

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0012620 **OFFICE** Design Policy & Support
Douglas and Cobb Counties
GDOT District 7 - Metro Atlanta
Operational Improvement: SR 6/US **DATE** 10/16/2014
278 from I-20/Douglas to Garrett
Road/Cobb

FROM  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:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Bobby Hilliard, Program Control Administrator
Albert Shelby, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Richard Cobb, Statewide Location Bureau
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Peter Emmanuel, Project Manager
BOARD MEMBER - 13th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: Roadway/Operations & Safety P.I. Number: 0012620
 GDOT District: Seven County: Douglas & Cobb
 Federal Route Number: N/A State Route Number: 6
 Project Number: _____

The purpose of this project is to improve the ~~safety~~ and operations of SR 6 for all users through implementation of median turn lane improvements, traffic signal modifications, overhead signage, and ITS elements.

Submitted for approval:

[Signature] Paul Long 6/16/14
 Consultant Designer & Firm Date
[Signature] DC DOT Project Manager 6-16-14
 Local Government Sponsor Date
[Signature] COBB COUNTY DOT 6-26-14
 Local Government Sponsor Date
Albert Shelby 7-19-14
 State Program Delivery Engineer Date
[Signature] 7-17-14
 GDOT Project Manager Date

Recommendation for approval:

[Signature] HIRAL PATEL 9/30/2014
 Program Control Administrator Date
[Signature] KATHY ZAHILL 8/22/2014
 State Environmental Administrator Date
[Signature] LISA MYERS 7/29/2014
 State Traffic Engineer Date
[Signature] SUN BERKAMMER 8/1/2014
 Project Review Engineer Date
[Signature] [Signature] [Signature]
 State Utilities Engineer Date

 District Engineer Date

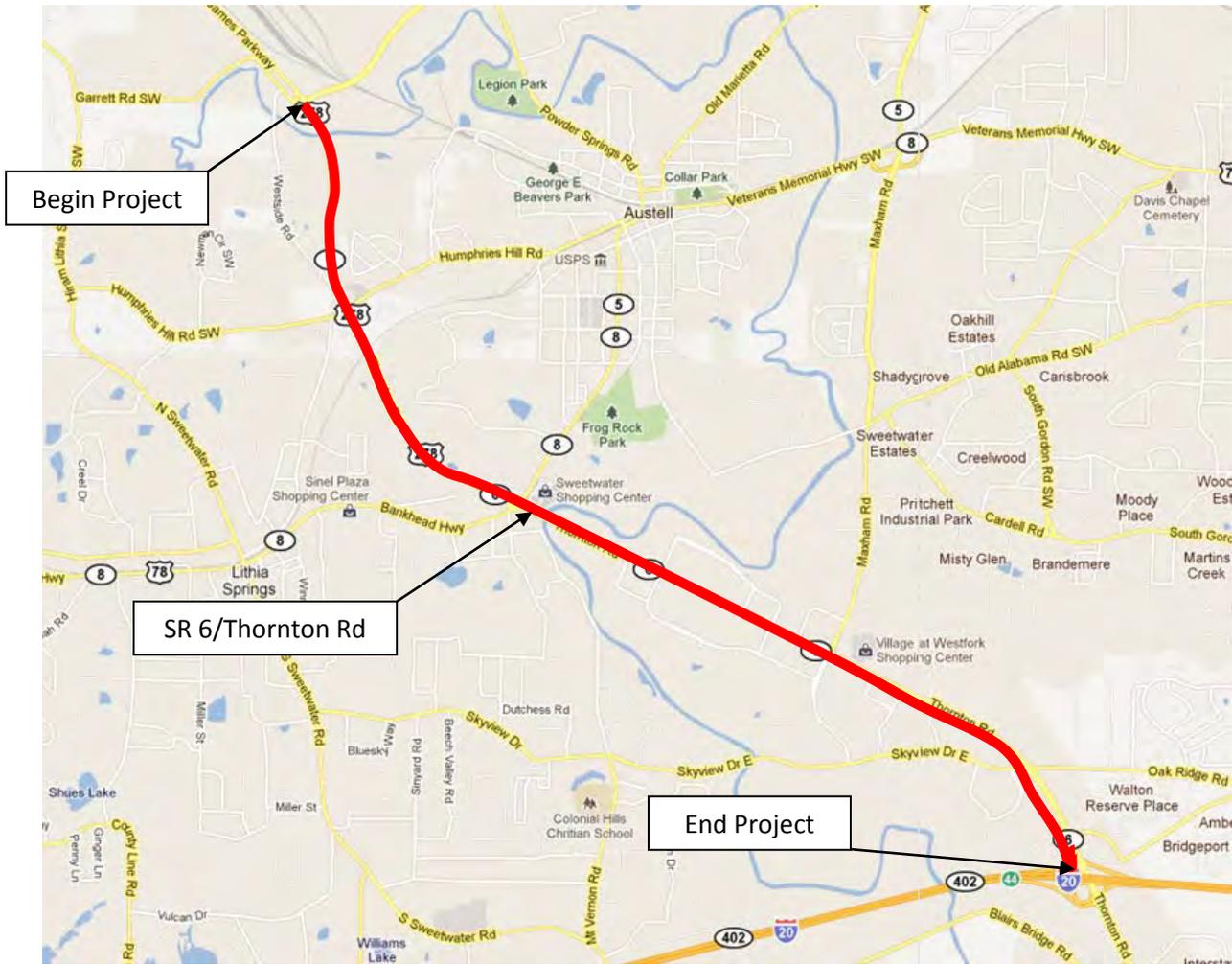
 State Transportation Financial Management Administrator Date

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

[Signature] CHRISTINA K VANDYKE 8/5/2014
 State Transportation Planning Administrator Date

* RECOMMENDATIONS ON FILE

PROJECT LOCATION MAP



Begin Project

SR 6/Thornton Rd

End Project

PI# 0012620, Cobb & Douglas Counties
SR 6/US 278 from I-20/Douglas County to Garrett Road/Cobb County.

PLANNING AND BACKGROUND

Project Justification Statement: The SR 6 Congestion Reduction and Traffic Flow Improvement project originated as a suggested project from the Atlanta Regional Commission (ARC) State Route 6 Corridor Study completed March 2008. This corridor was studied previously by the Department and the Atlanta Regional Commission due to its regional significance, but improvements have not advanced beyond the identification and planning stage. However, the corridor continues as a priority for County governments in Douglas, Cobb and Paulding. This corridor has been recognized as regionally significant by the GDOT Regional Traffic Operations Program.

The design area is in Douglas and Cobb Counties as shown on the location map. However, its significance is regional as traffic using State Route 6 connects the Atlanta Hartsfield Jackson International Airport on its extreme southern end traversing through the City of East Point in Fulton County, then northward in a highly industrialized area, into Douglas County where it crosses I-20 then into Cobb County and northwestward into Paulding County. State Route 6 is the primary connector route for Paulding County to I-20.

This project provides low cost, and low impact improvements with the understanding that longer term projects may address widening and other capacity improvements. There are several major issues that this project is intended to address. Trucks experience unreliable travel times along SR 6 from I-20 to the Intermodal Center. Also, the corridor presents safety and operational concerns due to the combination of truck and automobile traffic. Weaving/lane changes northbound in advance of the US 78 intersection create safety concerns as well as congestion. In addition, trucks enter SR 6 (turning left) from the Intermodal Center at a banked section of SR 6 resulting in a potential for rollovers. In the coordinated portion of the corridor, vehicles are not sensed along SR 6 for purposes of holding the green time, resulting in a “dilemma zone” for all users. This is the zone where drivers are not sure whether to continue forward or stop when receiving a yellow indication. This extends from a distance equivalent to approximately two seconds of travel time to a distance of approximately five seconds of travel time in advance of the traffic signal. Since trucks require longer stopping distances, this “dilemma zone” extends further for those users. Conflicts can arise when an automobile makes the judgment to stop for a signal, but a following truck does not deem it possible to stop in that distance. Finally, visibility of traffic control and guidance is difficult for automobile drivers traveling on the mixed-use corridor.

The project will address these concerns with an extensive Intelligent Transportation System (ITS) network, traffic signal modifications, and median turn lane improvements. This project begins at the interchange of I-20 and SR 6. I-20 is heavily travelled by commercial truck traffic involved in trade within the state of Georgia, as well as interstate trade. The project extends north along SR 6 to Westside Road. The Whittaker Intermodal Terminal is at this intersection. Significant light industrial and warehouse development (over three million square feet) is located along the corridor between Bankhead Highway and Skyview Lane. The SR 6 corridor connects these truck generators to I-20. As a result, this corridor experiences a vehicle mix of 14% trucks on an arterial containing 60,000 vehicles per day. These conditions make the SR 6 corridor an ideal location for truck friendly lanes and truck related ITS improvements.

Existing conditions: *A brief general description of the project location as it currently is, including lanes, sidewalks, major intersections, structures, and major utilities in project area.*

Other projects in the area: PI No. 0012621 – CR 635/Maxham Road from SR 6 to Tree Terrace Parkway; PI No. 0011831 – RTOP Corridor Improvements

MPO: Atlanta TMA

TIP #: DO-295

TIA Regional Commission: Not a TIA Project

Congressional District(s): 13

Federal Oversight: FOS/PoDI Exempt State Funded Other

Projected Traffic: ADT

North of Bankhead Highway

Current Year (2014): 33,500 Open Year (2016): 34,300 Design Year (2026): 38,900

South of Bankhead Highway

Current Year (2014): 61,800 Open Year (2016): 63,600 Design Year (2026): 73,900

Traffic Projections Performed by: Pond & Company

Functional Classification (Mainline): Urban Principal Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes

Preliminary Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project: This project is located along SR 6 from I-20 to Westside Road (Whittaker Intermodal Terminal). It is approximately 4.25 miles in length and is located in Austell, Georgia in both Cobb and Douglas Counties. The purpose of the project is to provide operational improvements to increase safety and efficiency along the corridor. The project will be completed within the existing SR 6 right of way. The design objectives include:

- Reduce Truck Stops and Eliminate “Dilemma Zone”
- Reduce Truck Rollovers at Intermodal Center Access
- Improve visibility of traffic control and guidance for automobile drivers traveling on mixed corridor

This purpose and objectives will be accomplished through several different design components:

Improved Signage and Signal Visibility along the Corridor

Visibility of signs and traffic signal heads along the corridor is frequently limited due to the presence of large trucks. The design will improve signal visibility along SR 6 through installation of supplemental signal heads along signal poles to the right of the corridor. In addition, visibility of freeway signage for the southbound approach to I-20 is severely limited due to the small sign size and heavy truck traffic. Providing positive guidance for this southbound movement is particularly important, as the I-20 interchange has a loop ramp for entrance onto the freeway eastbound,

requiring all vehicles to move right at the interchange. Installation of overhead signage along the SR 6 southbound approach to I-20 should aid in navigation of this area.

Turn Lane Extensions

Truck traffic contributes to congestion at intersections along the corridor. The high truck volume can significantly impact left turn lanes from SR 6 onto side streets in key areas of the corridor. Left turning volumes from corridor turning movement counts were used to identify the storage length needed to accommodate vehicle arrivals over a period of 1.5 times the cycle length. The results of this analysis are shown in the table below and compared to actual left turn storage length. As this table indicates, the following left turn bays will need to be lengthened to accommodate truck volumes anticipated in design year 2023:

- SR 6 at Skyview Drive/ Oak Ridge Road northbound and southbound
- SR 6 at Maxham Road northbound and southbound
- SR 6 at Bankhead Highway (US 78/US 278) southbound

SR 6 Existing and Recommended Left-Turn Storage Lengths - Future Volumes, 1.5% Growth Rate for 10 Years

| SR 6 Intersection | Northbound | | | Southbound | | |
|-------------------------------|-------------------------|---|--------------|-------------------------|---|--------------|
| | Existing Storage Length | Storage for Arrivals in 1.5 Signal Cycles | | Existing Storage Length | Storage for Arrivals in 1.5 Signal Cycles | |
| | | AM Peak Hour | PM Peak Hour | | AM Peak Hour | PM Peak Hour |
| I-20 WB Ramps | 1,260 | 278 | 1,178 | 0 | 0 | 0 |
| N Blairs Bridge Rd | 270 | 163 | 250 | 170 | 147 | 135 |
| Skyview Dr/Oak Ridge Rd | 370 | 350 | 550 | 300 | 473 | 294 |
| W Corporate Ct | 200 | 44 | 46 | 200 | 56 | 109 |
| Maxham Rd | 200 | 236 | 334 | 300 | 260 | 354 |
| Westfork Blvd | 175 | 49 | 61 | 175 | 29 | 22 |
| Westfork Dr/Westfork Blvd | 200 | 37 | 27 | 200 | 71 | 41 |
| Bankhead Hwy/US 78/278/SR 5/8 | 750 | 151 | 508 | 250 | 567 | 206 |

ITS Improvements to Enhance Truck Safety and Operations

The SR 6 Congestion Reduction and Traffic Flow Improvement project will provide improvements that go beyond signal timing and coordination along the corridor.

An ITS element to be included in the concept design is a truck rollover warning system for the intersection of SR 6 at Garrett Road. This system will assist trucks in understanding when their speed makes a rollover crash more likely. This will be used to address reported high occurrences of rollover crashes at this intersection, used by trucks exiting the Intermodal Terminal.

Signal Coordination and Timing Improvements

One of the goals of the ITS improvements is to facilitate signal coordination and timing improvements along the corridor. Signal coordination is important to minimizing stops and delay along the corridor. The high truck volumes along the corridor mean a large proportion of vehicles with longer stopping distances and slower acceleration. Frequent stops on a corridor such as this result in significant delays to automobile traffic as well as trucks. Therefore, signal coordination to minimize stops is preferred over plans to minimize delay. The ITS improvements indicated above will provide information on the number of vehicles and proportion of trucks in the vehicle mix. Use of this information in a traffic responsive signal system is recommended. The Norfolk Southern Terminal experiences heavy truck traffic loads in patterns that vary by time of day and day of year. This results in fluctuations in truck traffic volume along the corridor. Traffic responsive signal timing will allow the signal system to sense and adjust timing to accommodate heavy traffic flows when they occur and provide an appropriate timing plan based on the total vehicle volume and proportion of trucks. Use of

traffic adaptive control is not recommended for this corridor due to the tendency of this control strategy to reduce overall delay while maintaining or sometimes increasing stops.

Video Monitoring of Corridor Conditions

Monitoring of the SR 6 corridor is important to allow signal timing changes to be made through observation of heavy traffic periods. Video monitoring of the corridor will also allow for proactive incident management along the corridor. Since the SR 6 corridor from I-20 to the Norfolk Southern Terminal is located in both Douglas and Cobb Counties, video monitoring will allow coordination and operational control by both agencies.

Major Structures: N/A

Mainline Design Features: SR 6/Thornton Road; Urban Principal Arterial

| Feature | Existing | Standard* | Proposed |
|-----------------------|------------------|------------------|------------------|
| Typical Section | | | |
| - Number of Lanes | 6 | N/A | 6 |
| - Lane Width(s) | 12' | 12' | 12' |
| - Median Width & Type | 16' | 16' | 16' |
| Posted Speed | 45 | | 45 |
| Design Speed | 45 | 45 | 45 |
| Access Control | Permit Only | Permit Only | Permit Only |
| Design Vehicle | WB-67 | WB-67 | WB-67 |
| Pavement Type | Asphalt/Concrete | Asphalt/Concrete | Asphalt/Concrete |

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: State Route 6 is considered a north/south route, but actually travels as much to the west as it connects to Cobb and Paulding Counties. It has a number of signalized intersections. SR 6 is crossed by two major east west routes (US 78 and I-20) and there are also two major local intersecting routes. One is Maxim Road which carries a significant amount of traffic almost directly north toward Marietta via State Route 5. Skyview Drive/Oakridge Road is the first major signalized intersection north of I-20, and experiences significant turning movements which complicate the traffic signal timing.

Lighting required: No Yes

Off-site Detours Anticipated: No Undetermined Yes

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

| FHWA/AASHTO Controlling Criteria | No | Undeter- mined | Yes | Appvl Date (if applicable) |
|----------------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------|
| 1. Design Speed | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 2. Lane Width | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3. Shoulder Width | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4. Bridge Width | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5. Horizontal Alignment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| | | | | |
|-----------------------------------|-------------------------------------|--------------------------|--------------------------|--|
| 6. Superelevation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 7. Vertical Alignment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 8. Grade | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 9. Stopping Sight Distance | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 10. Cross Slope | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 11. Vertical Clearance | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 12. Lateral Offset to Obstruction | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 13. Bridge Structural Capacity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

Design Variances to GDOT Standard Criteria anticipated:

| GDOT Standard Criteria | Reviewing Office | No | Undetermined | Yes | Appvl Date (if applicable) |
|-------------------------------------|------------------|-------------------------------------|--------------------------|--------------------------|----------------------------|
| 1. Access Control/Median Openings | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 2. Intersection Sight Distance | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3. Intersection Skew Angle | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4. Lateral Offset to Obstruction | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5. Rumble Strips | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 6. Safety Edge | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 7. Median Usage | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 8. Roundabout Illumination Levels | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 9. Complete Streets | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 10. ADA & PROWAG | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 11. GDOT Construction Standards | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 12. GDOT Drainage Manual | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 13. GDOT Bridge & Structural Manual | Bridges | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

VE Study anticipated: No Yes Completed – Date:
 If VE Study has been completed, attach VE Implementation letter.

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: N/A

Utility Involvements: None

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way (ROW): Existing width: 120ft Proposed width: 120ft
 Required Right-of-Way anticipated: None Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

| | |
|---|---------------|
| Anticipated total number of impacted parcels: | 0 |
| Displacements anticipated: | Businesses: 0 |
| | Residences: 0 |
| | Other: 0 |
| Total Displacements: | 0 |

Location and Design approval: Not Required Required

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: PCE CE EA/FONSI EIS

MS4 Permit Compliance – Is the project located in a MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

| Permit/Variance/Commitment/Coordination Anticipated | No | Yes | Remarks |
|---|-------------------------------------|-------------------------------------|---------|
| 1. U.S. Coast Guard Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 2. Forest Service/Corps Land | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 3. CWA Section 404 Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 4. Tennessee Valley Authority Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 5. Buffer Variance | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 6. Coastal Zone Management Coordination | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 7. NPDES | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 8. FEMA | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 9. Cemetery Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 10. Other Permits | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 11. Other Commitments | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: Based upon the project type a PCE will be prepared for this project.

Ecology: Preliminary ecology surveys identified 12 water resources, and potential habitat for the Georgia Aster, and some protected aquatic species. Season specific surveys for the Georgia aster did not identify the presence of this species. Based on the minor nature of the project aquatic surveys are not proposed. Special Provisions to protect potential species habitat will be prepared in order to obtain “a no significant adverse affect” finding from USFWS.

History: Although there are some potentially eligible historic resources located in the project corridor, it is anticipated that a No Historic Properties Affected finding would be issued by the SHPO based on the minor nature of the project. Section 106 documentation is currently underway.

Archeology: No cemeteries or other archaeological resources are located within the project limits. Concurrence of this finding would be obtained from the SHPO as part of the Section 106 process.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes

Noise Effects: Detailed noise assessments are not required for this project. Evaluation memorandums would be completed for noise assessments.

Public Involvement: Locals held Public Information Sessions on 9/21/11 and 10/27/11

Major stakeholders:

There are a variety of stakeholders that are affected by travel along SR 6 and the improvements proposed in the design project:

- Traveling Public
- Cobb County
- Douglas County
- Georgia Department of Transportation
- Norfolk Southern Railroad
- Business owners and operators of light industrial and warehouse

These stakeholders were represented in the PIOHs indicated above.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None expected

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: ICM held 5/8/14. Minutes are attached.

Concept Meeting: CM held 5/8/14. Minutes are attached.

Other coordination to date: Various Coordination Meeting Minutes are attached.

| Project Activity | Party Responsible for Performing Task(s) |
|---|---|
| Concept Development | Douglas & Cobb County with Pond & Company |
| Design | Douglas & Cobb County with Pond & Company |
| Right-of-Way Acquisition | N/A |
| Utility Relocation | N/A |
| Letting to Contract | Douglas County |
| Construction Supervision | Douglas County |
| Providing Material Pits | N/A |
| Providing Detours | N/A |
| Environmental Studies, Documents, & Permits | Douglas & Cobb County with Pond & Company |
| Environmental Mitigation | N/A |
| Construction Inspection & Materials Testing | Douglas County |

Project Cost Estimate Summary and Funding Responsibilities: *Add additional rows as necessary; Attach current cost estimates to report.*

| | Breakdown of PE | ROW | Utility* | CST** | Mitigation | Total Cost |
|------------------|-----------------|-----|----------|---------------|------------|-------------|
| Funded By | GDOT & Locals | N/A | N/A | GDOT & Locals | N/A | |
| \$ Amount | \$205,000 | 0 | 0 | \$1,639,380 | | \$1,844,380 |
| Date of Estimate | 7/17/2014 | | | 7/17/2014 | | |

*Reimbursable Utility Costs only

**CST Cost includes: Construction, Construction Contingency, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection: Many alternatives have been discussed regarding the Traffic Signal and ITS components of the project. The median turn lane and sign improvements are dictated by existing locations.

Comments: None

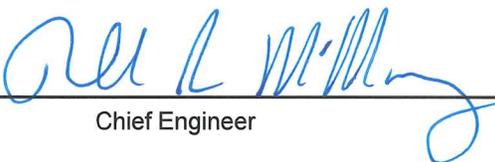
LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
3. Minutes of Concept meetings
4. PFA's and/or SAA's

APPROVALS

Concur: 

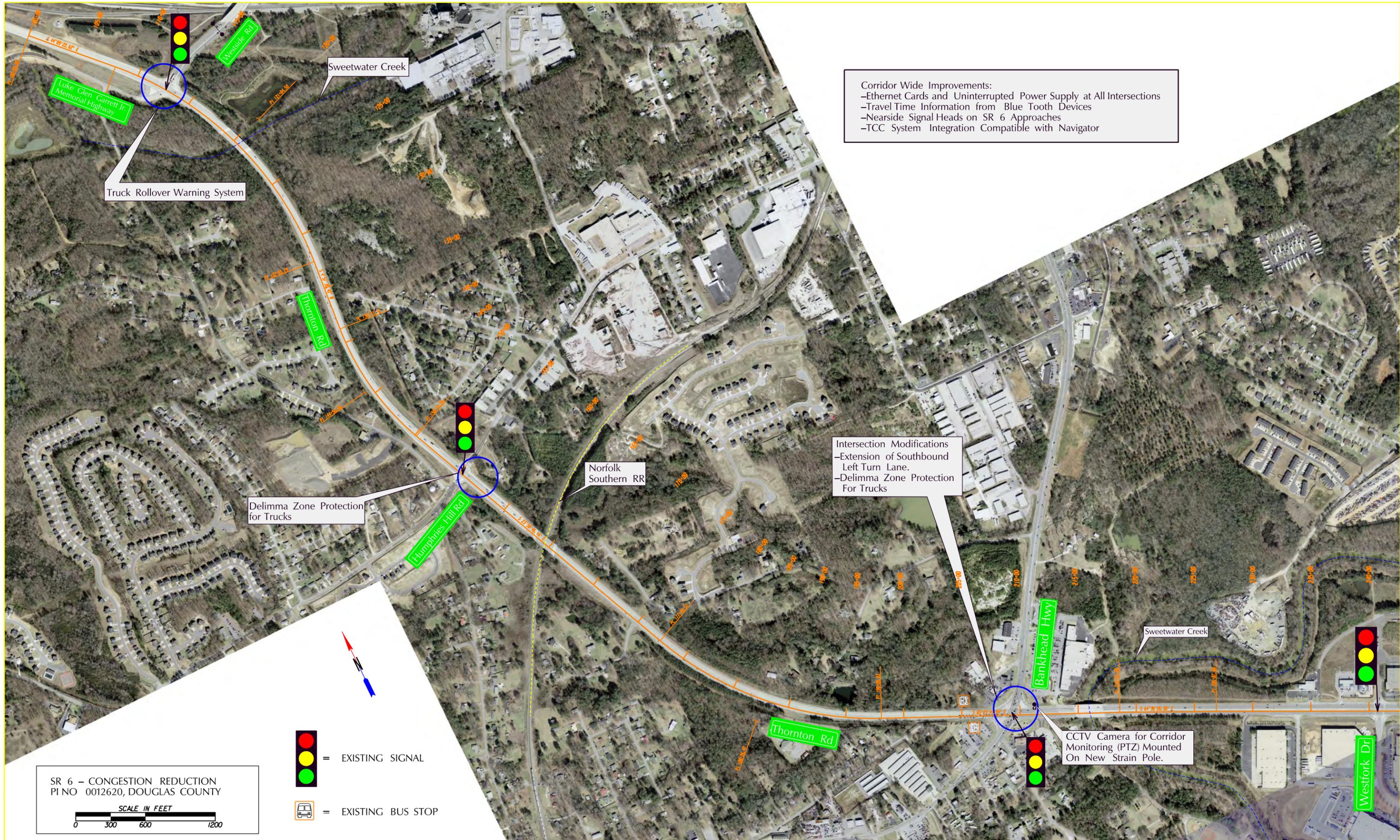
Director of Engineering

Approve: 

Chief Engineer



Date



Corridor Wide Improvements:
 -Ethernet Cards and Uninterrupted Power Supply at All Intersections
 -Travel Time Information from Blue Tooth Devices
 -Nearside Signal Heads on SR 6 Approaches
 -TCC System Integration Compatible with Navigator

Intersection Modifications
 -Extension of Southbound Left Turn Lane.
 -Delimma Zone Protection For Trucks

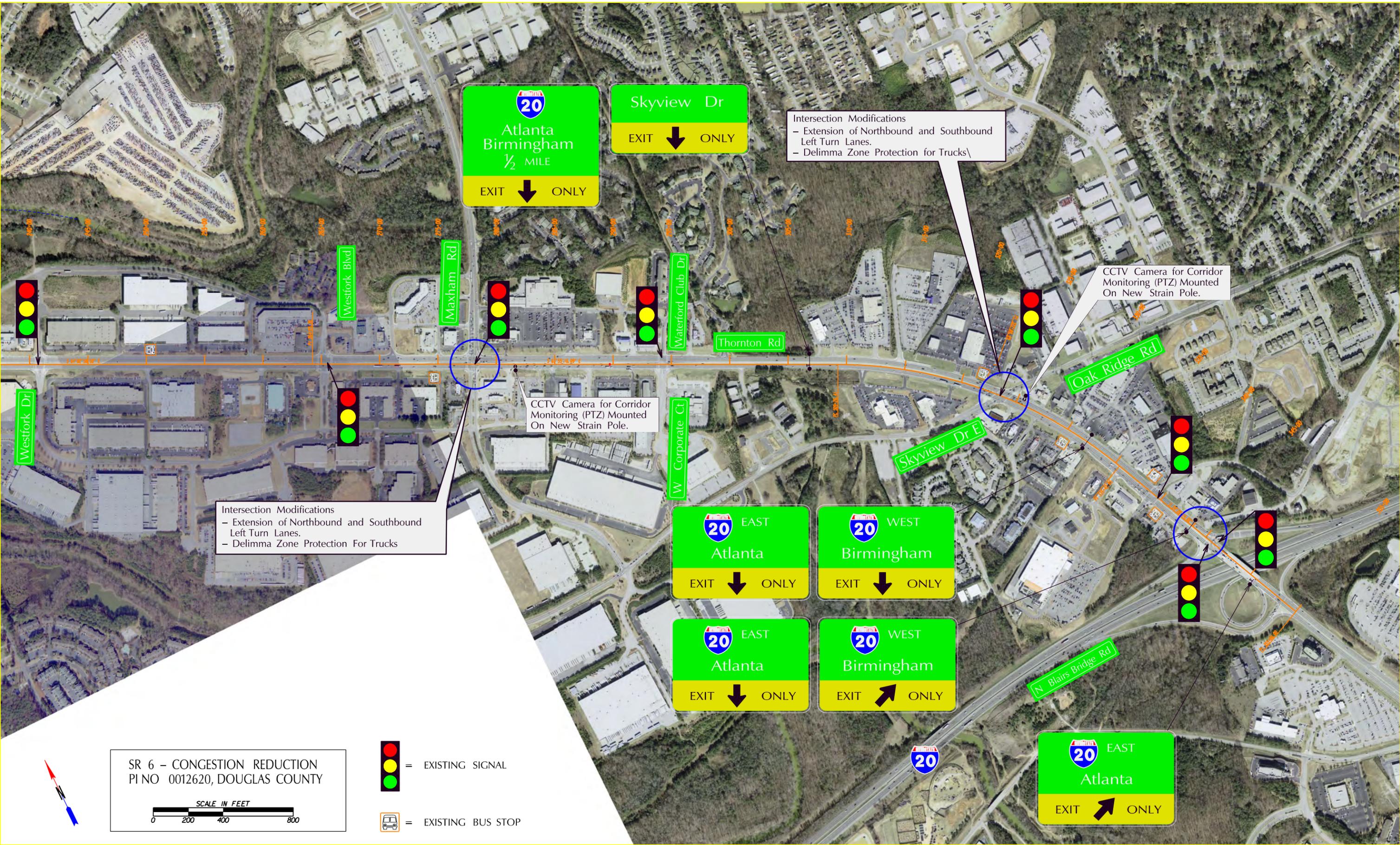
Delimma Zone Protection for Trucks

CCTV Camera for Corridor Monitoring (PTZ) Mounted On New Strain Pole.

SR 6 - CONGESTION REDUCTION
 PI NO 0012620, DOUGLAS COUNTY

SCALE IN FEET
 0 300 600 1200

= EXISTING SIGNAL
 = EXISTING BUS STOP



EXIT ONLY
 Atlanta
 Birmingham
 1/2 MILE
EXIT ONLY

EXIT ONLY
 Skyview Dr
EXIT ONLY

Intersection Modifications
 - Extension of Northbound and Southbound Left Turn Lanes.
 - Delimma Zone Protection for Trucks

CCTV Camera for Corridor Monitoring (PTZ) Mounted On New Strain Pole.

CCTV Camera for Corridor Monitoring (PTZ) Mounted On New Strain Pole.

Intersection Modifications
 - Extension of Northbound and Southbound Left Turn Lanes.
 - Delimma Zone Protection For Trucks

EXIT ONLY
 EAST
 Atlanta
EXIT ONLY

EXIT ONLY
 WEST
 Birmingham
EXIT ONLY

EXIT ONLY
 EAST
 Atlanta
EXIT ONLY

EXIT ONLY
 WEST
 Birmingham
EXIT ONLY

EXIT ONLY
 EAST
 Atlanta
EXIT ONLY

SR 6 - CONGESTION REDUCTION
 PI NO 0012620, DOUGLAS COUNTY

SCALE IN FEET
 0 200 400 800

= EXISTING SIGNAL
 = EXISTING BUS STOP



Untitled
STATE HIGHWAY AGENCY

DATE : 07/16/2014
PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0012620 SPEC YEAR: 13
DESCRIPTION: SR 6 TRUCK FRIENDLY LANES

ITEMS FOR JOB 0012620

| LINE | ITEM | ALT | UNITS | DESCRIPTION | QUANTITY | PRICE | AMOUNT |
|---------------------|----------|-----|-------|--|----------|-----------|------------|
| 0005 | 638-1001 | | LS | STR SUPPORT OVHD SIGN,TP I,STA 001260 | 1.000 | 68000.00 | 68000.00 |
| 0008 | 638-1001 | | LS | STR SUPPORT OVHD SIGN,TP I,STA 001260 | 1.000 | 68000.00 | 68000.00 |
| 0009 | 638-1001 | | LS | STR SUPPORT OVHD SIGN,TP I,STA 001260 | 1.000 | 68000.00 | 68000.00 |
| 0020 | 310-5120 | | SY | GR AGGR BS CRS 12IN INCL MATL | 860.000 | 30.00 | 25800.00 |
| 0025 | 402-3130 | | TN | RECYL AC 12.5MM SP,GP2,BM&HL | 100.000 | 125.00 | 12500.00 |
| 0030 | 402-3190 | | TN | RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL | 150.000 | 125.00 | 18750.00 |
| 0035 | 402-3121 | | TN | RECYL AC 25MM SP,GP1/2,BM&HL | 400.000 | 125.00 | 50000.00 |
| 0075 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 1-SR6 & WESTSIDE RD | 1.000 | 138000.00 | 138000.00 |
| 0080 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 2-SR6 & HUMPHRIES HILL RD | 1.000 | 101000.00 | 101000.00 |
| 0085 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 3-SR6 & BANKHEAD HWY | 1.000 | 127000.00 | 127000.00 |
| 0090 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 4-SR6 & WESTFORK DR | 1.000 | 51000.00 | 51000.00 |
| 0095 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 5-SR6 & WESTFORK BLVD | 1.000 | 51000.00 | 51000.00 |
| 0100 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 6-SR6 & MAXHAM RD | 1.000 | 122500.00 | 122500.00 |
| 0105 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 7-SR6 & WATERFORD CLUB DR | 1.000 | 54000.00 | 54000.00 |
| 0110 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 8-SR6 & SKYVIEW DR E | 1.000 | 133000.00 | 133000.00 |
| 0115 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 9-SR6 NORTH OF I-20 | 1.000 | 51000.00 | 51000.00 |
| 0120 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 10-SR6 EXIT RAMP I-20 | 1.000 | 16000.00 | 16000.00 |
| 0125 | 647-1000 | | LS | TRAF SIGNAL INSTALLATION NO - 11-SR6 ENTRANCE RAMP I-20 | 1.000 | 16000.00 | 16000.00 |
| 0130 | 210-0100 | | LS | GRADING COMPLETE - 001260 | 1.000 | 50000.00 | 50000.00 |
| 0135 | 150-1000 | | LS | TRAFFIC CONTROL - 001260 | 1.000 | 50000.00 | 50000.00 |
| 0140 | 638-1001 | | LS | STR SUPPORT OVHD SIGN,TP I,STA 001260 | 1.000 | 68000.00 | 68000.00 |
| 0145 | 636-1041 | | SF | HWY SIGNS,TP 2MAT,REFL SH TP 9 | 340.000 | 40.00 | 13600.00 |
| 0150 | 653-2502 | | LM | THERMO SOLID TRAF ST, 5 IN YE | 2000.000 | 6.50 | 13000.00 |
| ITEM TOTAL | | | | | | | 1366150.00 |
| INFLATED ITEM TOTAL | | | | | | | 1366150.00 |

TOTALS FOR JOB 0012620

ESTIMATED COST:

1366150.00

STATE HIGHWAY AGENCY

DATE : 07/16/2014
PAGE : 2

JOB DETAIL ESTIMATE

CONTINGENCY PERCENT (20.0) : 273230.00
ESTIMATED TOTAL: 1639380.00



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MEETING MINUTES

Project : SR 6 (Thornton Road) Congestion Reduction and Traffic Flow Improvements, GDOT P.I. 0012620
Pond Project No. : 1140309
Meeting : Project Kickoff Meeting / Initial Concept Team Meeting
Meeting Location : Douglas County Transportation Conference Room **Meeting Date :** 5/8/14

Minutes prepared by : Bryon Letourneau
Prepared on : 5/23/14

Copies: File
Attendees

Attendees: See Attached Sign-In Sheet

PURPOSE OF MEETING:

This meeting was held to kick off the design of the SR 6 Congestion Reduction and Traffic Flow Improvements project.

MEETING PROCEEDINGS:

The meeting was opened by Gary Westmoreland of Douglas County DOT welcoming everyone and briefly describing the project. Gary handed the meeting over to Bryon Letourneau.

Randy Hulsey and Faye DiMassimo shared the Douglas and Cobb County vision and excitement for this project. The discussion reviewed the following: This project began as a corridor study for SR 6. The concept for this project and the larger concept for implementation of truck advantage lanes along the corridor was developed in the concept study prepared by Pond for Cobb and Douglas Counties. The full implementation of the concept was identified as a TIA project and is a local and regional priority. This project is a first step in implementation of the concept.

Other projects/considerations along the SR 6 corridor include:

- Regional Traffic Operations (RTOP) project to improve signal operations, communications, and timing along the corridor.
- Access Management Study by GDOT – This study will look at access along SR 6 from Dallas to the Atlanta Airport.
- Parallel Commuter Route – This is a concept for a parallel commuter route to SR 6 that would allow the current road to focus even more heavily on freight movement in the future (this currently an early stage planning concept).

Bryon Letourneau worked through the attached Kickoff Meeting Agenda.

During the review of the approved scope it became apparent that there will be overlap between the currently active Georgia Department of Transportation (GDOT) Regional Traffic Operations Program (RTOP) and the proposed project. The RTOP project will install cameras along the corridor, fiber optic communications, and blue tooth readers for travel time monitoring; however, some of that may be in later stages and therefore should be accomplished in this project. An additional meeting will be held soon with GDOT RTOP representatives to verify the elements that overlap.



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During the discussion of the Truck Roll-Over System it was pointed out that there are a variety of options for the implementation of this system at the SR 6 and Garrett Road intersection. An additional meeting will be held in the next two weeks with Cobb County DOT representatives to discuss the specifics of the desired system. Faye DiMassimo of Cobb County requested a cost estimate for the rollover system as soon as possible for budgeting purposes.

There was discussion of the work to be performed along the project from south to north. The need to consider bus stop locations and the potential need for bus pulloffs to aid in the efficient traffic movement along the corridor was discussed. In regards to the overhead signs, the message on the sign should be reviewed carefully, especially the indication that traffic to I-20 should keep right. Also, the use of pavement markings with I-20 icons should be considered in addition to the overhead signs.

Pond will approach the City of Austell to get accident information for the intersection of SR 6 and Garrett Road. There was concern that there are multiple movements at the intersection that could be prone to truck rollover, including the northbound right turn from SR 6 and the westbound left turn onto SR 6. Additional crash data will be examined for the intersection. Pond will coordinate with GDOT, Cobb County, and the City of Austell to obtain this data.

The specifications for the project will need to be written precisely so that Douglas DOT gets all the capabilities desired in this corridor. This is especially true for specialized ITS equipment, such as dilemma zone protection which has a limited number of vendors and specific operational parameters needed.

The Draft Project Schedule was distributed. It was pointed out that the Critical Path on recent similar projects has been the review of Ecology Report necessary for the NEPA Programmatic Categorical Exclusion. GDOT will investigate and work with GDOT-OES to keep the project on schedule.

ACTION ITEMS:

Pond & Company:

1. Setup additional meeting with GDOT RTOP to discuss any scope overlap.
2. Setup additional meeting with Cobb DOT to discuss Truck Roll-Over System specifics.
3. Obtain and review crash data related to SR 6 at Garrett Road intersection.

ATTACHMENTS:

Kickoff Meeting Agenda
Draft Project Schedule
Meeting Sign-In Sheet

The above is the understanding of the meeting by the representatives of Pond & Company. Please direct any questions or comments to Bryon Letourneau at the above contact information.

END OF MEETING MINUTES

ADDITIONAL COMMENTS:



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Kickoff Meeting Agenda

SR 6/Thornton Road Congestion Reduction and Traffic Flow Improvements

Douglas County Department of Transportation

Meeting Location: Douglas County DOT Conference Room

Meeting Date: May 8, 2014; 8:45 am

Agenda Items

Review Approved Project Scope

- Intersection Improvements
- Overhead Signage near I-20
- Traffic Signal Improvements
- Intelligent Transportation Systems

Discuss Truck Roll-Over System Concepts

Discuss Current Overall Project Concept

Discuss Further Development of Project Concept

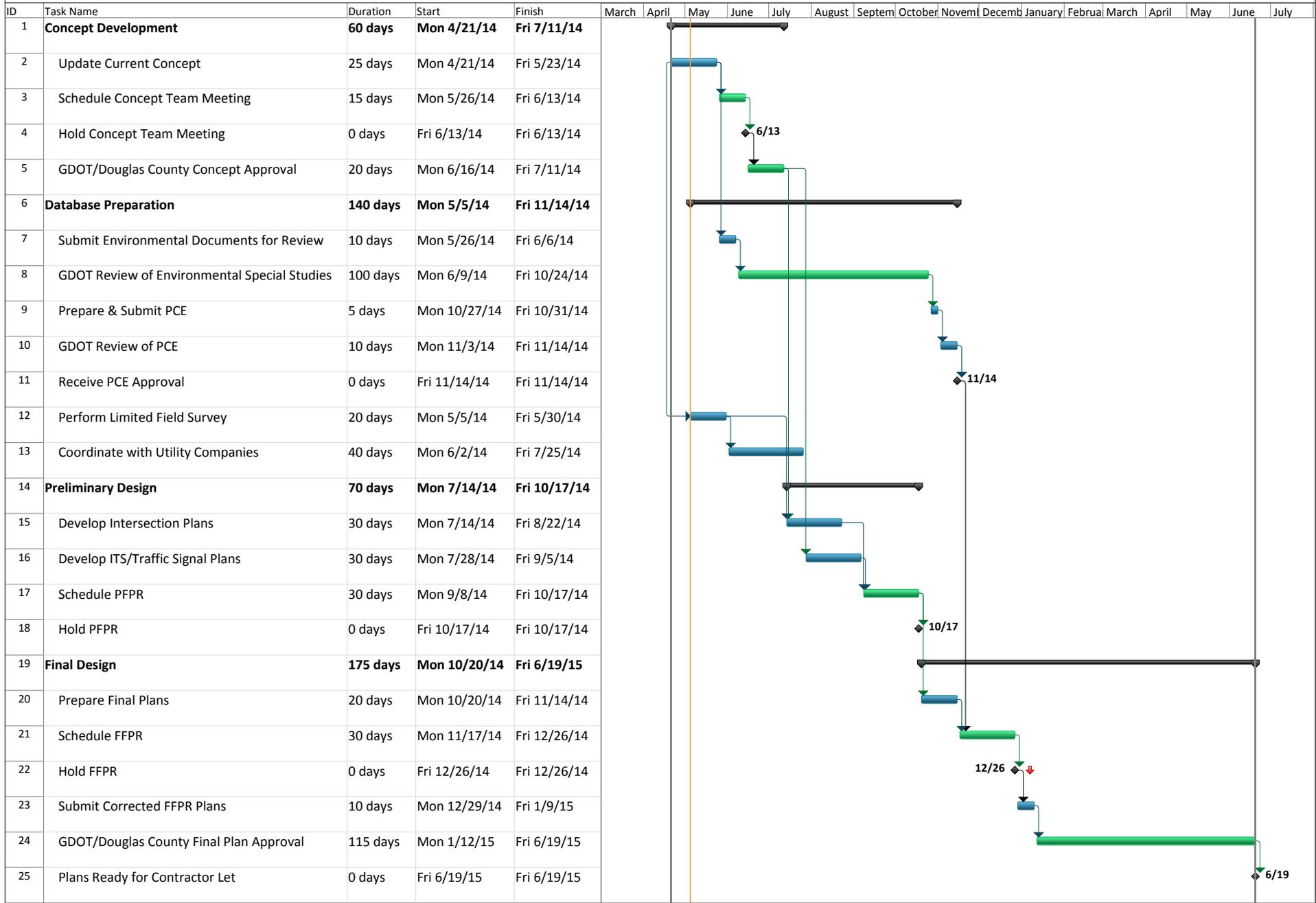
Discuss Environmental Process

Discuss Any Other Known Design Issues

Discuss Project Schedule

SR 6 (Thornton Road) Congestion Reduction and Traffic Flow Improvements

PI 0012620



Project: SR 6 Design Improvemen
Date: Mon 5/5/14

Task Milestone Summary Project Summary Deadline Progress



Douglas County Department of Transportation

MEETING SIGN-IN SHEET

| | | | |
|------------------|--|----------------------|---------|
| Project: | Project P.I. # 0012620 SR 6 Thornton Road Congestion and Traffic Flow Improvements Project | Meeting Date: | 5-8-14 |
| Location: | Douglas County DOT- Conf Room 4 | Time: | 8:45 AM |

| Name/Title | Organization | Phone | E-Mail |
|----------------------|--------------------------|--------------|----------------------------------|
| Gary Westmoreland | DCDOT | 678.715.5365 | gwestmoreland@co.douglas.ga.us |
| Steven Sheffield | DCDOT | 678.715.5372 | ssheffield@co.douglas.ga.us |
| Randy Hulsey | DCDOT | 770.920.4932 | rhulsey@co.douglas.ga.us |
| Mike Lobdell | GDOT | 7/986-1765 | mlobdell@dot.ga.gov |
| Josh Williams | Gresham Smith | 770-754-0755 | josh_williams@gspnet.com |
| Marion G. Waters III | Gresham Smith & Partners | 678-518-3673 | marion_waters@gspnet.com |
| Michelle Wright | City of Douglasville | 678-449-3152 | wrightm@cityofdouglasvillega.gov |
| Grant Watdrop | GDOT | 404-635-2830 | gwaldrop@dot.ga.gov |
| Kenn Fink | KIMLEY-HORN | 4-201-6140 | Kenn.Fink@kimley-horn.com |
| LANCE BALLARD | KIMLEY-HORN | 404.201.6144 | lance.ballard@kimley-horn.com |
| JOEL HARRELL | NORFOLK SOUTHERN | 404-897-3131 | JOEL.HARRELL@NSD&RP.COM |
| Richard Fongmann | POUD | 678-336-7746 | FongmannR@Pondco.com |
| Bryan Letourneau | POUD | 678-336-7740 | LetourneauB@Pondco.com |
| Kaeycee Mertz | GDOT-Planning | 404-347-0245 | kmertz@dot.ga.gov |
| Solia Billings | GDOT planning | 404-631-1774 | jbillings@dot.ga.gov |
| Caline Brown | GDOT | 4) 347 0245 | calbrown@dot.ga.gov |
| Faye DiMassimo | Cobb DOT | 7) 528-1645 | faye.dmassimo@cobbcountyoeg |
| CHRIS PRUITT | Cobb DOT | 7) 528.1670 | Chris.Pruitt@cobbcounty.org |

- Drivers exiting I-20 Eastbound and turning left onto SR 6 northbound in the leftmost left turn lane frequently get stuck in the left turn lane on the bridge. The turning path and left turn lane markings may contribute to this. Turning guidance markings, “chicken tracks” would greatly reduce this problem.
- Drivers traveling along SR 6 northbound must weave to the right across two free flowing right turn lanes from the I-20 Westbound exit in order to access North Blairs Bridge Road.

Major Crossing Intersections

- Maxham Road becomes Austell Road in Cobb County; this may need to be indicated on signage as it causes some confusion to those looking for Austell Road.
- The northbound left turn lane at Maxham Road is not long enough, especially if trucks are considered. The southbound left turn lane should be considered also.
- The northbound and southbound left turn lanes at Westfork Boulevard should be examined, as well.
- The westbound right turn at Bankhead Highway has high crashes. This may be due to it being strongly channelized, requiring right turners to look over their shoulders.
- The most congested intersections along SR 6 are Bankhead Highway and Maxham Road followed by Humphries Hill Road and Skyview Road.

Truck Traffic

- Heavy truck traffic flow was observed throughout the field review along SR 6 and also along Bankhead Highway.
- Trucks block the view of the signal heads for other vehicles following them, even at a safe distance. Douglas County suggested that additional signal heads, perhaps mounted to the side, be considered.
- Truck traffic climbs from the intermodal facility heading southbound and SR 6. Although this slows traffic flow, this section of SR 6 is not typically congested.
- There is a concern that truck traffic mixing with automobiles leads to increased crashes during heavy travel periods. This is particularly problematic when trucks must stop at signalized intersections frequently or suddenly.

Intermodal Access

- SR 6 at Westside Road/Garrett Road provides access to the Whitaker Intermodal Terminal. It is not typically congested, but has experienced rollover accidents. Trucks turning from Westside Road onto SR 6 southbound experience the superelevation along SR 6 tending to tip their trucks or shift load to the right.
- The Whitaker Intermodal Terminal has 1600 to 1700 trucks per day and is expected to increase in the future. Joel Harrell is a stakeholder from the terminal who can help with these numbers.
- The regional freight study and the Astromap study should be checked to determine how they treated freight from this area.

Agency Coordination

- Coordination with GDOT is important, we should get Mike Lobdell of GDOT District 7 involved and need to coordinate to get a GDOT PM assigned.



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Traffic Operations Items for Further Examination

- Supplemental signal heads are needed to prevent trucks from blocking view of signals.
- Trucks should be protected from getting caught in the zone of indecision (3 to 7 seconds of travel time from the signal).
- Timing could be adjusted based on the volume and percent trucks to provide fewer stops by trucks.
- A review of other Cities is needed to see what they are doing for freight mobility (best practices) as well as to identify any other truck friendly lane projects.
- The safety and operational benefits need to be quantified to show the overall benefits of the project. The project needs to have the operations improvements highlighted because the truck friendly lanes will not improve traffic with the operational improvements.
- The plan needs to investigate what can be done with signage or pavement markings to identify the truck friendly lanes. Trucks will need to see a benefit to use these lanes. Most trucks will need to be in the lanes for them to be successful. The route currently has signage to restrict trucks to the two left lanes – can this be expanded?

The above is the understanding of the meeting by the representatives of Pond & Company. Please direct any questions or comments to Bryon Letourneau at the above contact information.

END OF MEETING MINUTES

ADDITIONAL COMMENTS:



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MEETING MINUTES

Project : SR 6 – Truck Friendly Lanes
Pond Project No. : 1110244
Meeting : Project Kickoff
Meeting Location : Douglas County DOT Conference Room

Meeting Date : 2/10/11

Minutes prepared by : Bryon Letourneau
Prepared on : February 11, 2011

Copies: File
Attendees

Attendees:

| Name | Company/Dept./Branch | email | phone |
|-------------------|----------------------|--|--------------|
| Mike Cates | Cobb DOT | Mike.Cates@cobbcounty.org | 770.420.6659 |
| Dan McDuff | Cobb DOT | Daniel.McDuff@cobbcounty.org | 770.528.1635 |
| Randy Hulsey | DCDOT | rhulsey@co.douglas.ga.us | 770.920.7508 |
| Gary Westmoreland | DCDOT | gwestmoreland@co.douglas.ga.us | 678.715.5365 |
| Keary Lord | DCDOT | klord@co.douglas.ga.us | 678.715.5372 |
| Ron Osterloh | Pond & Company | osterlohr@pondco.com | 678.525.1632 |
| Bryon Letourneau | Pond & Company | letourneaub@pondco.com | 678.336.7740 |

PURPOSE OF MEETING:

This meeting was held to kickoff the SR 6 Corridor Truck Friendly Lanes Scoping/Concept/Environmental Documentation, Cobb County Project No. D5120.

MEETING PROCEEDINGS:

Mike Cates distributed the attached Kick-Off Meeting Agenda

The invoicing information was quickly reviewed.

The schedule in the pending Consultant Services Agreement between Cobb County and Pond & Company showing an August 31, 2011 completion date was referenced and discussed. It was agreed that due to actually starting the project in February rather than January, as shown in the contract, the new agreed to completion date is September 30, 2011. Pond & Company will send an updated PDF of the Project Schedule to Mike Cates.

Mike Cates stated that Cobb County is pursuing the clarification of the GDOT PI No. and verifying that all needed agreements are in place for GDOT to review and participate in the Concept Development and Environmental Documentation for the project. It was mentioned that there is currently no PFA in place with GDOT for this project.

Ron Osterloh stated that the GIS information received from both Counties looks to be sufficient to use as the database for this phase of the project.

Keary Lord stated that it is likely that Douglas County has classification counts along this corridor that could be recent enough to be used for traffic study in this project.



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Randy Hulseley expressed Douglas County's concern regarding the truck left turn queues at the SR 6 at both Westfork Blvd. and Maxham Road. It is the desire of Douglas County to extend storage area in the specified left turn lanes to facilitate more trucks and thus alleviate obstruction of the through lanes at these intersections.

Douglas County is also very concerned about the lack of proper wayfinding signs on SR 6 southbound at I-20 and desires that the signage and possibly pavement markings in this area be improved as a part of this project. As it is a State Route the Counties may approach GDOT about helping financially with this part of the project.

Ron Osterloh then explained that this project's success will likely hinge on getting GDOT to agree with and understand the Need and Purpose of this project. It should be stressed that this project is a safety project to provide a safer and more consistent driving environment along SR 6 with its high percentage of truck traffic. This will be facilitated by additional lane width and ITS solutions. This project will not look at improving individual intersections or other operational deficiencies in the corridor except for those stated by Douglas County above.

Douglas County stated that they have Concept Packages ready to submit to GDOT once funding becomes available for SR 6 at Bankhead Highway and Maxham Road.

Mike Cates submitted a CD containing additional traffic count information for this project. Pond & Company will review the information on the CD and notify Cobb County if additional information is necessary.

Ron Osterloh stated that accident data will be required along the corridor from both Counties. Both Counties stated that the information is available.

A question was raised regarding the structure of the paved shoulder along SR 6 from Bankhead Highway to Westside Drive. Pond & Company will attempt to acquire plans for this stretch to verify the structure of the shoulder.

Douglas County stressed that as a part of this project it will be important to show benefit to Norfolk Southern as a result of the project. It was suggested that Norfolk Southern likely would be interested in being capable of receiving real time data regarding congestion levels along SR 6 between Westside Drive and I-20. This will be further discussed at future Stakeholder's Meetings.

Cobb County will verify the existence of any ATMS facilities in the project area.

Douglas County requested to accompany Pond & Company at the planned field visit as a part of this project. This would allow the County to point out areas of special concern and give more background on the corridor. The County will also contact Norfolk Southern about possibly visiting the Intermodal Facility to get a better understanding of the most beneficial improvements to the corridor.

Douglas County expressed concerns regarding how to make the Truck Friendly Lanes appealing to the trucks on the corridor. The ITS solutions should address ways to keep the lane appealing and a change in measures should that lane begin to reach saturation. This would reduce the probability of the truck drivers eschewing the Truck Friendly Lane in favor of the general purpose lanes.

Douglas County requested that Pond & Company search for other similar projects that have been completed.

Both Counties expressed concerns over making sure the Environmental personnel that will be entering private property have the appropriate letters on their person during the investigations. The Counties will compare Property Owner Notification letters and submit the appropriate letter to be utilized to Pond & Company and its environmental teammates.



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The above is the understanding of the meeting by the representatives of Pond & Company. Please direct any questions or comments to Bryon Letourneau at the above contact information.

ACTION ITEMS:

1. Pond & Company to send Mike Cates a PDF of the updated Project Schedule.
2. Cobb County to verify PI No. with GDOT and procure all necessary agreements to allow GDOT to review and participate in Concept Development and Environmental Documentation for the project.
3. Richard Fangmann of Pond & Company will contact Douglas County to check for existence of classification counts along the corridor gathered as part of a previous project for use in the Concept Development.
4. Pond & Company to review CD submitted the meeting by Cobb County for traffic information.
5. Pond & Company to request accident data from both Cobb and Douglas County.
6. Pond & Company to research construction plans for SR 6 from Bankhead Highway to Westside Drive to ascertain the structure of the paved shoulder in this area.
7. Cobb County to verify the existence of any ATMS facilities in the project area.
8. Pond & Company to give Douglas County at least one week notice of the project field visit to allow DCDOT to participate.
9. Douglas County to contact Norfolk Southern to request a visit to the Intermodal Facility as a part of the project field visit.
10. Pond & Company to search for similar projects that have been completed.
11. Cobb and Douglas Counties to provide a mutually acceptable Property Owner Notification letter to Pond & Company to be kept on the person of anyone conducting investigations along the corridor.

END OF MEETING MINUTES

ADDITIONAL COMMENTS:

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

January 8, 2014

Mr. Randy Hulsey, Director
Douglas County Transportation
8700 Hospital Drive
Douglasville, GA 30134

RECEIVED
JAN 09 2014
Douglas Co. D.O.T.
Golden

Dear Mr. Hulsey:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Douglas County for the following project:

Douglas County, PI# 0012620

SR 6 (Thornton Rd) Congestion Reduction and Traffic flow
Improvements
From I-20 in Douglas County to Garrett Rd in Cobb County

We look forward to working with you on the successful completion of the joint project.
Should you have any questions, please contact the Project Manager Peter Emmanuel at (404) 631-1158.

Sincerely,

A handwritten signature in blue ink, appearing to read "Angela Robinson".

Angela Robinson,
Financial Management Administrator

AR:kp

Enclosure

c: Bob Rogers
Rachel Brown – District 7 Engineer
Scott Lee – District 7 Planning & Programming Engineer
Patrick Allen, P.E. – District 7 Utilities Engineer
Mike Bolden – State Utilities Engineer