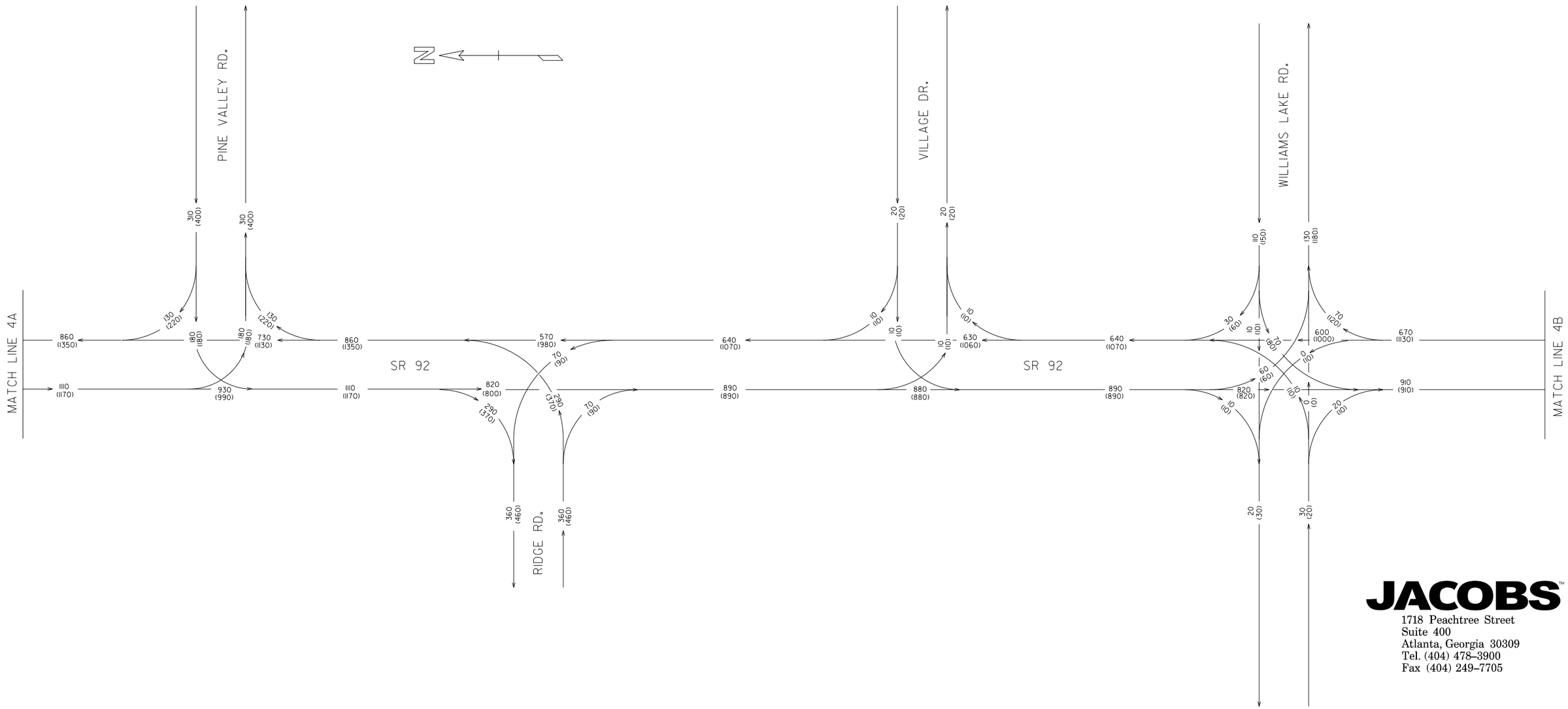
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4A

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	35	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

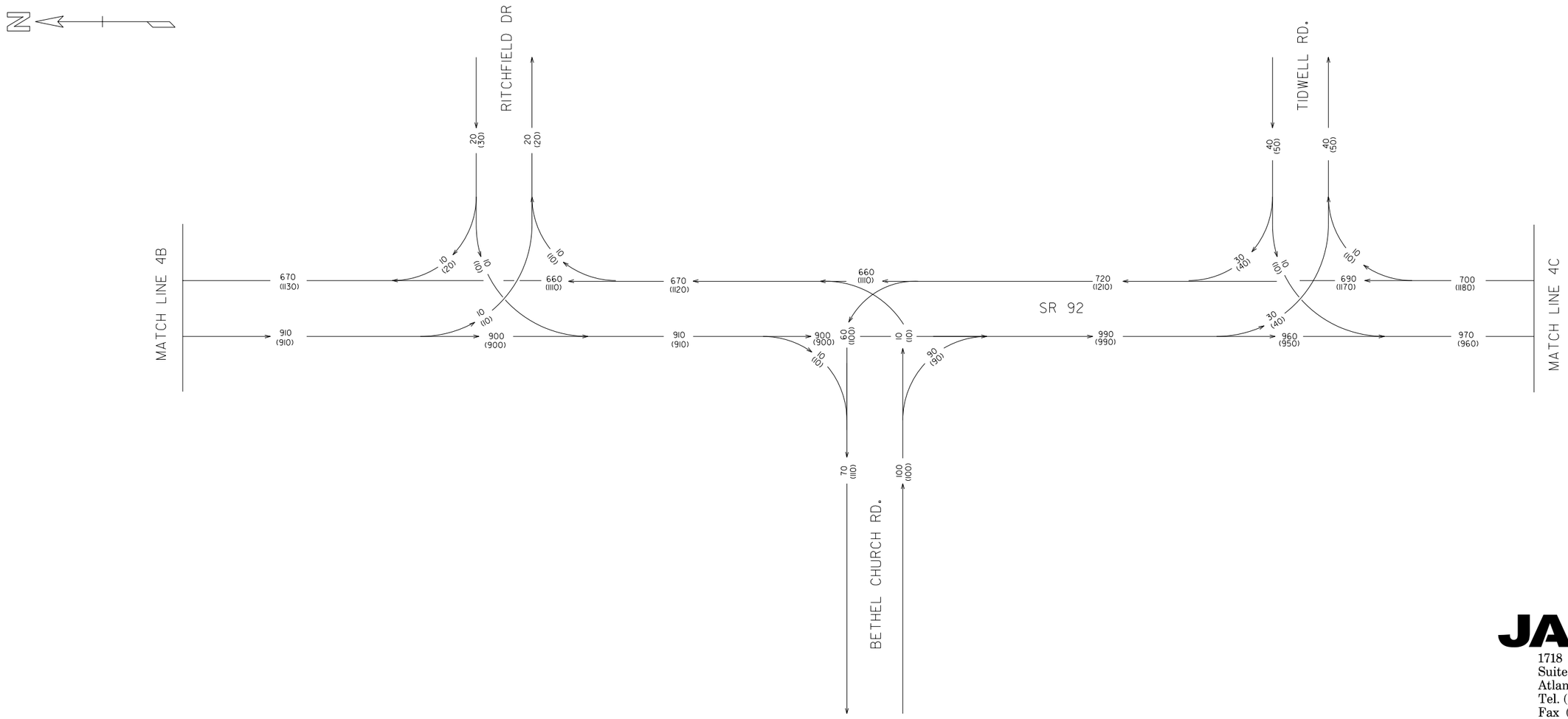
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4B

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	36	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

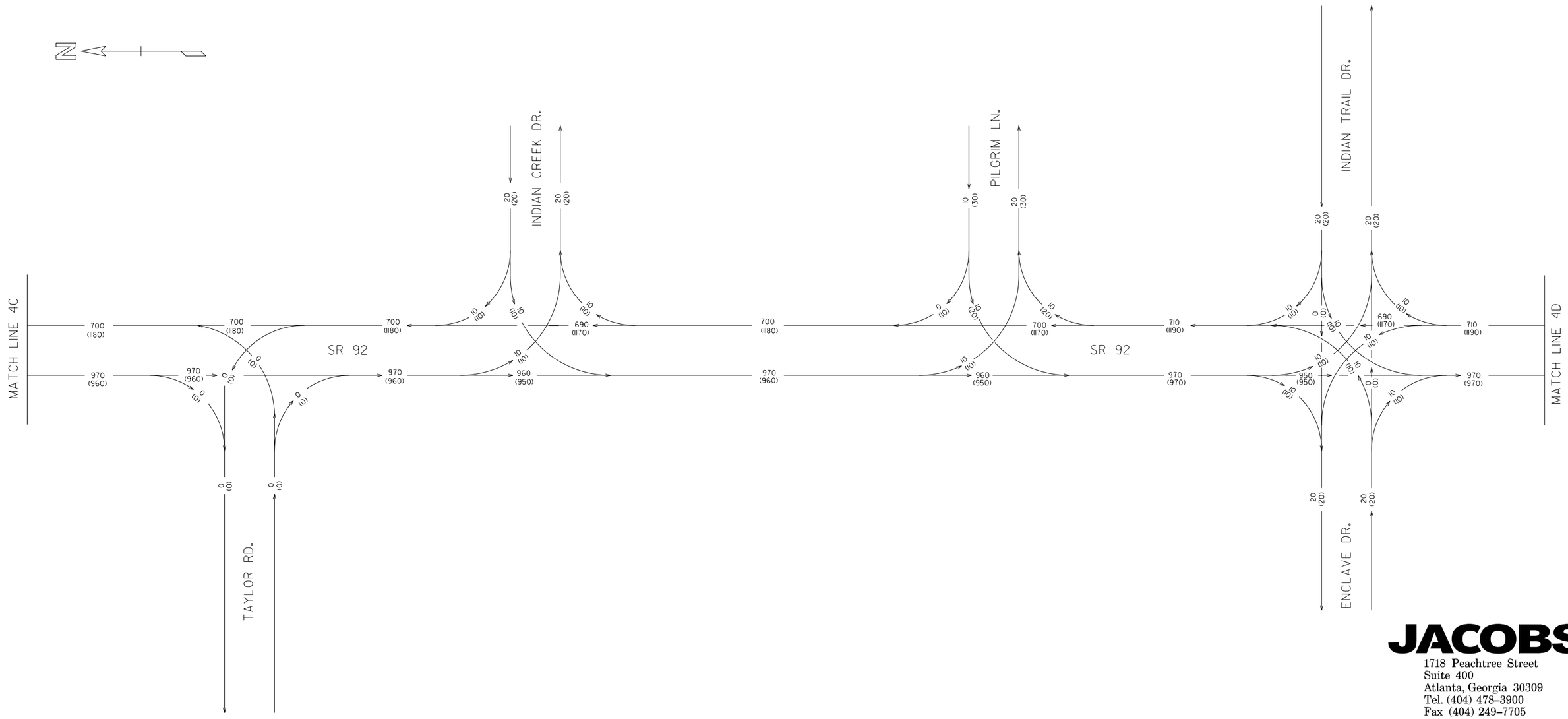
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4C

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	37	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

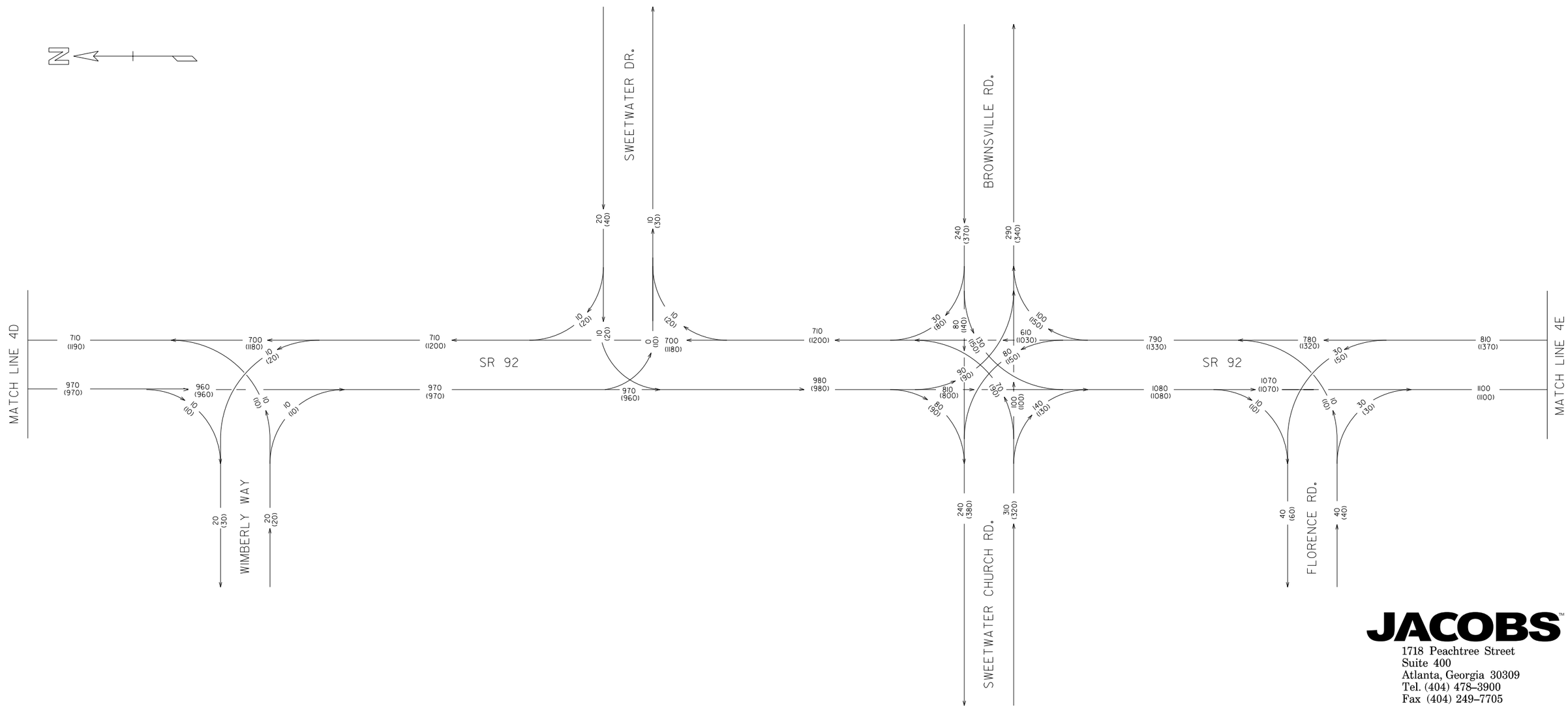
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4D

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	38	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

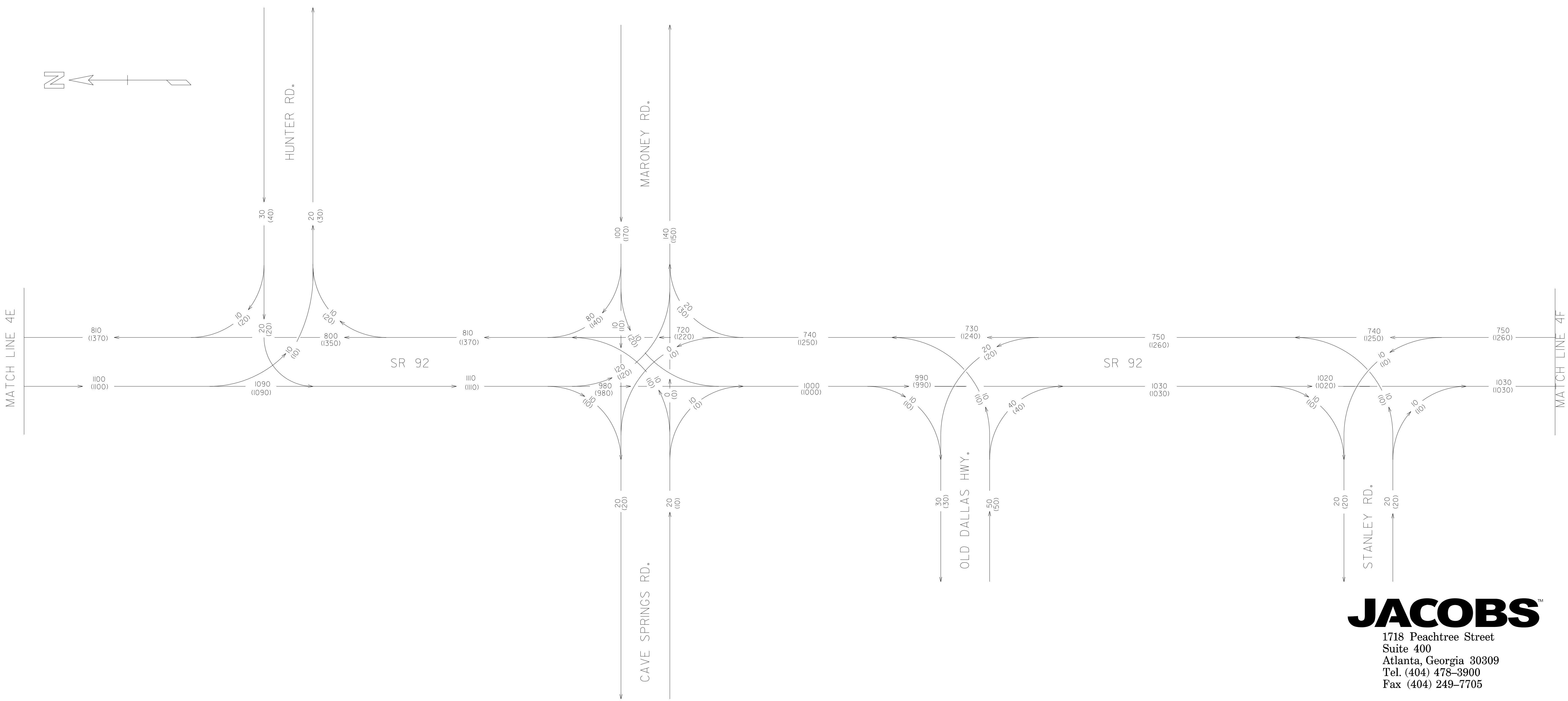
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4E

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	39	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

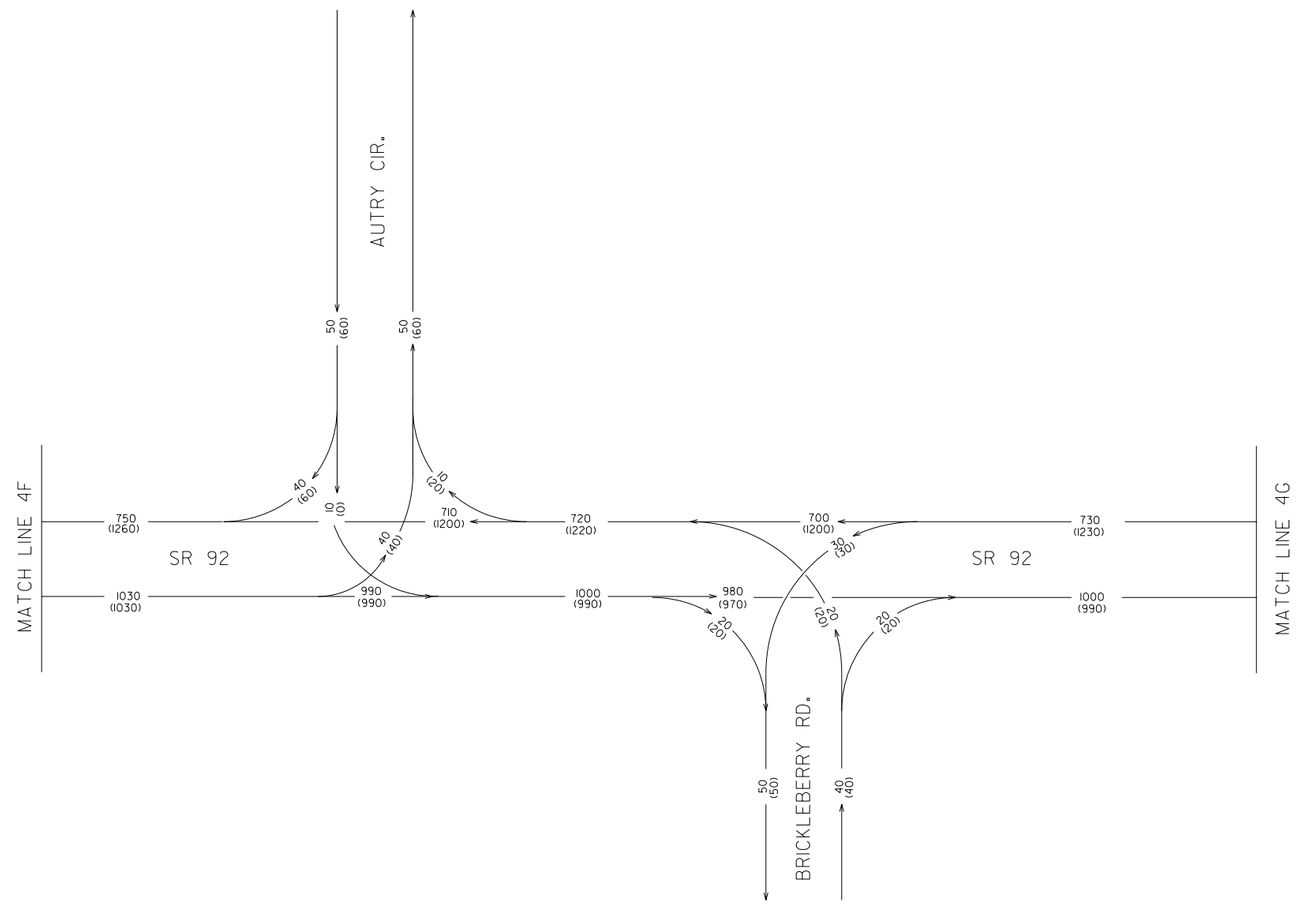
2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4F

SCALE: N.T.S.

JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	40	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

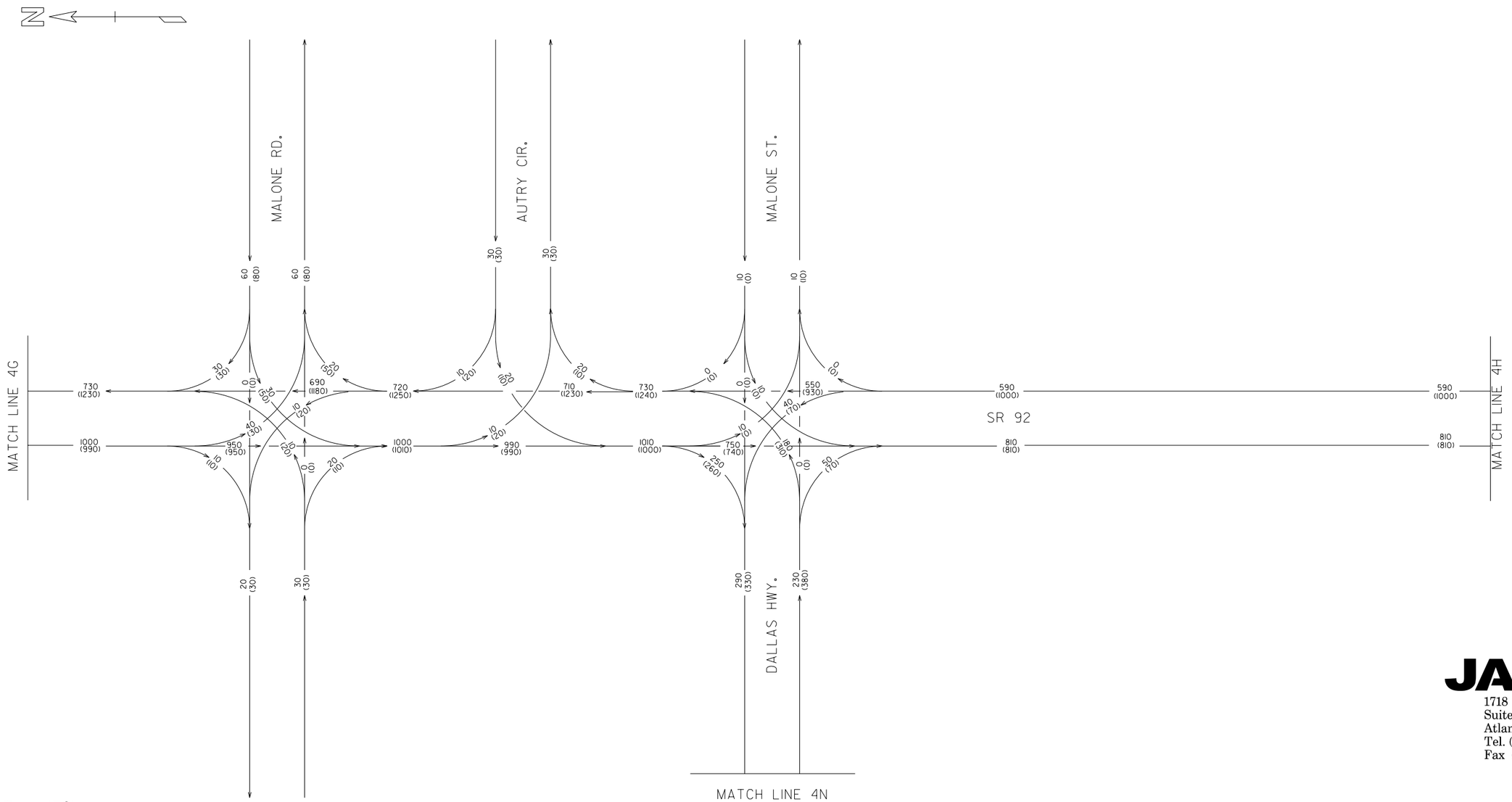
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4G

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	41	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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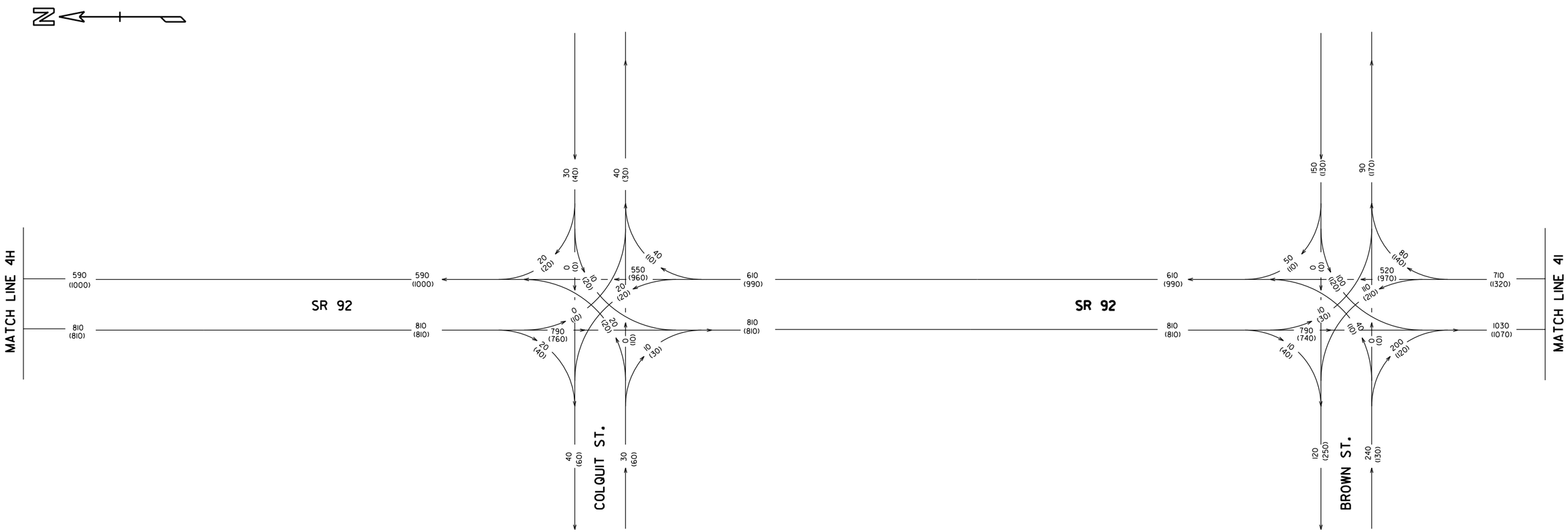
DOUGLAS/PAULDING COUNTY

2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4H

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	42	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

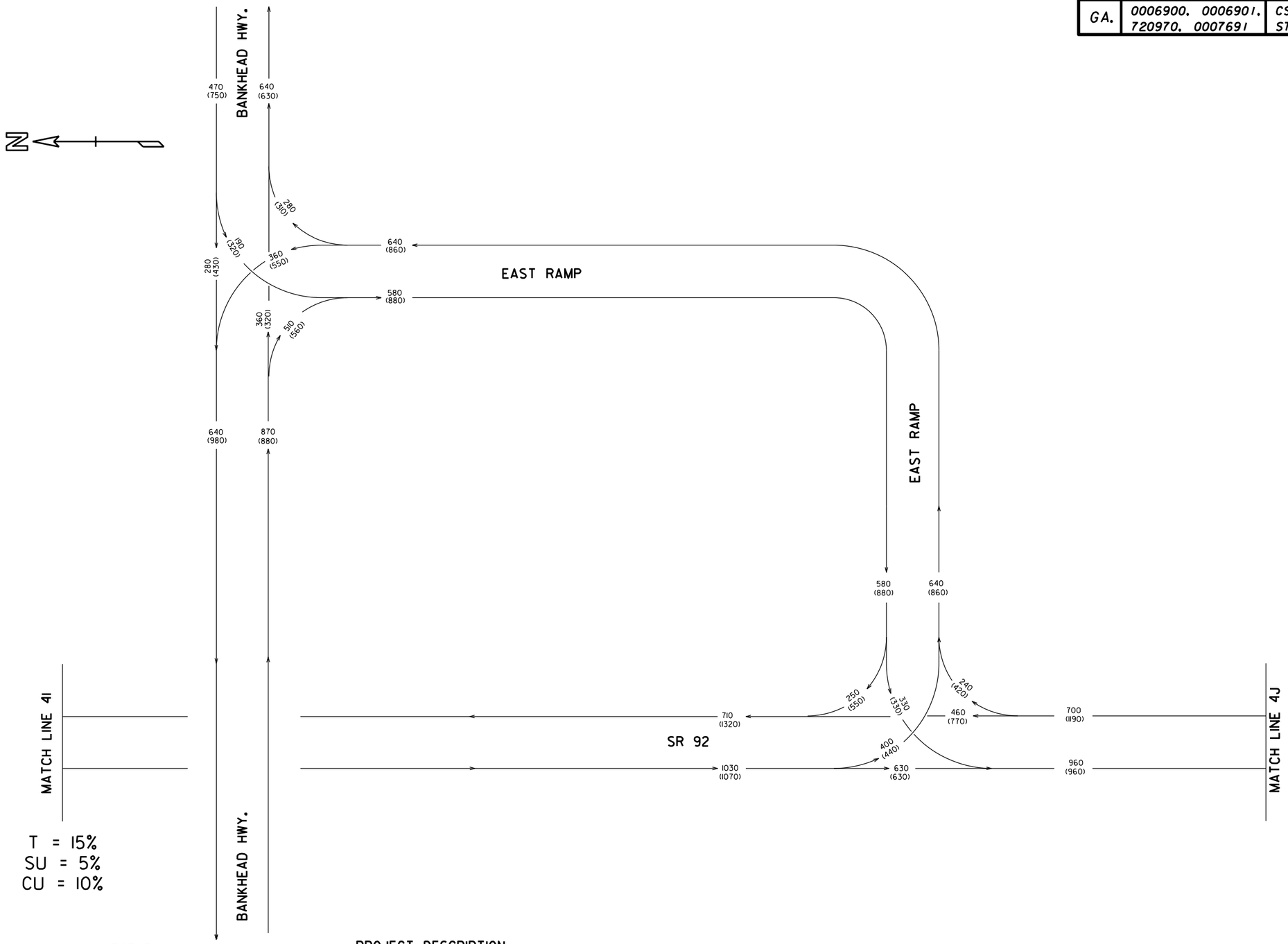
2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 41

SCALE: N.T.S. JANUARY/2010

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

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	43	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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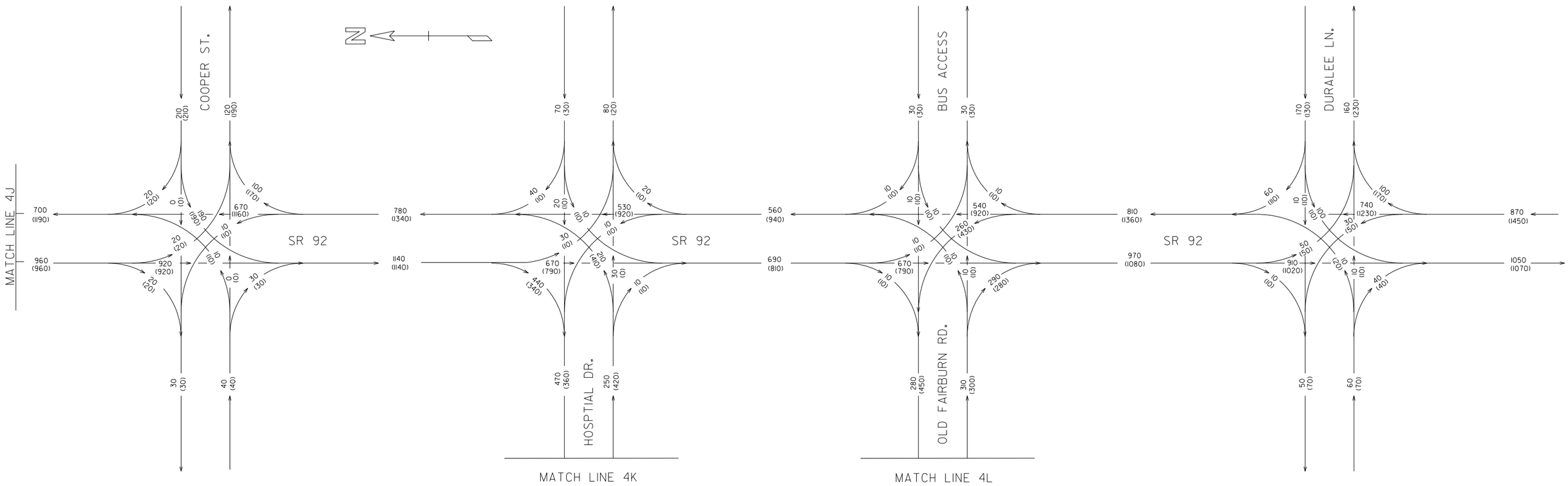
2017 - BUILD
PEAK HOUR VOLUMES

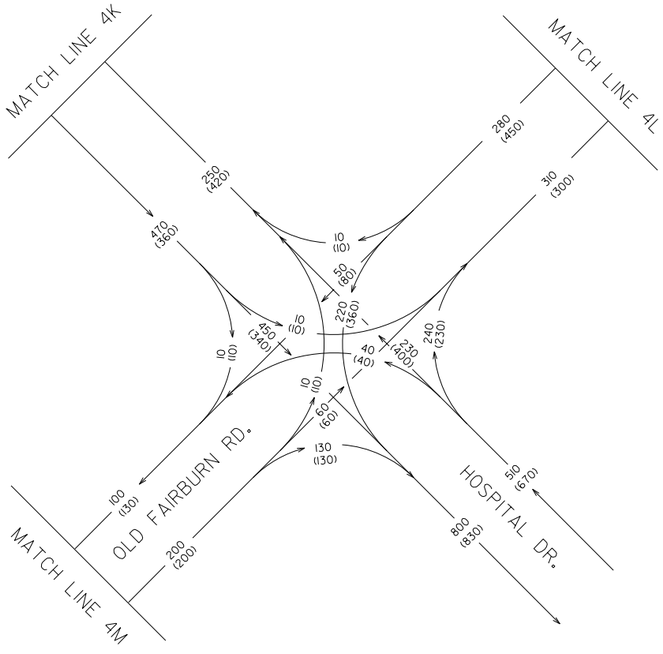
FIGURE 4J

SCALE: N.T.S. JANUARY/2010

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

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	44	89





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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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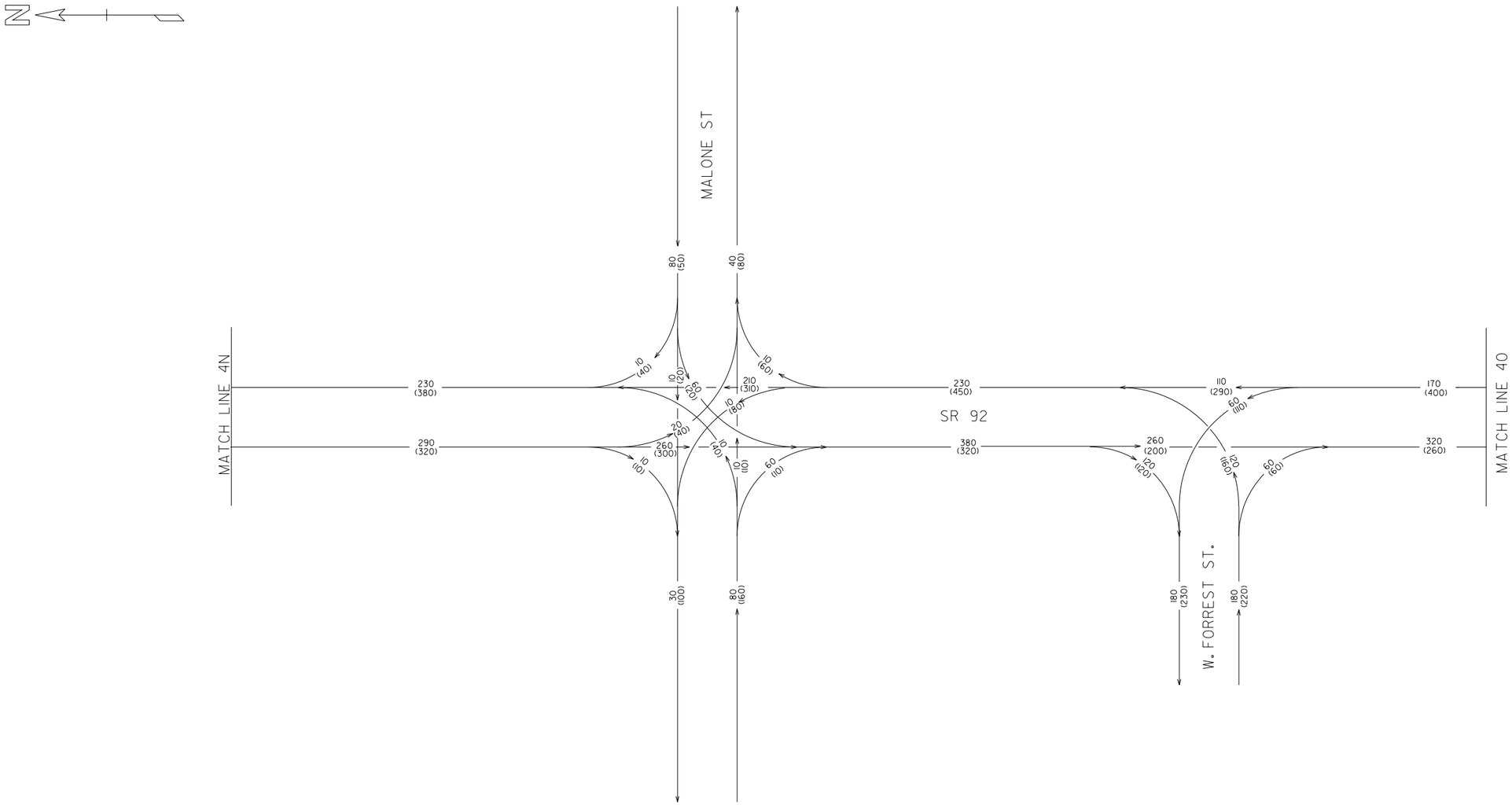
FIGURE 4K

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	45	89



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SU = 5%
CU = 10%

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

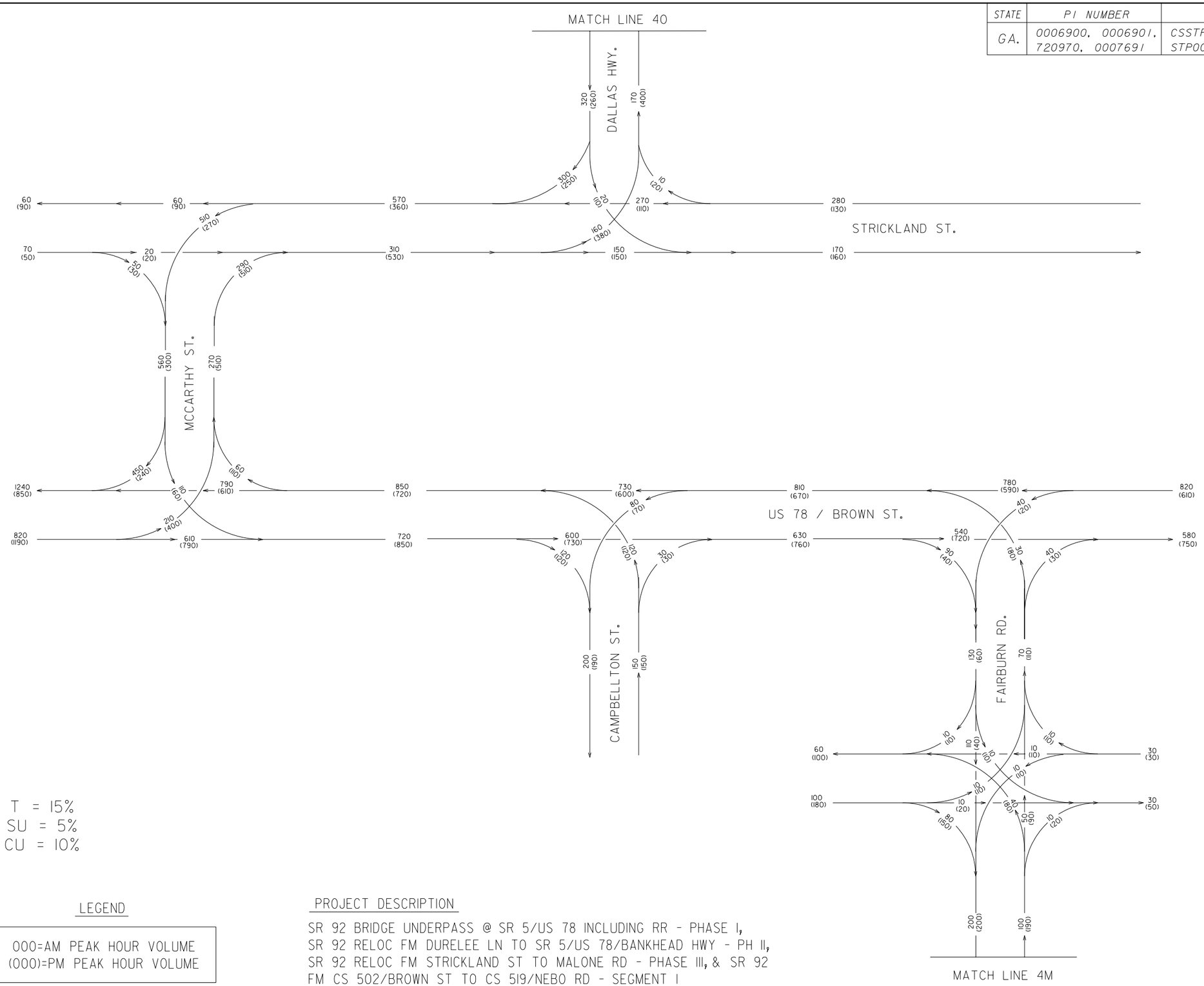
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - BUILD
PEAK HOUR VOLUMES

FIGURE 4L

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	46	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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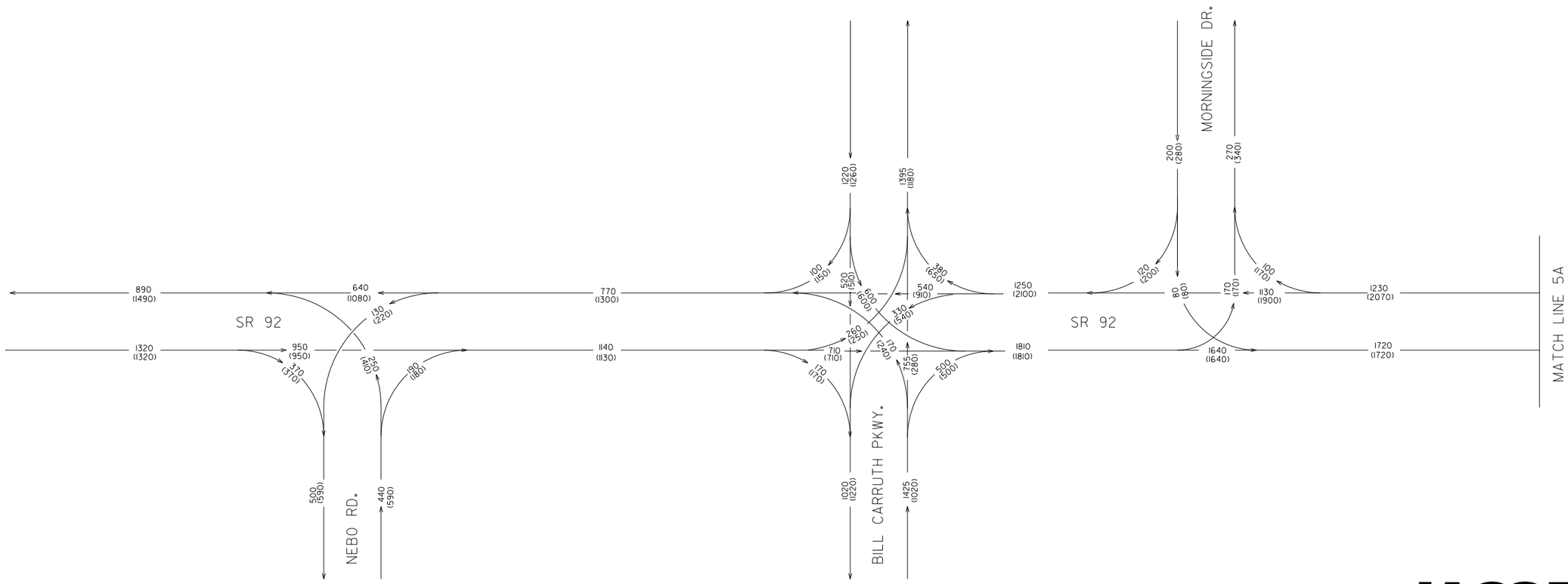
PEAK HOUR VOLUMES

FIGURE 4M

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	47	89



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LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

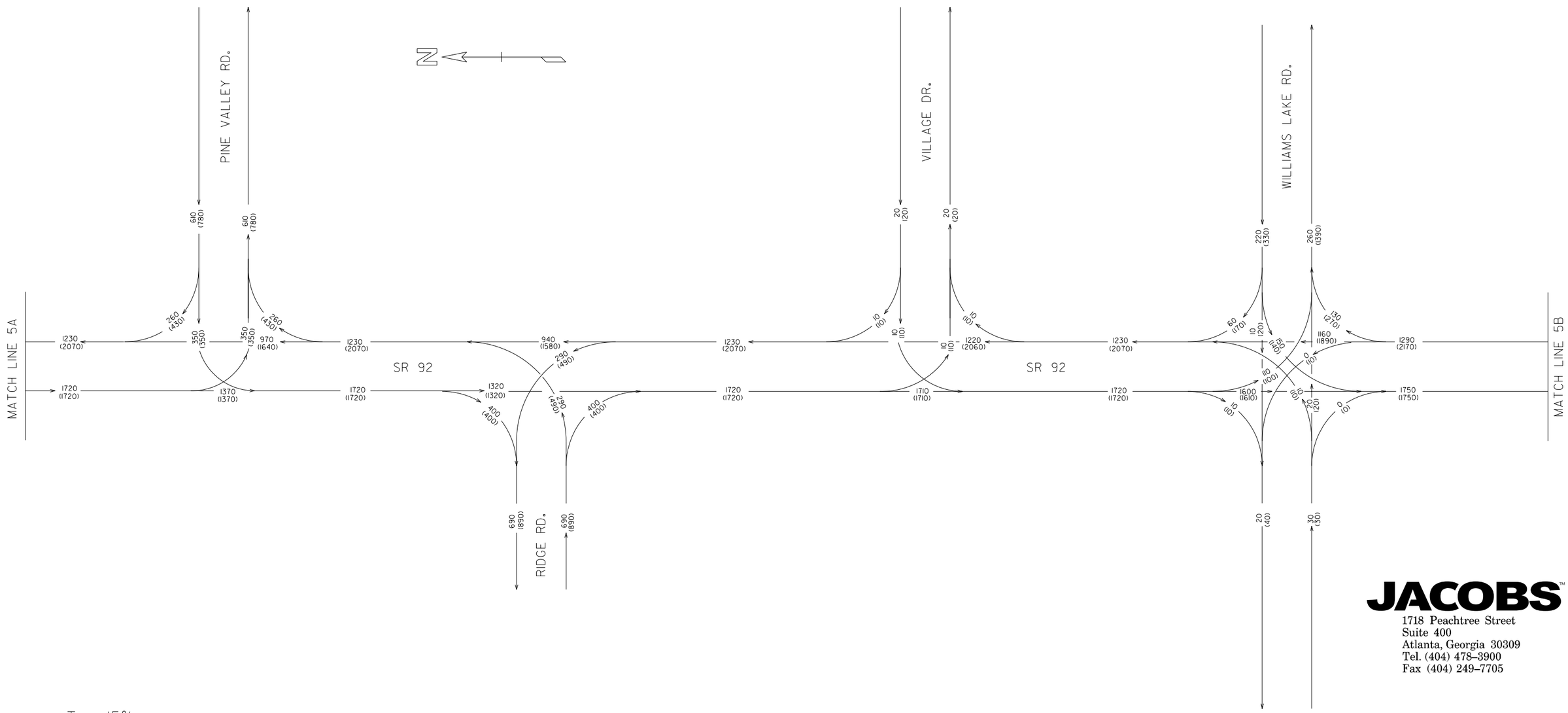
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5A

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	48	89



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SU = 5%
CU = 10%

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

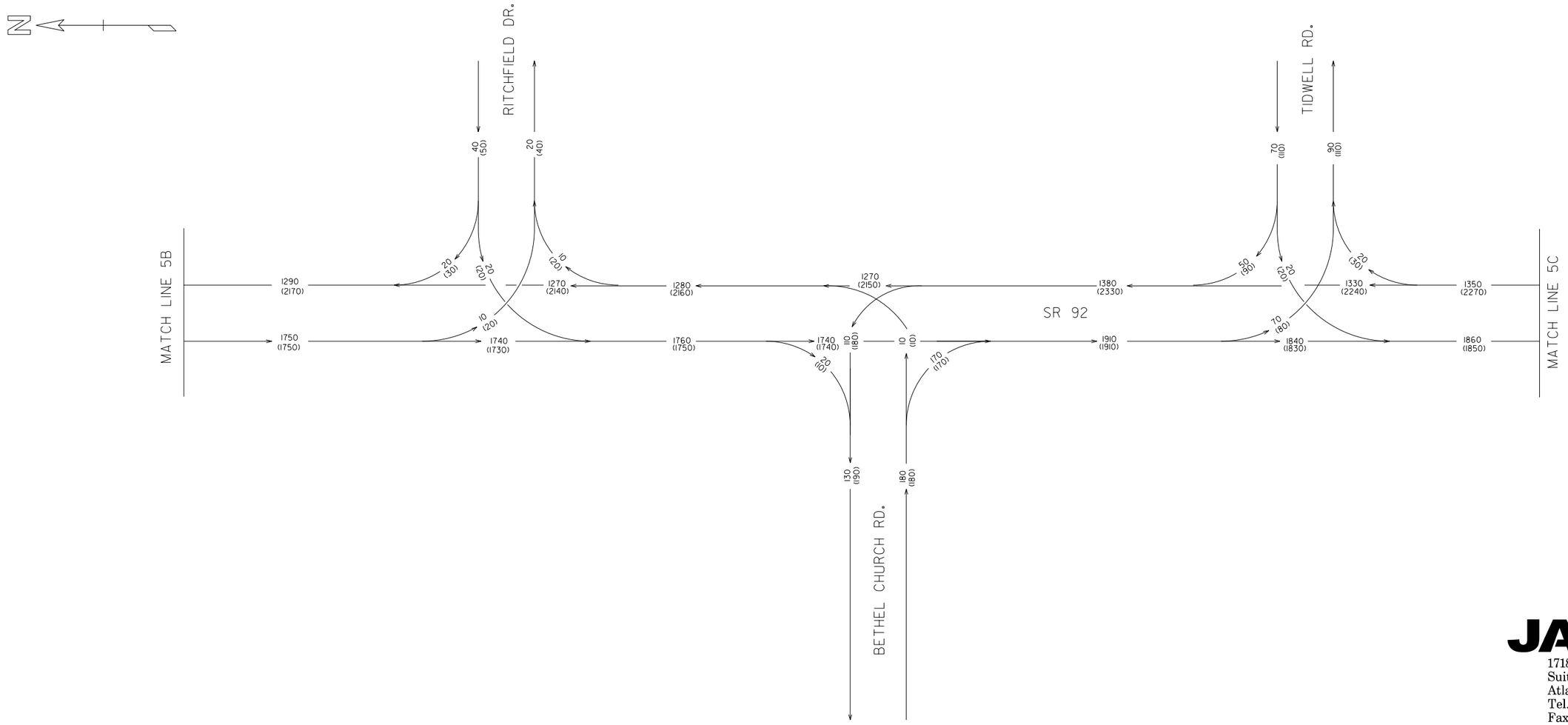
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5B

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	49	89



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SU = 5%
CU = 10%

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

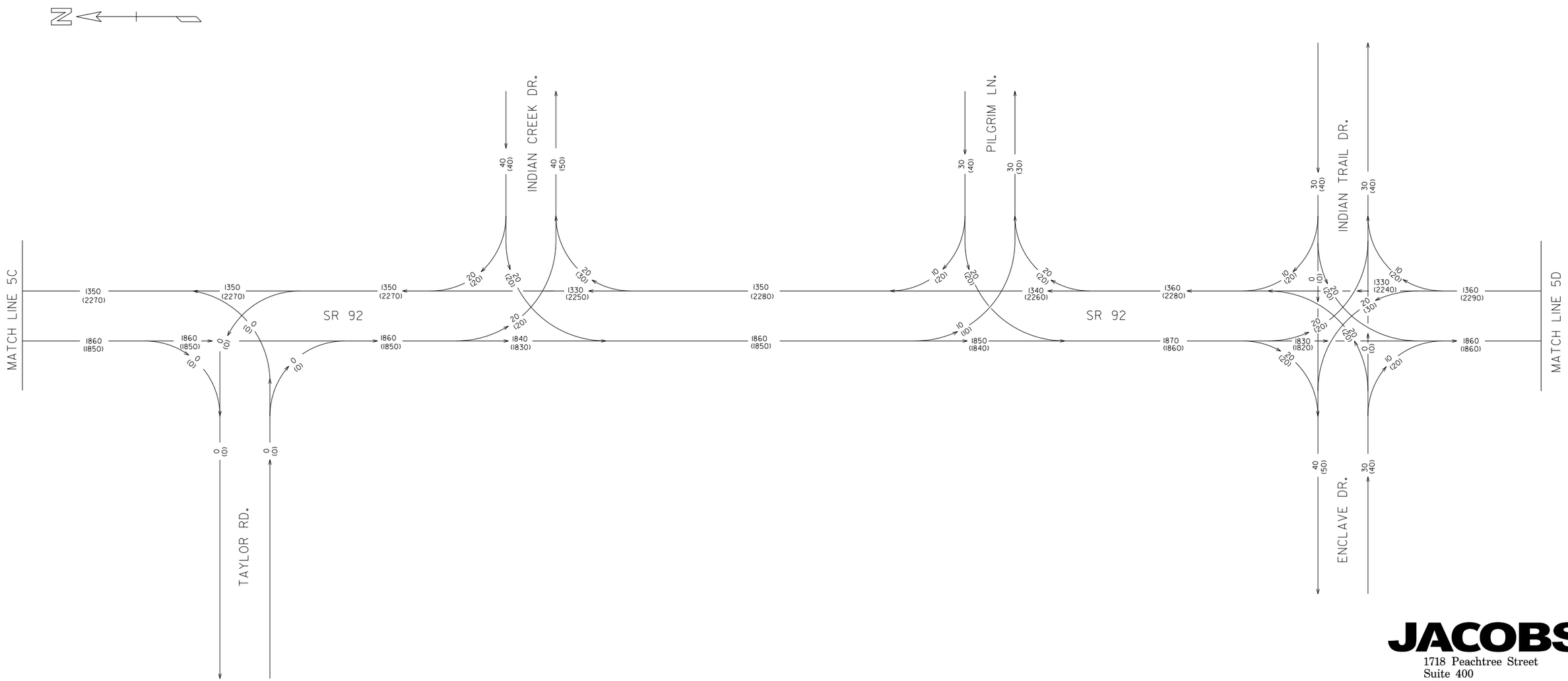
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5C

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	50	89



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SU = 5%
CU = 10%

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

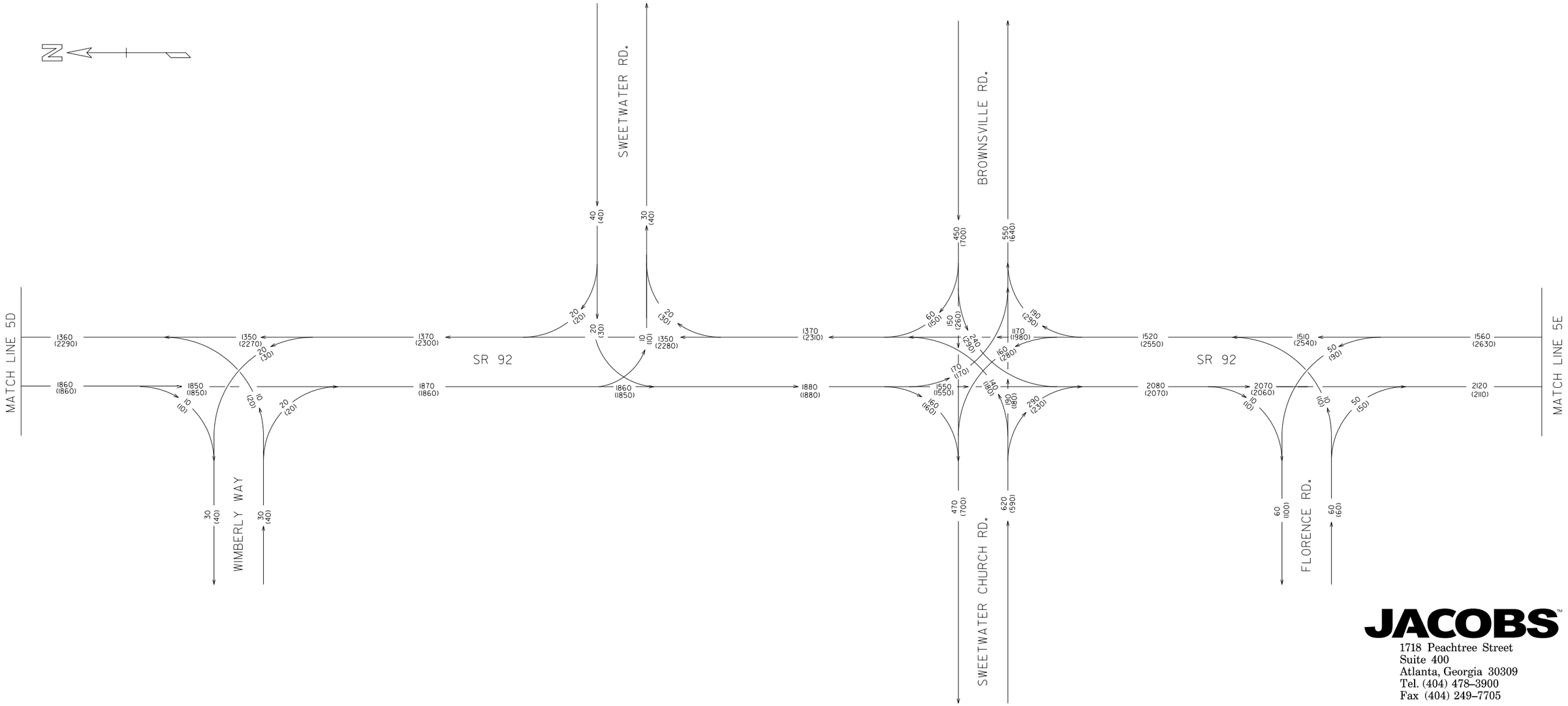
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5D

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	51	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

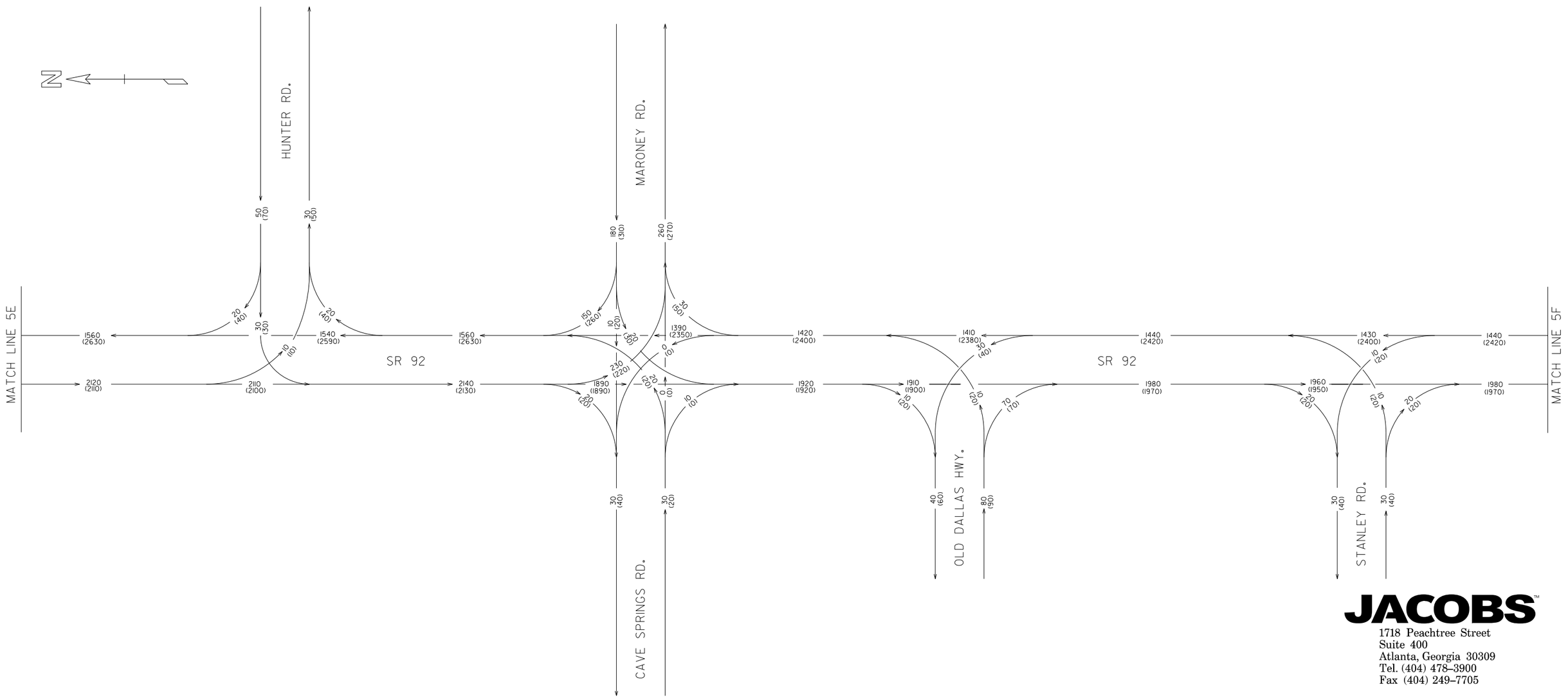
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5E

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	52	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

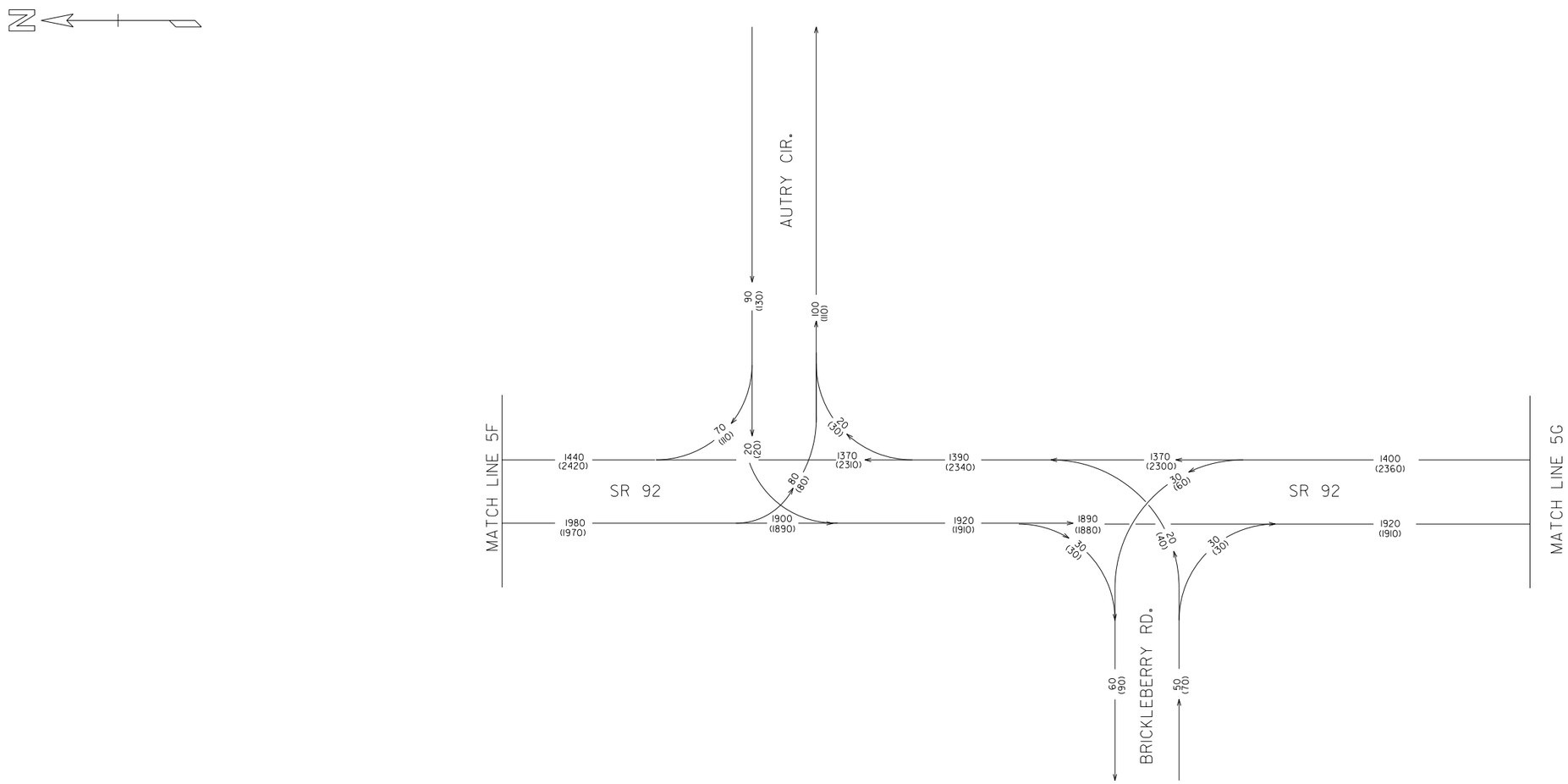
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5F

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	53	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

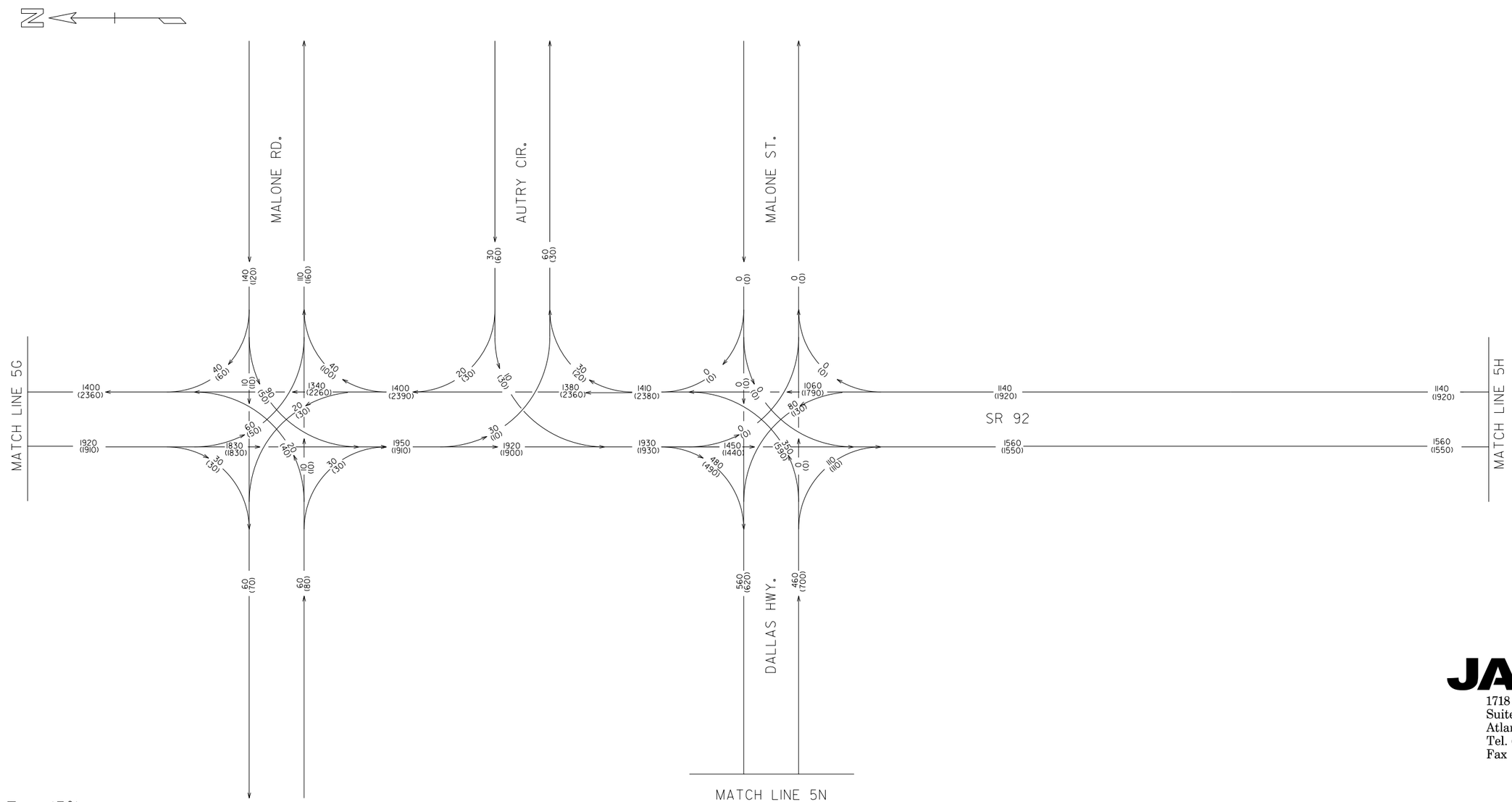
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5G

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	54	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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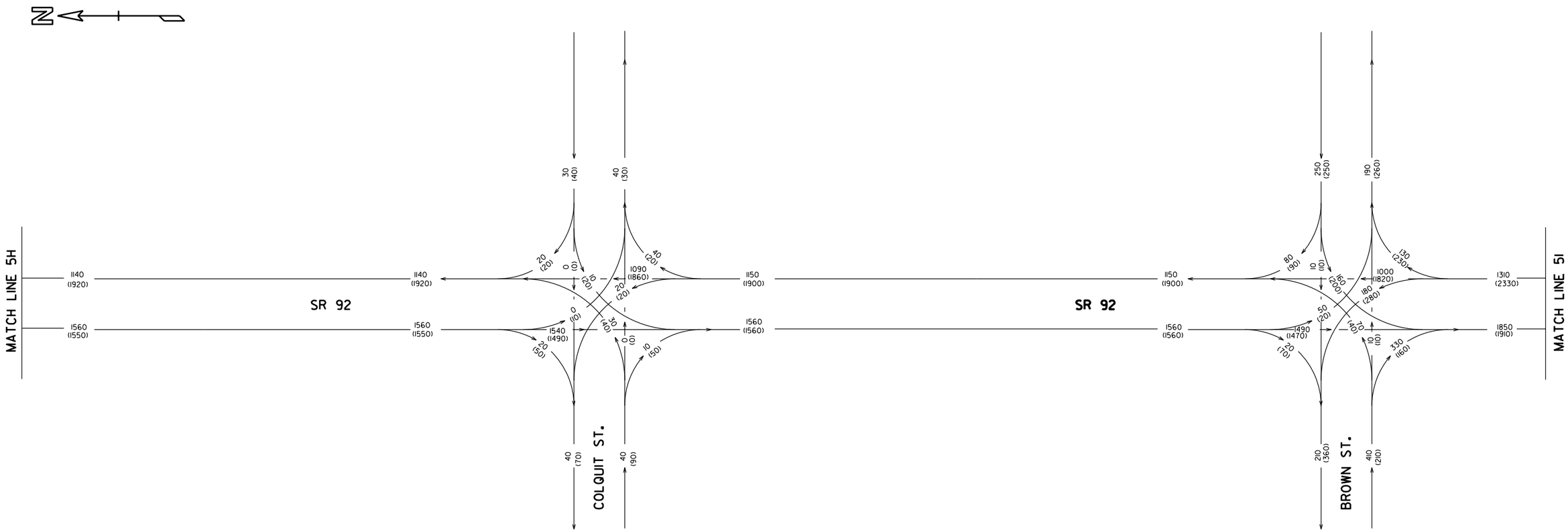
2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5H

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	55	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

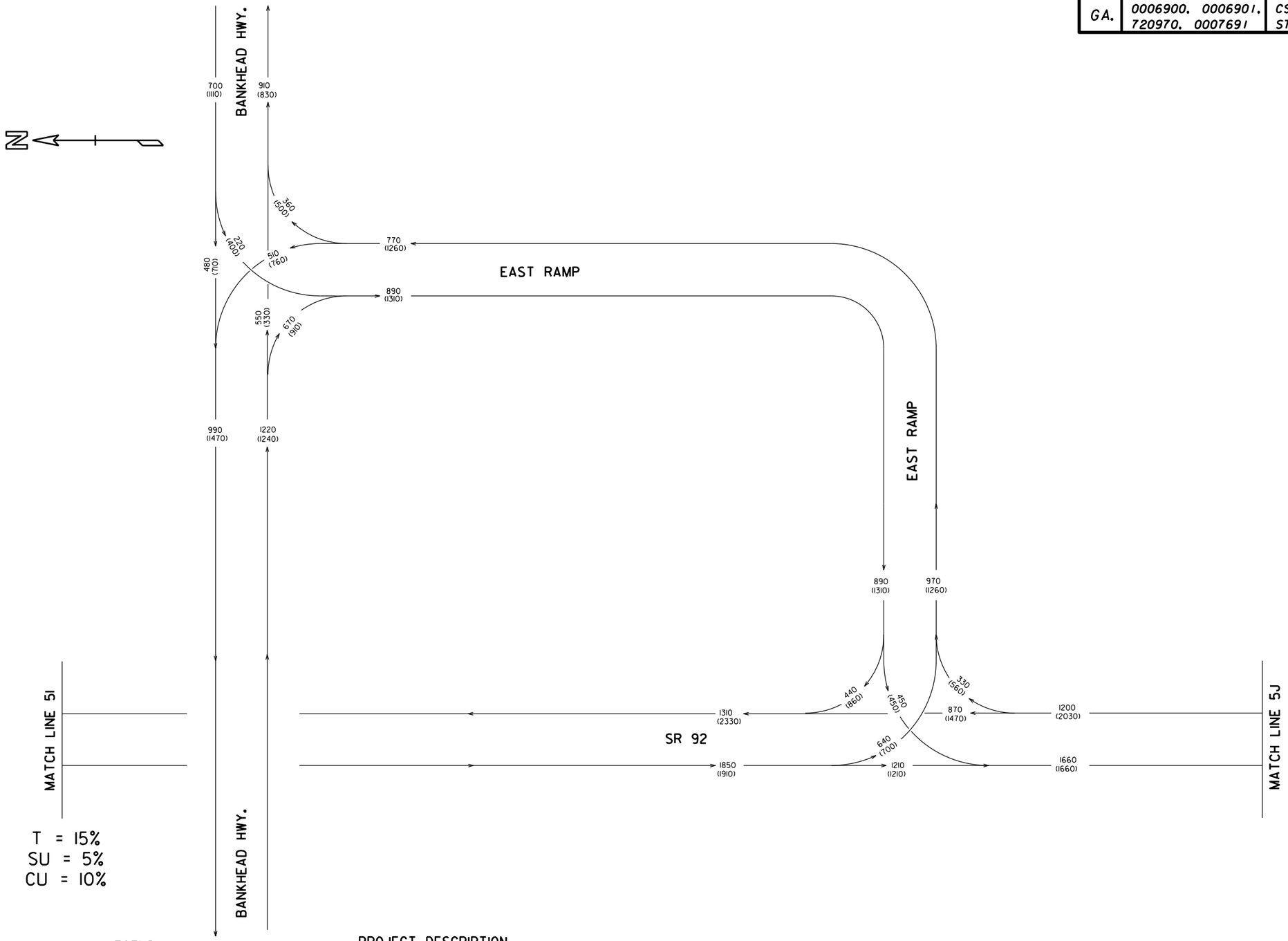
2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 51

SCALE: N.T.S. JANUARY/2010

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

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	56	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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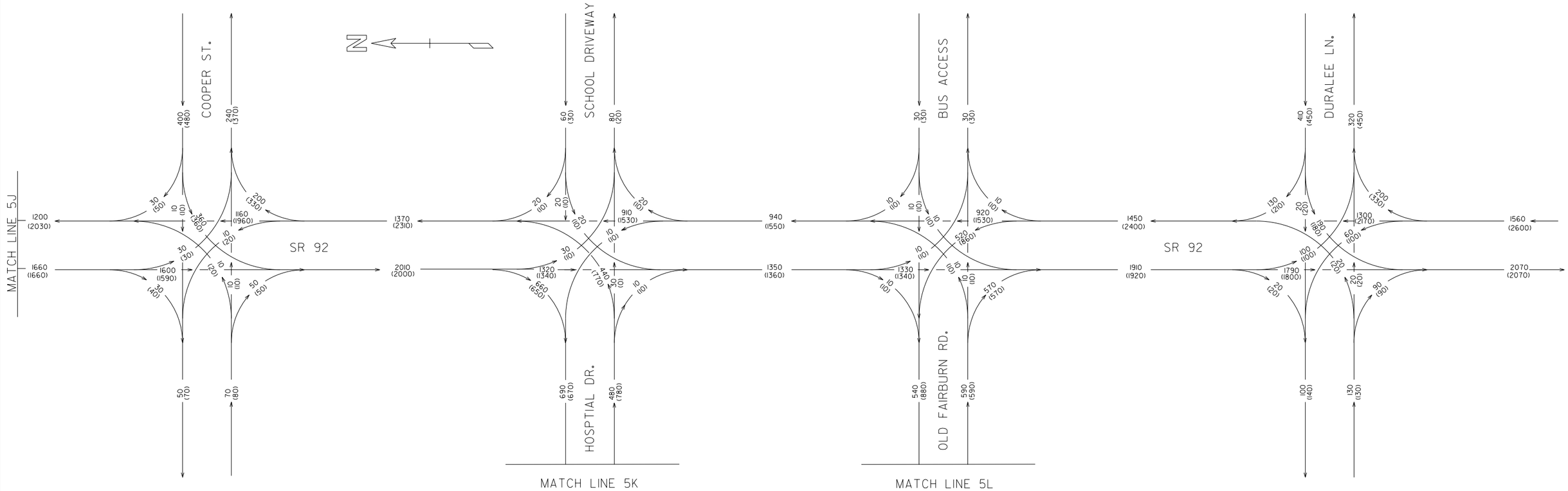
2037 - BUILD
PEAK HOUR VOLUMES

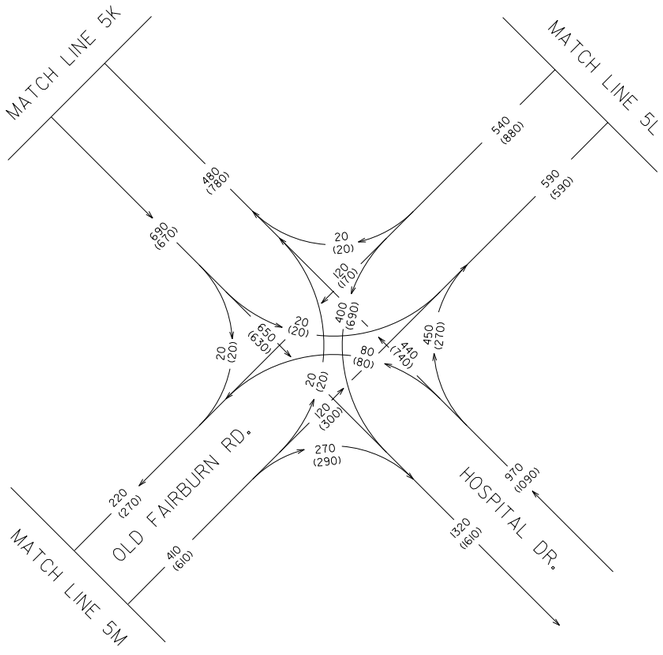
FIGURE 5J

SCALE: N.T.S. JANUARY/2010

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

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	57	89





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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

SR 92 BRIDGE UNDERPASS @ SR 5/US 78 INCLUDING RR - PHASE I,
SR 92 RELOC FM DURELEE LN TO SR 5/US 78/BANKHEAD HWY - PH II,
SR 92 RELOC FM STRICKLAND ST TO MALONE RD - PHASE III, & SR 92
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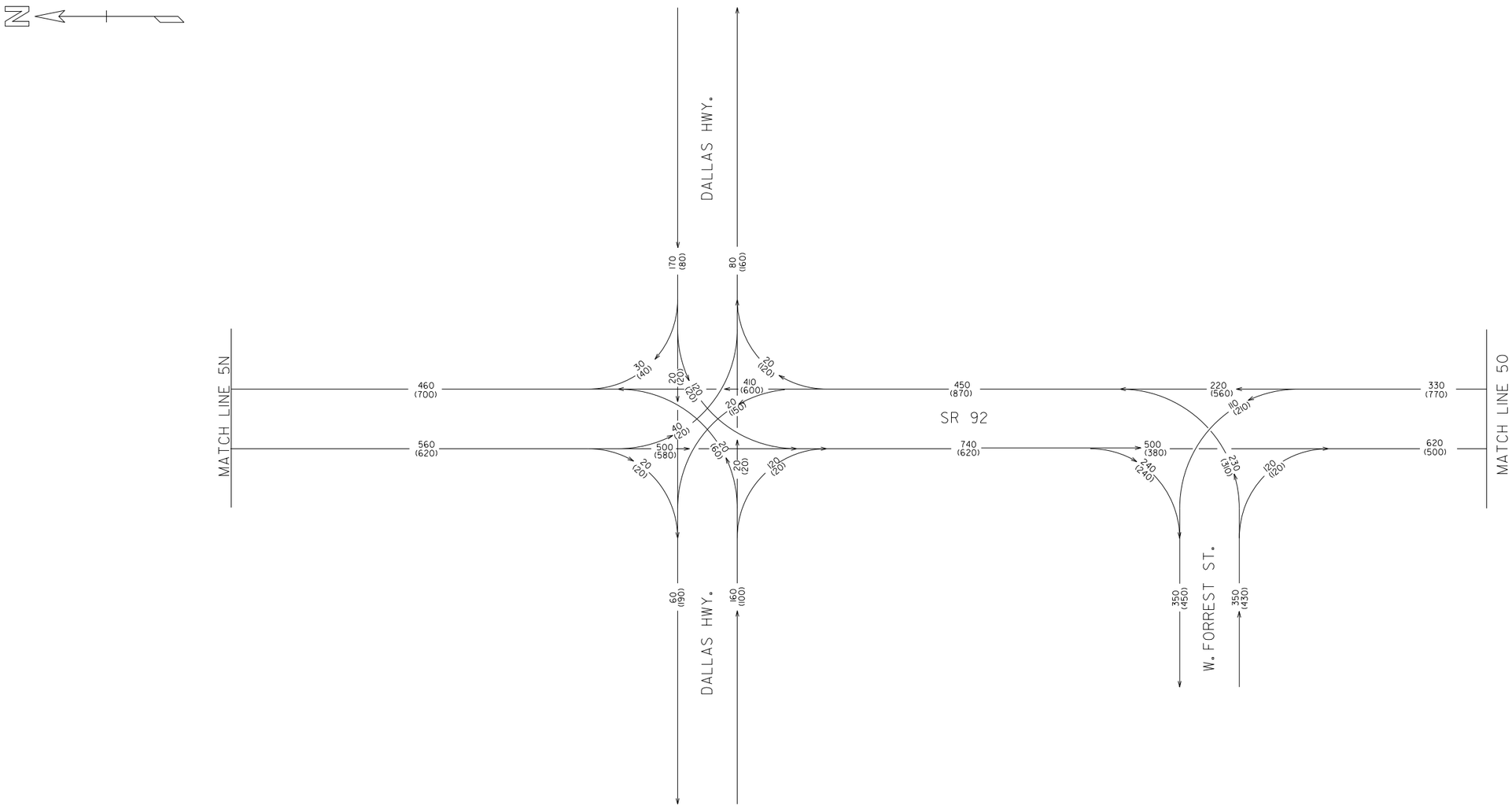
2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5K

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	58	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

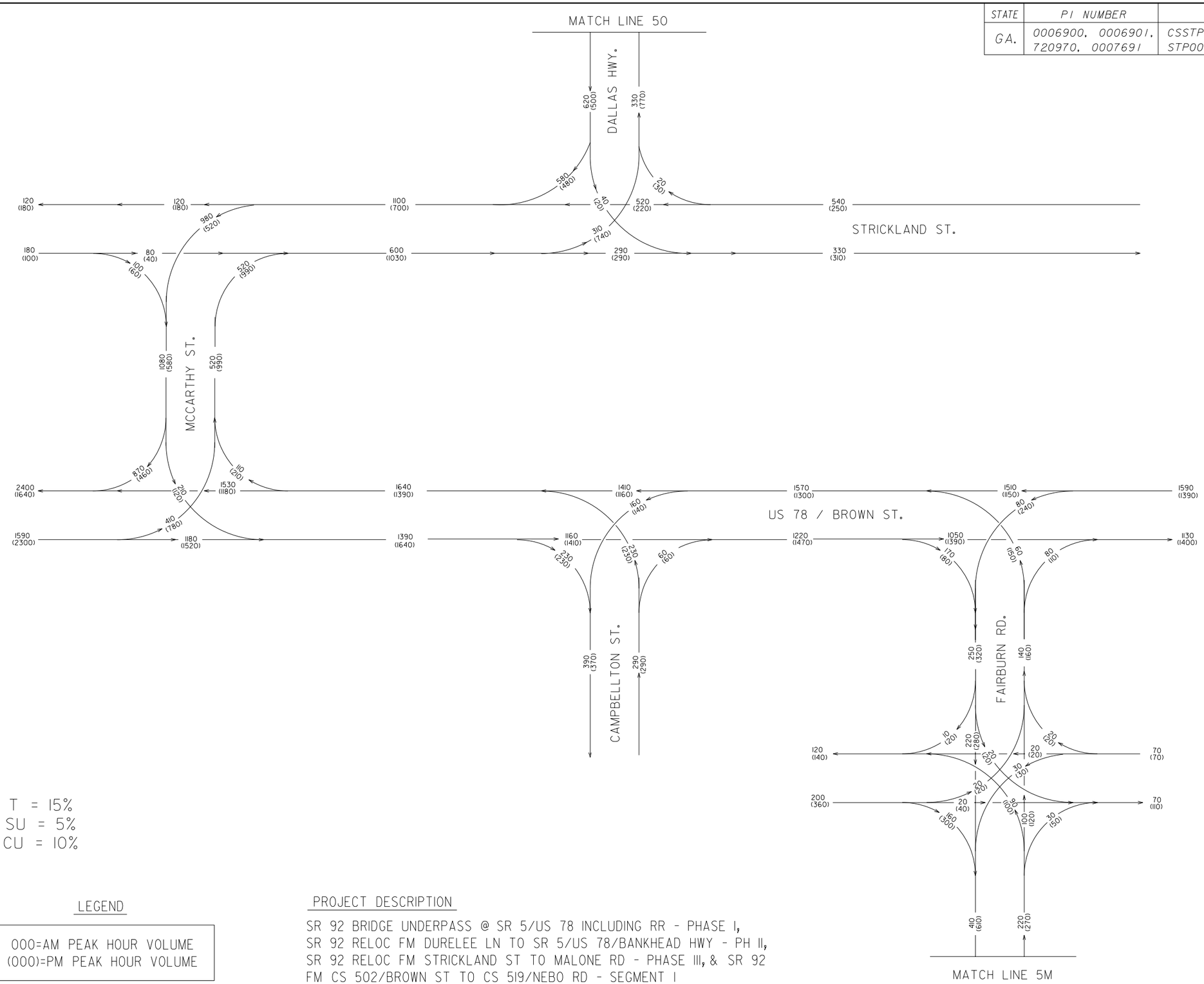
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5L

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	59	89



N

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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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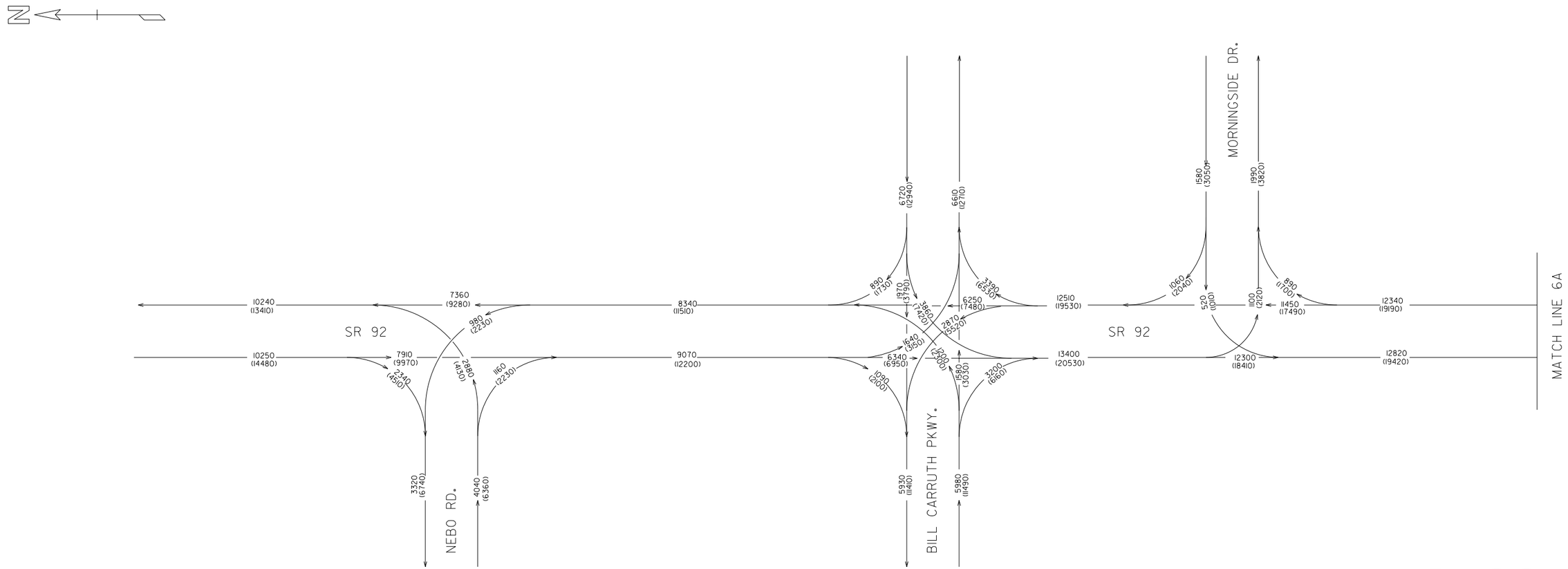
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - BUILD
PEAK HOUR VOLUMES

FIGURE 5M

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	60	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

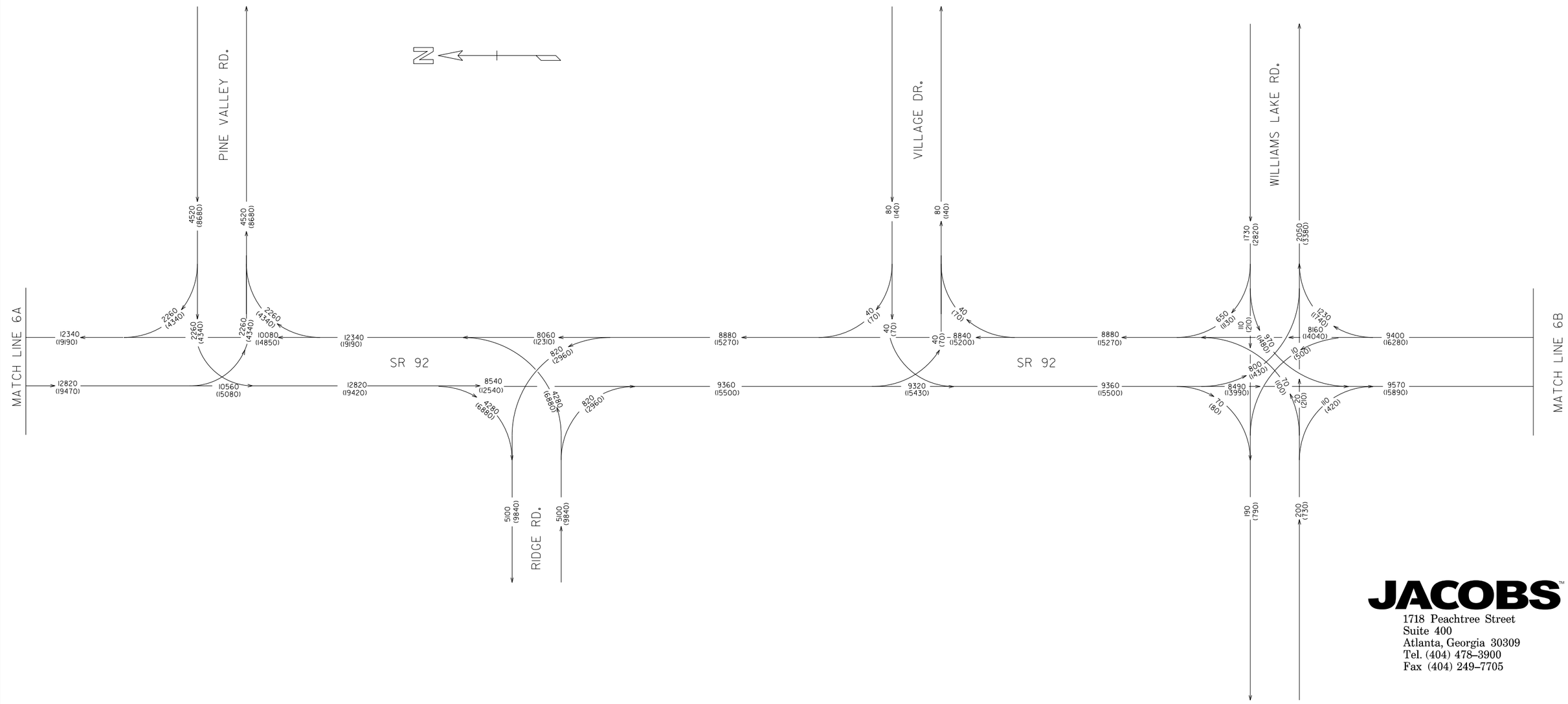
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6A

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	61	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

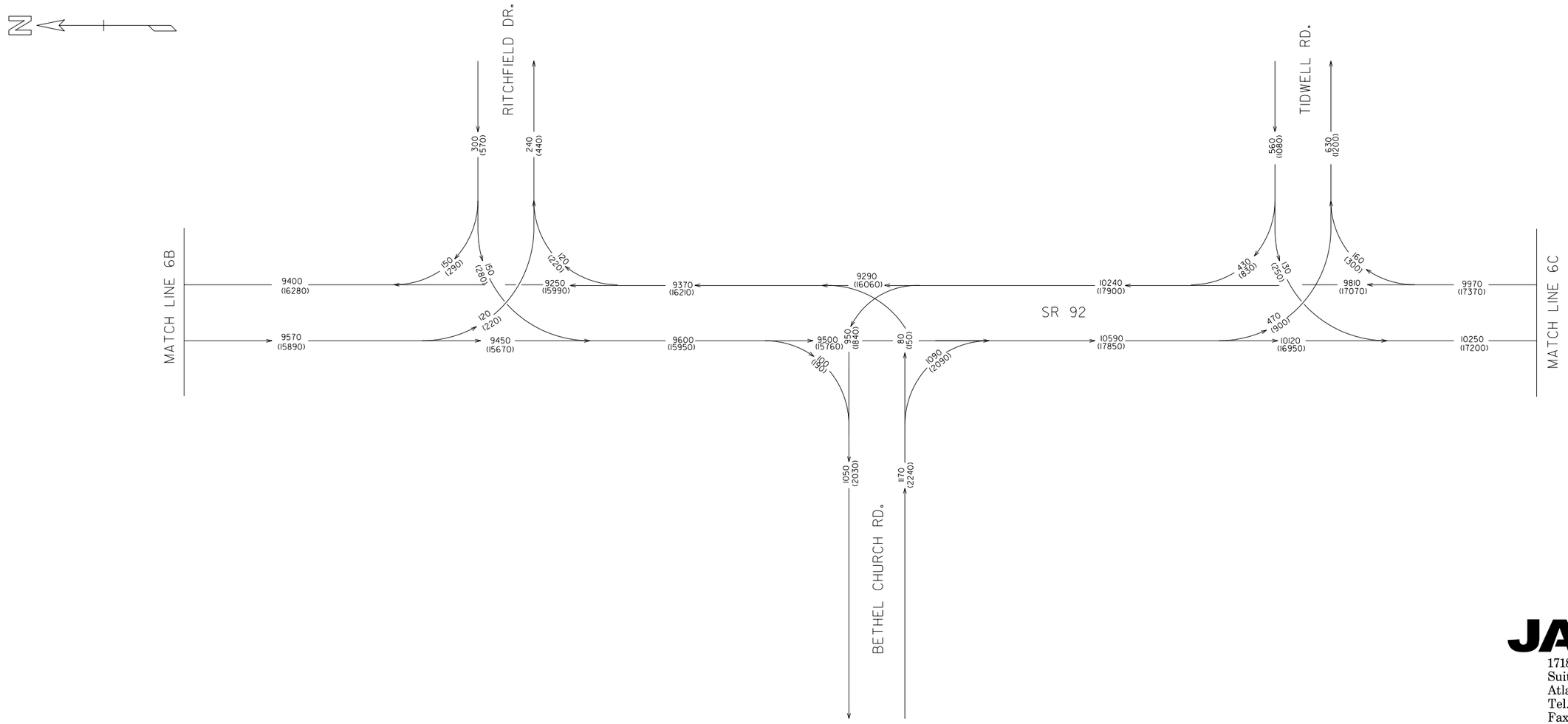
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6B

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	62	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

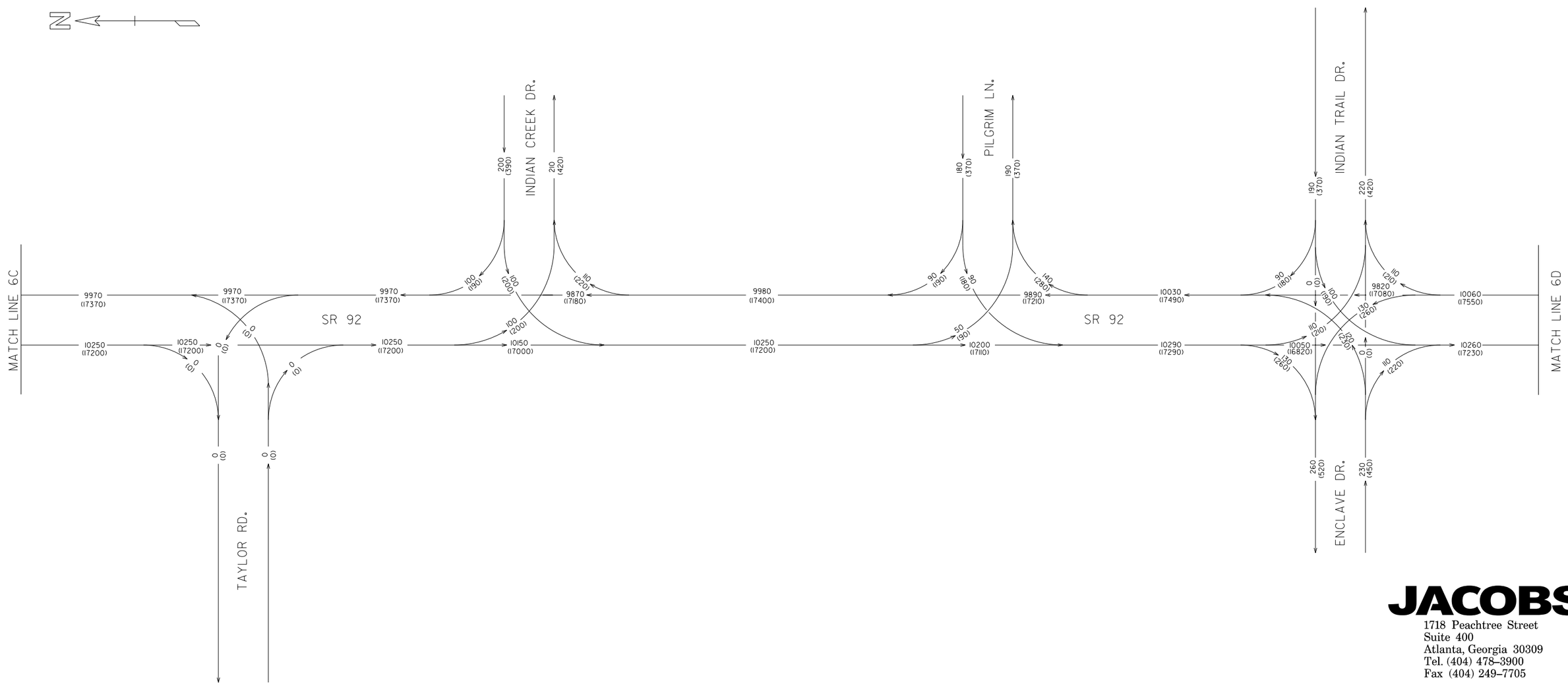
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6C

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	GA.	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	63	89



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SU = 5%
CU = 10%

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

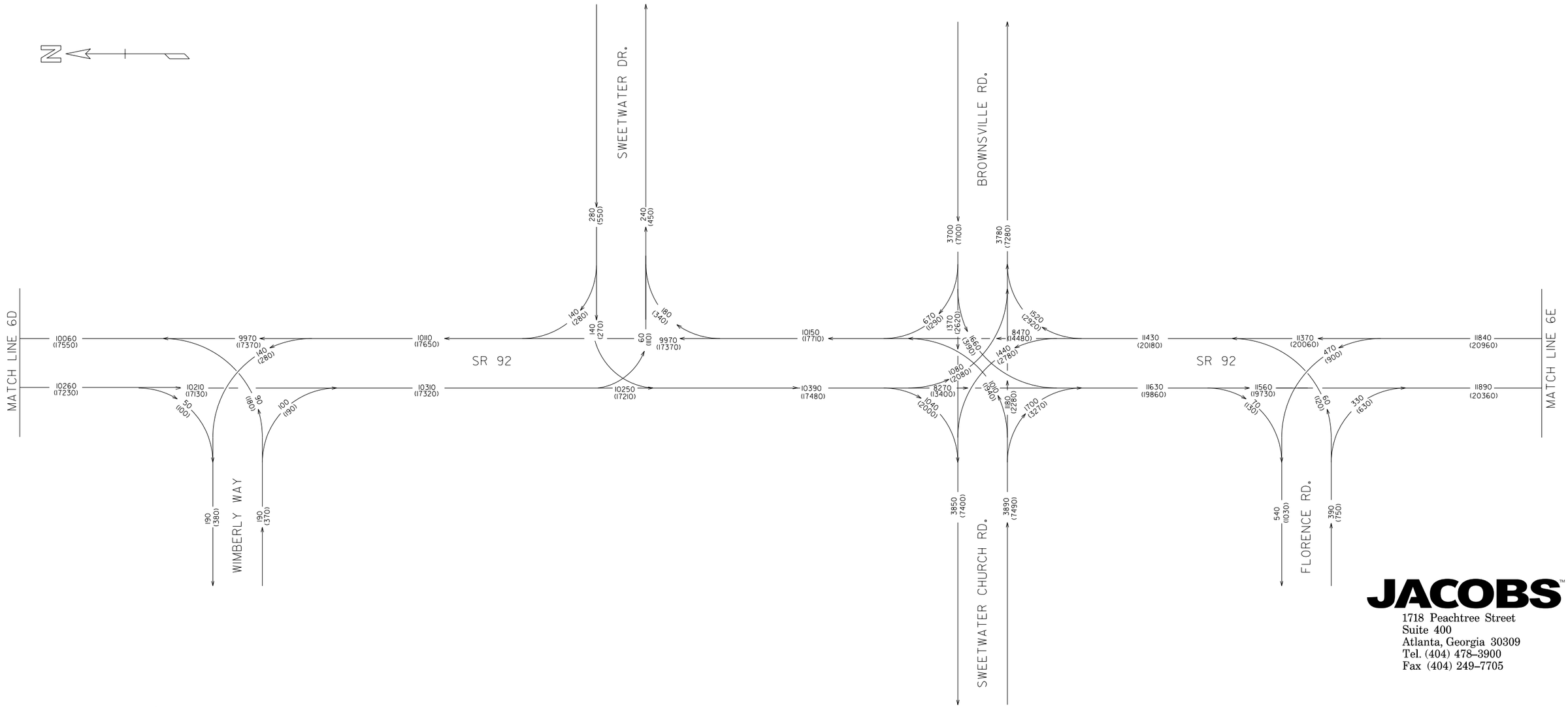
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6D

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	64	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

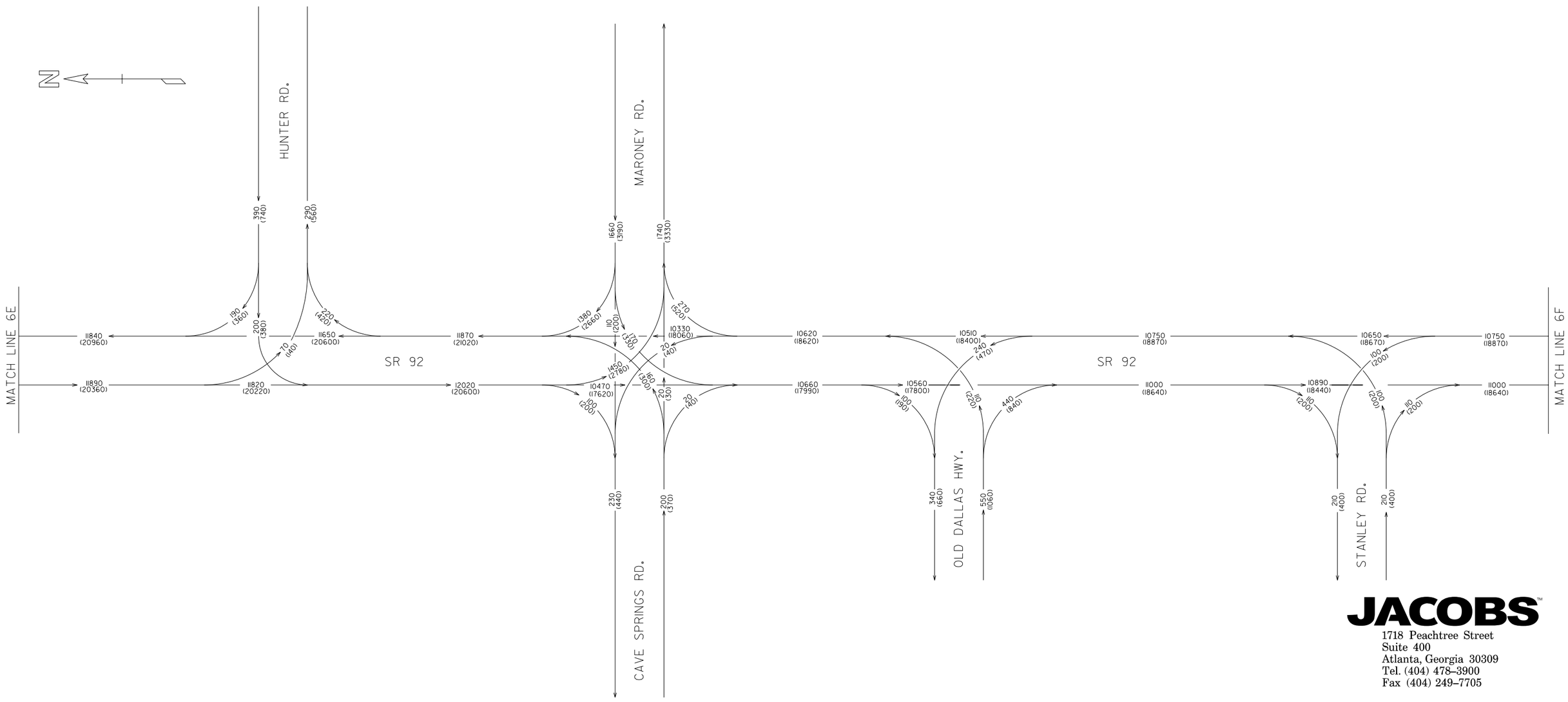
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6E

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	65	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

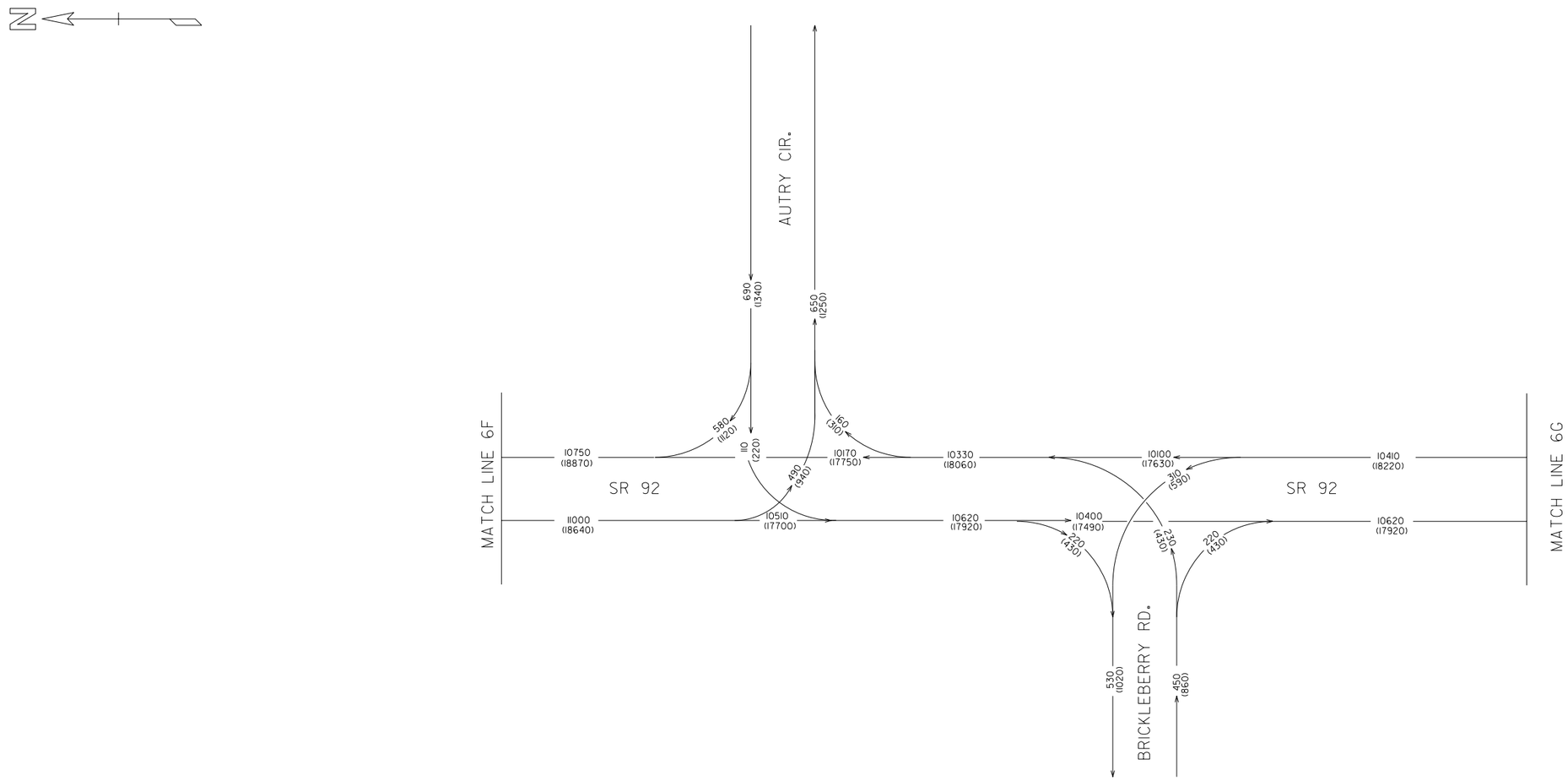
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6F

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	66	89



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SU = 5%
CU = 10%

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

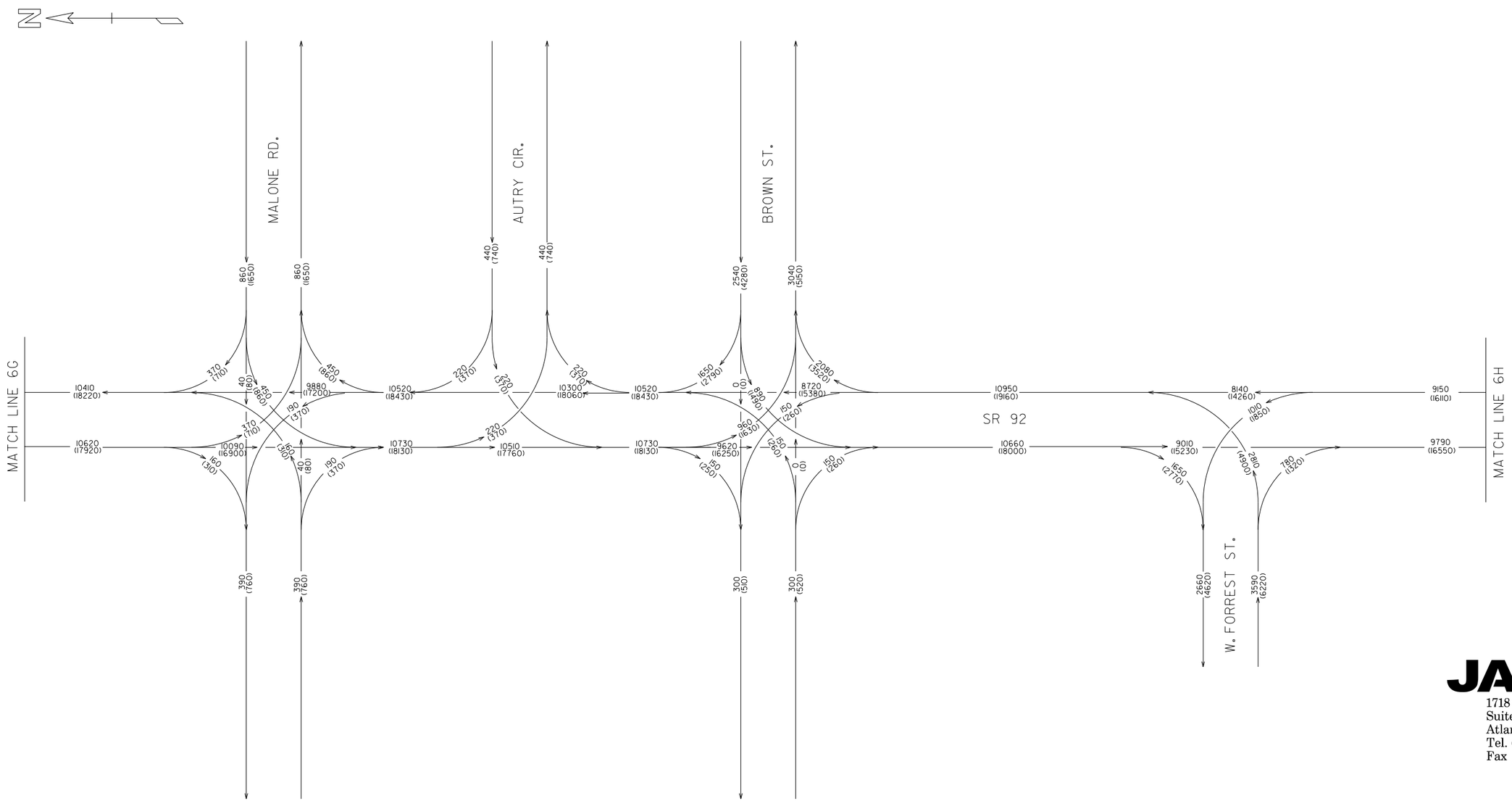
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6G

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	67	89



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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

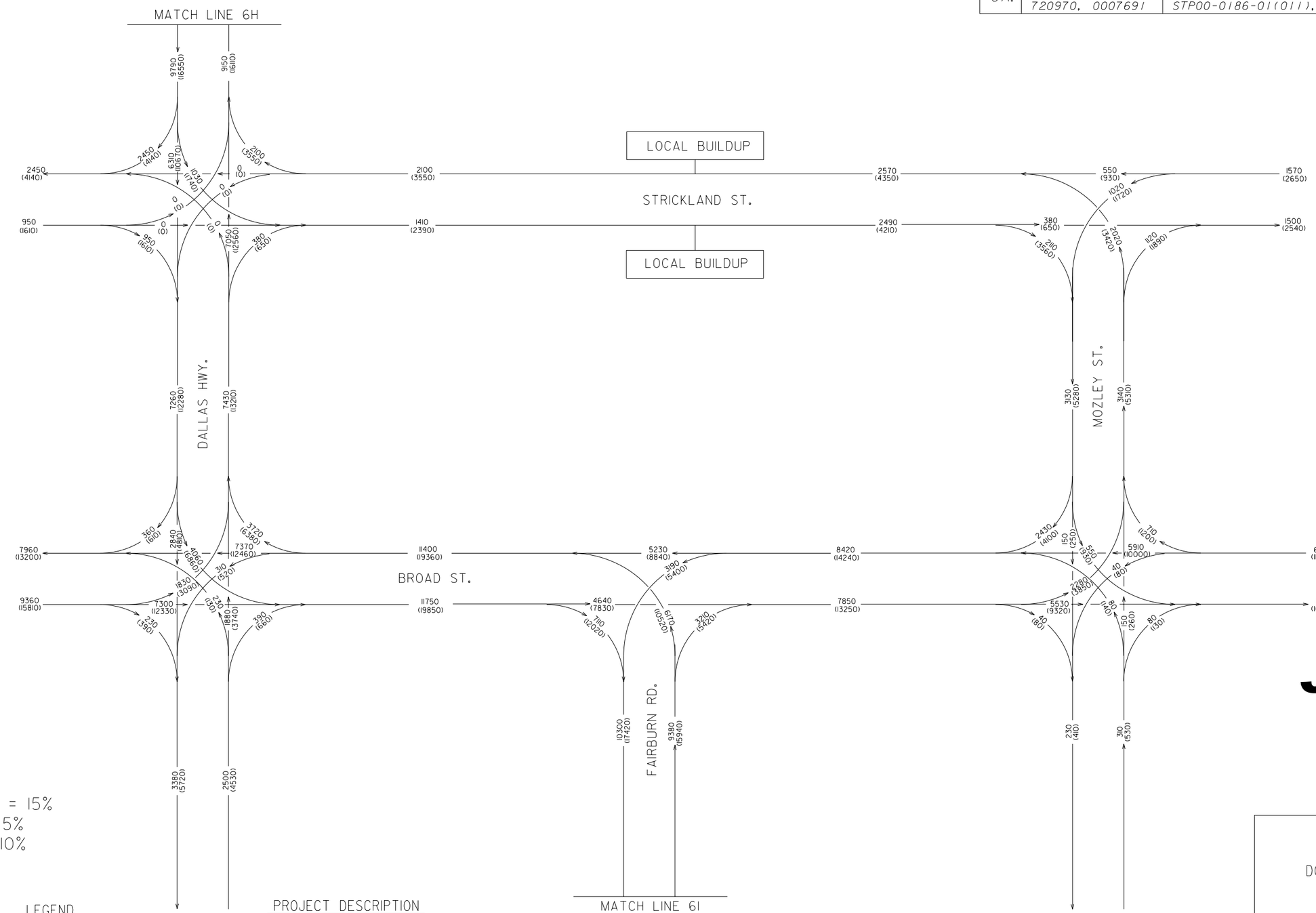
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6H

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	68	89



N

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

LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

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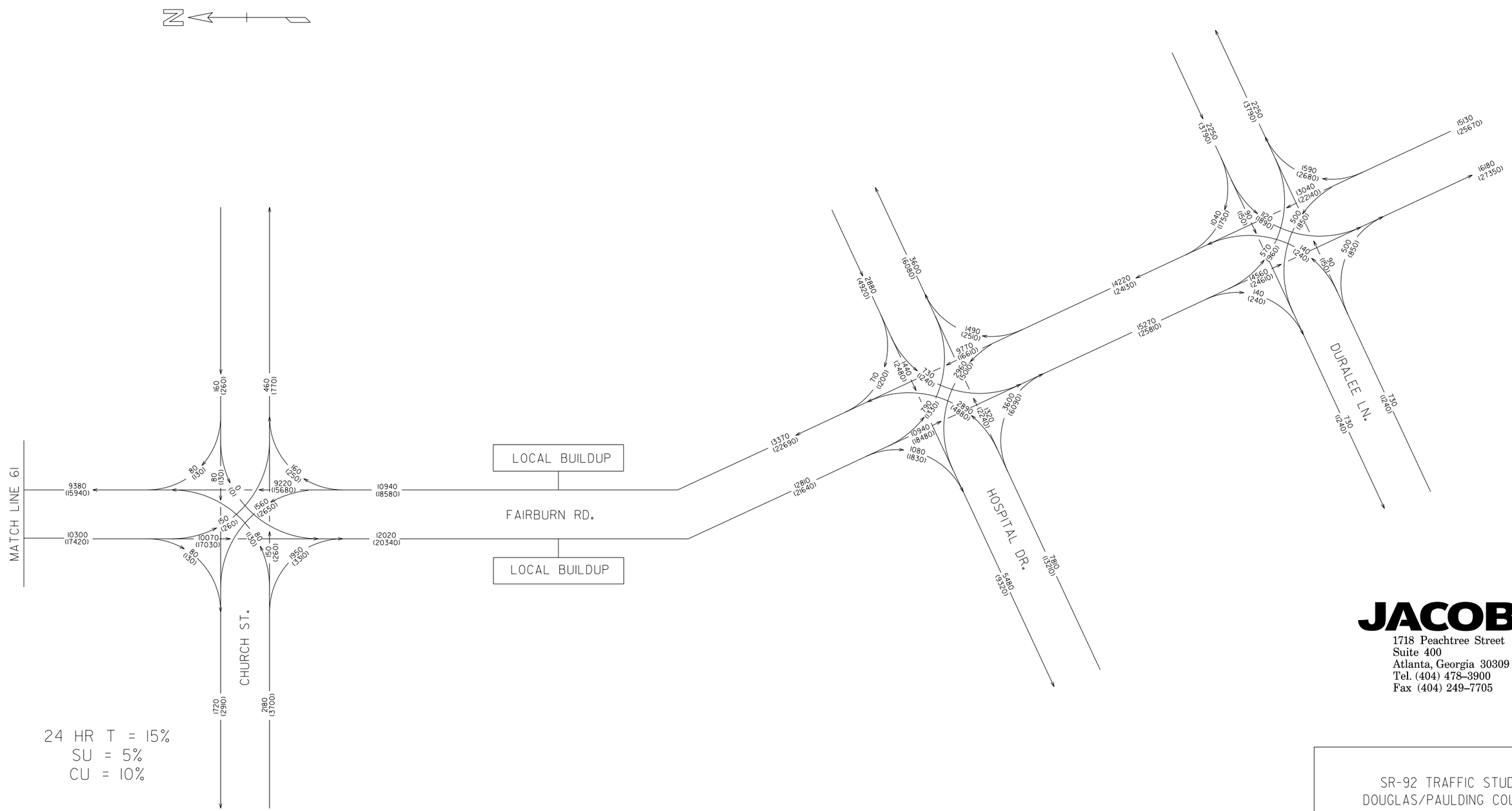
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 61

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	69	89



LEGEND

0000=2017 ADT
(0000)=2037 ADT

PROJECT DESCRIPTION

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

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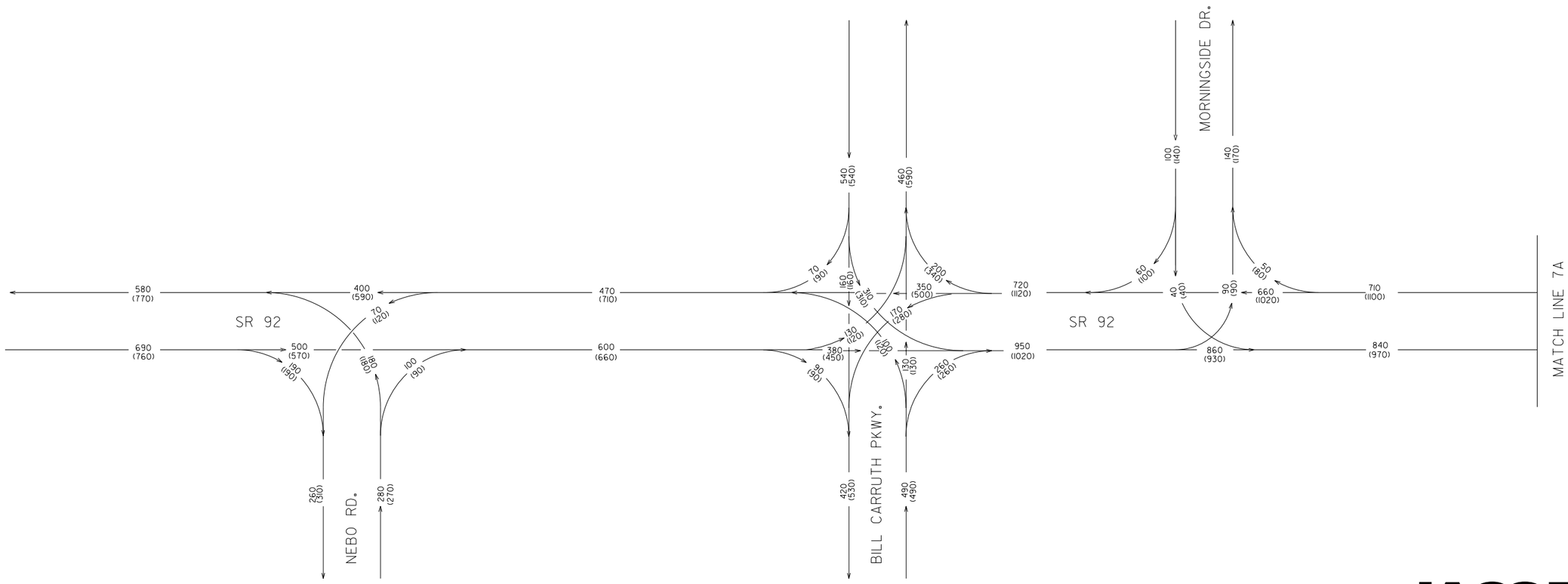
DOUGLAS/PAULDING COUNTY

2017/2037 NO BUILD
AVERAGE DAILY TRAFFIC (ADT)

FIGURE 6J

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	70	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

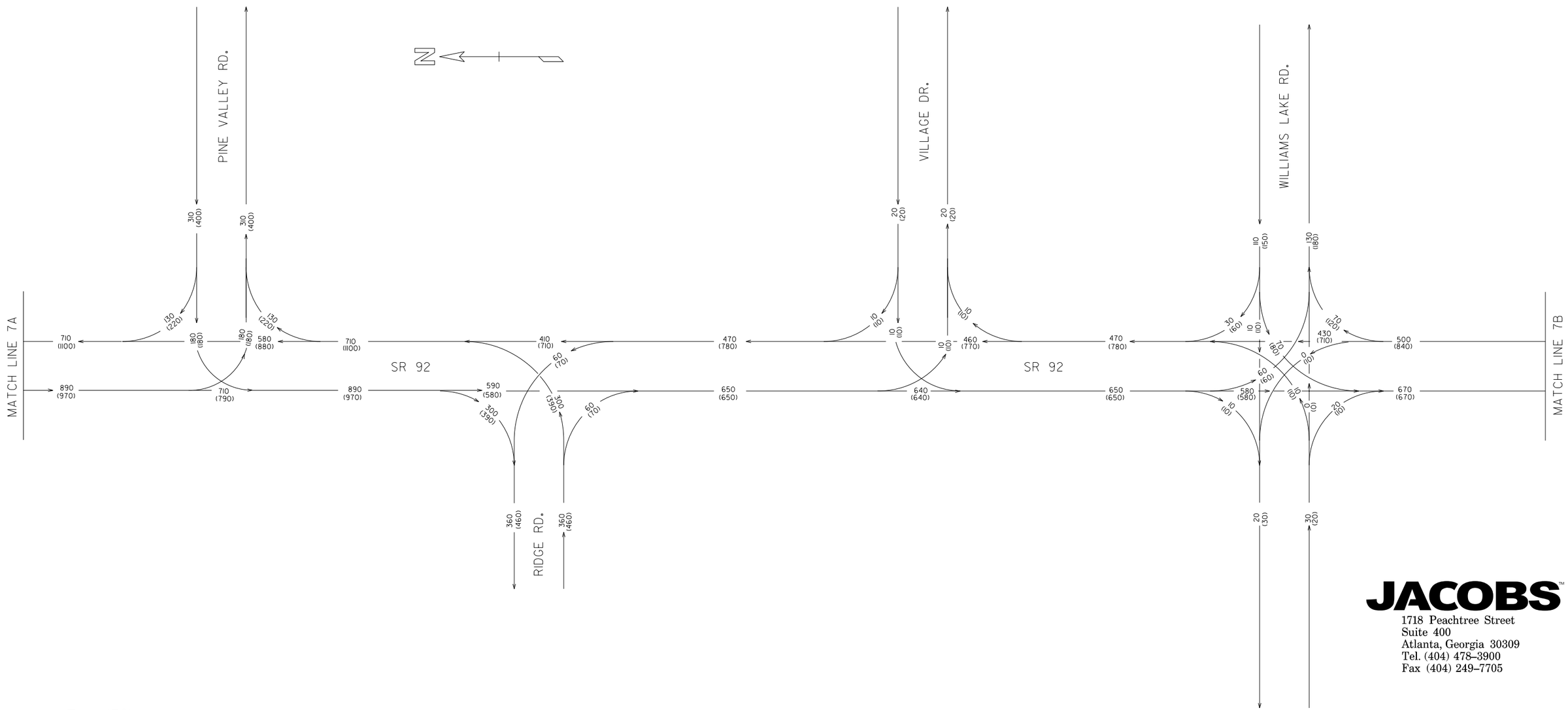
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7A

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	71	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

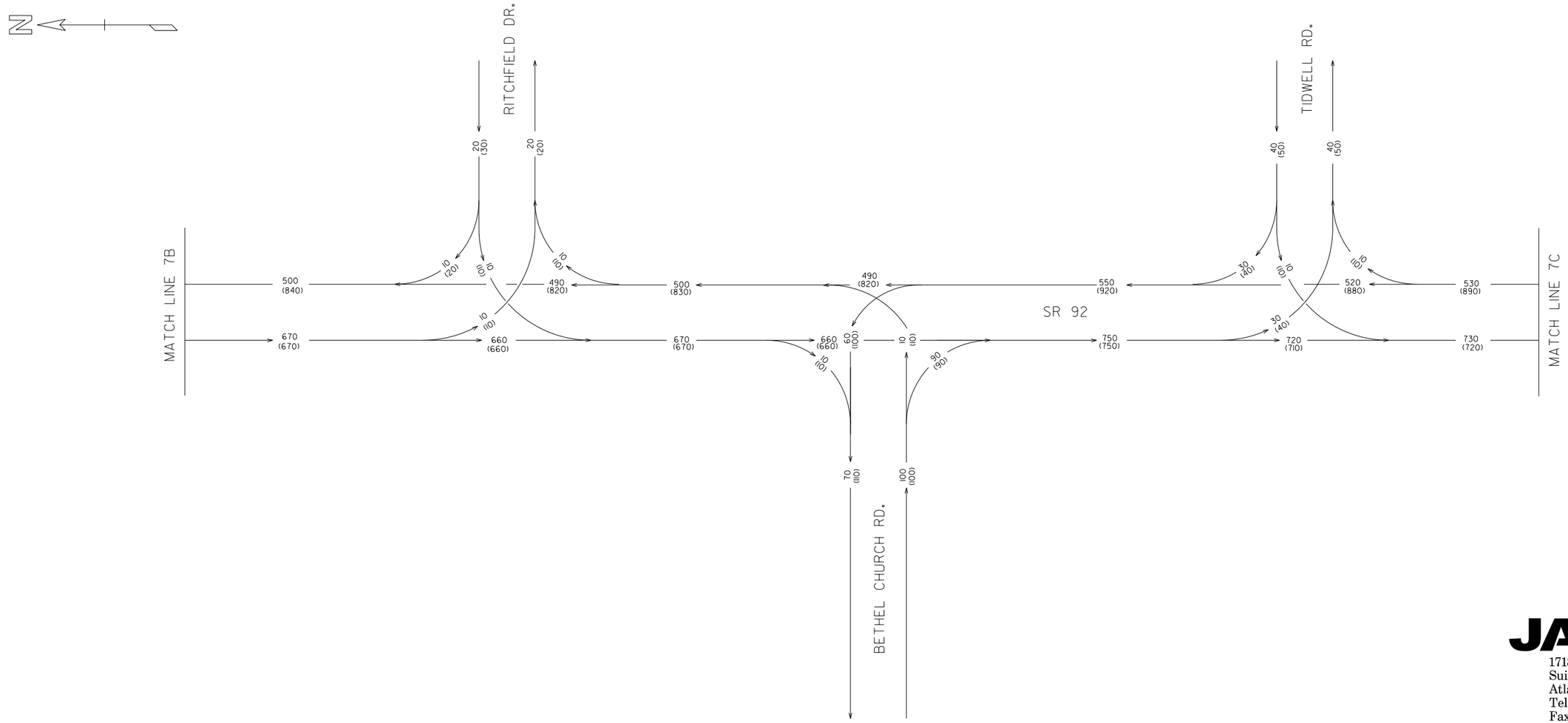
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7B

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	72	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

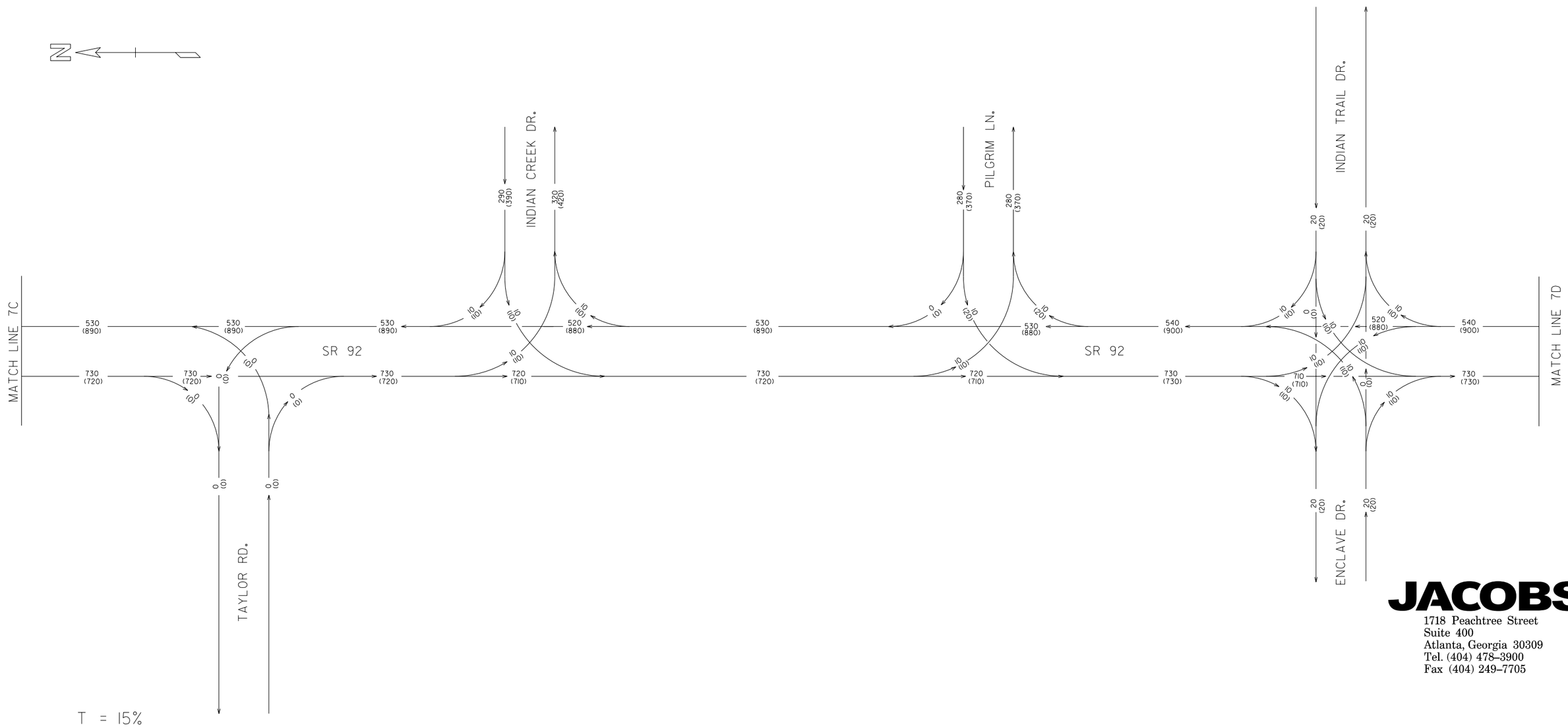
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7C

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	73	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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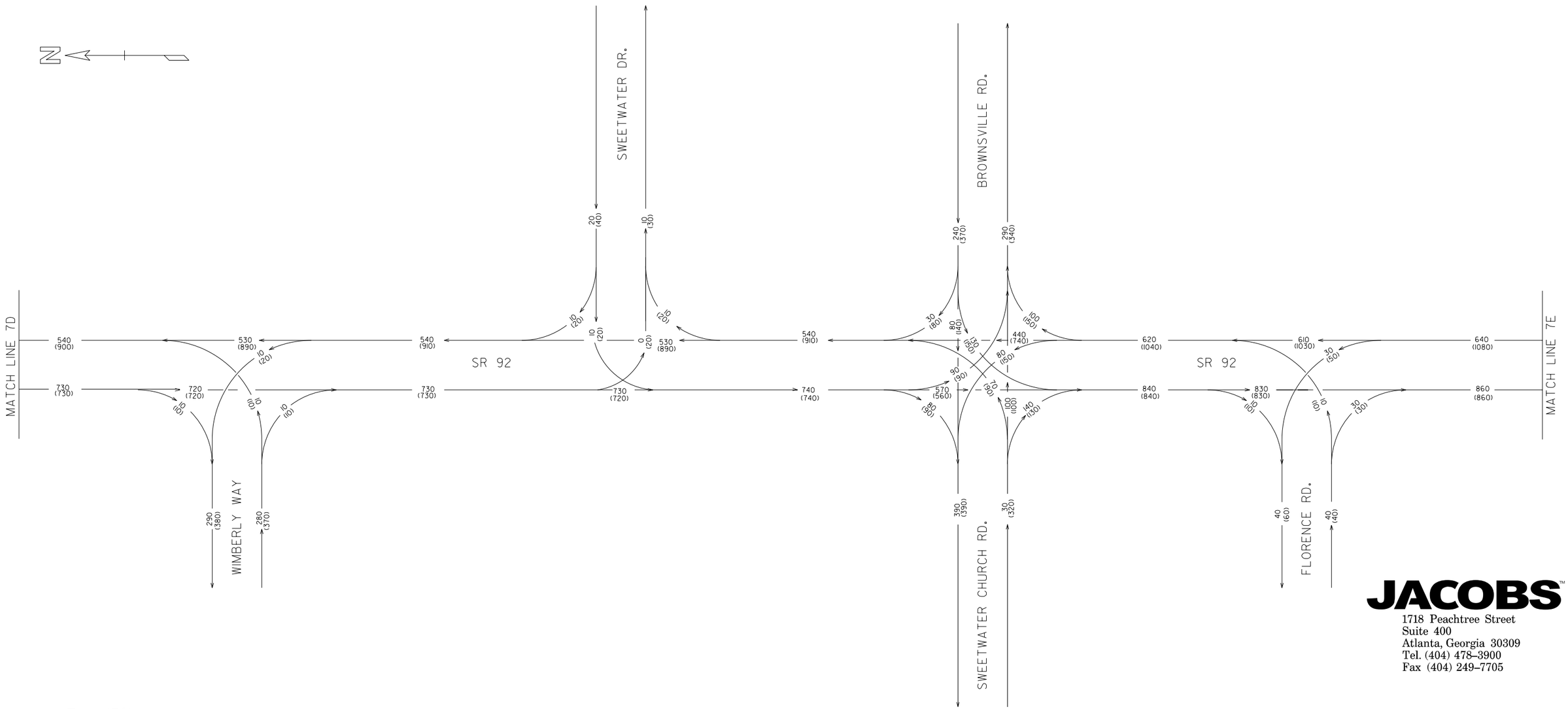
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7D

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	74	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

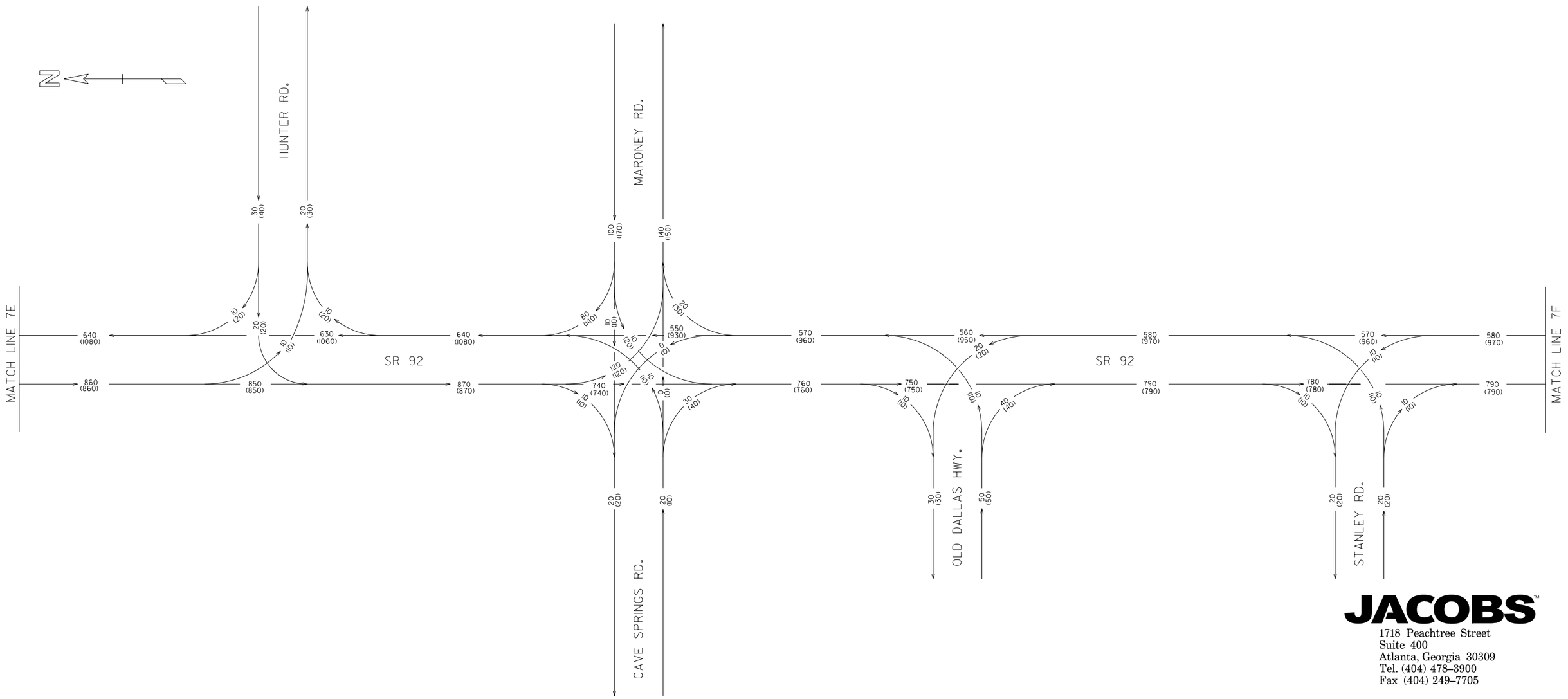
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7E

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	75	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

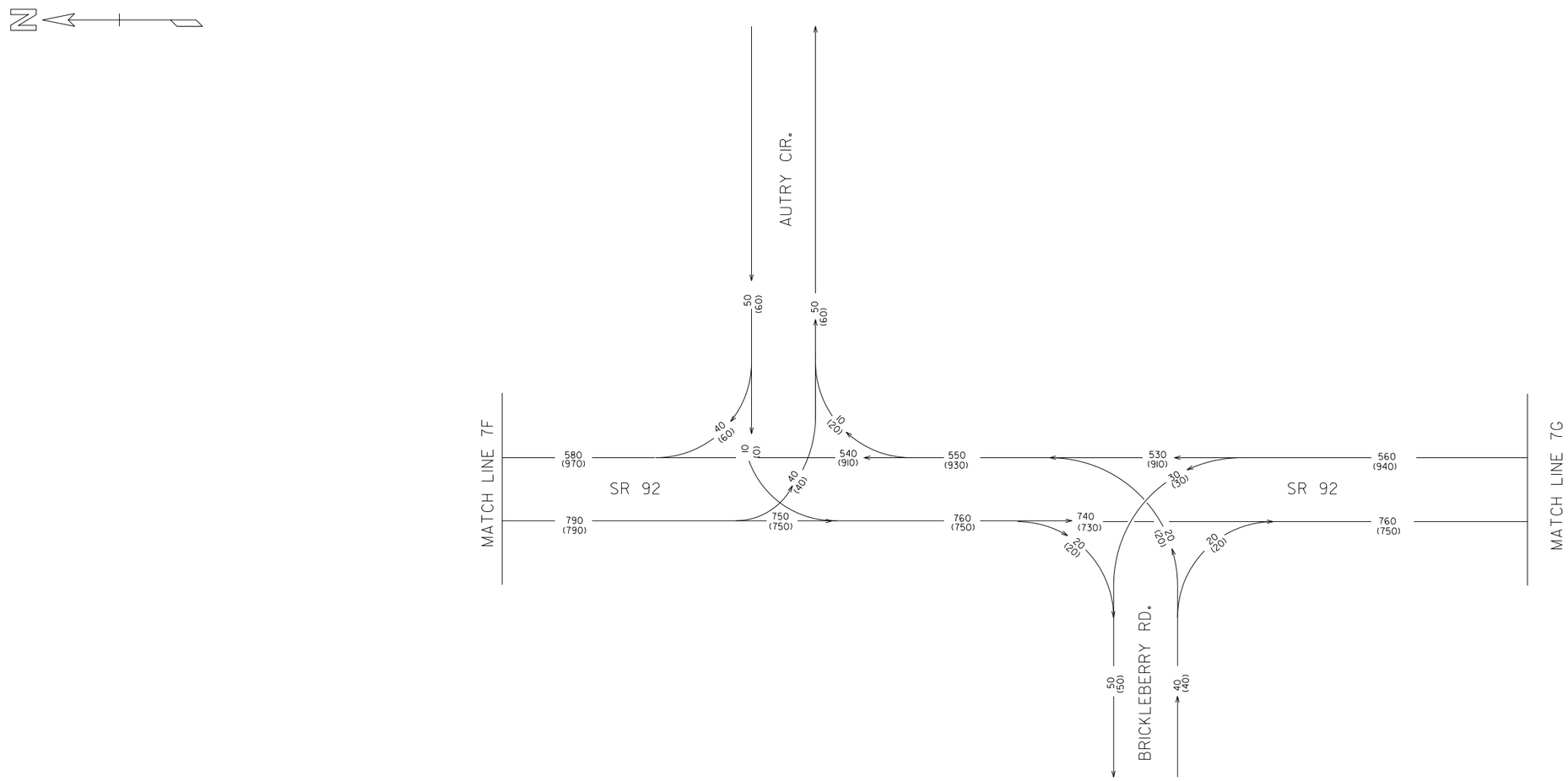
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7F

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	76	89



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SU = 5%
CU = 10%

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

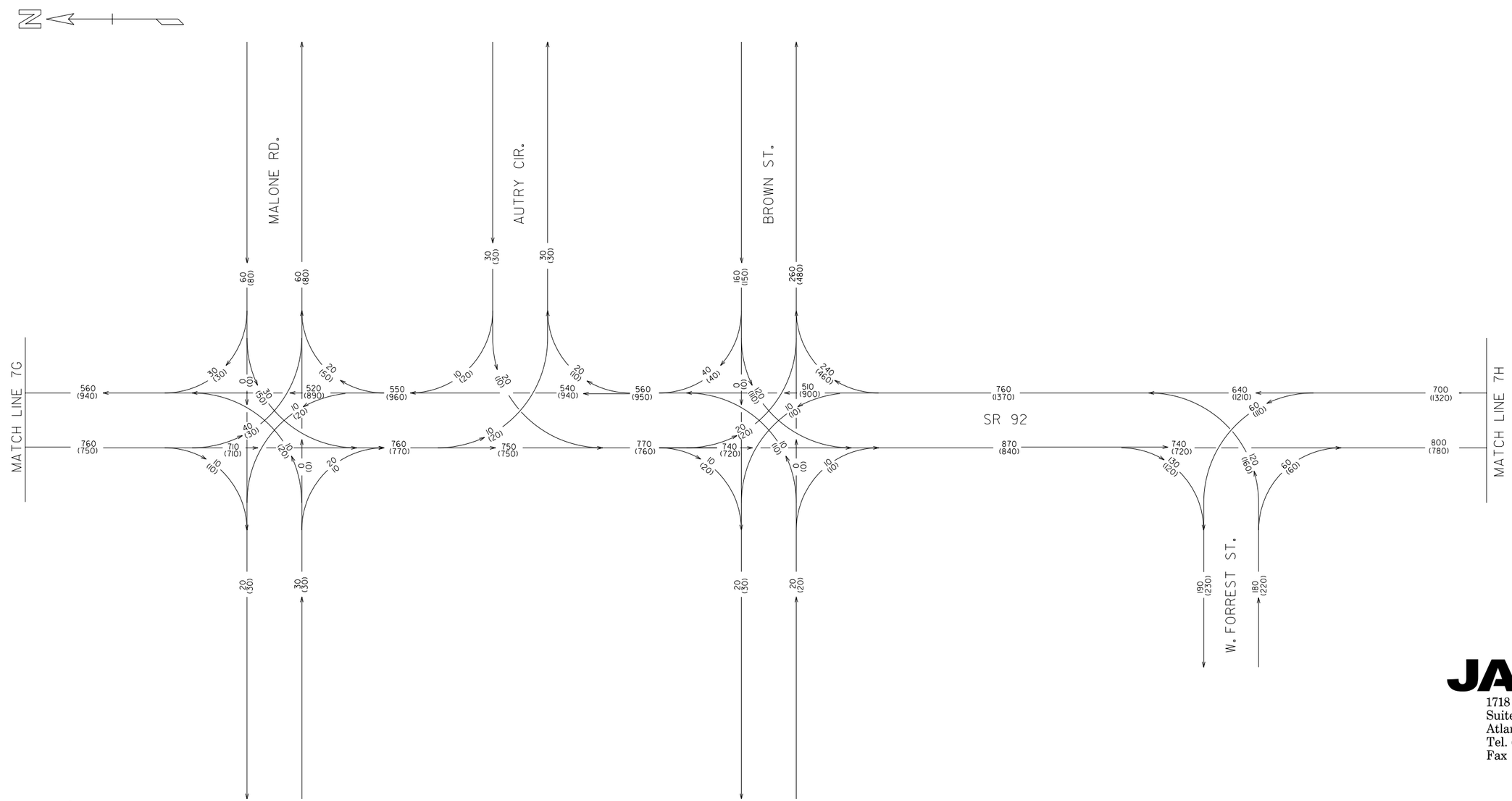
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7G

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	77	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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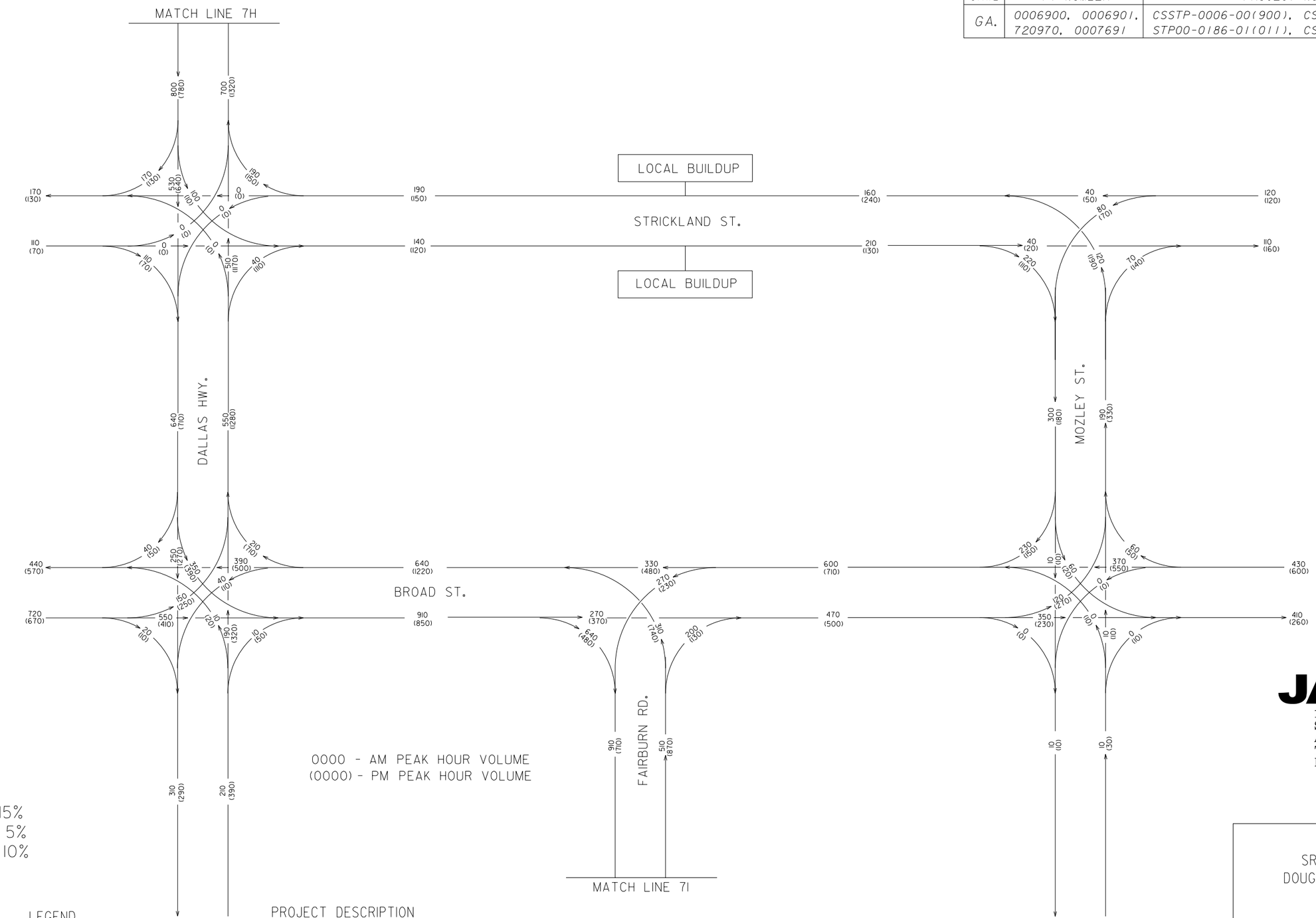
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7H

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	78	89



0000 - AM PEAK HOUR VOLUME
(0000) - PM PEAK HOUR VOLUME

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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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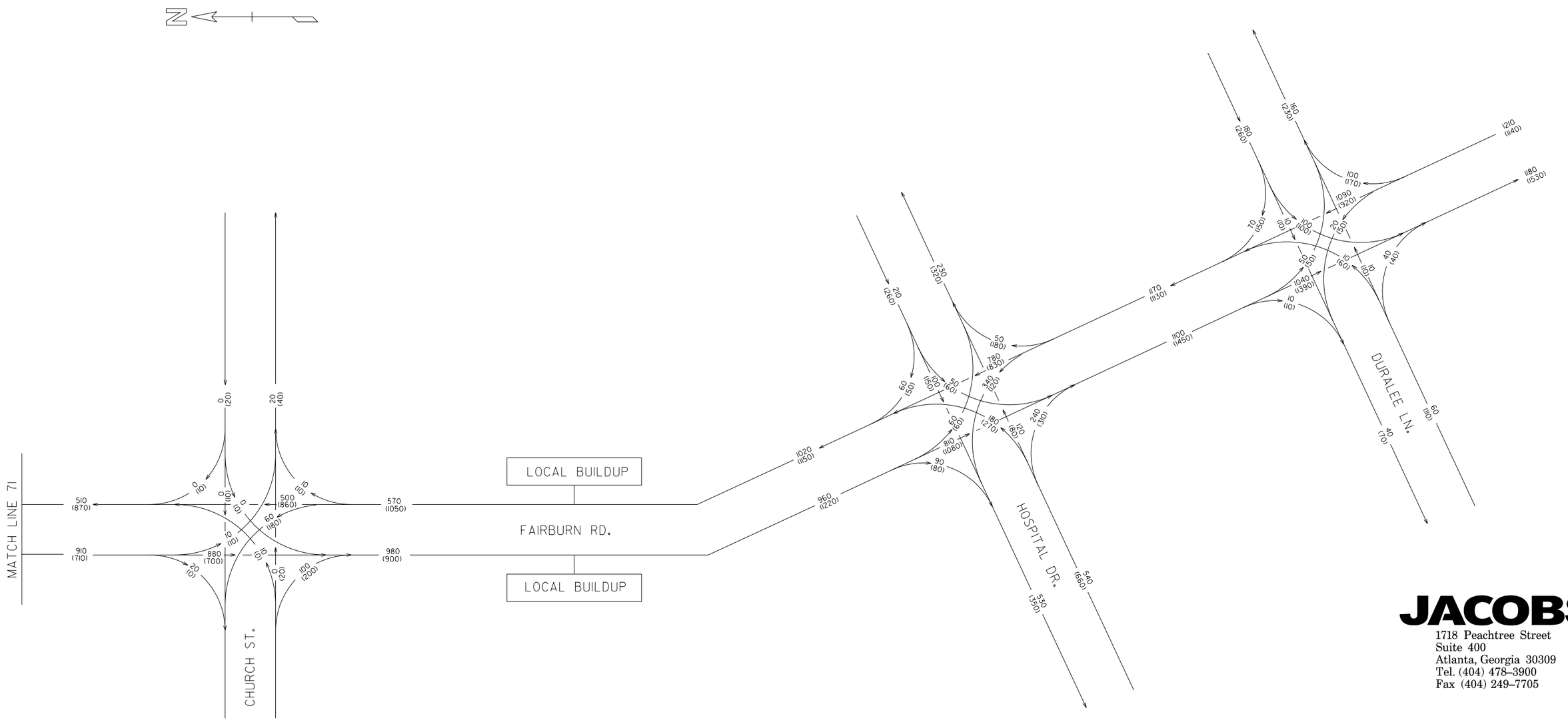
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7I

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	79	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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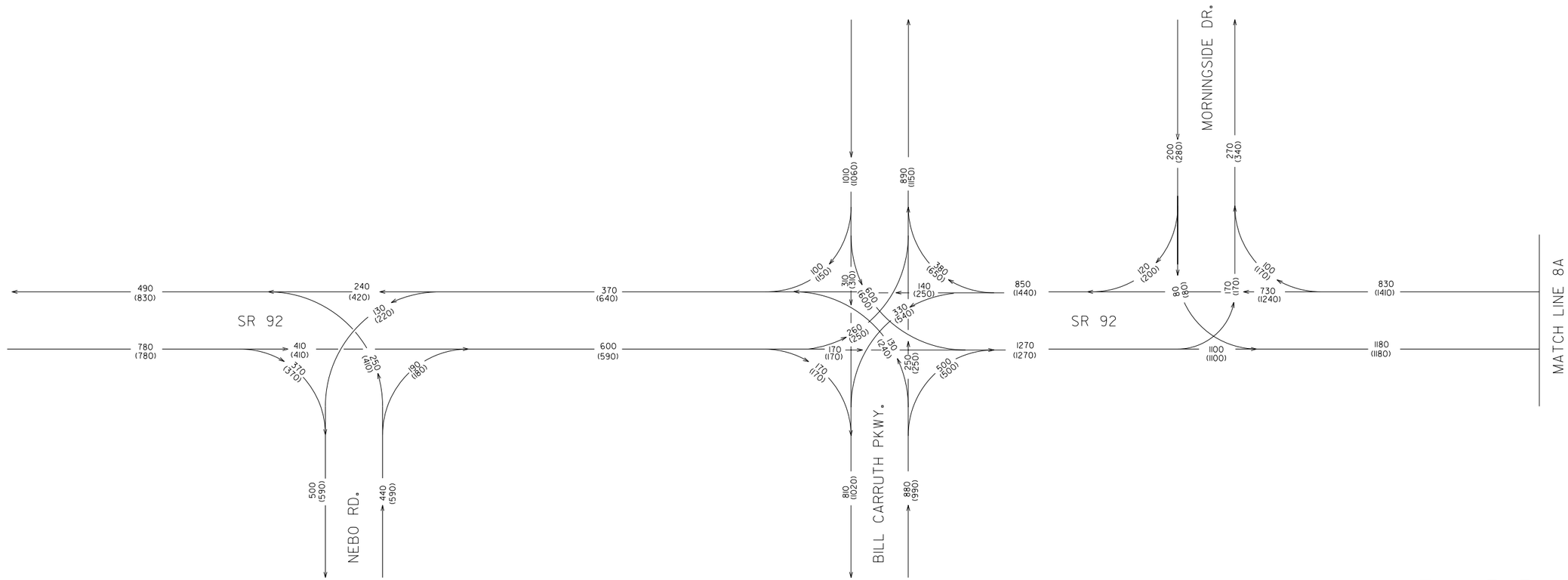
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2017 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 7J

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	80	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

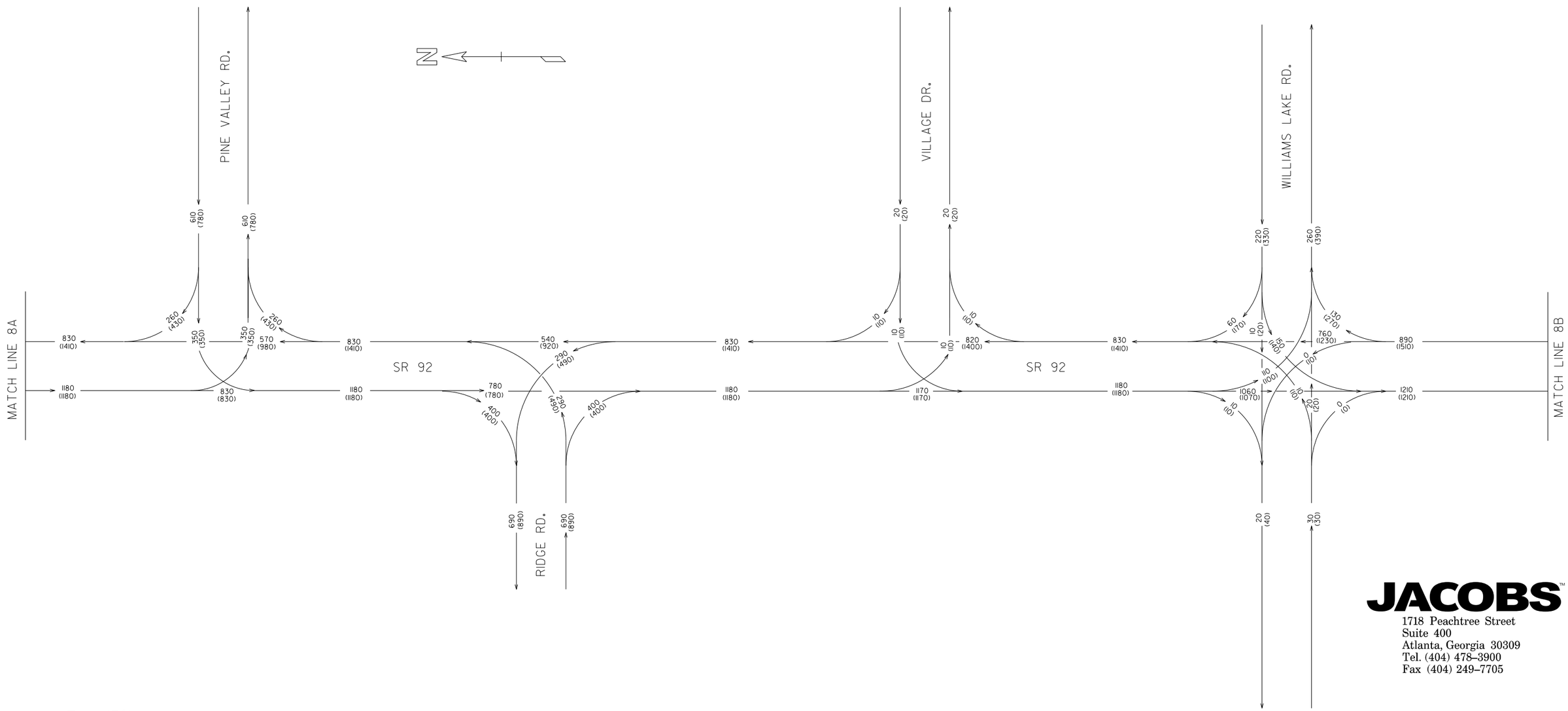
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8A

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	81	89



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LEGEND

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PROJECT DESCRIPTION

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

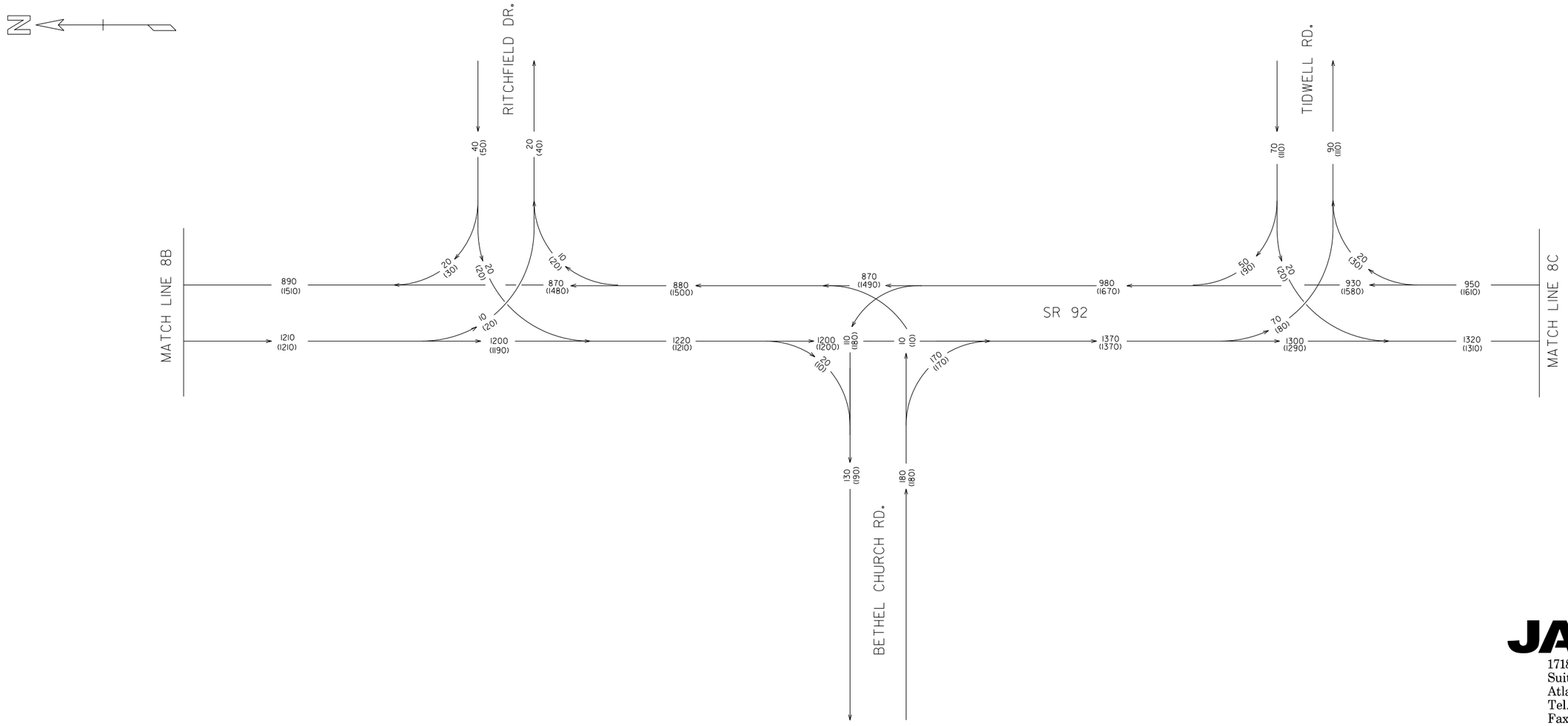
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8B

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	82	89



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SU = 5%
CU = 10%

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

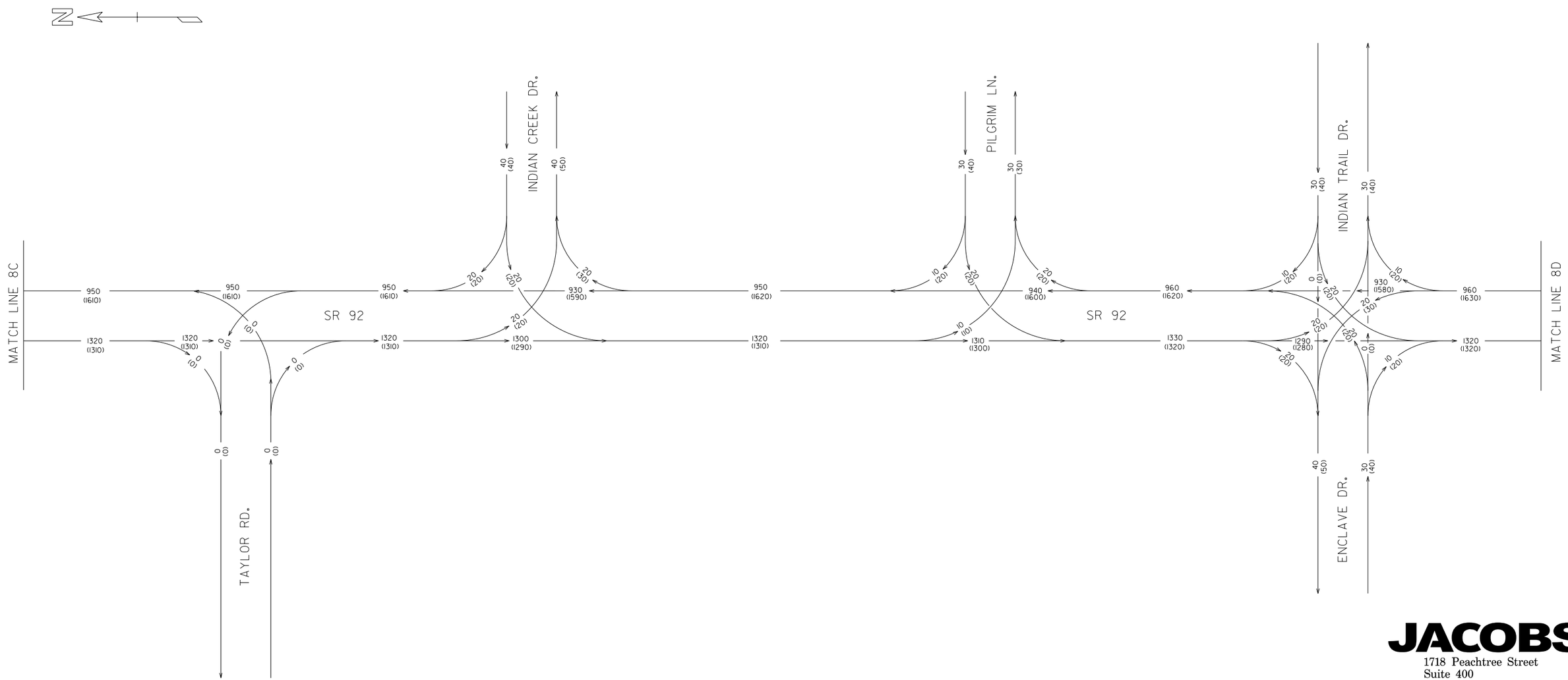
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8C

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	83	89



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SU = 5%
CU = 10%

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

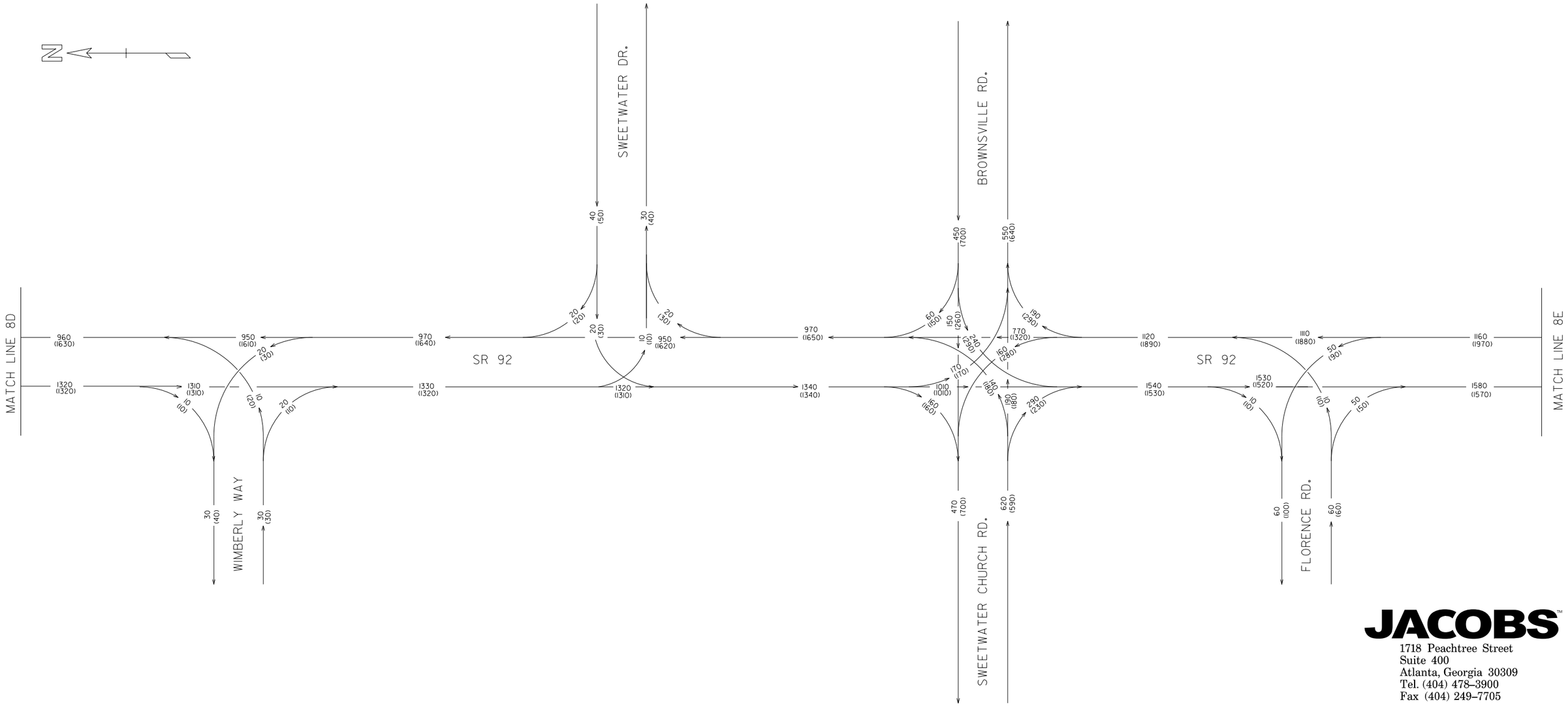
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8D

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	84	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

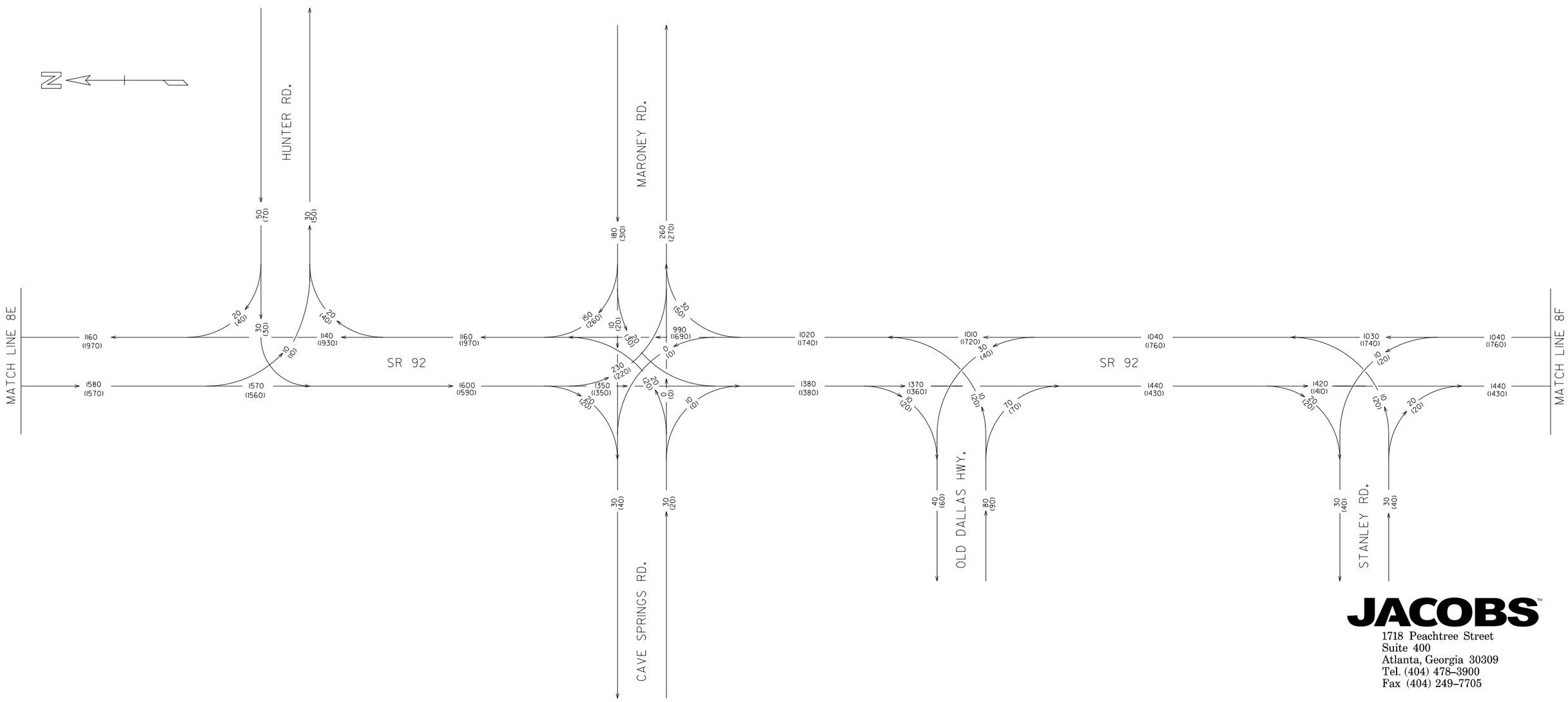
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8E

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	85	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

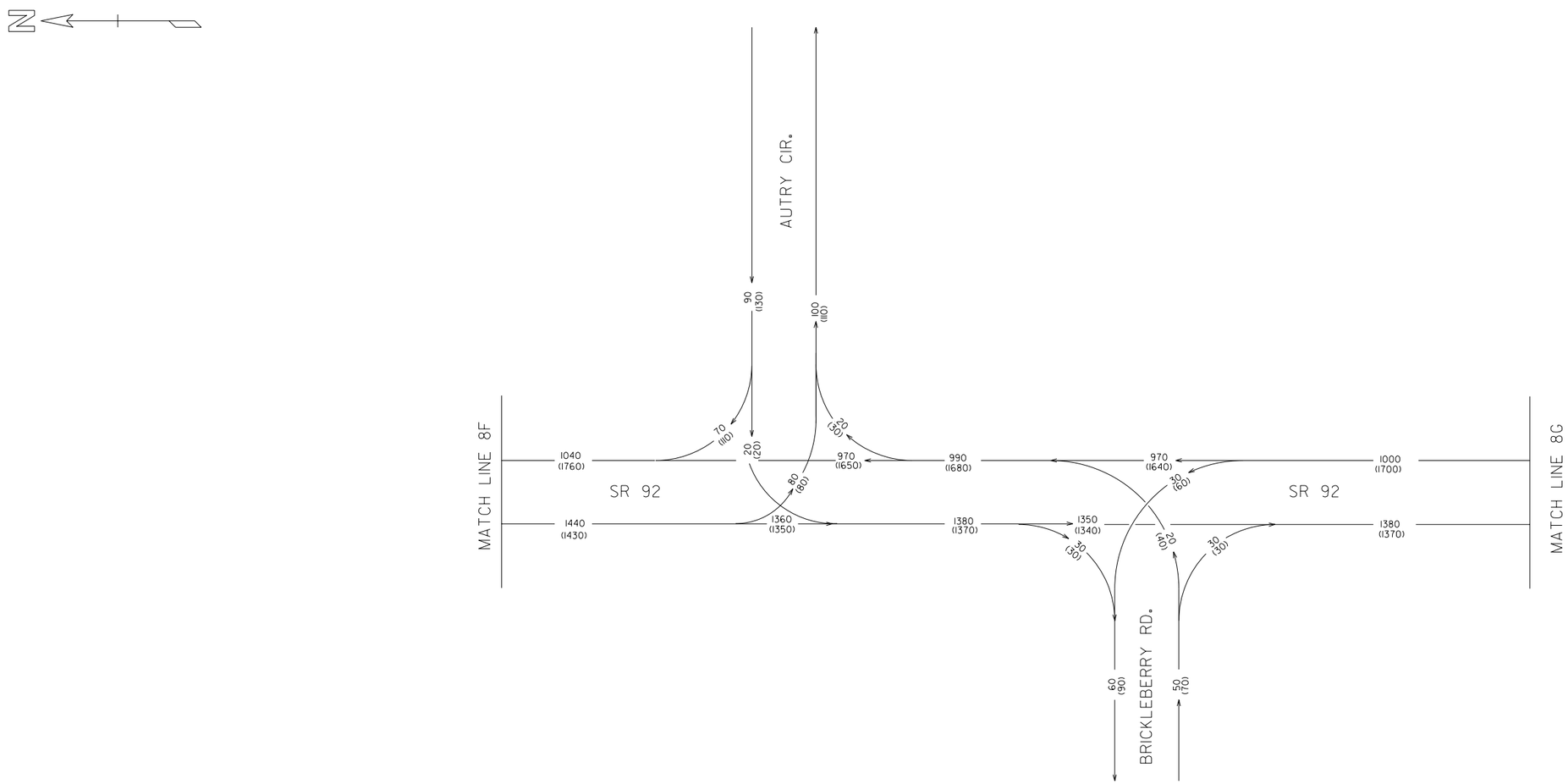
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8F

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	86	89



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CU = 10%

LEGEND

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(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

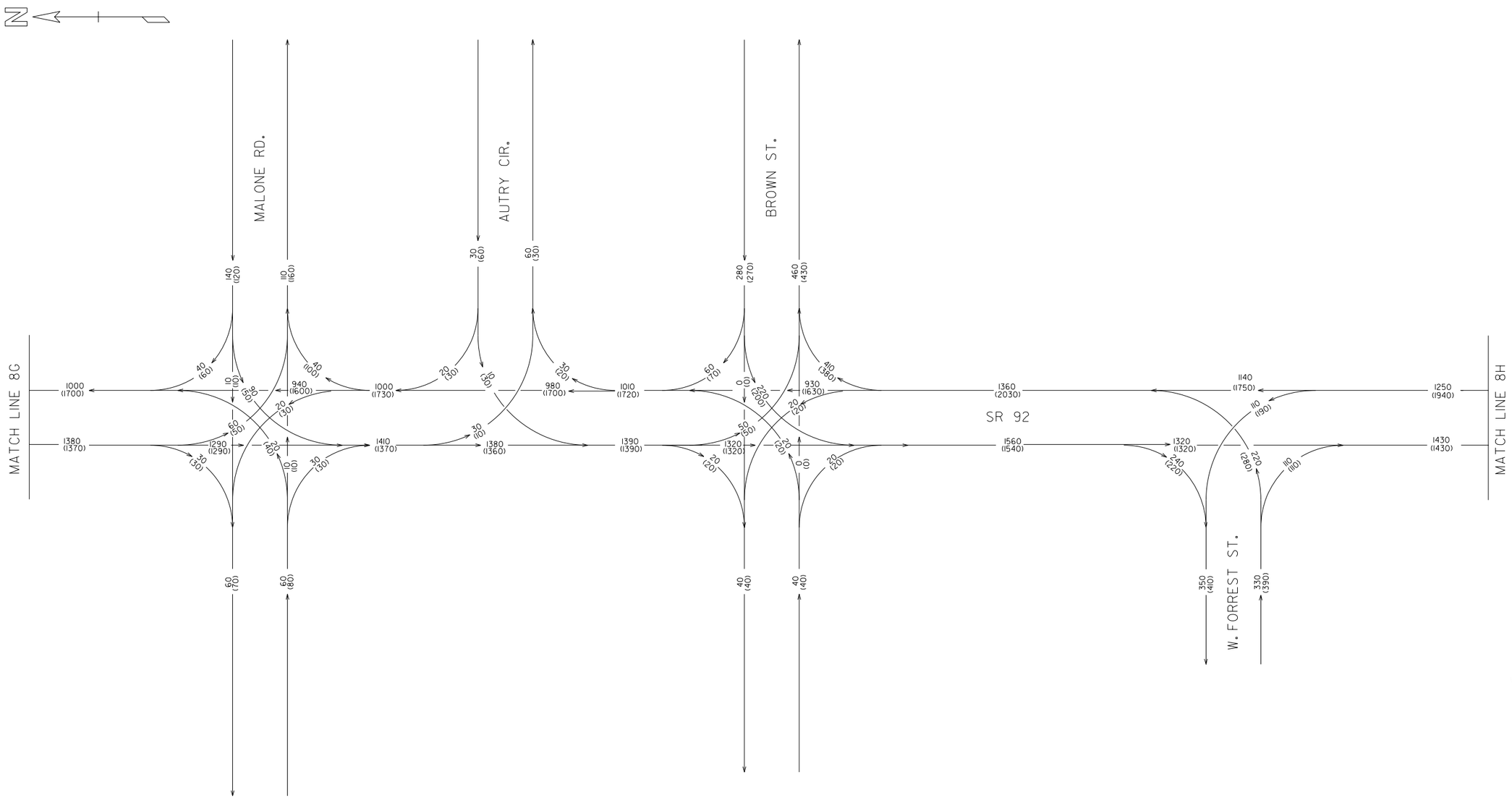
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8G

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	87	89



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

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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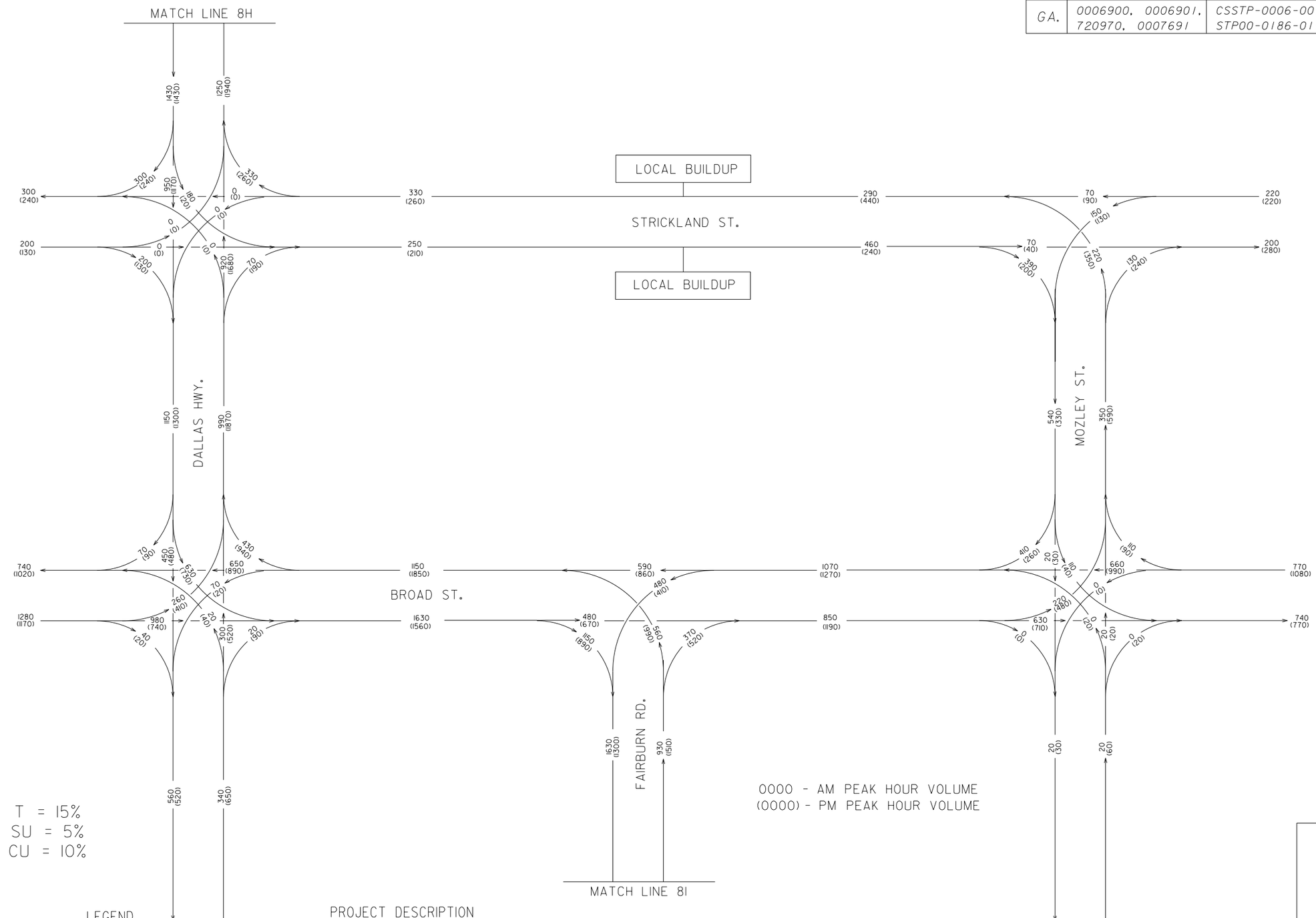
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8H

SCALE: N.T.S. JANUARY/2010

STATE	PI NUMBER	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006900, 0006901, 720970, 0007691	CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011), CSSTP-0007-00(691)	88	89



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

0000 - AM PEAK HOUR VOLUME
(0000) - PM PEAK HOUR VOLUME

LEGEND

000=AM PEAK HOUR VOLUME
(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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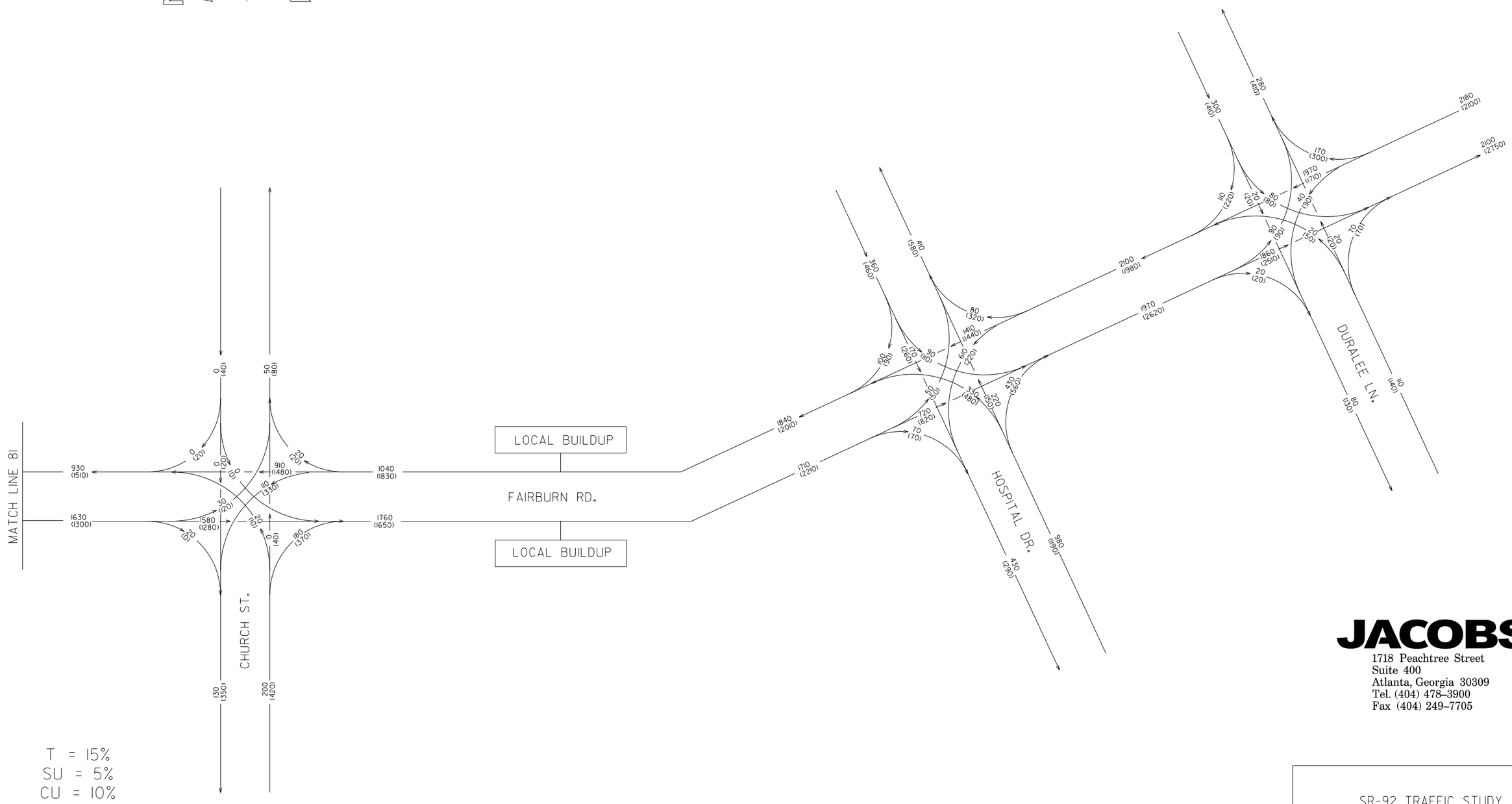
SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 81

SCALE: N.T.S. JANUARY/2010

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



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

LEGEND

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(000)=PM PEAK HOUR VOLUME

PROJECT DESCRIPTION

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

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SR-92 TRAFFIC STUDY
DOUGLAS/PAULDING COUNTY

2037 - NO BUILD
PEAK HOUR VOLUMES

FIGURE 8J

SCALE: N.T.S. JANUARY/2010

Attachment 5:

Bridge Inventory

Processed Date:4/6/2010

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:223-0009-0 **Paulding** **SUFF. RATING:** 80.91

Location & Geography

Structure ID:	223-0009-0
200 Brdge Information:	07
*6A Feature Int:	SWEETWATER CREEK TRIB.
*6B Critical Bridge:	0
*7A Route No Carried:	SR00092
*7B Facility Carried:	STATE ROUTE 92
9 Location:	3.2 MI S OF HIRAM
2 Dot District:	6
207 Year Photo:	2008
*91 Inspection Frequency:	24 Date: 06/25/2008
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	1 Date: 06/27/2006
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	00092
Direction:	0
*16 Latitude:	33 - 49.7283 HMMS Prefix:SR
*17 Longtitude:	84 - 45.5528 HMMS Suffix:00 MP:2.95
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	2231009200
13B Sub Inventory Route:	0
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	003.04
*208 Inspection Area:	6 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	223-00092D-002.95N

*104 Highway System:	0
*26 Functional Classification:	16
*204 Federal Route Type:	F No: 01861
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	10
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	2
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1939
106 Year Reconsrtucted:	0000
33 Bridge Medium:	0
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	Q
259 Pile Encasement	3
*43 Structure Type Main:	1 19
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	N
108 Wearing Structure Type:	N
Membrane Type:	N
Deck Protection:	N

Signs & Attachments

225 Expansion Joint Type:	00
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	0 0
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	0
Fwrd:	0
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	0
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:223-0009-0

Programming Data

201 Project No:	SP 1649-B
202 Plans Available:	1
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	0000
114Furure ADT:	021135 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000100
113 Scour Critical	8
216Water Depth:	03.4 Br.Height:01.6
222Slope Protection:	0
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	4
Type:	1
No. Barrels:	4
* Width:	5.00 Height:5.00
* Length:	38 Apron:0
265 U/W Insp. Area	1 Diver:WSR
Location ID No:	223-00092D-002.95N

Measurements:

*29ADT	014090 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0005
* 49 Structure Length:	23
51 Br. Rwdy. Width	0.00
52 Deck Width:	0.00
* 47 Tot. Horiz. Cl:	28
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	028
*229 Shoulder Width:	
Rear Lt:	2.00 Type:2 Rt:2.00
Fwd. Lt:	2.00 Type:2 Rt:2.00
Permanent Width:	
Rear:	24.00 Type:2
	24.00 Type:2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	N
Transition:	N
App. G. Rail:	N
App. Rail End:	N
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	N 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	0.00
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	5
63 Operating Rating Method:	5
66 Inventory Type:	2 Rating: 27
64 Operating Type:	2 Rating: 27
231Calculated Loads:	
H-Modified:	00 0
HS-Modified:	00 0
Type 3:	00 0
Type 3s2:	00 0
Timber:	00 0
Piggyback:	00 0
261 H Inventory Rating:	15
262 H Operating Rating	25
67 Structural Evaluation:	6
58 Deck Condition:	N
59 Superstructure Condition:	N
* 227 Collision Damage:	0
60A Substructure Condition:	N
60B Scour Condition:	8
60C Underwater Condition	7
71 Waterway Adequacy:	8
61 Channel Protection Cond.:	7
68 Deck Geometry:	N
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	8
62 Culvert:	7

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

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Processed Date:4/6/2010

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:223-0042-0 **Paulding** **SUFF. RATING:** 90.01

Location & Geography

Structure ID:	223-0042-0
200 Brdge Information:	06
*6A Feature Int:	LICK LOG CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00092
*7B Facility Carried:	SR 92
9 Location:	2.6 MI S OF HIRAM
2 Dot District:	6
207 Year Photo:	2008
*91 Inspection Frequency:	24 Date: 06/25/2008
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	00092
Direction:	0
*16 Latitude:	33 - 51.1723 HMMS Prefix:SR
*17 Longtitude:	84 - 45.395 HMMS Suffix:00 MP:4.66
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	2231009200
13B Sub Inventory Route:	0
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	004.69
*208 Inspection Area:	6 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	223-00092D-004.66N

*104 Highway System:	0
*26 Functional Classification:	16
*204 Federal Route Type:	F No: 01861
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	09
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1996
106 Year Reconsrtucted:	0000
33 Bridge Medium:	0
34 Skew:	18
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	1
237 Utilities Gas:	22
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Processed Date:4/6/2010

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:223-0042-0

Programming Data

201 Project No:	BHF-0186-1 (13)
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	0000
114Furure ADT:	022200 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	02130
Area of Opening:	001639
113 Scour Critical	8
216Water Depth:	01.5 Br.Height:20.0
222Slope Protection:	1
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U/W Insp. Area	0 Diver:ZZZ
Location ID No:	223-00092D-004.66N

Measurements:

*29ADT	014800 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0070
* 49 Structure Length:	200
51 Br. Rwdy. Width	44.00
52 Deck Width:	47.20
* 47 Tot. Horiz. Cl:	44
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	028
*229 Shoulder Width:	
Rear Lt:	2.00 Type:2 Rt:2.00
Fwd. Lt:	2.00 Type:2 Rt:2.00
Permanent Width:	
Rear:	24.00 Type:2
	24.00 Type:2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	N 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	9.80
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 44
64 Operating Type:	2 Rating: 44
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	33 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	30
262 H Operating Rating	51
67 Structural Evaluation:	8
58 Deck Condition:	8
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	8
60B Scour Condition:	8
60C Underwater Condition	N
71 Waterway Adequacy:	9
61 Channel Protection Cond.:	8
68 Deck Geometry:	6
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

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Processed Date:4/6/2010

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:223-0035-0 **Paulding** **SUFF. RATING:** 94.72

Location & Geography

Structure ID:	223-0035-0
200 Brdge Information:	06
*6A Feature Int:	GOTHARDS CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00092
*7B Facility Carried:	STATE ROUTE 92
9 Location:	6.1 MI S OF HIRAM
2 Dot District:	6
207 Year Photo:	2008
*91 Inspection Frequency:	24 Date: 06/25/2008
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	00092
Direction:	0
*16 Latitude:	33 - 47.2652 HMMS Prefix:SR
*17 Longtitude:	84 - 45.0242 HMMS Suffix:00 MP:0.20
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	2231009200
13B Sub Inventory Route:	0
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	000.09
*208 Inspection Area:	6 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	223-00092D-000.20N

*104 Highway System:	0
*26 Functional Classification:	16
*204 Federal Route Type:	F No: 01861
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	05
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1992
106 Year Reconsrtucted:	0000
33 Bridge Medium:	0
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	1
237 Utilities Gas:	21
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:223-0035-0

Programming Data

201 Project No:	MABRF-186-1 (14)
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	0000
114Furure ADT:	021135 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0927.7 Year:1900
Flood Elev:	0927.2 Freq:050
Avg Streambed Elev:	0000.0
Drainage Area:	00013
Area of Opening:	000598
113 Scour Critical	U
216Water Depth:	07.2 Br.Height:11.1
222Slope Protection:	1
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U/W Insp. Area	0 Diver:ZZZ
Location ID No:	223-00092D-000.20N

Measurements:

*29ADT	014090 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0040
* 49 Structure Length:	120
51 Br. Rwdy. Width	44.00
52 Deck Width:	47.20
* 47 Tot. Horiz. Cl:	44
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	028
*229 Shoulder Width:	
Rear Lt:	2.00 Type:2 Rt:2.00
Fwd. Lt:	2.00 Type:2 Rt:2.00
Permanent Width:	
Rear:	24.00 Type:2
	24.00 Type:2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	N 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	8.40
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 45
64 Operating Type:	2 Rating: 45
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	33 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	33
262 H Operating Rating	60
67 Structural Evaluation:	8
58 Deck Condition:	7
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	8
60B Scour Condition:	7
60C Underwater Condition	N
71 Waterway Adequacy:	9
61 Channel Protection Cond.:	8
68 Deck Geometry:	6
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

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Processed Date:4/6/2010

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:223-0036-0 **Paulding** **SUFF. RATING:** 92.60

Location & Geography

Structure ID:	223-0036-0
200 Brdge Information:	06
*6A Feature Int:	SWEETWATER CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00092
*7B Facility Carried:	STATE ROUTE 92
9 Location:	3.9 MI S OF HIRAM
2 Dot District:	6
207 Year Photo:	2008
*91 Inspection Frequency:	24 Date: 06/25/2008
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	00092
Direction:	0
*16 Latitude:	33 - 49.1223 HMMS Prefix:SR
*17 Longtitude:	84 - 45.514 HMMS Suffix:00 MP:2.22
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	2231009200
13B Sub Inventory Route:	0
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	002.32
*208 Inspection Area:	6 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	223-00092D-002.22N

*104 Highway System:	0
*26 Functional Classification:	16
*204 Federal Route Type:	F No: 01861
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	07
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1992
106 Year Reconsrtucted:	0000
33 Bridge Medium:	0
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	3
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	007
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	1
237 Utilities Gas:	21
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:223-0036-0

Programming Data

201 Project No:	MABRF-186-1 (14)
202 Plans Available:	0
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	0000
114Furure ADT:	021135 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0922.7 Year:1900
Flood Elev:	0921.9 Freq:050
Avg Streambed Elev:	0000.0
Drainage Area:	00055
Area of Opening:	001473
113 Scour Critical	U
216Water Depth:	02.5 Br.Height:17.2
222Slope Protection:	1
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U/W Insp. Area	0 Diver:ZZZ
Location ID No:	223-00092D-002.22N

Measurements:

*29ADT	014090 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0040
* 49 Structure Length:	280
51 Br. Rwdy. Width	44.00
52 Deck Width:	47.20
* 47 Tot. Horiz. Cl:	44
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	028
*229 Shoulder Width:	
Rear Lt:	2.00 Type:2 Rt:2.00
Fwd. Lt:	2.00 Type:2 Rt:2.00
Permanent Width:	
Rear:	24.00 Type:2
	24.00 Type:2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	N 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	8.40
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:1992

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 42
64 Operating Type:	2 Rating: 42
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	31
262 H Operating Rating	51
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	7
60C Underwater Condition	N
71 Waterway Adequacy:	9
61 Channel Protection Cond.:	8
68 Deck Geometry:	6
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

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Attachment 6:

Minutes of Initial Concept and Concept Team Meetings

MINUTES OF CONCEPT TEAM MEETING

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

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

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

Attendees:

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

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

Comments/Questions and Answers

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

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

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

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

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

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

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

      No Additional Response Required.

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

   The two projects will be coordinated during the design phases.

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

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

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

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

   No additional response required.

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

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

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

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

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

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

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

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

   No additional response required.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No additional response required.

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

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

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

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

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

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

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

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

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

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

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

No additional response required.

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

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

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

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

See response to item #12.

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

Will comply.

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

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

Mr. Moskal requested MSE study this intersection further.

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

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

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

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

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

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

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

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

No additional response required.

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

CROY-MSE, LLC

Meeting Minutes

To: Files

From: Michelle McIntosh

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

Date: February 24, 2006

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

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

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

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

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

Action Items:

- Glenn Bowman will coordinate with Commissioner Linnenkohl regarding the identification of a preferred alternative in the environmental process.
- CROY-MSE, on behalf of the City of Douglasville, will prepare a comprehensive PIP that will include the Campbellton Road/Dallas Highway RR crossing closure. Outreach will include the Environmental Justice Communities, the downtown businesses, the trucking industry, emergency facilities, and schools as well as traditional methods to reach the general public.
- CROY-MSE, on behalf of the City of Douglasville, will finalize the PIP based on today's meeting and submit it to the City of Douglasville for approval by the end of the week. The city approved PIP will be submitted to OEL early during the week of February 27, 2006. CROY-MSE will meet with OEL representatives and go over the proposed PIP.
- CROY-MSE, on behalf of the City of Douglasville, will prepare an EA that includes two build alternatives, one with and one without the Campbellton Road/Dallas Highway RR crossing closure. It will be determined after additional in-house GDOT coordination which alternative, if any, will be identified as the preferred in the EA. This issue will be resolved within the next few business days, if possible, before the PIP is finalized.

MBM

Attachment

Department of Transportation

State of Georgia
3993 Aviation Circle
Atlanta, Georgia 30336

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

Name	Organization/Department	Phone Number	Email if not DOT employee
1. Christa Wilkinson	GDOT/CEL		
2. NEISHA JACKSON	" "	(404) 699-6866	
3. Jennifer Giersch	FHWA	404 - 562-3653	jennifer.giersch@fhwa.dot.gov
4. Ken Phillips	GDOT TSO/ RR	404 - 635 - 8120	KEN.PHILLIPS@DOT.STATE.GA.US
5. MIKE MALOY	GDOT UTIL/RR	404 - 635 - 8064	MIKE.MALOY@ " "
6. RICHARD CROWLEY	GDOT UTIL Y RR	404 - 635 - 8064	RICHARD.CROWLEY@DOT.STATE.GA.US
7. Neal O'Brien	GDOT URBAN	4-656-5442	neal.obrien@ " "
8. GLENN BOWMAN	GDOT URBAN	4-656-5454	
9. Caleb Horton	City of Douglasville	770-920-3000	caliburhdrives@msn.com
10. Michelle Wright	City of Douglasville	678-715-6081	wright@ci.douglasville.ga.us
11. R.V. Osborne	City of Douglasville	678/715-6011	osborne@cidouglasville.ga.us
12. Buddy Allison	City of Douglasville	678-719-6002	allisonb@ci.douglasville.ga.us
13. Jim CROY	CROY-MSE, LLC	(770) 971-5407	jcroy@CROYMSE.COM
14. Michelle McIntosh	CROY-MSE, LLC	(770) 971-5407	mmcintosh@croymse.com
15. Erica Parish	Paulding Co. DOT	(770) 445-4759	eparish@paulding.gov
16. Suzan Littlefield	City of Douglasville	(770)-920-3000	littlefs@ci.douglasville.ga.us
17. Jonathan Cox	GDOT/CEL		
18.			
19.			
20.			

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

Initial Concept Meeting Minutes

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

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

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

Comments/Questions received:

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

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

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

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

Comments/Questions received:

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

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

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

Comments/Questions received:

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

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

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

Comments/Questions received:

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

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

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

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

Comments/Questions received:

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

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

Comments/Questions received:

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

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

Comments/Questions received:

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

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

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

Comments/Questions received:

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

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

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

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

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

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

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

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

Comments/Questions received:

- The Douglasville Councilwoman Callye Burke requested greater public involvement.

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

Comments/Questions received:

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

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

Comments/Questions received:

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

mbm

Attachment 1 – Sign-in Sheets

Attachment 2 – Roadway Project Planned in 2030 RTP

Attachment 3 - Proposed Traffic Volumes & Lane Assignment

Attachment 4 – Draft Items for Concept Report

Attachment 5 – Project Schedule

Attachment 6 – Typical Sections for Paulding County

Attachment 7 – Typical Sections for Douglas County

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

GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: INITIAL CONCEPT TEAM MEETING FOR 0007(691)

LOCATION: GDOT (401 B & C)

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

MODERATOR:

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS [DOT employees do not list e-mail]
1.	KEITH COLLINS	GDOT-URBAN	4)656-5442	
2.	Harry Madelox	GDOT D6 TO	770-387-3628	
3.	Michael Adams	GDOT - Planning	(4) 657-5499	
4.	Lavada Cook	CROY-MSE		lcook@CROYMSE.com
5.	Christa Wilkinson	GDOT-OEL	4)699-4437	
6.	SEBASTIAN O. NESBITT	GDOT/CONST	7-646-5522	
7.	SHAIDU KIVEN	CROY-MSE	770-971-5407	SKiven@Croymse.com
8.	KIRKEY BOWLER	GDOT Utilities	7703873614	
9.	Mike Lobdell	GDOT D7	4/463-4947	
10.	Joe Pollock	GDOT Planning	4 6575226	
11.	JERRY MILLIGAN	GDOT	R/W 770 986 1541	
12.	Rusty Crane	Greenstone Power	678 449 9191	
13.	Michelle McIntosh	Croy-MSE	770 971-5407	
14.	KEY PHILLIPS	GDOT	404.635-8120	Key.Phillips@DOT
15.	HARRY GRAHAM	GDOT	404-463-4961	
16.	Ben Bochan	GDOT		
17.	RANDY HUISEN	DCDOT	(770) 920-7508	
18.	ALEX LAFFEY	GDOT	404-463-4968	
19.				
20.				

PAGE ____ OF ____

GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: INITIAL CONCEPT TEAM MEETING 0007 (691)

LOCATION: GDOT (401 B&O)

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

MODERATOR:

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS [DOT employees do not list e-mail]
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2.	BLAKE PENDLEY	CROW/STONE POWER	678-873-1833	
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GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Initial Concept TEAM Meeting for 0007691

LOCATION: GDOT 401 BAL

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

MODERATOR:

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS [DOT employees do not list e-mail]
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4.	JILL FRANKS	GDOT-URBAN	6-5442	
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Attachment 7:

Final Concept Team Meetings

Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta GA 30308
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MEETING MINUTES

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

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

MEETING MINUTES

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

MEETING MINUTES

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

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

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

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

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

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

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MEETING MINUTES

*SR 92 Final Concept Team Meeting Sign In Sheet		
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Kerry Bonner	*GDOT-D6 Utilities*	*kbonner@dot.ga.gov*
Stanley McCarley	*GDOT-D6 Traffic Operations*	*smccarley@dot.ga.gov*
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Lenicia Rogers	*GDOT-D7 Construction*	*lrogers@dot.ga.gov*
Mike Lobdell	*GDOT-D7 PreConstruction*	*mlobdell@dot.ga.gov*
Clyde Reece	*GDOT-D7 Survey*	*creece@dot.ga.gov*
Bryan Lott	*GDOT-D7 Survey*	*blott@dot.ga.gov*

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MEETING MINUTES

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

PI 0006900, 0006901, 720490, 0007691

Sign In Sheet

Final Concept Team Mtng - SR 92 Feb 11, 2010

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

PI 0006900, 0006901
720970, 0007691

Sign In Sheet

Final Concept Team Mtg - SR 92 Feb 11, 2010

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

PI 0006900, 0006901, 720970, 0007691

Sign In Sheet

Final Concept Team Mtng - SR92 Feb 11, 2010

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

SR 92 MEETING COMMENTS/QUESTIONS

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

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

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

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

QUESTIONS/COMMENTS

GDOT TRAFFIC OPERATIONS WILL NEED THE FOLLOWING FOR TRAFFIC SIGNALS:

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

SR 92 MEETING COMMENTS/QUESTIONS

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

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

QUESTIONS/COMMENTS

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

SR 92 MEETING COMMENTS/QUESTIONS

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

QUESTIONS/COMMENTS

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

SR 92 MEETING COMMENTS/QUESTIONS

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

QUESTIONS/COMMENTS

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

SR 92 MEETING COMMENTS/QUESTIONS

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

QUESTIONS/COMMENTS

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

SR 92 MEETING COMMENTS/QUESTIONS

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

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

QUESTIONS/COMMENTS

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

SR 92 MEETING COMMENTS/QUESTIONS

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

QUESTIONS/COMMENTS

Douglasville City Manager

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

SR 92 MEETING COMMENTS/QUESTIONS

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

QUESTIONS/COMMENTS

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

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

SR 92 MEETING COMMENTS/QUESTIONS

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

QUESTIONS/COMMENTS

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

SR 92 MEETING COMMENTS/QUESTIONS

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

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

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

Do 11-foot lanes need to have design exception?

SR 92 MEETING COMMENTS/QUESTIONS

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

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DATE: Thursday, February 11, 2010
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NAME	Please provides us comments on the concept and write down any questions that you will like for us to address or incorporate into the projects

QUESTIONS/COMMENTS

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

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

Agenda

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

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

Introductions & Sign in

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

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

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

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

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

February 11, 2010

FACT SHEET

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

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

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

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

Existing Typical Section:

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

Proposed Typical Section:

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

Speed Design:

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

Tentative Schedule:

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

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

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

Estimated Existing Right-of-Way:

- SR 92 - 100'
- Side Roads - Varies

Estimated Proposed Right-of Way:

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

Table 1 - Automobile Crash Rates on SR 92

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

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

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

SR 92 Projects Changes Since the Last Concept Team Meeting:

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

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

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

Many of these changes resulted in the proposed Mitigation Plan.

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

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

Georgia Department of Transportation

SR 92 Realignment - Phase I (Middle Section)

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

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

Project Concept Data

Concept Description

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

Roadway

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

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

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

Georgia Department of Transportation

SR 92 Realignment - Phase I (Middle Section)

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

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

Bridges & Walls

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

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

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

Environmental

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

Other Permits Req'd

Georgia Department of Transportation

SR 92 Realignment - Phase I (Middle Section)

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

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

Utilities

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

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

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

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

Geotechnical

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

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

Right of Way Acquisition

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

Estimate of Condemnation Cases	

Georgia Department of Transportation

SR 92 Realignment - Phase II (South Section)

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

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

Project Concept Data

Concept Alternatives

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

Roadway

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

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

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

Georgia Department of Transportation

SR 92 Realignment - Phase II (South Section)

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

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

Bridges & Walls

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

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

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

Environmental

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

Georgia Department of Transportation

SR 92 Realignment - Phase II (South Section)

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

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

Utilities

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

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

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

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

Geotechnical

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

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

Right of Way Acquisition

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

Estimate of Condemnation Cases	

Georgia Department of Transportation

SR 92 Realignment - Phase III (North Section)

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

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

Project Concept Data

Concept Alternatives

SR 92 Relocation from Strickland Street to Malone Road

Roadway

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

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

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

Georgia Department of Transportation

SR 92 Realignment - Phase III (North Section)

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

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

Bridges & Walls

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

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

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

Environmental

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

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

Other Permits Req'd

Georgia Department of Transportation

SR 92 Realignment - Phase III (North Section)

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

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

Utilities

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

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

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

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

Geotechnical

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

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

Right of Way Acquisition

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

Estimate of Condemnation Cases	

Georgia Department of Transportation

SR 92 Widening - Phase IV (Segment I)

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

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

Project Concept Data

Concept Alternatives

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

Roadway

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

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

Georgia Department of Transportation

SR 92 Widening - Phase IV (Segment I)

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

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

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

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

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

Georgia Department of Transportation

SR 92 Widening - Phase IV (Segment I)

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

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

Bridges & Barriers & Culvert

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

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

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

Environmental

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

Georgia Department of Transportation

SR 92 Widening - Phase IV (Segment I)

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

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

Utilities

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

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

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

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

Geotechnical

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

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

Right of Way Acquisition

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

Estimate of Condemnation Cases	

Attachment 8:

Minutes of Meetings showing support or objection to the concept

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

DATE November 13, 2006

FROM Harvey D. Keepler, State Environmental/Location Engineer

TO DISTRIBUTION BELOW

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

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

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

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

MAJOR CONCERNS:

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

OFFICIALS:
Local Government Officials attending included the following:

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

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

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

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

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

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

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

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

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

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

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

HDK/mbm

Attachments

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

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

DATE November 13, 2006

FROM Harvey D. Keepler, State Environmental/Location Engineer

TO DISTRIBUTION BELOW

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

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

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

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

OFFICIALS:
Local Government Officials attending included the following:

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

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

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

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

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

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Meeting Minutes – February 1, 2010 Town Hall Meeting

Subject: Projects STP00-0186-01(011), CSSTP-0006-00(900), CSSTP-0006-00(901) and CSSTP-0007-00(691), PI #'s 720970, 0006900, 0006901 and 0007691, Douglas and Paulding Counties – The Widening and Realignment of SR 92

Meeting Date: February 1, 2010 at 10 a.m.

Location: Downtown Douglasville Conference Center

Purpose: The purpose of this Town Hall Meeting was to brief Congressman David Scott on what had happened with the proposed SR 92 project since the last Town Hall Meeting held on August 1, 2009.

Attendees: See Attached sign-in sheet

- The meeting began with Pastor Roderick Murray leading everyone in the Pledge of Allegiance
- City of Douglasville Mayor Mickey Thompson opened with a summary of what has happened since August 1, 2009. He also expressed his thanks to Congressman Scott, GDOT, Croy Engineering and Isaac Dodoo.
- Councilwoman LaShun Danley then spoke about how the SR 92 project was personal to her, she recounted how her house burned down as a child because the firemen couldn't get to her house in time because of the railroad. She also expressed how critical this project is. She stated that in December, she had a staff member that was hit at the red light on SR 92 and the previous night, she had received a phone call regarding how another pedestrian was hit on the railroad tracks. That pedestrian is in the hospital. She urged everyone to not wait until there are more accidents and more congestion. She thanked Congressman Scott, Marcia Hampton and Jeff Noles and the City of Douglasville staff and all residents who will be impacted by the project.
- Bill Osborne expressed thanks to Congressman Scott and everyone for being here. He also expressed thanks to the citizens for attending neighborhood meetings, the public information open house, for distributing information and making phone calls. He stated that

this is a project that affects everyone in Douglasville and he appreciates the working relationship with GDOT and FHWA. He also expressed thanks to Jim Croy and his staff at Croy Engineering.

- Mr. Osborne then gave a brief overview of those who would provide a briefing to Congressman Scott. Following the briefing, Congressman Scott can ask questions and make comments. Mr. Osborne emphasized that this briefing would only address the SR 92 project.
- Marcia Hampton, who served as moderator, reiterated the purpose of the briefing. She stated that through the public outreach that had been conducted since August 1, 2009, they had reached out to the stakeholders to determine what this process and what this project means to them. Mrs. Hampton stated that they were able to get a clear understanding of that.
- Jeff Noles then presented what had happened since August 1, 2009. He spoke about how, after the August 1 meeting, the City met with GDOT and FHWA and asked what needed to be done to get to construction and completion of the project. FHWA needed to be satisfied with the public involvement component of the environmental process. From that, a public involvement plan was developed and a stakeholder group was formed.
- Mr. Noles explained that the affected communities could be divided into three components; north of the railroad tracks, south of the railroad tracks and the businesses. From there the north of the tracks and south of the tracks areas could be divided into those that would be directly impacted by the project and those that would be indirectly impacted. Workshops were held for each of these groups and others. In the workshops, the City encouraged participation and met with all those affected. Mr. Noles then provided an overview of the workshops that were held. He stated that well over 1000 people, nearing 2000, were met with during this public outreach.
- The public information open house (PIOH) was the culmination of the outreach. In addition, it was the venue to present the most important result of the outreach; the mitigation plan. First the mitigation plan was developed and taken to the stakeholders for feedback. Then it was shown to the public at the PIOH. Mr. Noles stated that a majority of people were pleased with the project and the mitigation plan. He said that they still have the project website up and are still taking phone calls on the project.
- Jim Croy then explained what needs to happen and is happening from here. He stated that his consulting firm, Croy Engineering, has been hired by the City of Douglasville to write the Concept Report and complete the environmental documentation, which in this case is an Environmental Assessment (EA). He stated that Croy's job is to take all the input and put it into a technical report. Mr. Croy stated that the Concept Report has been submitted to GDOT and comments have been received. These comments have been addressed and the Concept Report has been re-submitted to GDOT. Mr. Croy also stated that a Final Concept Team Meeting will be held on February 11, 2010 to discuss the progress of the concept.
- Mr. Croy then explained that the EA is moving along. He stated that the next major step is the public hearing open house (PHOH) which will be held sometime in June 2010. He also stated that a FONSI is expected in the latter part of the year. Mr. Croy emphasized that the environmental process has many moving parts which includes an update to the history due

to timeframe and the mitigation plan. He also stated that the traffic report and noise analysis have been updated as a result to project changes as well. These reports have been completed by sub-consultants and are currently under review at GDOT. Mr. Croy also explained the changes to the project that have occurred as a result of the mitigation plan. Mr. Croy stated that comments received from the PIOH are being addressed and will be submitted this week. He also stated that the draft EA will be submitted this week to GDOT . Mr. Croy re-emphasized that the environmental process includes many moving parts and lots of technical reports but that we are on schedule and that we wouldn't be here without the support of the public, the city and GDOT.

- Jennifer Giersch explained that her responsibility at FHWA is to ensure that the intent of NEPA (National Environmental Policy Act) is met in terms of documentation and public involvement. Mrs. Giersch stated that she was overwhelmed in the amount of public engagement that had been conducted in the last six months and that she felt that the City had properly engaged the public. She also stated that she felt that the mitigation plan is a true representation of what the public wants to see, not what we think they want to see. She ended by thanking Congressman Scott and Gerald Ross.
- Gerald Ross provided an overview of the project's plan development process. He stated that Croy Engineering is doing the environmental documentation and the concept report. Once that is complete and approved, GDOT will take the project over. Mr. Ross stated that GDOT has not designed the project yet and are still sometime away from that step; however, it can be done quickly. He emphasized that no hard core decisions have been made regarding the project alignment either. Mr. Ross stated that this project will provide relief to Interstate 75, that it is a huge project for GDOT and that it was just approved in the Statewide Transportation Improvement Plan (STIP) which provides transportation projects for the next four years.
- Mr. Ross then went over the current schedule of the project and emphasized that it is a high priority and that GDOT will make all deadlines set for this project.
- Mrs. Hampton then asked all elected officials to stand and introduce themselves. She also stated that the stakeholder group was directly involved in the entire public outreach process. She then stated that a few of the stakeholders would speak. First was Kali Boatright, who is president of the Douglas County Chamber of Commerce.
- Ms. Boatright stated that the Chamber has been in support of the project from the beginning and had placed SR 92 on the legislative agenda. She then asked that all board members in attendance stand and be recognized. She introduced John Sell of Georgia Power who is head of the Chamber's Government Affairs office. Ms. Boatright explained the Chamber's strong history of support and that they felt that the SR 92 project was good for business locally and regionally. She emphasized that this is not just a Douglasville or Douglas County project but a regional project. Ms. Boatright stated that currently, transportation is the single item on their legislative agenda as it is such a high priority and that the government affairs office has listed this project as their only project. She closed by saying that the Chamber will continue to be involved.

- Mrs. Hampton then introduced Sharon Nettles, a stakeholder who represents the Fulgham Drive area, which is a townhome community. Mrs. Hampton stated that the entire Fulgham Drive townhome community would be displaced, including Ms. Nettles. She stated that Ms. Nettles attended all workshops and meetings held.
- Mrs. Nettles stated that she has been hearing about this road for 14 years and she feels that it is a fantastic project for Douglas County and Paulding County. She feels that it will open up the area for growth and keep traffic flowing. She stated that she feels that it is finally going to happen so let's get it done!
- Mrs. Hampton then stated that Mr. Martinez represents the businesses in the Big Lots Shopping Center which will be displaced by the SR 92 project and will be speaking a little later. Mrs. Hampton stated that Mr. Martinez has been very vocal and wants to ensure that the city looks out for them and wants to stay together in Douglasville. Mrs. Hampton emphasized the City's support that the businesses stay together in Douglasville.
- Mrs. Hampton then opened the floor to any residents from the Brown Street community that would like to speak. The previously arranged representative from this community could not attend today's meeting. Kim Jackson Banks, who owns Majestic Learning Center in the Brown Street area stated that she was excited about the project and that the parents who bring their children to her facility feel that it is dangerous to get onto SR 92.
- Mrs. Hampton stated that the Big Lots Shopping Center, the Fulgham Drive town home community and the Brown Street Community will see most of the impacts of the project. Mrs. Hampton then introduced Congressman Scott.
- Congressman Scott opened with several positive remarks about the community and the project. He stated that the SR 92 project is not just a Douglasville or Douglas County project but a project for the nation. He stated that it is on the national transportation plan and that between three and four million dollars have been allocated for this project. Congressman Scott said he is ready to bring in an additional fifty million dollars. He has begun the process of having every dollar in place.
- Congressman Scott expressed thanks to the Mayor, Bill Osborne, Marcia Hampton and Councilwoman LaShun Danley and welcomed Councilman Sam Davis. He thanked the Chamber of Commerce, who wants to talk about SR 92 every time they come to Washington.
- Congressman Scott stated the major benefit of this project is that you no longer have to be subject to the travel and schedule of trains and that it provided unimpeded access from one side of the tracks to the other. It provides the same thing for emergency vehicles. The road will open up the area for everyone and could have the economic impact of doubling the economy of this region.
- Congressman Scott emphasized that we must make this road neighborhood friendly, family friendly. He stated that the heart of the road is going through a residential area and we must make sure that the residential quality of life is enhanced by the road.
- The Congressman then went point by point through the project making points along the way. Greg Teague provided the fly-over of the project alignment to assist in discussing the project. Congressman Scott made several points:

- Pointing out the project in the Brown Street area, he stated that there is Jessie David Park, Alice Hawthorne Community Center and a daycare center on one side of the road and a residential community on the other side where children live. How do we ensure access to the park and center is enhanced and not disrupted? How do we ensure that the community knows what the six lane will look like; how it will change their community. The Congressman emphasized that the community in this area has to buy into the project. He recommended to Mr. Ross and Mr. Croy to develop a schematic of that area showing the park and center on one side and the residential area on the other. The Congressman compared this new roadway to I-75; not as intrusive but questioned how it could be made more neighborhood friendly? He explained that there are creative ways and he felt confident that GDOT and Croy Engineering could accomplish this; however, a schematic must be drawn and taken to the community.
- He next questioned the Colquitt, Cone and Green Streets that are currently next to Brown Street but will be adjacent to the new six lane roadway. He stated that incorporating cul-de-sacs, signals and an overpass to the design would help to compliment and enhance community. He emphasized that he didn't want the new roadway to be a wall that separated the community and that he felt that overpasses (pedestrian bridges) needed to be added. He requested that this be worked on.
- Congressman Scott's next concern was the fire station, access to and from; how will it work? We need a schematic for this area to show people how it will function.
- The Congressman also expressed concern for the area at Avalon. He stated that this is a huge apartment complex and near a major school and daycare center.
- He again emphasized that the big challenge is to get schematics and work with the community; these need to be taken and presented to the community. He mentioned the Stewart Middle School area and the several churches in that area. He stated that this area down to the downtown area should not be cut off. He requested the examination of connecting businesses on Dallas Highway coming into downtown into one unit.
- Another concern Congressman Scott mentioned was the speed. He stated that he realized that there will be clear access at the railroad; however, the road will go through a residential neighborhood and the speed limit should be between 35 and 40 miles per hour. He emphasized that this is how you make the project compatible. He requested a response on this from the audience.
- The other concern that the Congressman mentioned was the Ellis Street/Maxwell/Strickland Street area. This is the area near the underpass and requested that it be designed in a way that incorporates a high residential quality of life.
- He requested that the mistake not be made to design a project that the people must live through but that we must design a project so that it enhances the lives

of the people who live there and the north side of the tracks grows. He used Freedom Parkway in Atlanta as an example of a project that was designed in a way that enhances quality of life and makes positive experiences for people who live there. The Congressman requested a schematic of the Ellis/Maxwell/Strickland Street area as well.

- He stated that there is a real challenge where the road comes out at Hospital Drive; in the area of Cooper and Hill.
- The Congressman again emphasized the importance of the schematics and that they must be done so people understand.
- He also stated that we must work in overdrive so the Hispanic community and their businesses are not hurt; we must be sensitive to their needs and they must be kept together because their businesses feed on one another. This is a great challenge but it can be done. He emphasized that we must work to the satisfaction of the Hispanic business owners and they must work with the Chamber.
- Overall, Congressman Scott stated that the key is that the community must buy into the project and he cannot allow any element to be unhappy with it.
- The final area the Congressman discussed was the downtown area, from Brown Street to Rose Avenue. He stated that we are moving their crosspath over the railroad from SR 92/Dallas Highway; people have been using this as their main avenue to downtown and they may become disoriented when it changes; we must be sensitive to that. He asked how we can connect with Rose Avenue.
- The Congressman then focused on two major traffic areas (Malone and Ellis); he felt that this area might need to be re-examined. How do we prevent traffic from doing what we don't want it to and open up major traffic flow? He cautioned Mr. Ross and Mr. Croy to be careful of this and make sure the project does not cause cut through traffic. What about speed bumps? The Congressman expressed great concern for this issue.
- Congressman Scott emphasized that there is a great deal of character, culture and heritage in this area and he wants to make sure it's preserved.
- The Congressman then requested a response from Mr. Ross or Croy Engineering. Greg Teague provided responses to the issues that the Congressman raised.
- Mr. Teague explained the addition of the signalized intersection with pedestrian facilities at Colquitt Street to provide a safe pedestrian crossing between the residential community and the park/community center. The Congressman requested a pedestrian overpass at this location to allow children to access these facilities without crossing the roadway. Mr. Teague agreed that this reduced the chance of pedestrians in conflict with vehicles. Mr. Teague said this will be looked at once the concept is finalized. Congressman Scott recommended at least one or two of these pedestrian overpasses. Mr. Teague stated that once they are at the preliminary design phase, they will evaluate the ability to construct an

overpass. Mr. Ross stated that they can look also at a Hawk signal, which is a signal for pedestrians only, not cars. Congressman Scott stated that since this will be a six lane major roadway, this area needed at least one maybe two overpasses. Mr. Ross expressed his concern; he is fine with constructing an overpass; however, he felt that historically they aren't used. He estimated that he has constructed approximately ten and no one has used any of them. The Congressman responded by saying that if we work with community to design an overpass and it is constructed in the right place, it will get used. He emphasized that we don't need accidents in this area.

- Mr. Teague then addressed Congressman Scott's concern regarding access to and from the fire station. Mr. Teague explained that as a result of the mitigation plan, the median will be lowered at the entrance of the fire station so emergency vehicles can go north or south on SR 92. This is essentially a median break but only for emergency vehicles. It would be striped to discourage vehicles from using and would be signed for emergency vehicles only. Mr. Teague also stated that a flashing light is being considered to warn cars of emergency vehicles entering the roadway. Congressman Scott state that he felt that a stop light synchronized to the fire station alarms would be helpful. Mr. Ross stated that they will look into that.
- Mr. Teague then addressed the Congressman's concern regarding speed limit. Mr. Teague stated that it is the responsibility of the local jurisdiction to determine the speed limit. Congressman Scott asked what the current speed in the area was. No one was quite sure; however, it was felt that it is between 35 and 45 miles per hour.
- Mr. Teague responded to the Congressman's concern about the Cone/Green/Colquitt Streets area. Mr. Teague explained changes in the project design in this area as a result of the additional public involvement and subsequent mitigation plan.
- Congressman Scott requested that a rendering be done for the Cooper/Hill Street area so the community can see how it will look.
- Congressman Scott questioned pedestrian access at the north end of the project in Douglasville. He felt that an overpass in this location would encourage kids to use recreation programs; wanted to make access convenient. Mr. Teague explained the pedestrian facilities have been added in this area as a result of the mitigation plan. He also stated that the city has an existing project to upgrade sidewalks along Dallas Highway into downtown Douglasville.
- Congressman Scott asked about lighting? Bus Routes? Public transportation? Mr. Ross explained that the City has agreed to pay for lighting; therefore it has been added to the project. There is no bus service or public transportation in this area.
- Congressman Scott asked if all residents directly affected by the project had been contacted? Several people responded in the negative however clarification was

provided. All attempts have been made to contact residents about the project. Residents have not; however, been contacted regarding whether their house will be taken or their property impacted. Mr. Ross stated that legally they cannot contact residents about this at this time; that is part of the right-of-way acquisition process which cannot begin until the environmental process is complete.

    - Councilwoman Danley then proceeded with questions on behalf of many residents in the audience. All were right-of-way related questions; therefore, Congressman Scott agreed to sit down with anyone with right-of-way questions after the meeting. Congressman Scott stated that he would meet with anyone that had a problem with the project.

- Congressman Scott questioned the intersection of Malone Street and the new SR 92. He emphasized that it should be pedestrian friendly. Mr. Teague explained that this intersection would be signalized with pedestrian facilities. In addition, sidewalks would be provided on both sides of the roadway and on one side of Brown Street. Additionally, pedestrian access would be provided from Brown Street to Malone Street. Congressman Scott again stated the need for a pedestrian bridge near this location.
- Mr. Teague provided further explanation of what is proposed in the Cone Street/Green Street area. He explained that trees are proposed at the noise walls.
- The Congressman asked about the alignment south of the railroad. What about the church that will be displaced? Mrs. Hampton explained that Second Baptist Church has already purchased property to build a new church and is waiting on right-of-way money to begin construction.
- Mrs. Hampton then introduced two Hispanic business owners, including Mr. Martinez. They stated that they felt that the project was great for the city and that their only personal concern was regarding relocation. They stated that they would need to find a new location and wanted to ensure that their customer base would have the same access. They have been in the Big Lots Shopping Center for a few years and feel that it would be difficult to relocate with the same customer base in a different area. They acknowledged that through meetings with the City and GDOT that it is too early to discuss right-of-way acquisition specifics. They said they had been informed and wanted to make sure they are fairly compensated as compared to their landlord because their impact is bigger.
- Mrs. Hampton responded by expressing the City's commitment through her department and the Downtown Development Authority and the Douglas County Chamber of Commerce to come up with a list of spaces to keep everyone together; however, Mrs. Hampton emphasized that ultimately it's their choice as to where they relocate. Mrs. Hampton also stated that there are places along Fairburn Road to relocate that would be close to their current location. Congressman Scott offered his staff, specifically Mr. Isaac Dodoo, to assist in any

way. The Congressman emphasized that they are sensitive to the Hispanic business owner's situation and would provide any assistance grant wise as well.

- Mr. Osborne offered closing remarks and stated that the Congressman would be available after the meeting to sit down with those who still have right-of-way questions/concerns.

<u>Comments/Questions Received</u>

- How will access to the church on Malone Street (Trinity World Christian Center) be changed?

  Mr. Teague explained how access to Trinity World Christian Center will change using the fly-over and the project layout. Congressman Scott requested that this area be shown in the schematics as well.

- State Senator Donzella James had to leave early but prior to leaving expressed her full support for the project. She expressed her appreciation for looking out for safety and offered congratulations on being on top of the situation.

- Callye Burke Holmes asked about the communities further east of the project (Huey Road, etc.); how will they get across tracks? It was her opinion that it would extend time to get to the hospital for people who don't like to drive on bypasses or underpasses.

  Mr. Teague provided an explanation of all the access points across the railroad tracks and explained that the existing at-grade railroad crossings at SR 92/Dallas Highway, Brown Street and Mozley Street must be closed; this was dictated to the city by the railroad many years ago. Mr. Teague stated that the public must be educated on the underpass and it may require them to drive a few extra blocks but it will improve safety by providing a grade separated crossing. Safety is the most important issue.

- Councilwoman LaShun Danley, representing a resident, stated that Mr. Cowen was fine with being displaced; that the current alignment will only take part of his property. He wants GDOT to take all of his property.

  Congressman Scott met with Mr. Cowen after the meeting.

- The owner of Majestic Learning Center (daycare center on Brown Street) stated that most of the parents walk to her daycare center.

  Congressman Scott stated that a pedestrian overpass was needed in this area for Majestic Learning Center.

<u>Sit Down with Congressman Scott regarding Right-of-way Questions/Concerns</u>

- Councilwoman Danley stated that the resident's concerns are two fold; some are not currently proposed to be displaced but want to be and others are currently proposed to

be displaced but want to stay. They want clarification and when they might be contacted. They want to know what to expect.

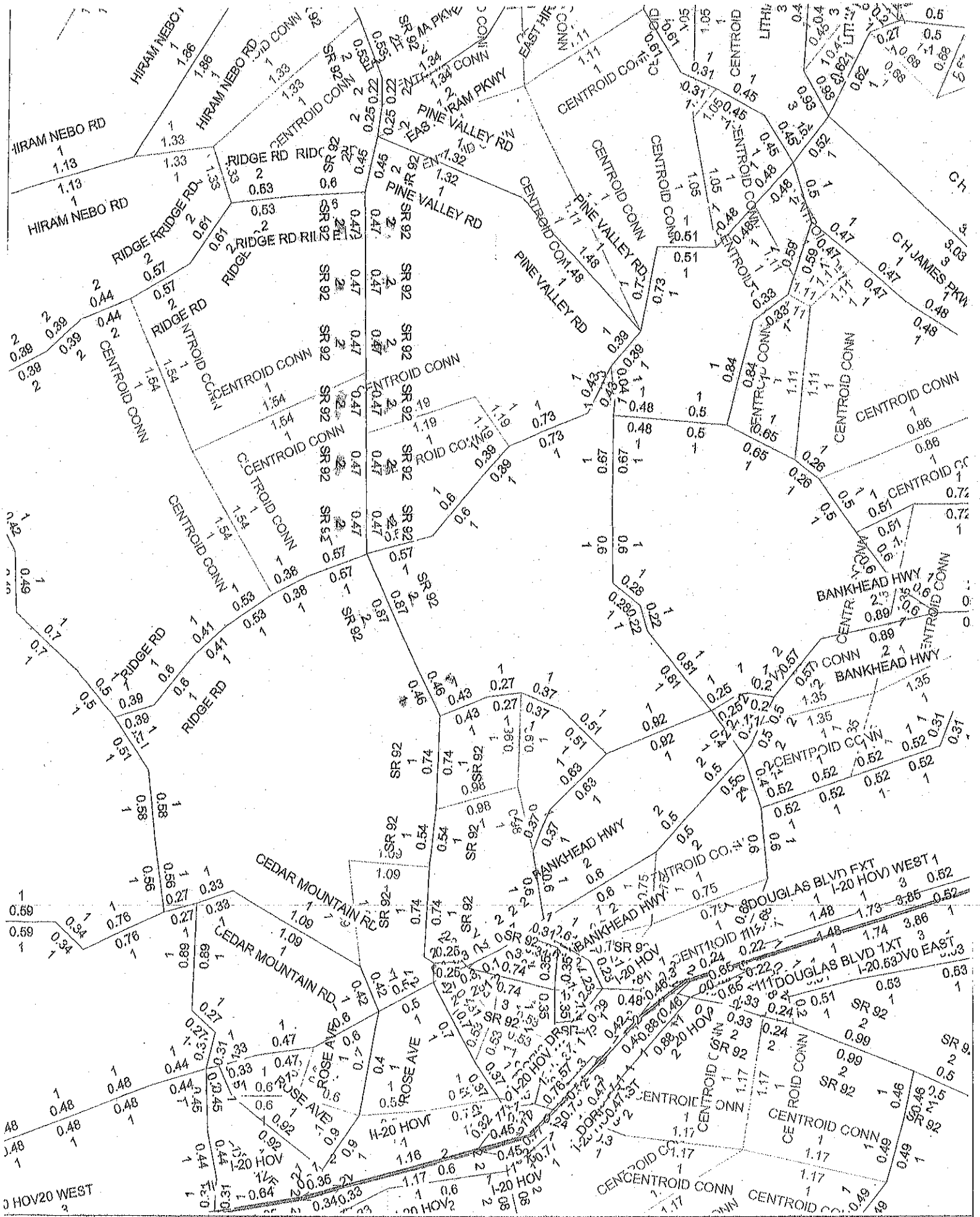
- Mike Haithcock provided a detailed overview of the process and what needs to be done to get to the right-of-way phase of the project.
- Phil Copeland then explained exactly what would happen during the right-of-way phase of the project. He emphasized that once they get to that point, each affected property owner would be contacted in writing and would have the opportunity to sit down, one on one, with a GDOT right-of-way specialist and discuss their property. Mr. Copeland also briefly explained the assistance they would be given.
- GDOT emphasized that it is too early to talk about right-of-way details.
- Congressman Scott requested that GDOT provide in writing an explanation in full detail what the specifics are from now until the property is purchased. This should be sent to all property owners that would be affected or potentially affected. The Congressman emphasized that the project should not put a financial hardship on residents.
- Mr. Copeland stated that as things move forward, there will be more meetings.
- Peter Emmanuel stated that not much detail is shown currently in the conceptual layouts. All detailed information will be shown in the plans when the property owner information meeting takes place, after the completion of the preliminary plan phase. The earliest date for right-of-way authorization is July 1, 2011.
- Mrs. Hampton stated the best things about this project are that it is finally going to happen, and the project has right-of-way money because of Congressman Scott.
- The one-on-one session ended with Judge Wynn (former Douglas County judge) requesting that Congressman Scott come see the Cedartown Bypass. The Judge felt that it has been an economic disaster and has disrupted Cedartown's traffic forever. Judge Wynn wanted the Congressman to see this project so that the same mistake is not repeated with the SR 92 project. Congressman Scott agreed and discussions continued after the meeting regarding a field visit to see the Cedartown Bypass.

Attachments: Sign-in Sheets

Meeting Agenda

Attachment 9:

Conforming plan’s network schematics showing thru lanes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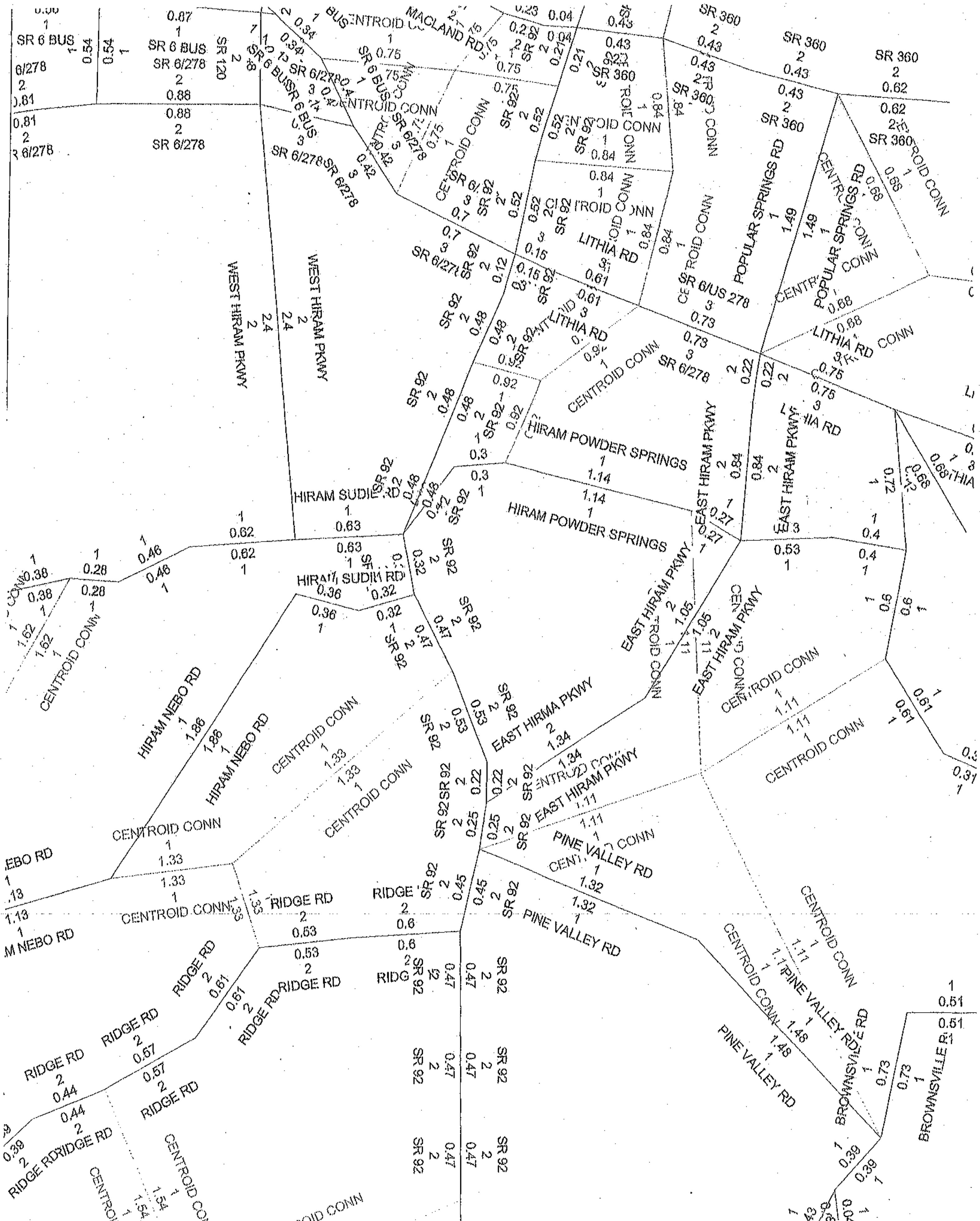
RIDGE RD
PINE VALLEY RD
CENTROID CONN
SR 92
BANKHEAD HWY
CEDAR MOUNTAIN RD
ROSE AVE
DOUGLAS BLVD EXT
I-20 HOV
C H JAMES PKWY

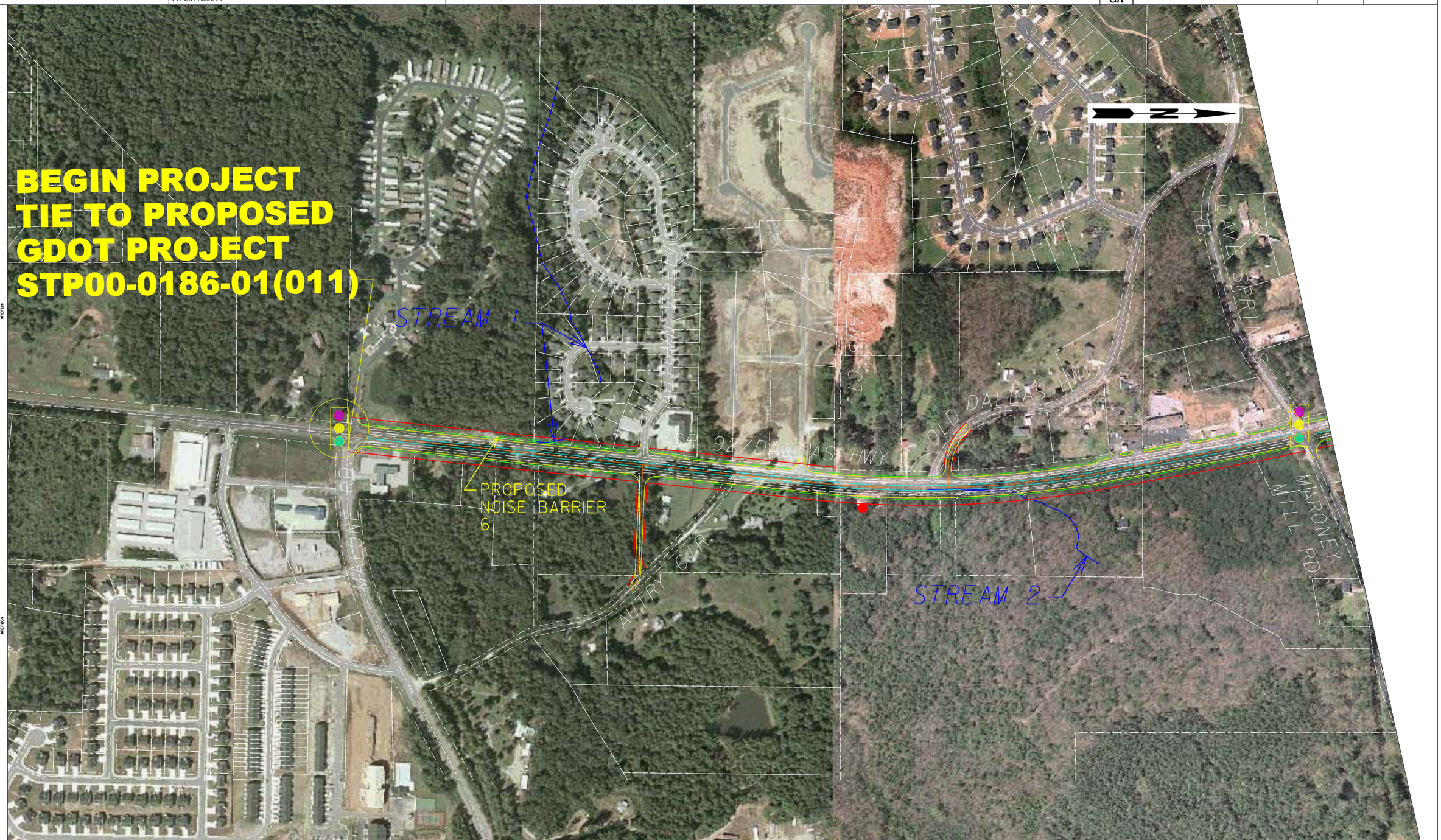


Viper Software by The Urban Analysis Group Licensed to Georgia Department of Transportation

Attachment 10:

Concept Layout

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



PROPOSED MEDIAN
REQUIRED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
PROPERTY LINE

WATERS OF US
HISTORIC BOUNDARY
RESIDENTIAL DISPLACEMENT
COMMERCIAL DISPLACEMENT

CROY ENGINEERING Engineers Planners Surveyors
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0620

JACOBS ATLANTA

SCALE IN FEET
0 200 400 800

REVISION DATES

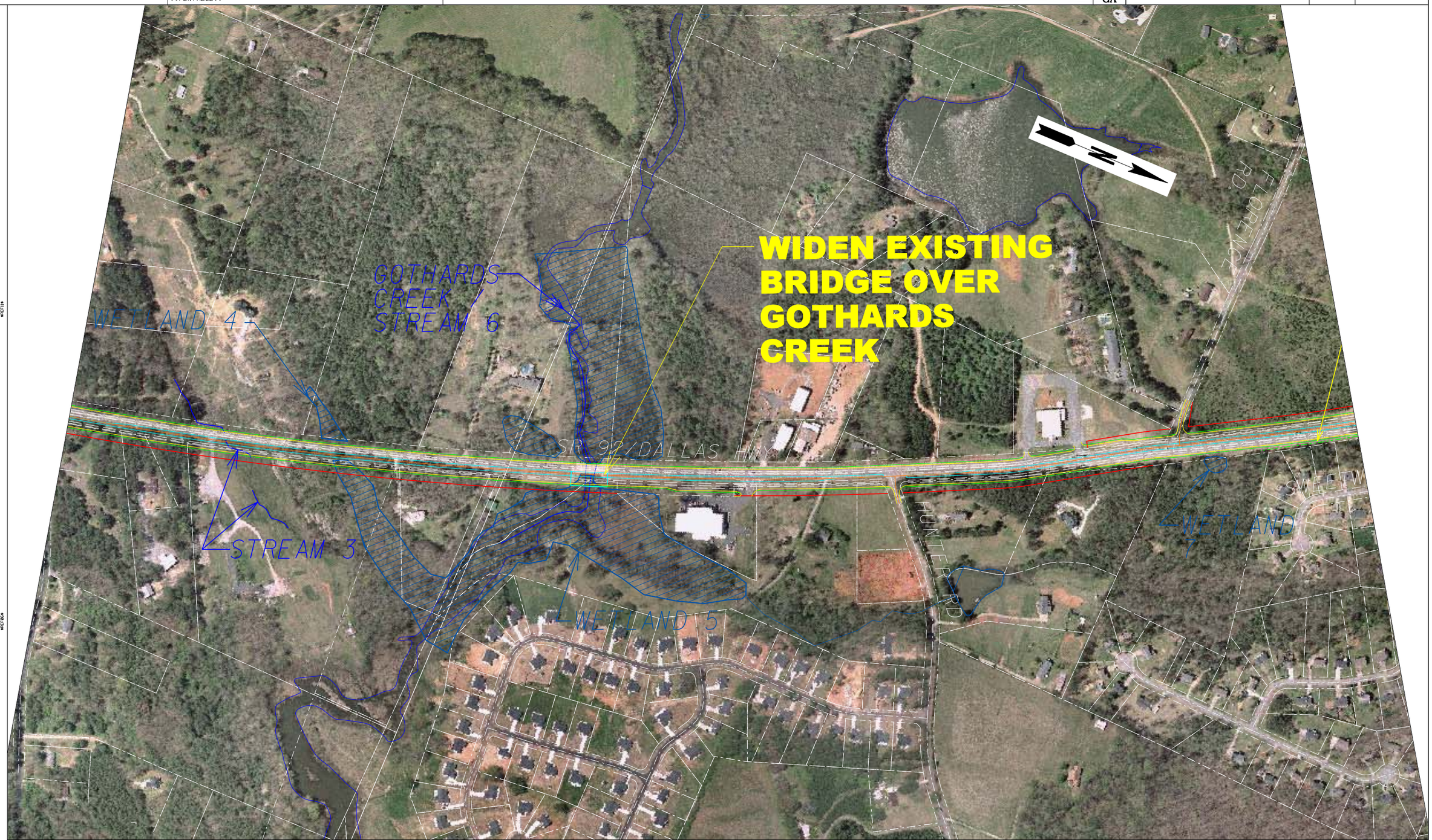
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

MAINLINE PLAN

SR 92 PAULDING COUNTY

DRAWING No. 13-01

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



PROPOSED MEDIAN
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EXISTING RIGHT-OF-WAY
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JACOBS
ATLANTA
SCALE IN FEET
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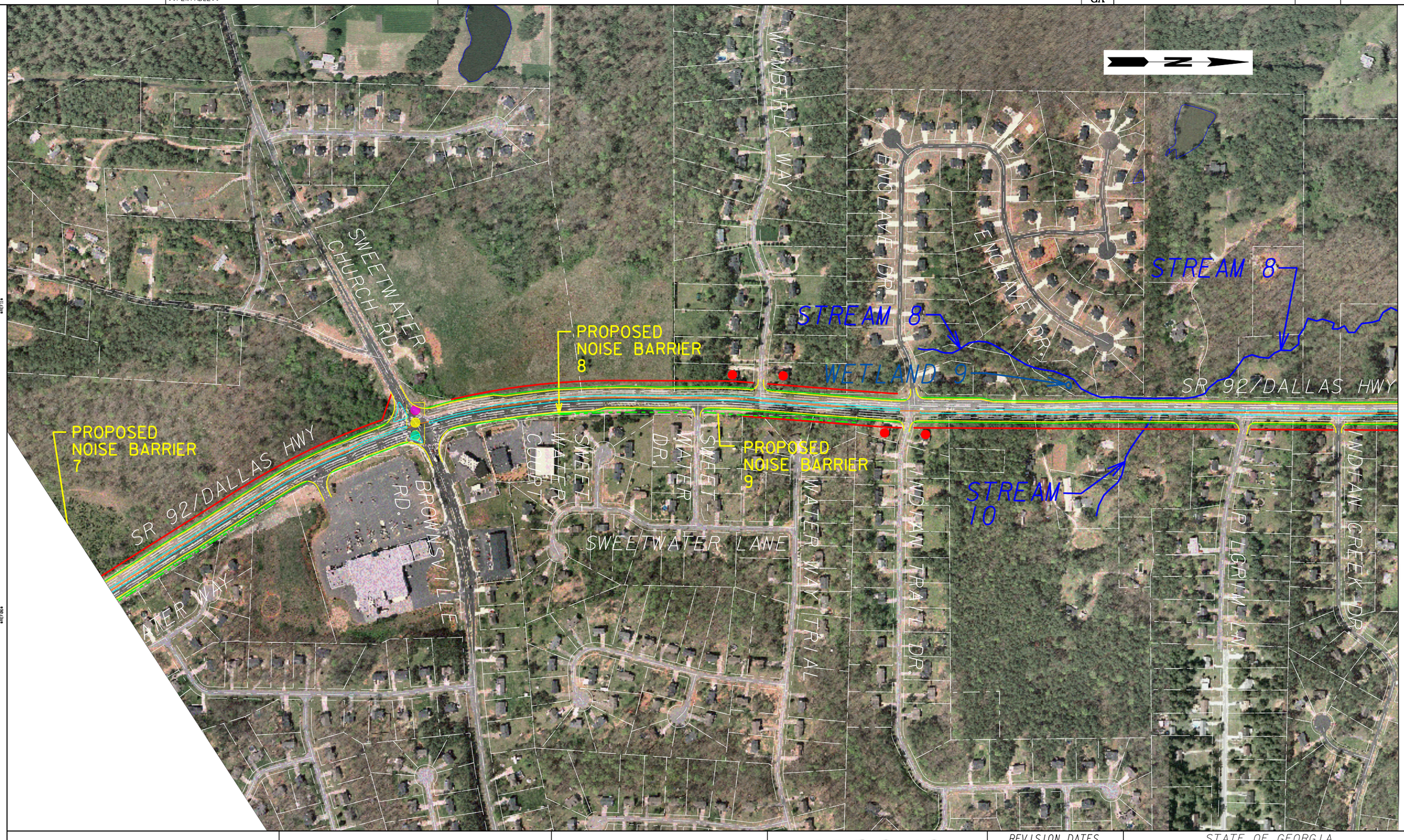
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
MAINLINE PLAN
SR 92 PAULDING COUNTY

DRAWING No.
13-02

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



PROPOSED MEDIAN
REQUIRED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
PROPERTY LINE

WATERS OF US
HISTORIC BOUNDARY
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JACOBS ATLANTA
SCALE IN FEET
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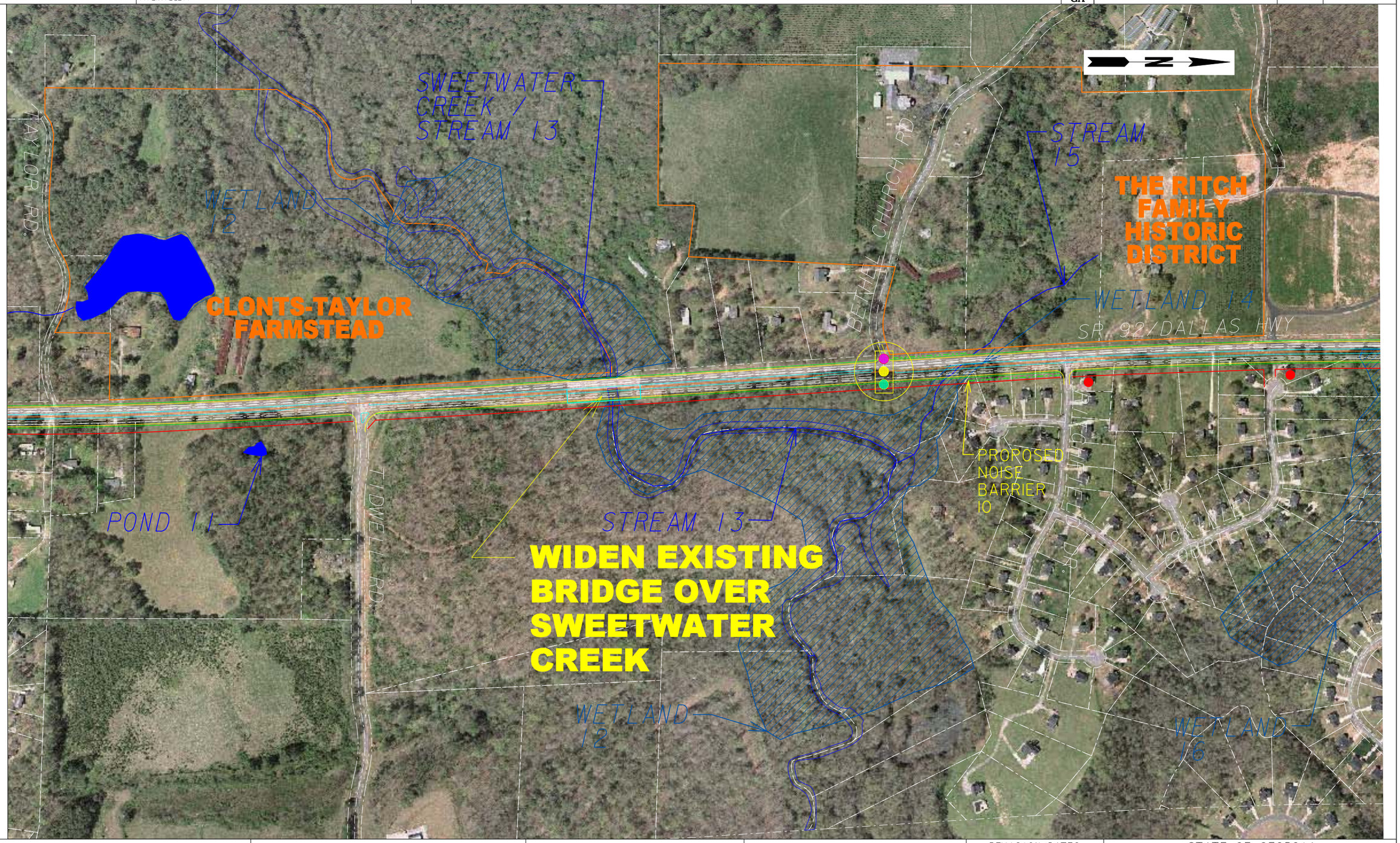
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
MAINLINE PLAN
SR 92 PAULDING COUNTY

DRAWING No. 13-03

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



PROPOSED MEDIAN
REQUIRED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
PROPERTY LINE

WATERS OF US
HISTORIC BOUNDARY
RESIDENTIAL DISPLACEMENT
COMMERCIAL DISPLACEMENT

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JACOBS
ATLANTA

SCALE IN FEET
0 200 400 800

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
MAINLINE PLAN
SR 92 PAULDING COUNTY

DRAWING No. 13-04

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			

PROPOSED MEDIAN
REQUIRED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
PROPERTY LINE

WATERS OF US
HISTORIC BOUNDARY
RESIDENTIAL DISPLACEMENT
COMMERCIAL DISPLACEMENT

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JACOBS
ATLANTA

SCALE IN FEET
0 200 400 800

REVISION DATES

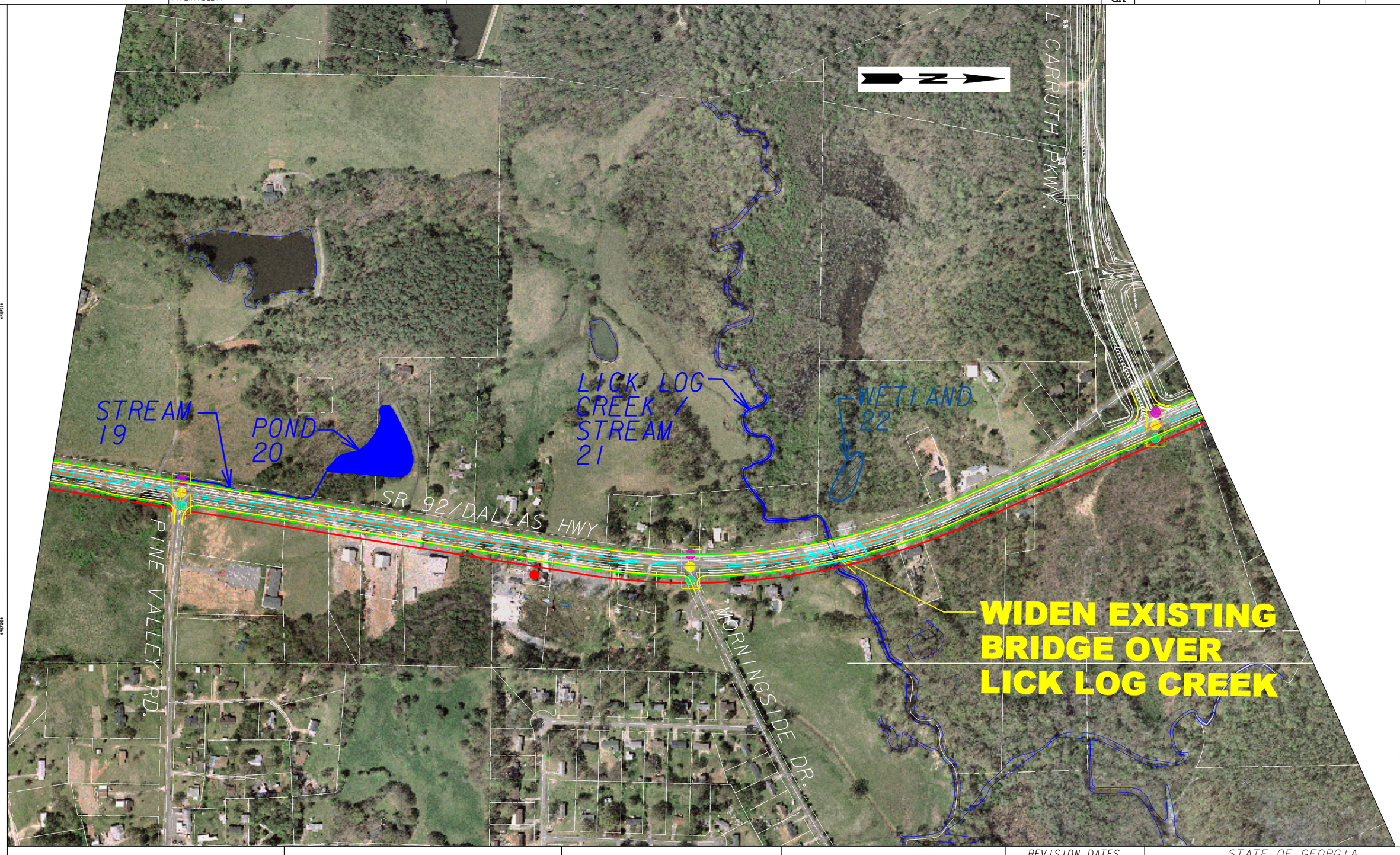
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

MAINLINE PLAN

SR 92 PAULDING COUNTY

DRAWING No. 13-05

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



PROPOSED MEDIAN
REQUIRED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
PROPERTY LINE

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HISTORIC BOUNDARY
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JACOBS
ATLANTA

SCALE IN FEET
0 200 400 800

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

MAINLINE PLAN

SR 92 PAULDING COUNTY

DRAWING No. 13-06

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			

PROPOSED MEDIAN
REQUIRED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
PROPERTY LINE

WATERS OF US
HISTORIC BOUNDARY
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JACOBS
ATLANTA

SCALE IN FEET
0 200 400 800

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
MAINLINE PLAN
SR 92 PAULDING COUNTY

DRAWING No.
13-07

Attachment 11:

Benefit Cost Analysis

Benefit Cost Analysis Work Sheet
CONGESTION Projects

Project Number: CSSTP-0007-00(691)

P.I. Number: 0007691

Douglas and Paulding Counties

Widening and Reconstruction of SR 92 from Malone Road in Douglas County to Nebo Road in Paulding County

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.074
ADT	44,201.00
Tb ($s)	$112,436,293.75

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.074
% Truck Traffic	15%
ADT	44,201.00
CMb	$89,110,873.54

Fuel Savings Benefit (Fb)

ADT	44,201.00
Fb ($s)	$39,182,344.79

Total Congestion Benefit	**$240,729,512.08**
Total Project Cost	**$50,328,086**
B/C Ratio	**4.78**

*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

Travel Time Difference in Year 2037
SR 92 Corridor in Douglas and Paulding Counties

Section	Time Period	Average Travel Speed (mph)					Distance (miles)	Travel Time (hours)
		AM NB	AM SB	PM NB	PM SB	Average		
Malone Road to Brownsville Road	2037 no-build	39.0	9.0	13.0	5.0	16.5	2.20	0.133
Brownsville Road to Bill Carruth Pkwy	2037 no-build	35.0	34.0	22.0	31.0	30.5	4.00	0.131
Bill Carruth Pkwy to Nebo Road	2037 no-build	48.0	23.0	46.0	22.0	34.8	0.70	0.020
Malone Road to Brownsville Road	2037 build	38.0	37.0	35.0	37.0	36.8	2.20	0.060
Brownsville Road to Bill Carruth Pkwy	2037 build	42.0	38.0	29.0	29.0	34.5	4.00	0.116
Bill Carruth Pkwy to Nebo Road	2037 build	52.0	29.0	43.0	22.0	36.5	0.70	0.019

Note: Average travel speed based on roadway capacity analysis using Highway Capacity Software (HCS).

Travel Time Difference	Malone Road to Brownsville Road	0.073
	Brownsville Road to Bill Carruth Pkwy	0.015
	Bill Carruth Pkwy to Nebo Road	0.001
	Entire Corridor	0.074

ADT Estimate - Year 2037

SR 92 north of Dallas Highway	47,850
SR 92 south of Bill Carruth Pkwy	44,920
SR 92 south of Nebo Road	28,620
Average	44,201

Attachment 12:

Ecology Mitigation: Wetland & Stream Credits

Emmanuel, Peter

To: Goodson, Christopher W.
Cc: Chamblin, Douglas; Williams, Rich; Eagleton, Dylan L.
Subject: RE: PI# 0006900, 0006901, 0007691 & 720970, Douglas & Paulding - Mitigation

---

From: Goodson, Christopher W.
Sent: Tuesday, April 13, 2010 7:09 PM
To: Emmanuel, Peter
Cc: Chamblin, Douglas; Williams, Rich; Eagleton, Dylan L.
Subject: RE: PI# 0006900, 0006901, 0007691 & 720970, Douglas & Paulding - Mitigation

Peter,

Impacts to waters of the US and their associated mitigation for this project breaks down as follows:

PI# 0006901:

- Stream impacts – 1 stream (200 linear feet) = 1040 stream mitigation credits @ $140/credit = $145,600*

PI# 0006900:

- No impacts

PI# 720970:

- Stream impacts – 2 streams (250 linear feet) = 1,160 stream mitigation credits @ $140/credit = $162,400*
- Wetland impacts – 1 wetland (0.08 acre) = 0.496 wetland mitigation credits @ $12,500/credit = $6,200*

PI# 0007691:

- Stream impacts – 6 streams (606 linear feet) = 2,288.7 stream mitigation credits @ $140/credit = $320,418*
- Wetland impacts – 4 wetlands (1.90 acres) = 16.1 wetland mitigation credits $12,500/credit = $201,250*

*Please note that mitigation credit costs are averages and are subject to change.

If you need any additional information, please let me know.

Chris Goodson, Ecologist
Georgia Department of Transportation
600 West Peachtree Street, NW
Atlanta, GA 30308
(404)631-1850 (O)
(404)631-1916 (F)
cgoodson@dot.ga.gov

From: Emmanuel, Peter
Sent: Tuesday, April 13, 2010 10:50 AM
To: Goodson, Christopher W.
Cc: Chamblin, Douglas; Williams, Rich; Eagleton, Dylan L.
Subject: RE: PI# 0006900, 0006901, 0007691 & 720970, Douglas & Paulding - Mitigation
Importance: High

Chris – per our discussion, attached is the ecology map you requested with the project termini labels. I will appreciate it if you can provide me the water impacts and mitigation credit per unit today. Thank you. Peter

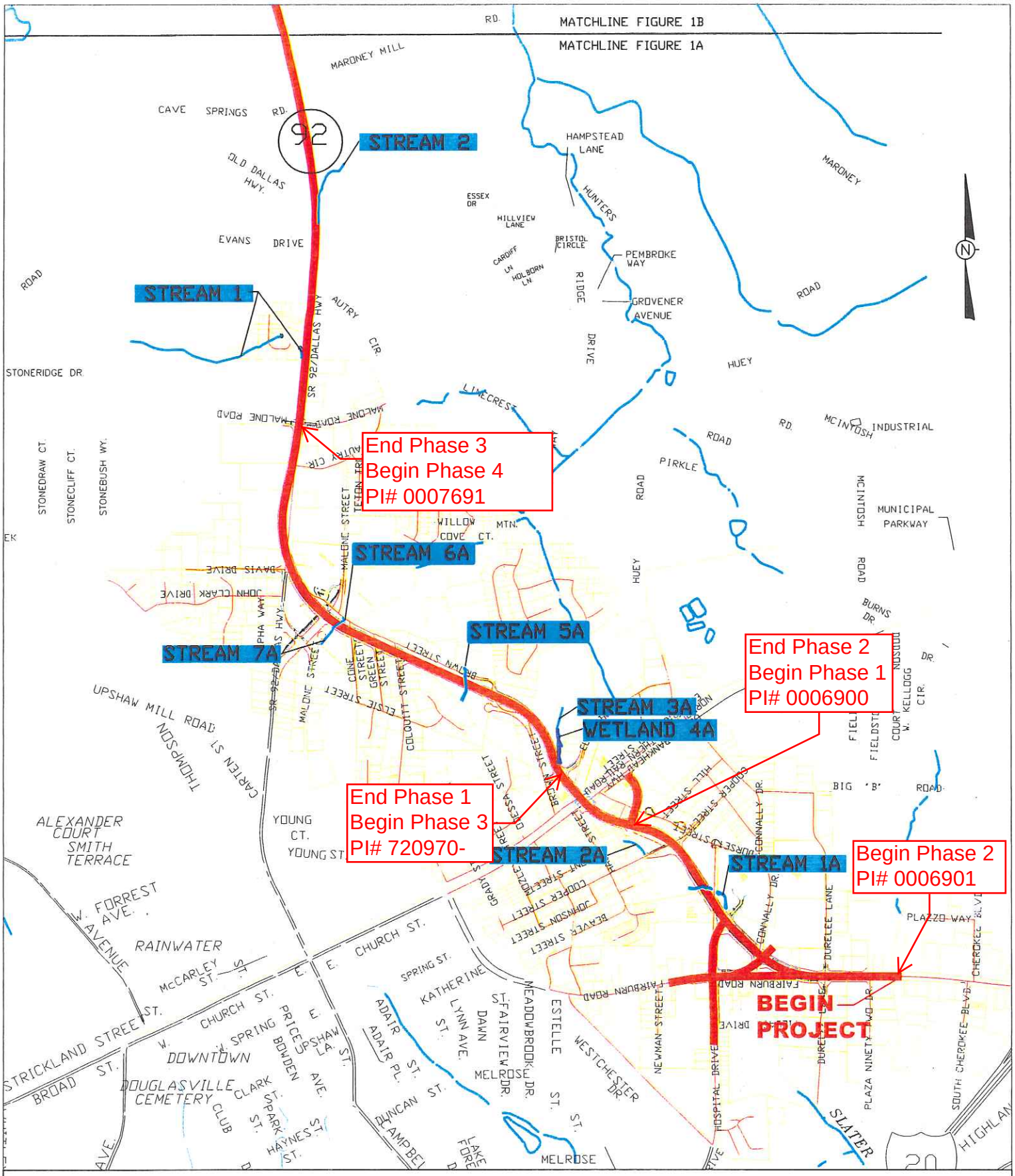
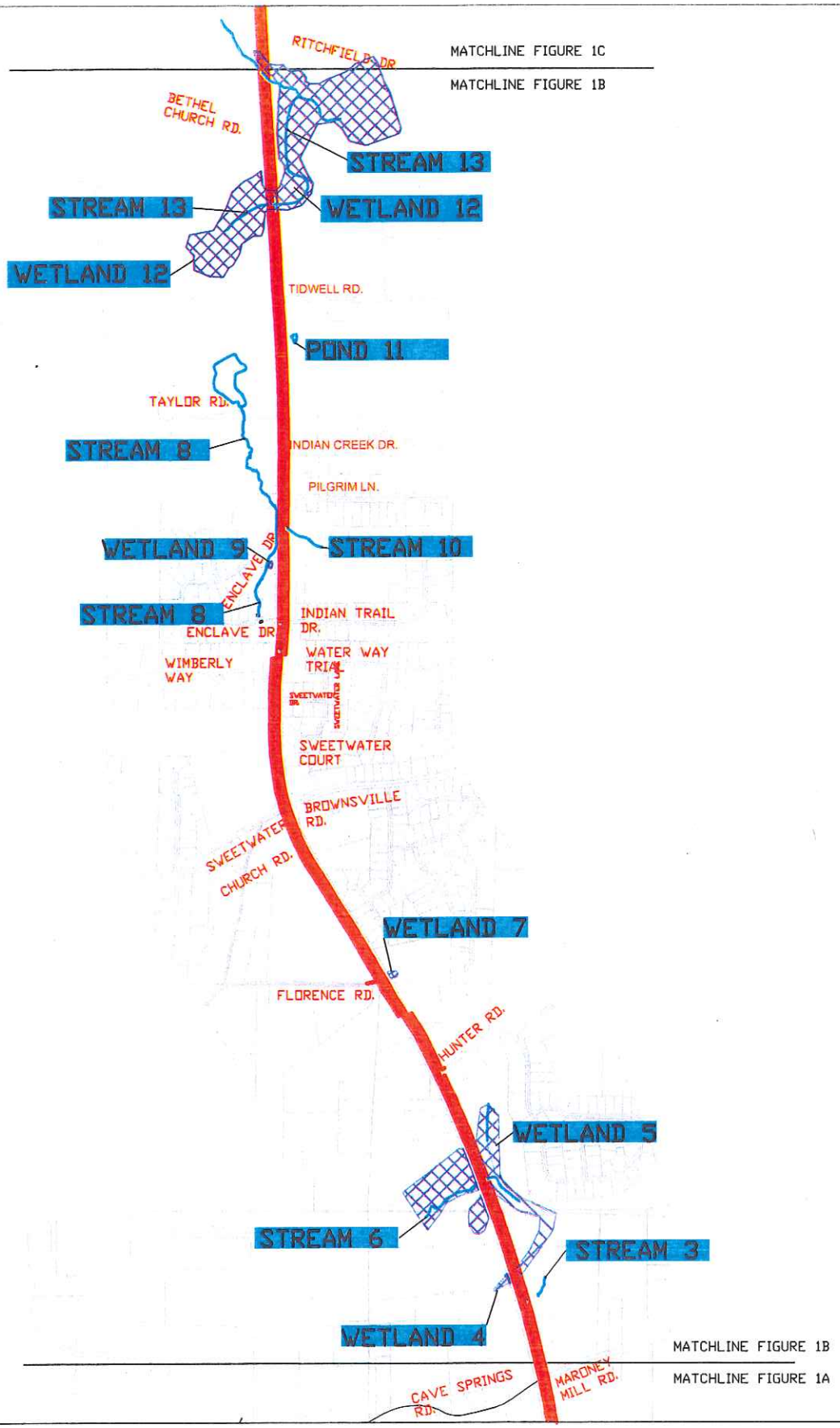


FIGURE 4A

WATERS OF THE U.S.

DOUGLAS AND PAULDING COUNTIES, GEORGIA

PROJECT NOS. STP-186-1(11), CSSTP-0006-00(900)(901) & CSSTP-0007-00(691)
P.I. NOS. 720970. 0006900, 0006901, & 0007691



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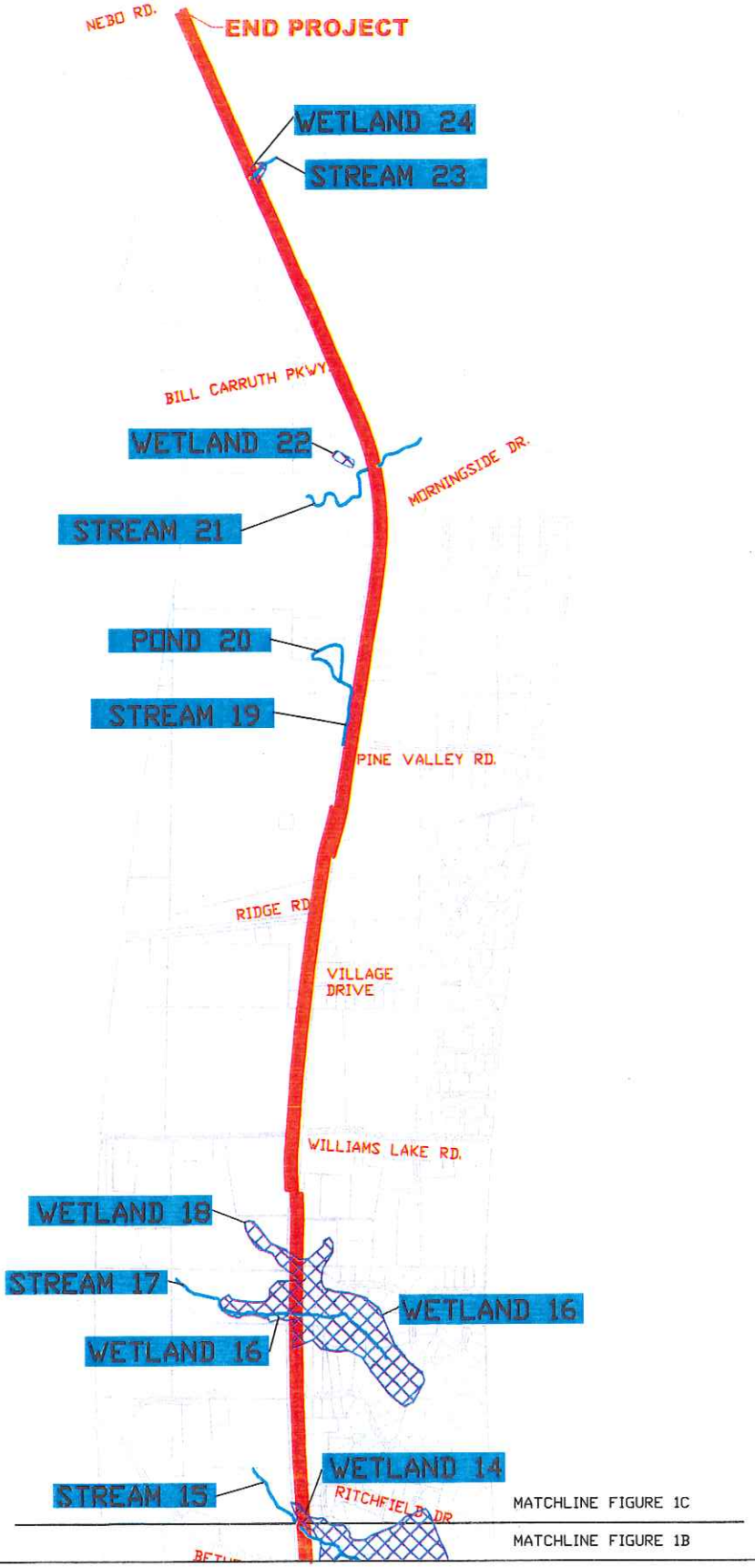
SCALE IN FEET

FIGURE 4B

WATERS OF THE U.S.

DOUGLAS AND PAULDING COUNTIES, GEORGIA

PROJECT NOS. STP-186-1(11), CSSTP-0006-00(900)(901) & CSSTP-0007-00(691)
P.I. NOS. 720970. 0006900, 0006901, & 0007691



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SCALE IN FEET

FIGURE 4C

WATERS OF THE U.S.

DOUGLAS AND PAULDING COUNTIES, GEORGIA

PROJECT NOS. STP-186-1(11), CSSTP-0006-00(900)(901) & CSSTP-0007-00(691)
P.I. NOS. 720970. 0006900, 0006901, & 0007691