

Gerald M. Ross, P.E., Commissioner/Chief Engineer



DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

April 14, 2009

Thank you for attending the public hearing open house for CSSTP-0003-00(770) & CSSTP-0008-00(960), P.I. Nos. 0003770 & 0008960, the proposed reconstruction of County Road (CR) 633/Glade Road from Homestead Drive (CR 605)/Apache Drive (CR 377) to Ryan Road (CR 810)/Yacht Club Road (CR 386). In this handout package, you will find a purpose and need statement, project description, location map, environmental statement, right-of-way statement and comment card.

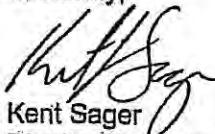
As you enter the room, you will notice displays of the proposed project. Department of Transportation (DOT) representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with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

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until April 28, 2009. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593. Comments can also be made via the web at www.dot.ga.gov. Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays and plans will be available for review for ten days after the public hearing open house at the Georgia Department of Transportation District Six Office located at 500 Joe Frank Harris Parkway, Cartersville, Georgia 30120 and at the Area Engineer's Office located at 874 Peoples Valley Road NW, Cartersville, Georgia 30120. A copy of all comments received will be available for public review at these same locations and at the Office of Environment/Location, 3993 Aviation Circle, Atlanta, Georgia 30336-1593, as soon as compilation is completed.

Again, thank you for attending this public hearing open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager Dewayne Comer at (770) 387-3619 or Galen Barrow at (770) 387-3685 of the District Six Office.

Sincerely,


Kent Sager
District Six Engineer

KS/gb

Attachments

Purpose and Need Statement
Project CSSTP-0003-00(770) & CSSTP-0008-00(960), Bartow County
P.I. Nos. 0003770 & 0008960

The proposed project would improve the vertical and horizontal curvature along Glade Road to meet American Association of State Highway and Transportation Officials (AASHTO) standards. The curvature improvements would correct existing sight distance deficiencies on Glade Road and at the stop-controlled intersections.

The existing Glade Road contains many horizontal and vertical curves limiting sight distances along Glade Road and at the stop-controlled intersections. The posted speed limit is 30 miles per hour (mph). Many of the horizontal and vertical curves do not meet minimum AASHTO standards for a 35 mph speed design; some do not meet standards for 25 mph speed design.

The average daily traffic (ADT) counts taken on Glade Road reveal a variation in current traffic volumes. The northern end of the project limits serves 3,705 vehicles per day, while the southern end of the project limits serves 6,319 vehicles per day. An evaluation of existing operating conditions along the corridor shows that all intersections are currently operating at a Level of Service (LOS) C or better in both the AM and PM peak periods. Analysis of the future estimated traffic volumes found that the only potential operation improvement to Glade Road would be the addition of traffic signals at the Homestead Drive/Apache Drive and Tanyard Creek Road intersections by the year 2020.

Historical crash data for the consecutive five-year period from 2003 through 2007 were analyzed. The table below presents crash data, injury data, and fatality data for Glade Road compared with the statewide average rates for Rural Minor Arterials. All rates are per 100 million vehicle miles of travel and the numbers in parentheses are statewide average rates for similar type facilities. Without improvements, crash rates and the associated injury and fatality rates would be expected to increase as the future travel demand increases along Glade Road and the cross roads.

CRASH DATA FROM 2003 THROUGH 2007

Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2003	40	689 (212)	22	379 (113)	2	34.44 (2.56)
2004	28	456 (243)	25	407 (134)	0	0.00 (2.77)
2005	32	523 (181)	26	425 (103)	0	0.00 (2.77)
2006	20	328 (179)	12	197 (100)	0	0.00 (2.61)
2007	25	353 (n/a)	13	183 (n/a)	0	0.00 (n/a)

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for Rural Minor Arterials.

Crash rates in this area were 1.8 to 3.3 times the statewide crash rates for similarly classified facilities from 2003 through 2006, the years for which statewide average rates for rural minor arterials are available. The injury rates during this same time period were 2.0 to 4.1 times the statewide injury rates. The proposed project would include improvements to intersections and realignment of the horizontal and vertical curvature of the roadway to improve sight distances. The proposed operational improvements would increase driver visibility and would allow Glade Road to operate at an acceptable level of service

through the year 2030. The proposed project would correct alignment, typical section and clear zone deficiencies, and bring the roadway to within AASHTO design guidelines for the appropriate speed design, thereby reducing the number of crashes.

The existing Glade Road bridge over Allatoona Lake would be replaced as part of the preferred alternative. Although the sufficiency rating of the existing bridge is 61.0, which is greater than the threshold of 50 that requires replacement, the bridge has an HS-15 loading and does not accommodate the 100-year flood level of Allatoona Lake.

Project Description
Project CSSTP-0003-00(770) & CSSTP-0008-00(960), Bartow County
P.I. Nos. 0003770 & 0008960

The Preferred Alternative

The preferred alternative would widen and reconstruct Glade Road (CR 633) in Bartow County from Homestead Drive (CR 605)/Apache Drive (CR 377) to Ryan Road (CR 810)/Yacht Club Road (CR 386). These limits would include a distance of approximately 3.7 miles. The first phase of the construction would improve the intersection of Glade Road with Catfish Court (CR 705), Buckhorn Trail (CR 706), and Sugar Hill Road (CR 389). The project limits for the first phase would extend from just south of Catfish Court to just north of Sugar Hill Road. The existing roadway consists of two 12-foot travel lanes (one in each direction) on approximately 60 feet of right-of-way. The proposed project would improve the roadway to meet 35 mile per hour (mph) American Association of State Highway and Transportation Officials (AASHTO) design speed. This would require horizontal and vertical realignment in several areas in order to meet the speed design. A rural two-lane section would be used throughout the project limits. The proposed typical section would consist of two 12-foot travel lanes (one in each direction) with eight-foot rural shoulders (two feet paved) on approximately 80 feet of right-of-way. Existing intersections at connecting streets would be upgraded as necessary to better accommodate access to and from these side streets.

The proposed project would include the replacement of the existing 263-foot long by 27-foot wide Glade Road Bridge over Allatoona Lake. The proposed bridge would be permanently realigned approximately 90 feet east of the existing bridge location. The proposed bridge would be approximately 600 feet long and 44 feet wide to accommodate two 12-foot travel lanes with 10-foot shoulders.

Alternatives No Longer Under Consideration

The No-Build Alternative

The no-build alternative is one in which the GDOT and Bartow County would take no action to construct the proposed project. Under this alternative, the proposed reconstruction of Glade Road (CR 633) would not be implemented. The anticipated benefits of the proposed project would not be realized with the no-build alternative. The no-build alternative does not address the need to correct sight distance deficiencies and improve safety along this section of Glade Road. Conversely, the no-build alternative would not result in any of the anticipated impacts associated with the build alternative, primarily residential displacements and disruption to the surrounding community during construction.

Alternative Alignment with 45 mph Speed Design

This alternative would realign Glade Road to meet AASHTO standards for a 45 mph speed design. This alternative was eliminated because the realignment to modify the vertical and horizontal curvature would result in a greater number of displacements. Also, a 35 mph speed design is more appropriate for the residential nature of much of the surrounding area.

Bridge Alternatives

Several other alternative alignments were considered for the crossing of Allatoona Lake.

Construct a new bridge immediately to the east of the existing bridge.

This alternative was eliminated due to the increased cost of relocating the electrical transmission line.

Construct a new bridge to the west of the existing bridge.

This alternative was eliminated due to impacts to the Clark Creek North Campground. These impacts would include the loss of several of the existing campsites.

Construct a new bridge on the existing alignment of Glade Road.

This alternative was eliminated due to the increased costs required by the construction of a temporary bridge and detour roadway, along with impacts to the Clark Creek North Campground. Since the profile of the new bridge needs to be raised to clear the Design Flood Pool, this alternative would have a direct impact on several campsites and the entrance at the campground.

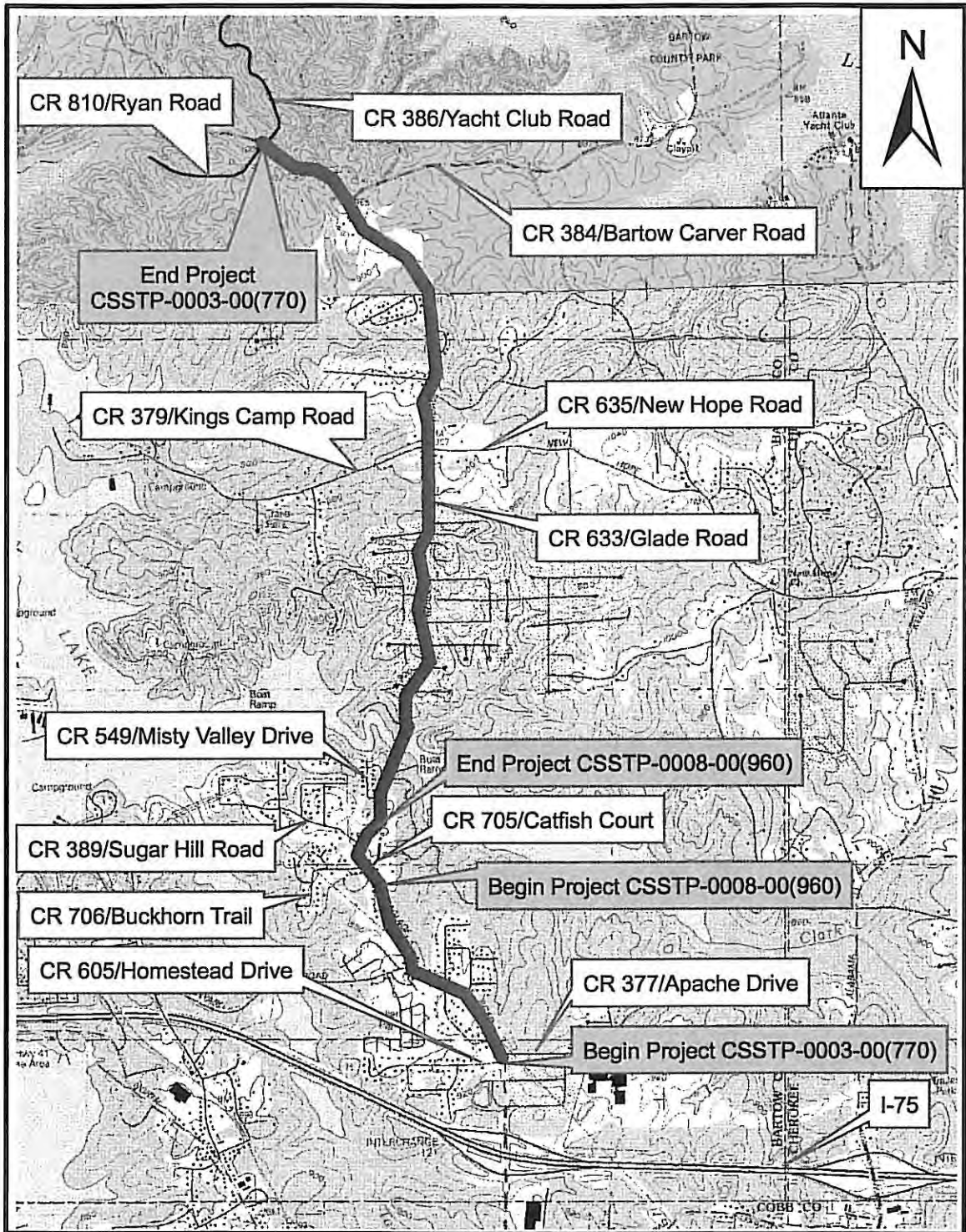


Figure 1
 Project Location
 CSSTP-0003-00(770) & CSSTP-0008-00(960)
 Bartow County
 P.I. Nos. 0003770 & 0008960



SOURCE: ACWORTH & ALLATOONA DAM, GA
 QUADRANGLES/USGS 7.5' SERIES (TOPOGRAPHIC)

SUMMARY OF ENVIRONMENTAL STUDY
CSSTP-0003-00(770) & CSSTP-0008-00(960), BARTOW COUNTY
P.I. Nos. 0003770 & 0008960

In compliance with the 1969 National Environmental Policy Act, the Georgia Department of Transportation has conducted an assessment of the social, economic and environmental effects for the proposed reconstruction of CR 633/Glade Road from Homestead Drive (CR 605)/Apache Drive (CR 377) to Ryan Road (CR 10)/Yacht Club Road (CR 386). The following information gives a summary of the environmental document.

Approximately 21 residential units and one business would be displaced by the proposed project. The roadway would be placed closer to some of the remaining residences, and loss of yard area would occur. The proposed project would result in the loss of both residential and business frontage. However, owners would be compensated for these losses.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. Four jurisdictional wetlands, two open waters, and six jurisdictional streams were identified within the project's area of potential effect (APE). It is estimated that 0.08 acre of wetlands, 2.20 acres of open water, and 277 linear feet of streams would be impacted by the proposed project.

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

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

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

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. The proposed project would not significantly encroach upon the floodplain associated with Allatoona Lake. The project would not have an adverse effect on water quality within the project corridor. A U.S. Army Corps of Engineers (USACE) Section 404 Individual Permit would be required for this project.

Section 4(f) of the USDOT Act of 1966 refers to the temporary and/or permanent use and/or constructive use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any historic site for transportation purposes. The USACE Allatoona Lake facilities at Clark Creek qualify for protection as a Section 4(f) resource. The preferred alternative would require approximately 2.7 acres of permanent easement from within the USACE property boundary and would revert approximately 0.8 acre of existing Glade Road right-of-way to the USACE once construction is complete. The preferred alternative includes minimization and mitigation measures for the USACE facilities so that the transportation use of

this Section 4(f) resource would not adversely affect the activities, features, and attributes that qualify the USACE Allatoona Lake facilities at Clark Creek for protection under Section 4(f). The preferred alternative would impact the parking at the USACE facilities, though no overall parking spaces would be lost and the overflow parking would be improved. The easement acquisition would not take place from areas used for recreational activities. Access to the Clark Creek South Campground, Clark Creek South Ramp, and Clark Creek North Campground would be maintained during construction, though the overflow parking would be closed during construction. The USACE reviewed the preferred alternative and concurred that the preferred alternative would have only a *de minimis* impact on the USACE Allatoona Lake facilities at Clark Creek. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that the public have the opportunity to review and comment on the impacts before *de minimis* requirements are satisfied. This Public Hearing Open House and the associated public comment period are considered the opportunity for public review and comment to fulfill the *de minimis* requirements.

The proposed project would not exceed state and federal air quality standards, and it is consistent with the State Implementation Plan for the attainment of clean air quality in the state. The proposed project is not a project of air quality concern for Particulate Matter 2.5 (PM2.5) under 40 CFR 93.123(b)(1).

Based on the criterion that any predicted noise level that approaches or exceeds the applicable Noise Abatement Criteria (NAC) is considered an impact, 23 receivers are predicted to be impacted by traffic-related noise for the build condition in 2030. One of these impacted receivers is commercial and the remaining 22 impacted receivers are residential. One additional residential property would be impacted by a substantial increase of at least 10 decibels. It is anticipated that the construction of the proposed project would result in traffic-related noise impacts to a total of 24 sites within the study area. No feasible noise abatement measures were identified for the 24 noise impacted properties.

In compliance with Section 106 of the National Historic Preservation Act of 1966, the project has been surveyed for existing and eligible National Register properties. No existing or eligible historic or archaeological resources were found to be located within the project's area of potential environmental effect.

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

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

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

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

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

Right-Of-Way Acquisition
Project CSSTP-0003-00(770) & CSSTP-0008-00(960), Bartow County
P.I. Nos. 0003770 & 0008960

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

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

The County is aware of the problems experienced by individuals, families, businesses, and nonprofit organizations when they are required to move. It is our commitment that no family or individual will be required to relocate until comparable decent, safe and sanitary housing is available or is provided for those occupants.

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

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

Results of the field inspection by Bartow County Personnel have revealed that there will be 21 residences and one business that will be required to relocate.

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

The Bartow County Road Department office, located in Cartersville, Georgia, telephone (770) 387-5140, will be in charge of acquiring the necessary right-of-way for this project.

Georgia Department of Transportation

Public Hearing Open House Comment Card
CSSTP-0003-00(770) & CSSTP-0008-00(960), Bartow County,
PI Nos. 0003770 & 0008960
April 14, 2009

Please print responses.

Name _____

Address _____

Do you support the project? For Against Conditional Uncommitted

Comments _____

Improvements to Glade Road at Catfish Court / Buckhorn Trail / Sugar Hill Road are scheduled to be completed first. In your opinion, which section of Glade Road should be improved next?

- | | |
|--|---|
| <input type="checkbox"/> Pecan Circle / Pawnee Trail / Mohawk Drive | <input type="checkbox"/> Cox Farm Road / Roberts Way |
| <input type="checkbox"/> Mohawk Drive / Tanyard Creek Road | <input type="checkbox"/> Bartow Carver Road / Twin Pines Road |
| <input type="checkbox"/> Brandy Lane / Heritage Way / Wildflower Trail | <input type="checkbox"/> Ryan Road / Yacht Club Road |
| <input type="checkbox"/> Wildflower Trail / Dawn's Way / Camp Dr. | <input type="checkbox"/> Other _____ |

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

Was the location of the meeting convenient for you to attend? Yes No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

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

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

Please Complete by April 28, 2009

Mail To:

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