

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

MEETING SUMMARY DATE: April 25, 2013

LOCATION: Room 409 with video conf. to D3 202
1:30p -2:00p

ATTENDEES: Matthew Fowler, Planning
Katrina Lawrence, Planning
Hiral Patel, OPD
Kevin VanHouten, OPD
Mike Murdoch, Environmental Services
Bill Rountree, District Preconstruction
Jack Reed, District Preconstruction
Scott Parker, District Traffic Ops

SUBJECT: **321960 Fayette – Project Direction/Scope and Logical Termini**

DISCUSSION: The meeting was opened with introductions and then a brief discussion of the project history and description. The Project location was displayed via Google Earth and the current limits of the three historical PI#s (321960, 321964, 321966) were reviewed. It was discussed that the current project limits for each project are as follows:

321960 – SR 85 widening from Bernhard Rd to Old SR 92 / Grady Ave.
321964 – SR 85 widening from SR 74 to Bernhard Rd
321966 – SR 85 Bridge over Whitewater Creek

It was then discussed that the proposed new project limits would be as follows:

321960 – SR 85 widening from Old SR 92/Ramah Rd to SR 92 / Grady Ave.
321964 – Project in LR1
321966 – Project in LR1

It was noted by the Planning office that if a shortened project length could be justified for 321960, that operational improvements would most likely be needed and desired for the remainder of the corridor from Old SR 92 to Bernhard Rd. OPD added that in the past, logical termini (LT), discussions had resulted in a preliminary feeling that LT for the projects may need to be extended southward to SR 16 in Senoia due to insufficient traffic drop off at SR 74. This was never fully vetted out with FHWA prior to 321964 & 321966 moving out of the construction work program.

The Planning Office indicated that if a shortened LT for 321960 could not be established accompanied by operational improvements to the south, then we may be in an “all or nothing” scenario where the entire corridor (Grady Ave. to SR 16) would need to be pursued or all of the projects would need to be shifted into LR1.

(from Matthew Fowler e-mail 2-11-13: “I have explained in the past that if FHWA sticks to their position that the widening must go all the way to SR 16 (in Coweta Co), then the county may have to select between the really long widening of SR 85 through the south end of the county, or select the no-build. I hope a case can be made to FHWA to allow the widening to occur between Grady Ave and SR 92/Ramah Rd, with intersection improvements to the south because (in addition to mirroring the county’s/GDOT’s and region’s desire) there might not be enough funding in the RTP to allow the full/longer distance widening to be included in the constrained portion of the RTP.”)

District Traffic Ops inquired about the status of the 6-lane one-way pair project through Fayetteville and pointed out the fact that this would be needed in order to correct operational issues near the courthouse. The team expressed that they were not completely aware of the status of that project but that it most likely was long range.

OPD stated that more coordination is needed between Planning, the locals, and the MPO to establish what is desired and what can be included in the program. Also, contact will need to be made with Fayette County to determine what specific locations south of Ramah Rd. are desired for operational improvements. Then Environmental Services agreed to look at the recent traffic study update in conjunction with the operational improvements, and prepare to introduce the project to FHWA at the June monthly meeting for discussions.

The Planning Office commented that a decision on the project direction would need to be determined by June so GDOT could coordinate with MPO and locals on development of the program and balancing. The Planning Office and Environmental Services noted that on projects where a 6 lane is warranted to achieve the desired LOS that a 4 lane may be acceptable with support from the locals, that safety improvements should be considered along with the “4-lanes are better than no-build” justification.

ACTION ITEMS:

- Planning to confirm location of desired operational improvements
- Planning to solicit information from Locals and MPO
- Env. Serv. to review updated design traffic, project limits assessment, and other solicited info to compose project info for discussion at monthly meeting with FHWA and introduce possible LT for comments

Transcribed by: Kevin VanHouten

From: [Edwards, Tavoires](#)
To: [Fowler, Matthew](#); [Philip Mallon](#)
Cc: rferry@senoia.com; [Andy Adams](#); [Carlos Christian](#); [Lawrence, Katrina](#); [VanHouten, Kevin](#)
Subject: RE: Fayette comments on SR 85 operational improvements
Date: Wednesday, May 08, 2013 9:11:10 AM

Thanks for the update Matthew. Sounds like much more discussion/action to come regarding this project. Richard and I definitely want to be kept in the loop.

Tavoires Edwards

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tedwards@coweta.ga.us | www.coweta.ga.us
Tel: 770.683.2300 | Fax: 770.683.2014

From: Fowler, Matthew [mailto:mfowler@dot.ga.gov]
Sent: Tuesday, May 07, 2013 4:55 PM
To: Edwards, Tavoires; Philip Mallon
Cc: rferry@senoia.com; Andy Adams; Carlos Christian; Lawrence, Katrina; VanHouten, Kevin
Subject: RE: Fayette comments on SR 85 operational improvements

A big maybe and lots of details to be figured out. Here's where we are:

- The **current** RTP has widening SR 85 in Fayette between Old SR 92 (at the end of the existing multi-lane roadway in Fayetteville) to SR 92. This widening, along with operational improvements at key intersections between SR 92 and SR 74, mirrors the recommendations from the Fayette CTP.
- The **previous** RTP had widening SR 85 in Fayette between Old SR 92 and SR 74 near Starr's Mill
- The Department was previously working on the project as identified in the previous RTP (widen SR 85 between Old SR 92 and SR 74)
- Based on "NEPA/logical termini FHWA's opinion is that the widening is warranted between Old SR 92 and SR 16 in Coweta-further than both the current and previous RTPs recommended.
- The Department hopes to present traffic information to FHWA to make the case that the widening is only warranted between Old SR 92 and SR 92 and that operational improvements south of that point can satisfy future traffic demands.
- If the Department cannot convince FHWA that operational improvements can satisfy traffic demand then a big discussion is held with local governments/ARC/region/etc about what kind of project moves forward (i.e. full widening/operational/some hybrid??). There will be lots to discuss to determine what the local governments can accept, what the Department can accept and would be willing to fund, what FHWA will accept and what the region (through the MPO) is willing to fund in the RTP-especially since the RTP that will be developed over the course of this summer/fall/winter will likely result in projects being cut/scaled back due to funding challenges.
- I didn't think about checking with you guys, since the bulk of the work (if anything ever

progresses on the project) would be in Fayette; however, if you have thoughts on intersection improvements in Coweta-feel free to chime in.

- We are aware of the bridge needs with and without the operational improvements.

Tavores, feel free to grab me at the next TCC meeting if you'd like to discuss, I'll also likely attend the PLAN 2040 Jurisdiction Outreach Meetings with ARC later this month.

From: Edwards, Tavores [mailto:tedwards@coweta.ga.us]
Sent: Tuesday, May 07, 2013 3:46 PM
To: Philip Mallon; Fowler, Matthew
Cc: rferry@senoia.com; Andy Adams; Carlos Christian
Subject: RE: Fayette comments on SR 85 operational improvements

Phil/Matthew:

In talking with Richard Ferry (Senoia City Administrator) this afternoon, we realized neither of us received a request for our input on the operational improvements along SR 85 from SR 92 to SR 16 in Senoia. Please provide us with an update on what's happening regarding the SR 85 project (is GDOT looking at operational improvements along the corridor in lieu of widening? What's the timeframe for these improvements?). As Phil mentioned, the Seavy Street @ SR 85 skewed intersection definitely needs to be improved. Also, the bridge over the Central of GA railroad between SR 16 and Seavy Street needs to be replaced (CW-028/PI#333176; PE & ROW currently in the TIP, but CST is long range).

Thanks,
Tavores

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From: Philip Mallon [mailto:pmallon@fayettecountyga.gov]
Sent: Tuesday, May 07, 2013 10:29 AM
To: Fowler, Matthew
Cc: Edwards, Tavores; rferry@senoia.com; Andy Adams; Carlos Christian
Subject: Fayette comments on SR 85 operational improvements

Matthew – On April 25th you requested County input on operational improvements for SR 85, south of Fayetteville. Below are my comments. Fayette is supportive of operational improvements along this section in lieu of road widening.

Hopefully this email is not too late for incorporation into the planning process. Thanks for the opportunity to comment.

Phil

Candidate locations for operational improvements along SR 85, from SR 92 in Fayetteville to SR 16 in Senoia. Comments are ordered from north to south (Fayetteville to Senoia).

1. **Price Road** – correct alignment of Price Road (approaches are currently offset) and add turn lanes;
2. **Seay/Applewood** – add turn lanes;
3. **Harp Road** – add traffic signal and supporting lanes (Highest priority);
4. **McBride** – restore SB left turn lane onto McBride. This was removed a few years ago and is now a dangerous situation for school traffic. I'm told buses now take a detour in lieu of making this turn;
5. **Whitewater School Zone** – comprehensive study of possible safety and operational improvements in this area. Zone includes elementary, middle and high schools;
6. **Porter Road** – add turn lanes and establish proper shoulder. There is a steep and deep drop off. Dangerous intersection, especially at night;
7. **Rising Star** – correct skew and add turn lanes;
8. **Hwy 85 Connector** – add turn lanes. Improvements may be limited by proximity of Whitewater Creek bridge; and
9. **Seavy Street** – correct skew and add turn lanes.

Good through SR 16.

Phil Mallon, P.E.

Fayette County Director of Public Works

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770-320-6010

pmallon@fayettecountyga.gov

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Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0074-02(024), (025) **OFFICE** Planning
Fayette County
P.I. # 321960, 321964
DATE August 10, 2011

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attention: Kevin VanHouten

SUBJECT Updated Design Traffic for SR 85 FM SR 74 N TO OLD SR 92/F'VILLE.
Updated Design Traffic for the above project is attached in Adobe Acrobat 321960 & 321964.Pdf.
If you have any questions concerning this information please contact Andre Washington at (404) 631-1925.

CLV/AMW

Traffic Projections/Forecasting Summary Sheet

STP00-0074-02(024), (025)

P.I. # 321960, 321964

FAYETTE COUNTY

Year Counts Were Taken: 2011

Growth Factors

Build

Growth for Build

Existing Year to Base Year:

Mainline (SR 085) 1.52%

Base Year to Design Year:

Mainline (SR 085) 2.63%

K = 9.0%

No Build

Growth for No Build

Existing Year to Base Year:

Mainline (SR 085) 1.52%

Base Year to Design Year:

Mainline (SR 085) 2.63%

K = 9.0%

Assumptions

- Reviewed GDOT AADT Historical Traffic Growth Trends for the past 25 Years, 20 Years, 15 Years, 10 Years, and 5 Years for 11 tube count locations within the scope of this project.
- Reviewed The 2040 Travel Demand Model for this area
- Reviewed Fayette County Comprehensive Land Use Plan
- Reviewed Georgia Residential Population Projections Based on The 2000 Census Count and The 2010 Census Count

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

OFFICE: Planning

DATE: October 12, 2011

FROM 
Cynthia L. VanDyke, State Transportation Planning Administrator

TO Bobby Hilliard, State Program Delivery Engineer

SUBJECT Proposed Project Limits Assessment – P.I. No. 321960 in Fayette County

Regarding the request for a logical termini assessment for Project ID No. 321960, the Office of Planning has prepared a Proposed Project Limits Assessment for this project. Based on this assessment, the Office of Planning is of the opinion that Grady Avenue could serve as the proposed northern project limit and that Price Road (south of SR 92) could serve as the proposed southern project limit.

Please note that final determination of logical termini is dependent on OES coordination with FHWA. If you have any questions, please contact Jason Crane at 404-631-1774 or jcrane@dot.ga.gov.

CLV:jfc

Enclosure

OCT 17 2011

**Proposed Project Limits Assessment
GDOT Project ID No. 321960
ARC TIP ID No. FA-085
SR 85 in Fayette County**

Background

On August 22nd, 2011, the Office of Planning was asked to review design traffic to determine if a case could be made for logical termini for the widening of SR 85 between Grady Avenue/Old SR 92 and SR 92/Ramah Road. In response, Office of Planning has prepared a proposed project limits assessment.

Land Use

Land use along SR 85 (from SR 54 to Price Rd) consists primarily of commercial developments. SR 85 south of Price Road to SR 74 consists primarily of undeveloped properties and residential homes. Additionally, there are elementary, middle and high schools located along this section of SR 85. Intersecting roadways service residential neighborhoods and connectivity to other cities and counties in the region.

Project Linkage and Planning Documents

For reference, there are several projects programmed in the vicinity of the SR 85 corridor. These projects are included as they are projects programmed by GDOT along the analyzed corridor.

- Project ID No. 321960 (SR 85 from Bernhard Rd to Old SR 92/Grady Ave) will provide capacity improvements (two to four lanes). Note that this project is shown as FA-085 in ARC's PLAN 2040 and is described as SR 85 from SR 92 to Grady Ave.
- Project ID No. 321964 (SR 85 from SR 74 N to CR 126/Bernhard Rd) will provide capacity improvements (two to four lanes)¹.
- Project ID No. 321966 (SR 85 @ Whitewater Creek) will provide capacity improvements to the bridge at Whitewater Creek, which traverses SR 85 north of SR 74 (two to four lanes)¹.

Fayette Forward, the Fayette County 2010 Comprehensive Transportation Plan, includes several recommendations that are within the analyzed corridor and therefore have been included for reference.

- SR 85 from Price Road to Grady Avenue (ID No. RC-004b) - Widening
- SR 85 – Extend medians on SR 85 from Grady Avenue to Georgia Avenue to manage access through downtown
- SR 85 from Price Road to Bernhard Road (ID No. RC-004) – Operations alternative
- SR 85 Bernhard Road to SR 74 (ID No. RC-003) – Operations alternative
- SR 85 South from Harp Road to Bernhard Road (ID No. OP-013) – Corridor Operational Improvements for School Zone

¹ This project is not included in the ARC's PLAN 2040.

Existing and Projected Traffic Volumes

Based on the projected traffic (see Table 1), capacity deficiencies of LOS D, E and F are anticipated between SR 54 and SR 16 in the future year (2037).

Table 1: Corridor Traffic Volumes and LOS²

| Corridor (south to north): | No. of lanes | 2011 AADT/LOS | 2017 AADT/LOS | 2037 AADT/LOS |
|--|--------------------------------|----------------------|----------------------|----------------------|
| SR 85 (Grady Ave to SR 54) | 5 (median lane and turn lanes) | 23,900/B | 26,200/B | 44,100/D |
| SR 85 (SR 92/Ramah Rd to Grady Ave) | 2 (with turn lanes) | 24,500/E | 26,800/F | 45,100/F |
| SR 85 (Price Rd to SR 92/Ramah Rd) | 2 (with turn lanes) | 16,600/E | 18,100/E | 30,100/F |
| SR 85 (Harp Rd to Price Rd) | 2 (with turn lanes) | 14,700/D | 16,100/D | 27,000/F |
| SR 85 (Bernhard Rd to Harp Rd) | 2 (with turn lanes) | 13,500/D | 14,800/D | 24,800/F |
| SR 85 (Hwy 85 Connector to Bernhard Rd) | 2 (no turn lanes) | 11,200/D | 12,300/D | 20,500/E |
| SR 85 (SR 74 to Hwy 85 Connector) | 2 (no turn lanes) | 12,000/D | 13,100/D | 22,100/E |
| SR 85/SR 74 (Seavy St to SR 74) ³ | 3 (passing lanes) | 11,900/D | 13,000/D | 21,900/E |
| SR 85/SR 74 (SR 16 to Seavy St) ³ | 2 (with turn lanes) | 9,570/C | 10,477/C | 17,609/E |
| SR 85/74 (Fox Ln to SR 16) ³ | 2 (with turn lanes) | 5,280/B | 5,780/B | 8,874/C |

While capacity deficiencies have been identified between SR 54 and SR 16, recommendations from the Fayette County Transportation Plan (CTP) do not recommend capacity improvements for the entire corridor. North of Grady Avenue, SR 85 becomes a five lane facility that traverses downtown Fayetteville where potential impacts would be anticipated with improvements. Additionally, the Fayette CTP recommends access management improvements for this five lane section north of Grady Avenue to Georgia Avenue.

South of Price Road, the Fayette CTP recommends pursuing an operations alternative instead of a capacity adding alternative from Price Road to SR 74. Additionally, there is a noticeable change in land use south of Price Road where adjacent land consists primarily of undeveloped properties and residential homes.

Between Grady Avenue and Price Road, the Fayette CTP recommends widening where capacity deficiencies are anticipated.

² Except where noted, traffic volumes are based on design traffic (August 2011) for PI no. 321960 and 321964 and represent a growth rate of 1.52% per year from the existing year to the base year and 2.63% from the base year to the design year.

³ Traffic volumes are based on the application of design traffic growth rates established for PI no. 321960 and 321964.

Proposed Project Limits

In order to reflect the traffic conditions, potential impacts, land use and local planning, the proposed northern limit of Grady Avenue will provide for a connection between the analyzed SR 85 corridor (two lanes) and the five lane section of SR 85 that begins north of Grady Avenue, where the Fayette County CTP recommends access management for this section of roadway. Additionally, SR 85 traverses downtown Fayetteville, where potential impacts would be anticipated.

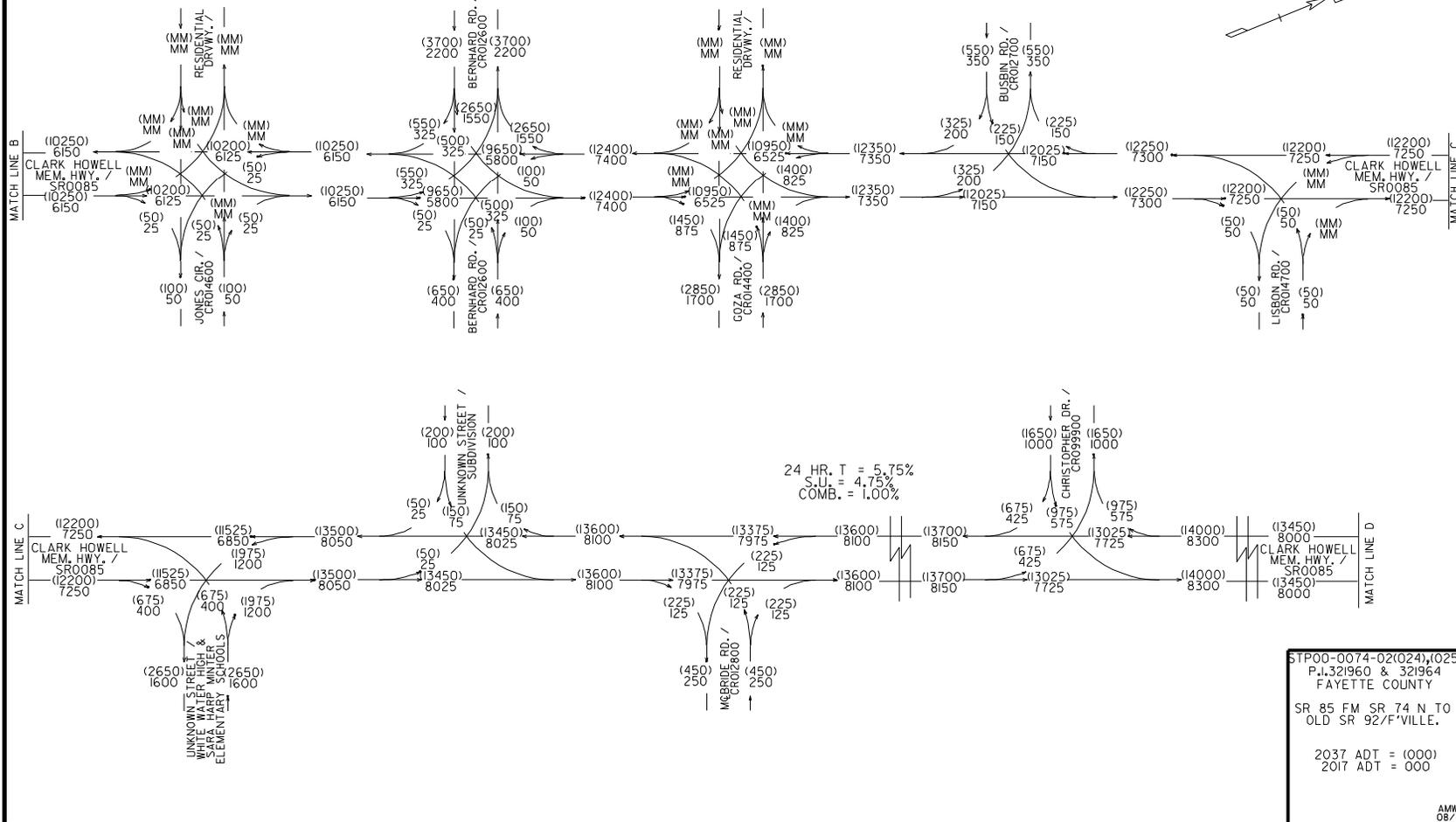
The proposed southern limit is at Price Road (south of SR 92) where the Fayette CTP delineates the need for improvements as operational. Additionally, the transition of land use of the SR 85 corridor from being primarily commercial to being primarily undeveloped and residential property provides additional support for a delineation of transportation improvements within the SR 85 Corridor at Price Road.

Please note that future traffic volumes on SR 85 south of Price Road and north of Grady Avenue are forecasted to operate at a deficient LOS (D, E and F) under a build and no-build scenario for widening SR 85 from 2 to 4 lanes between Grady Avenue and Price Road. As such, it is the opinion of the Office of Planning that Grady Ave and Price Rd are logical termini, since this section of roadway has the greatest need for traffic improvements and these limits mirror those in the locally adopted and supported Fayette County Transportation Plan.

Also note that Final determination of logical termini is dependent on OES coordination with FHWA.

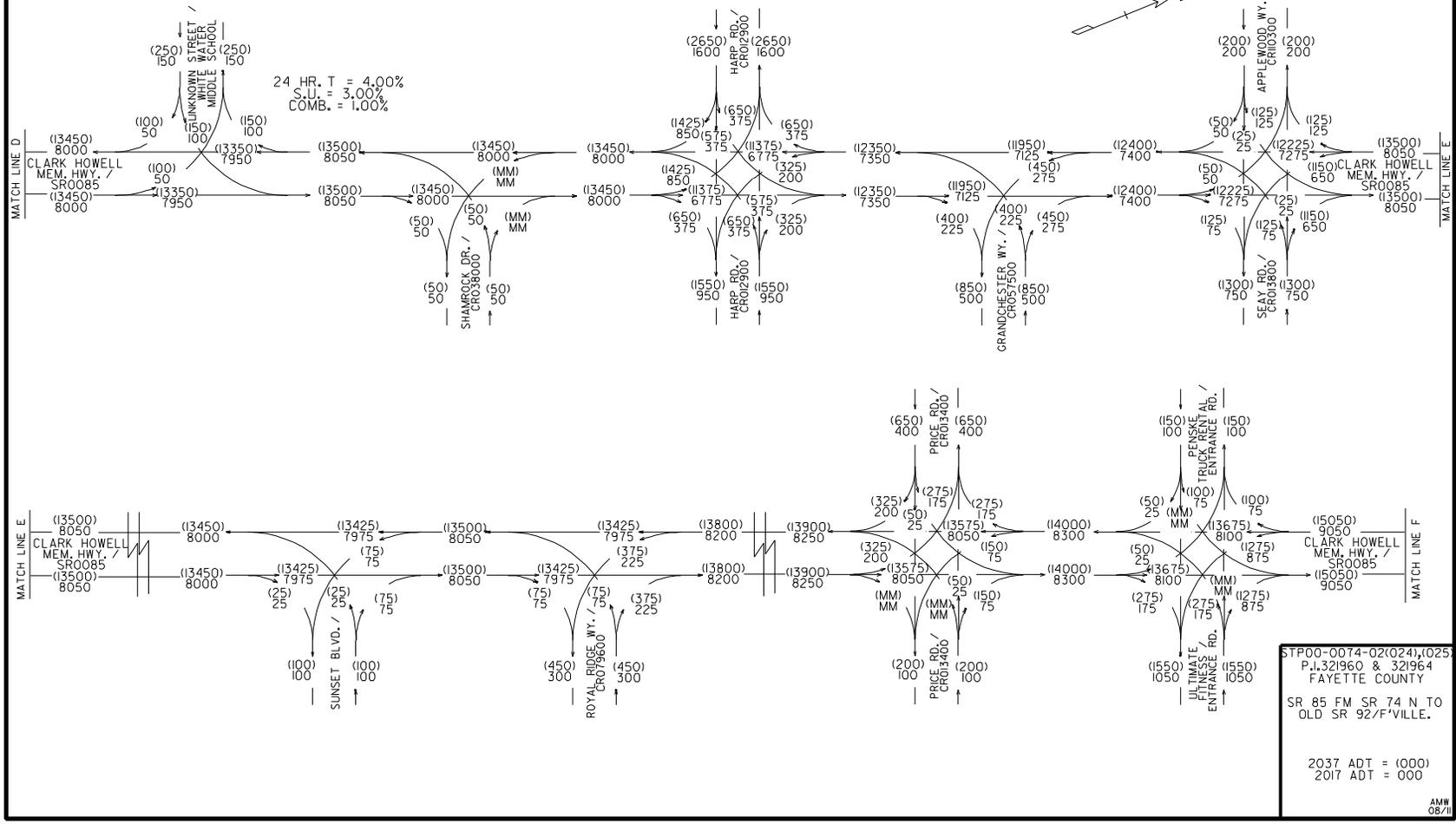
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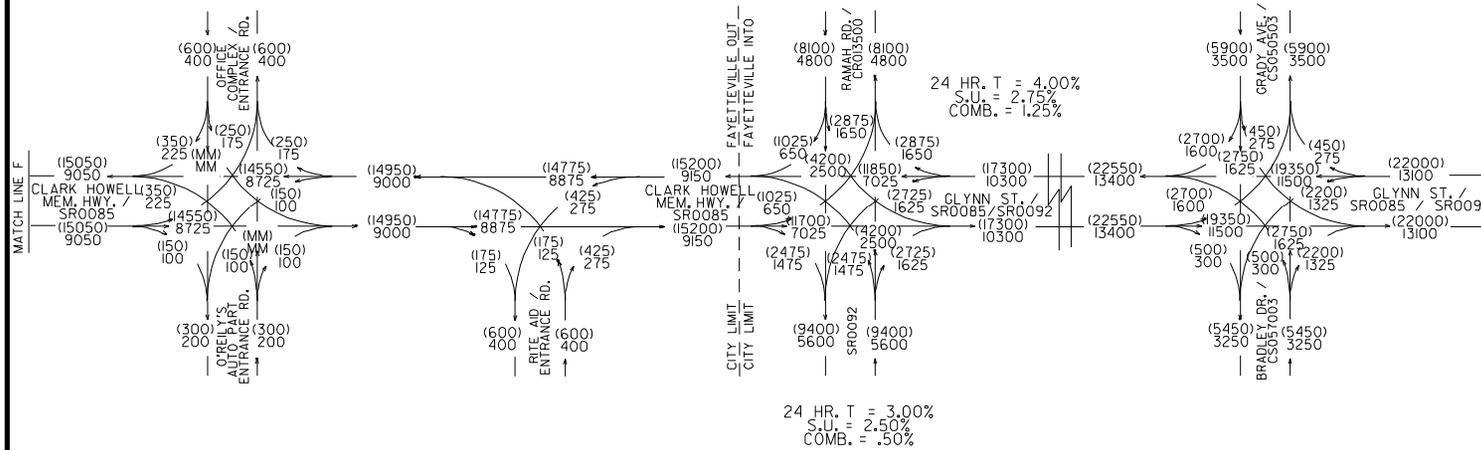
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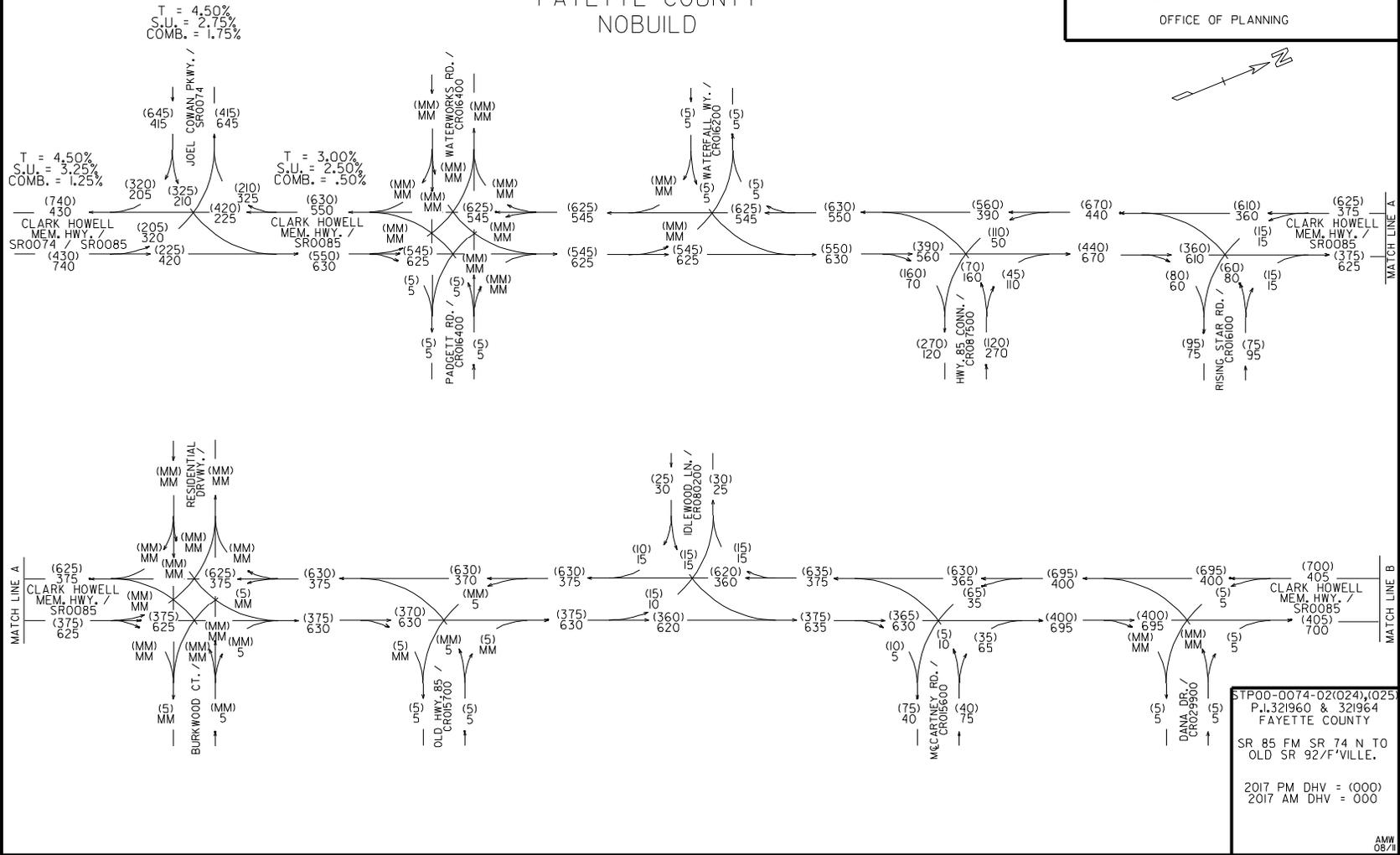
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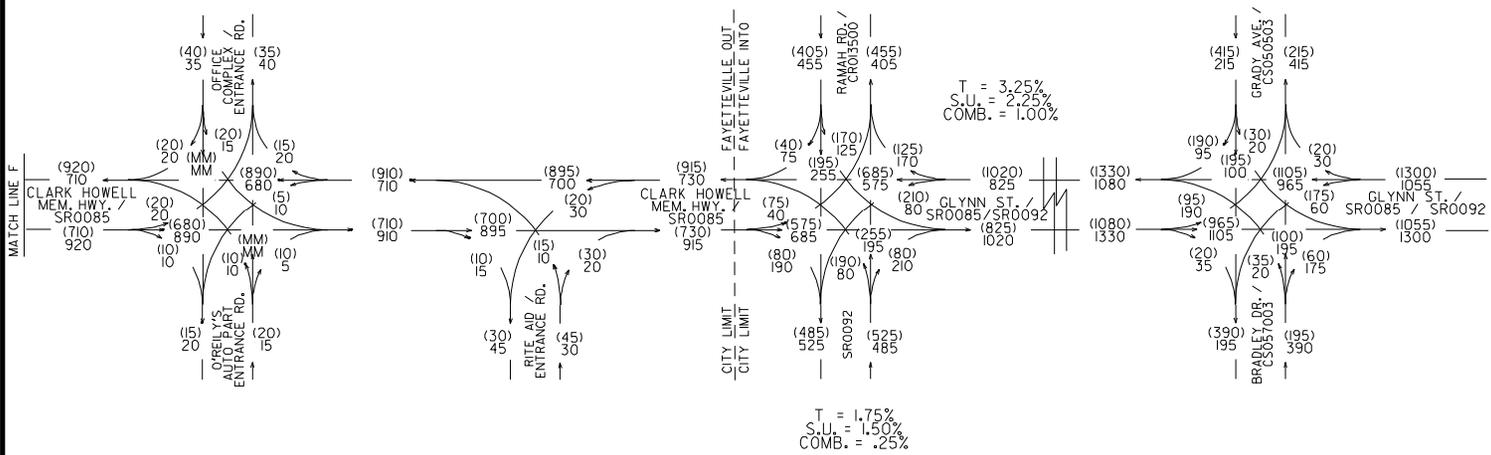
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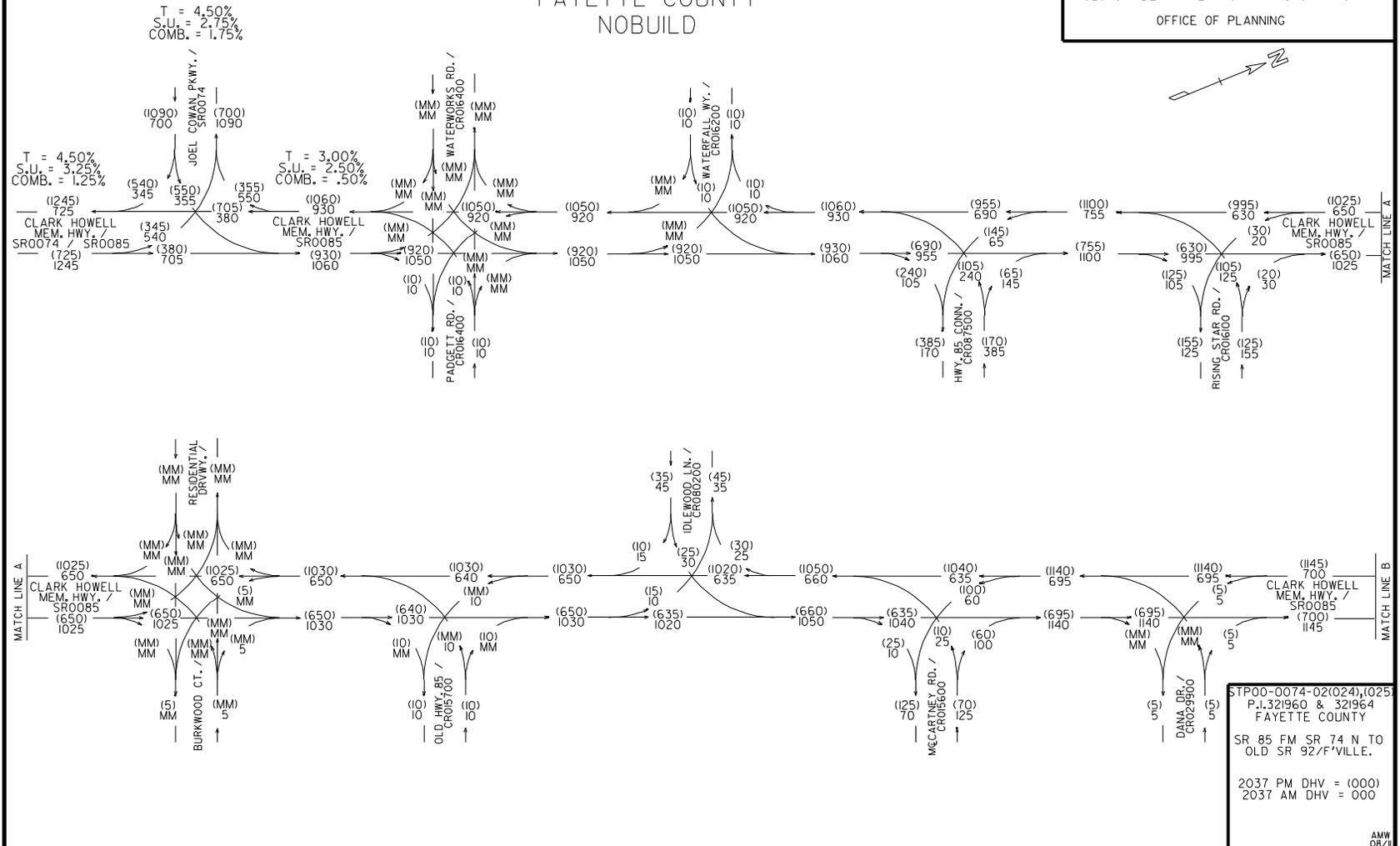
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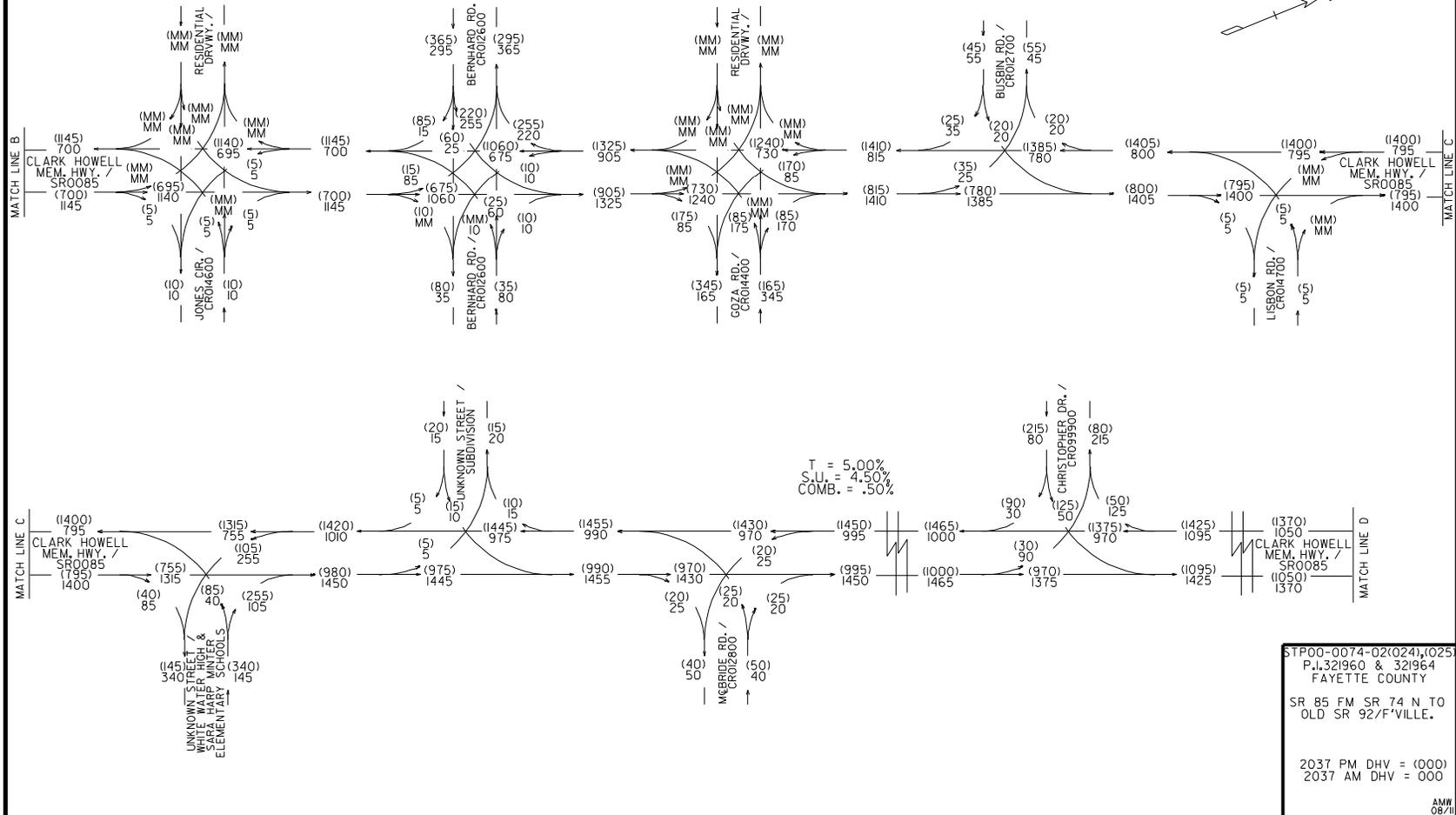
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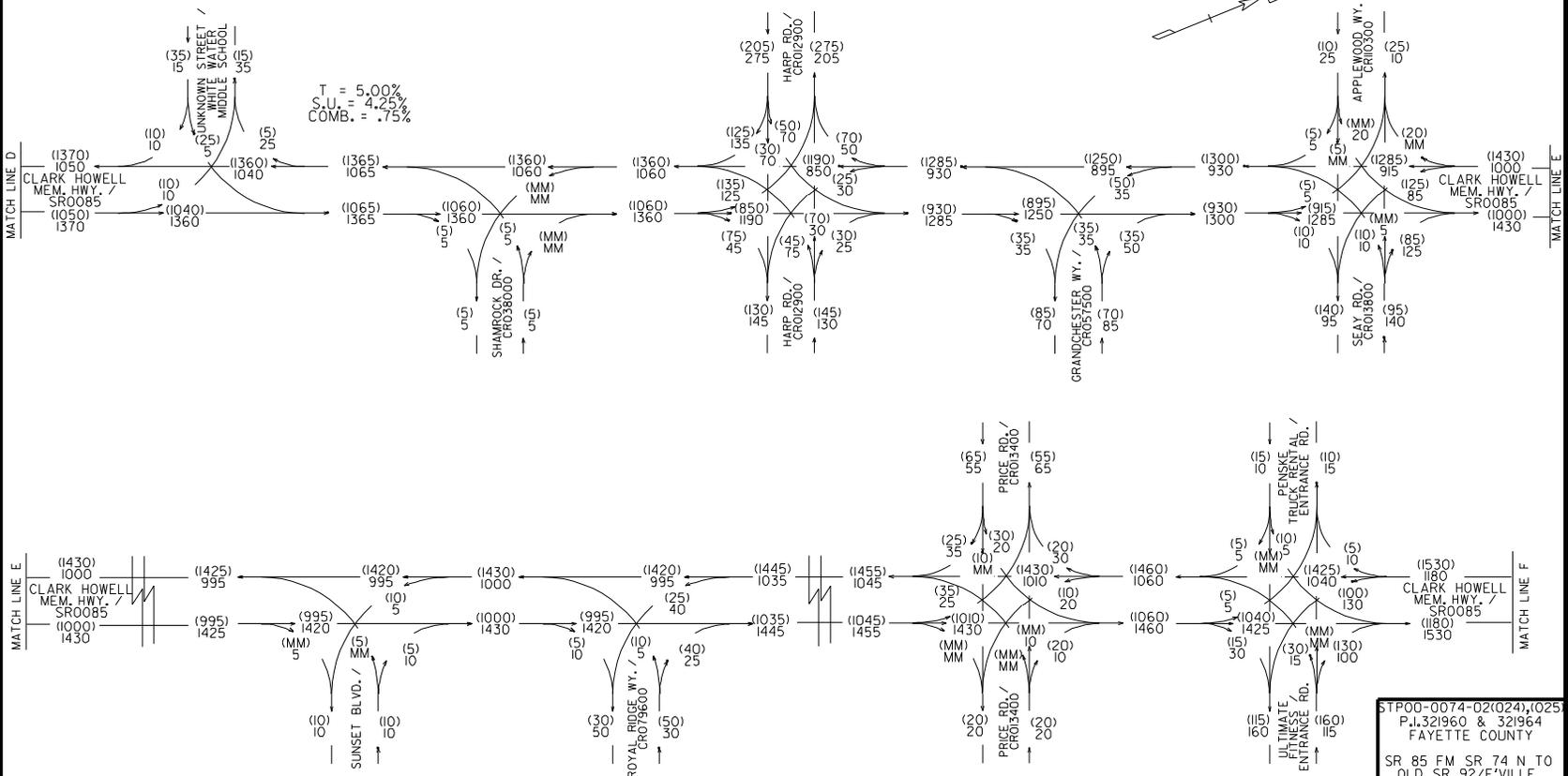


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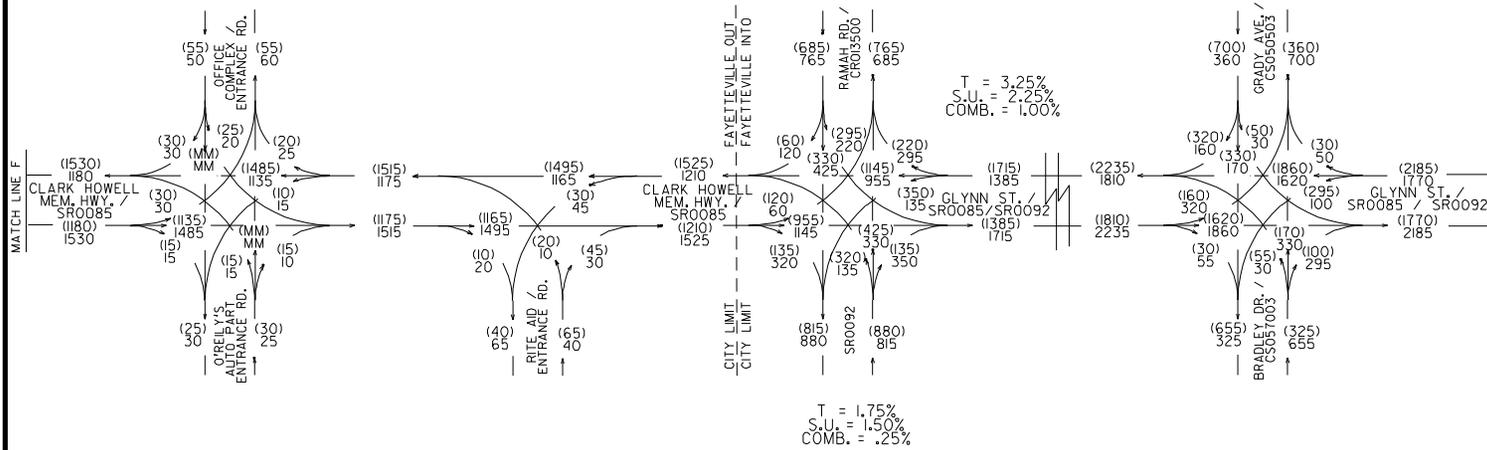
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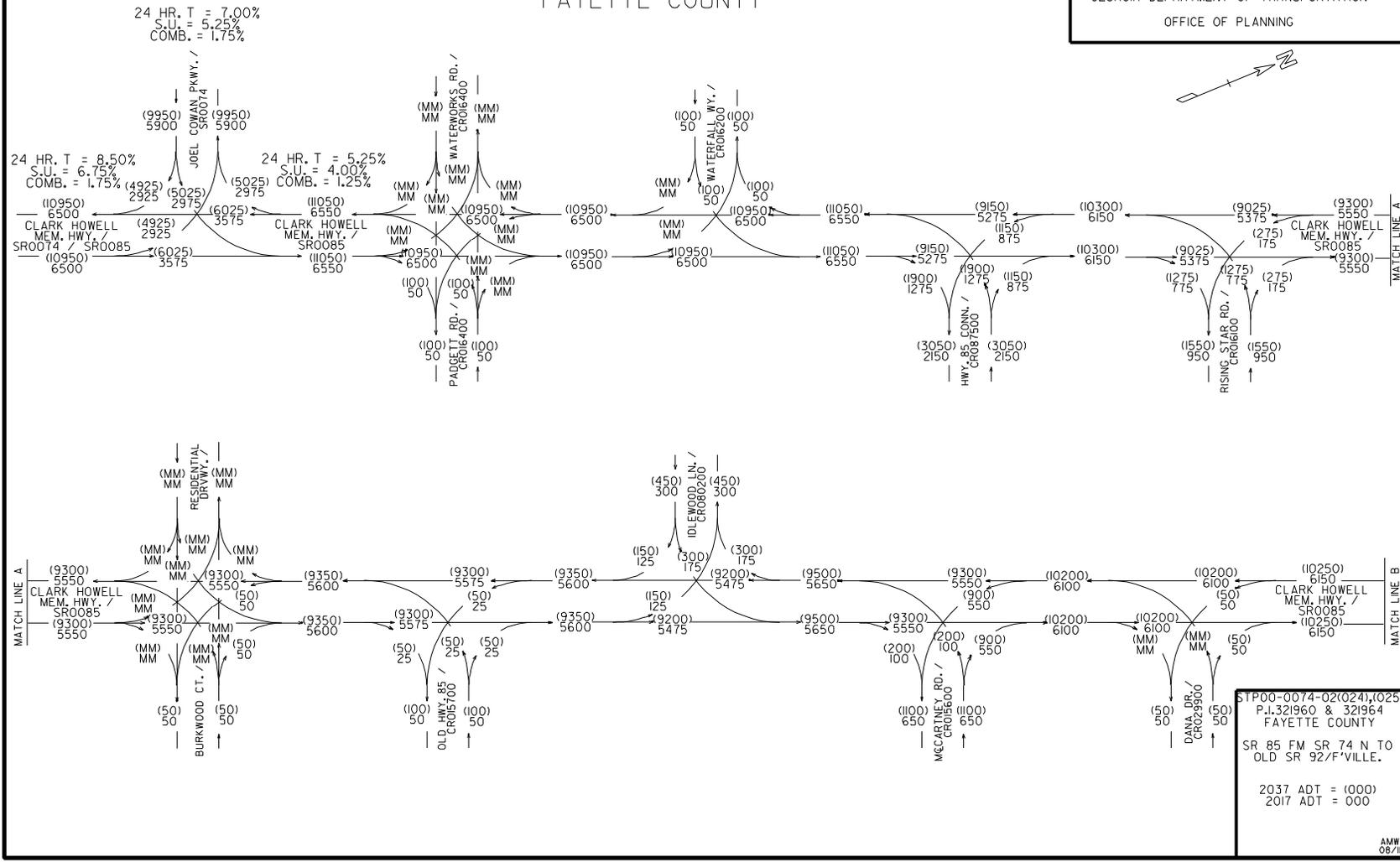
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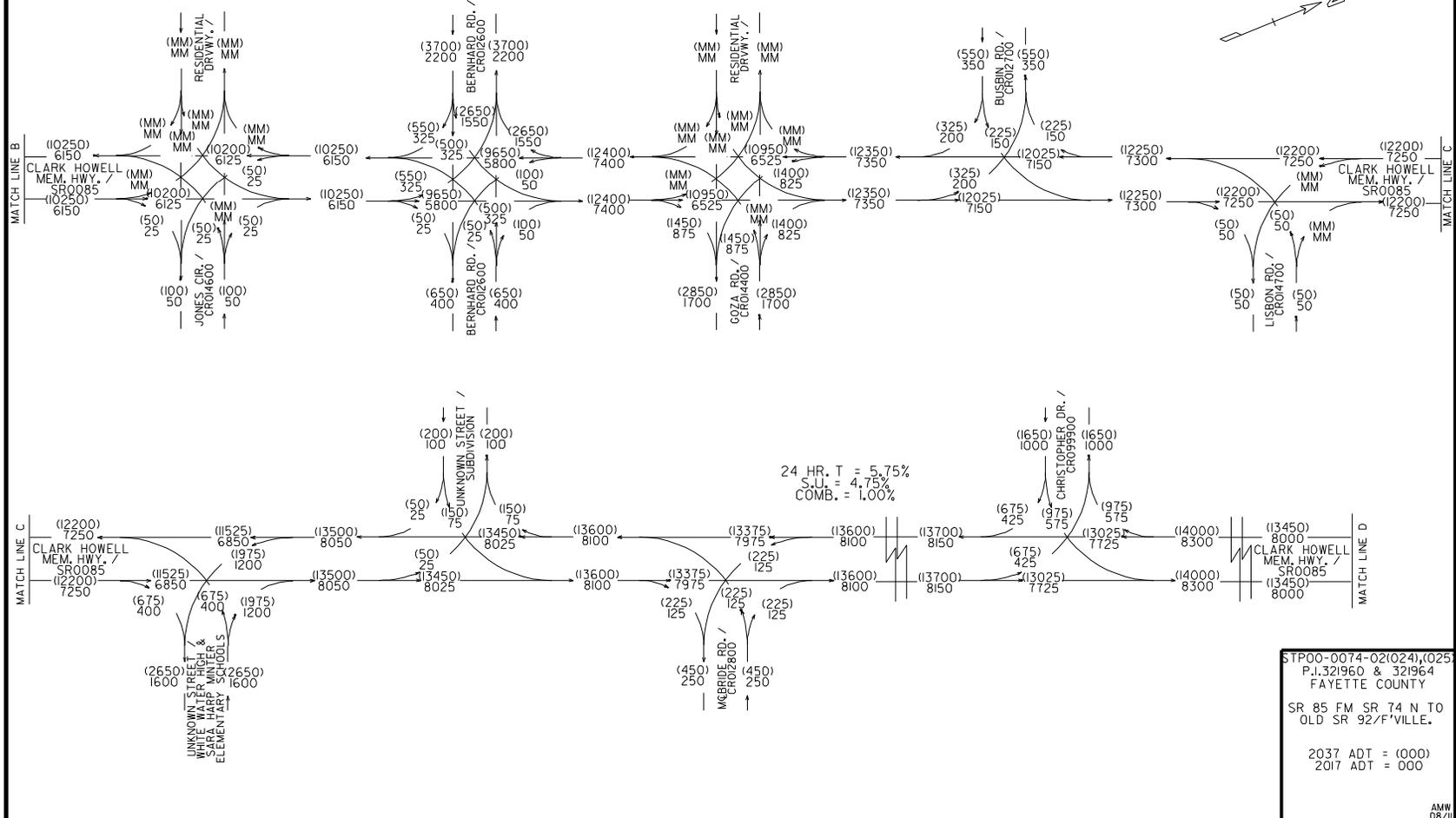
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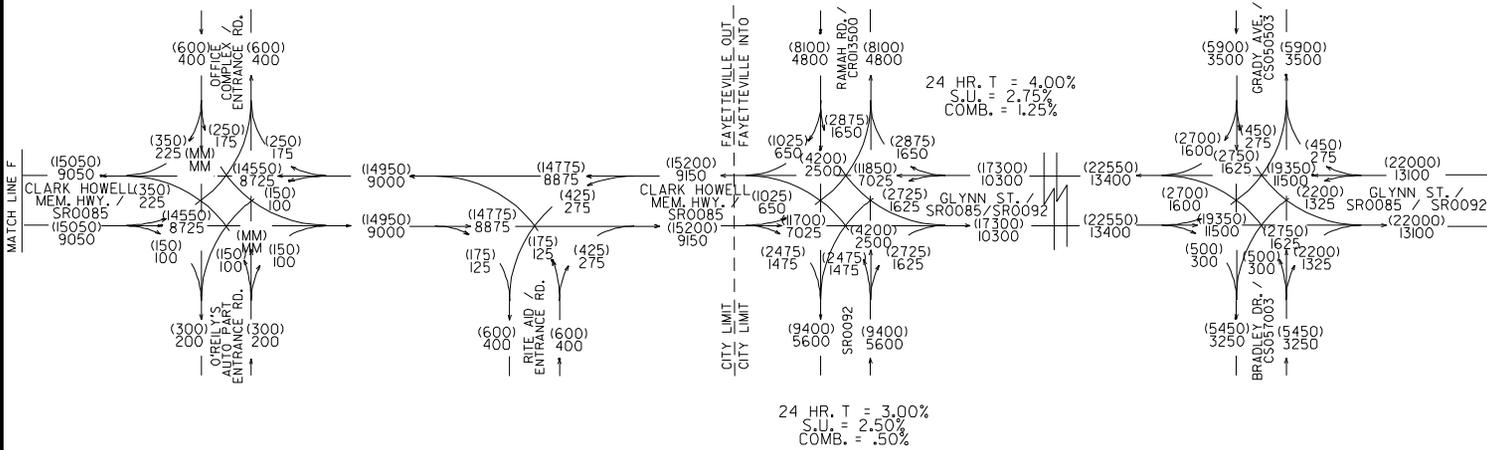
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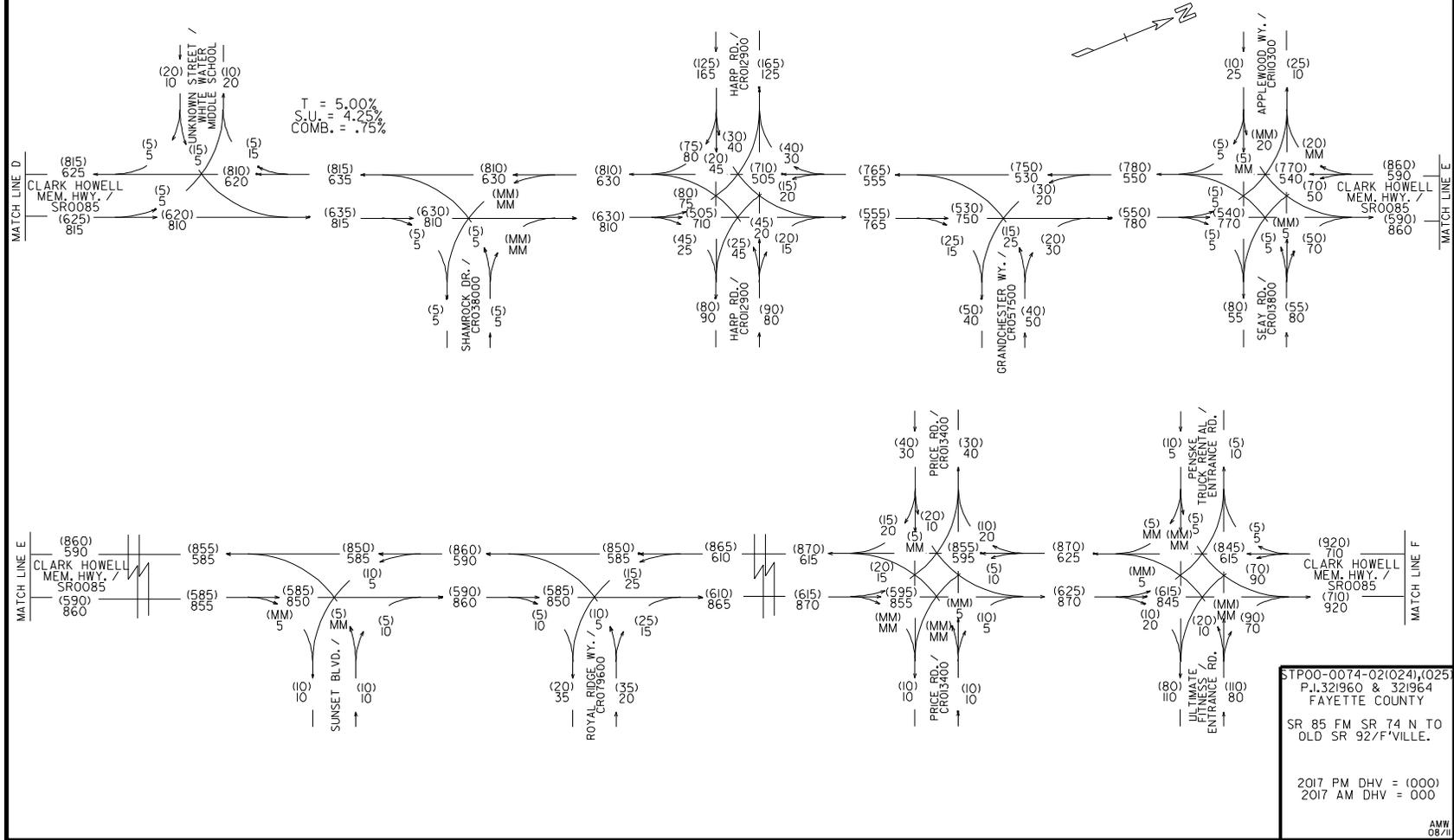




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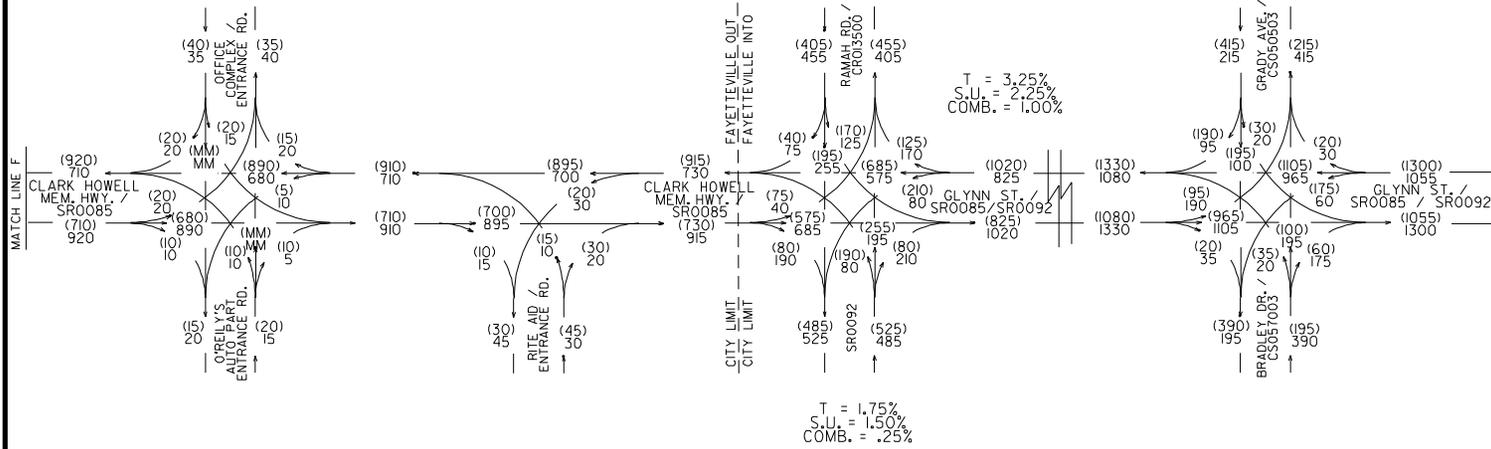
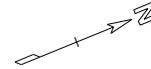
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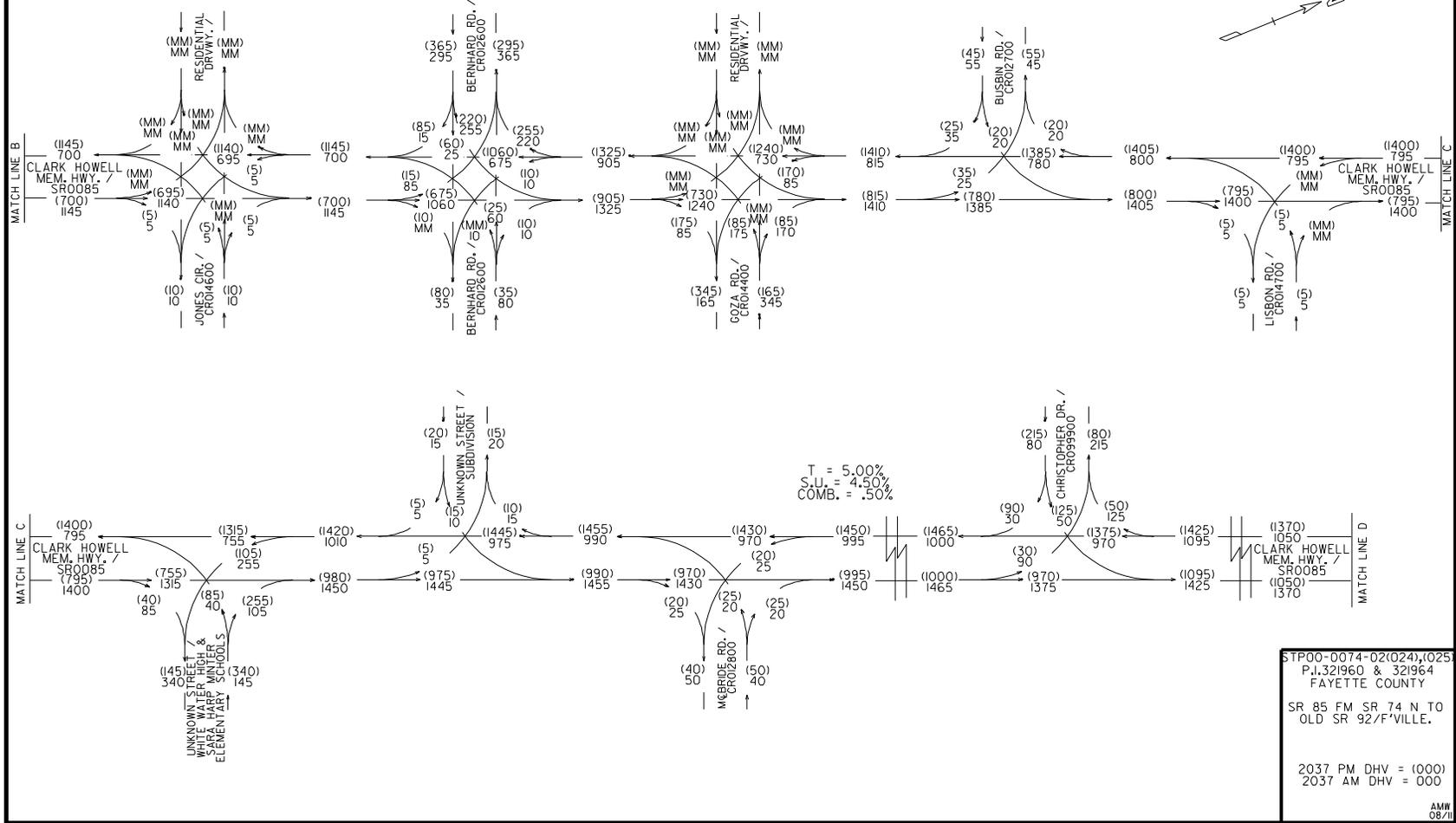
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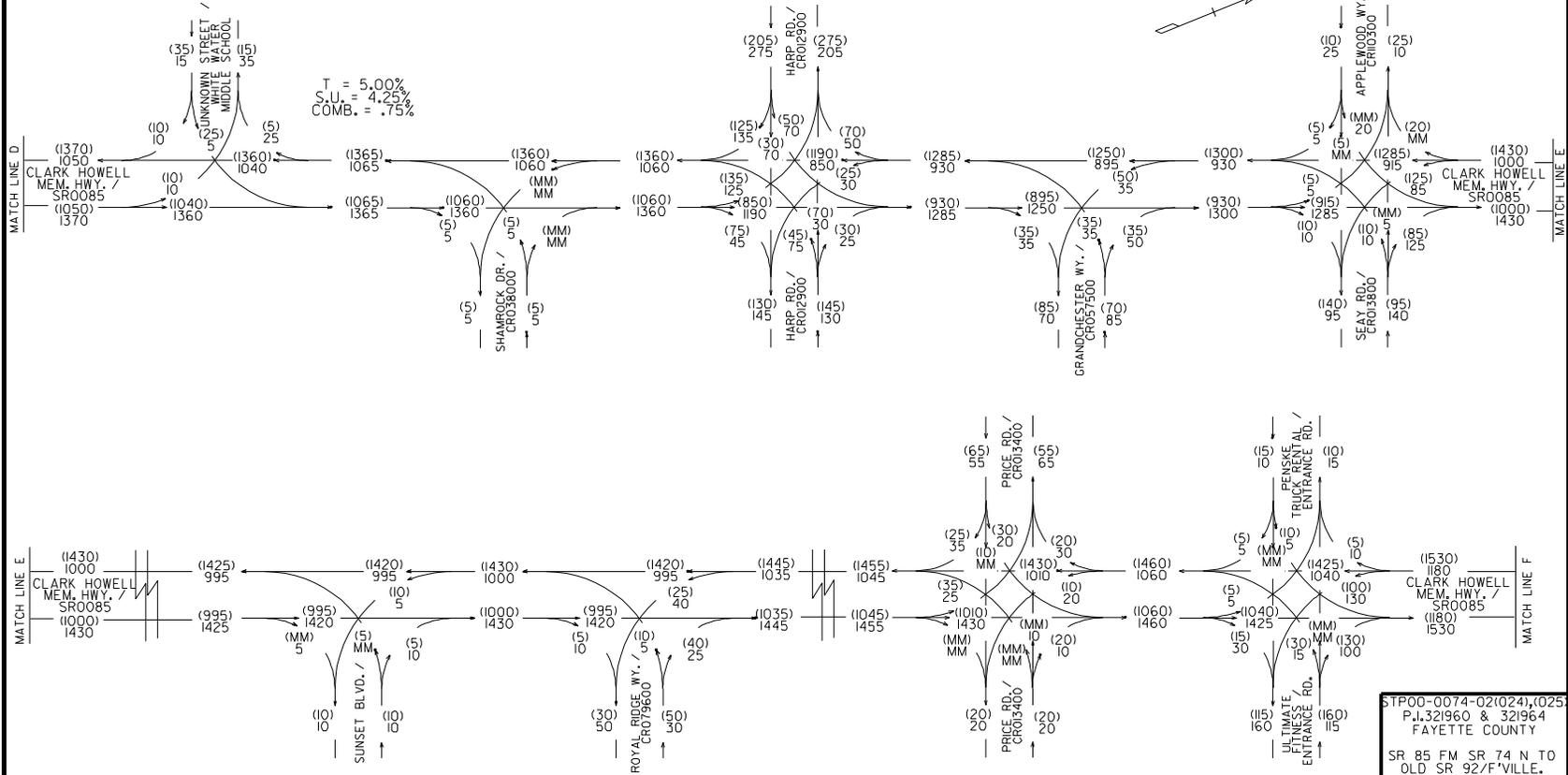
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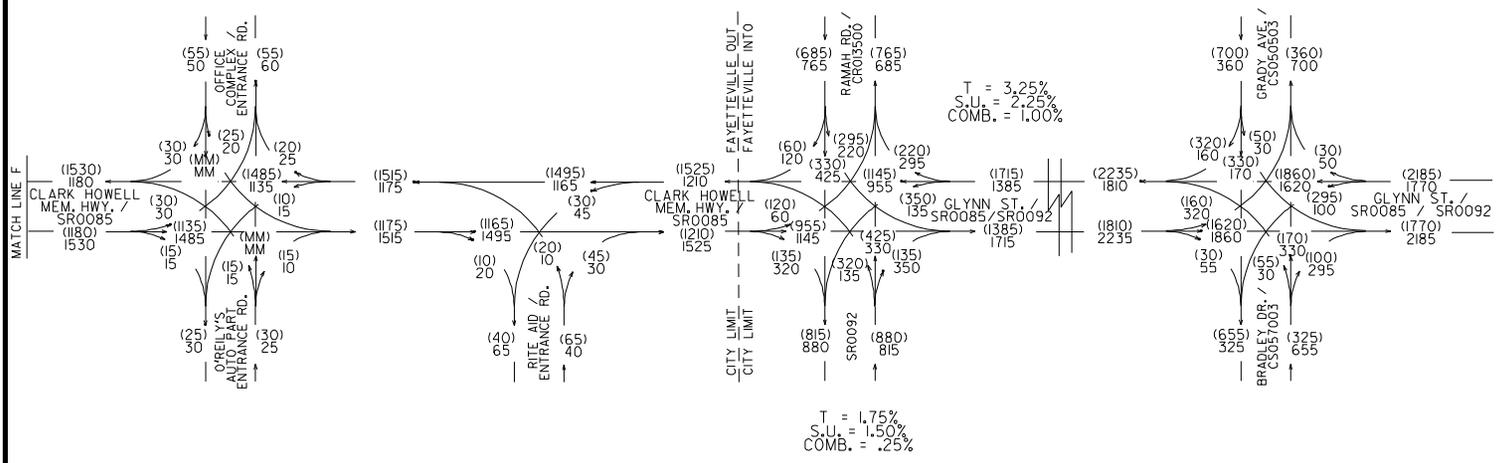
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FAYETTE COUNTY
SR 85 FM SR 74 N TO
OLD SR 92/F'VILLE.

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FAYETTE COUNTY

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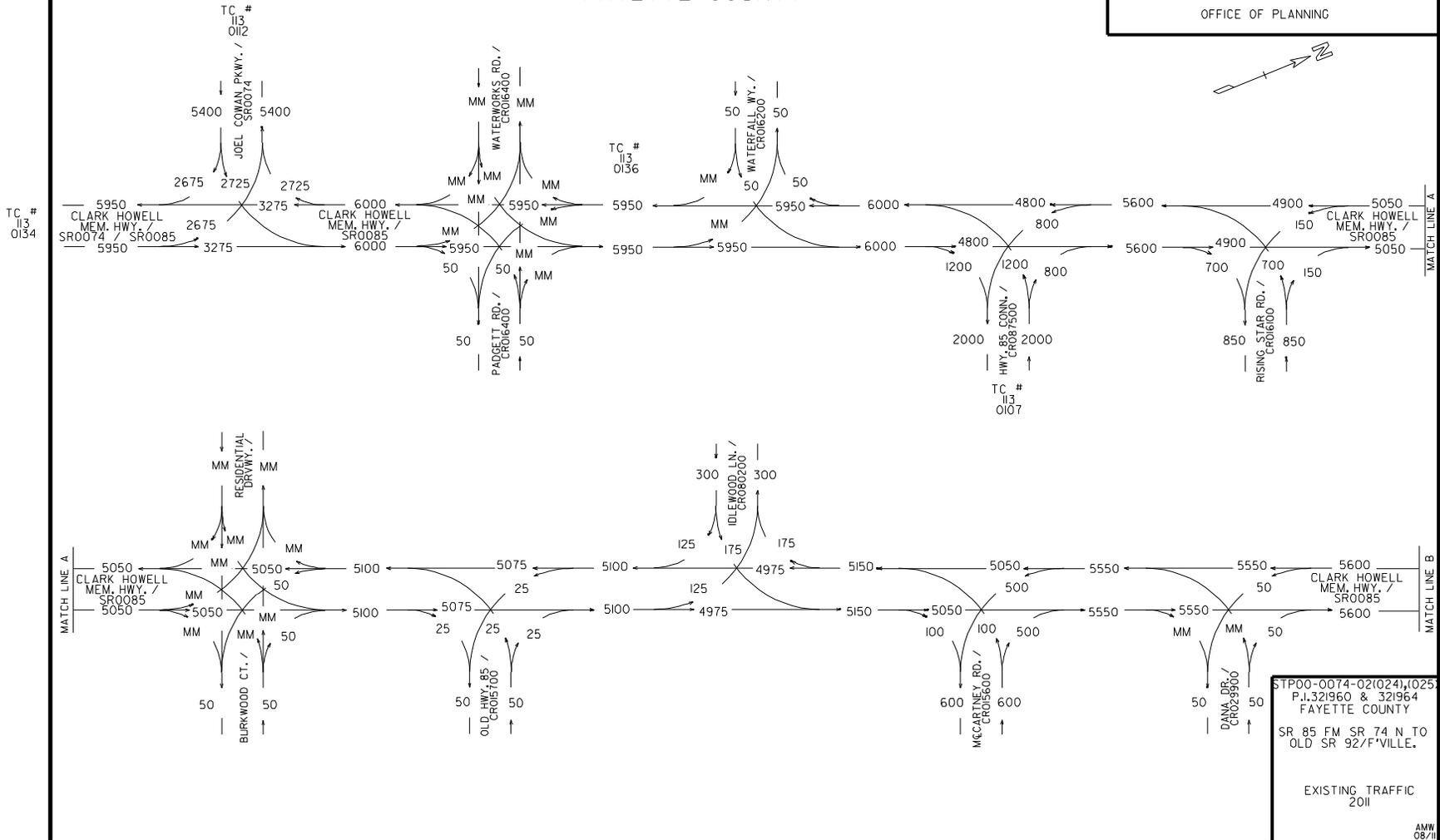
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SR 85 FM SR 74 N TO
OLD SR 92/F'VILLE.

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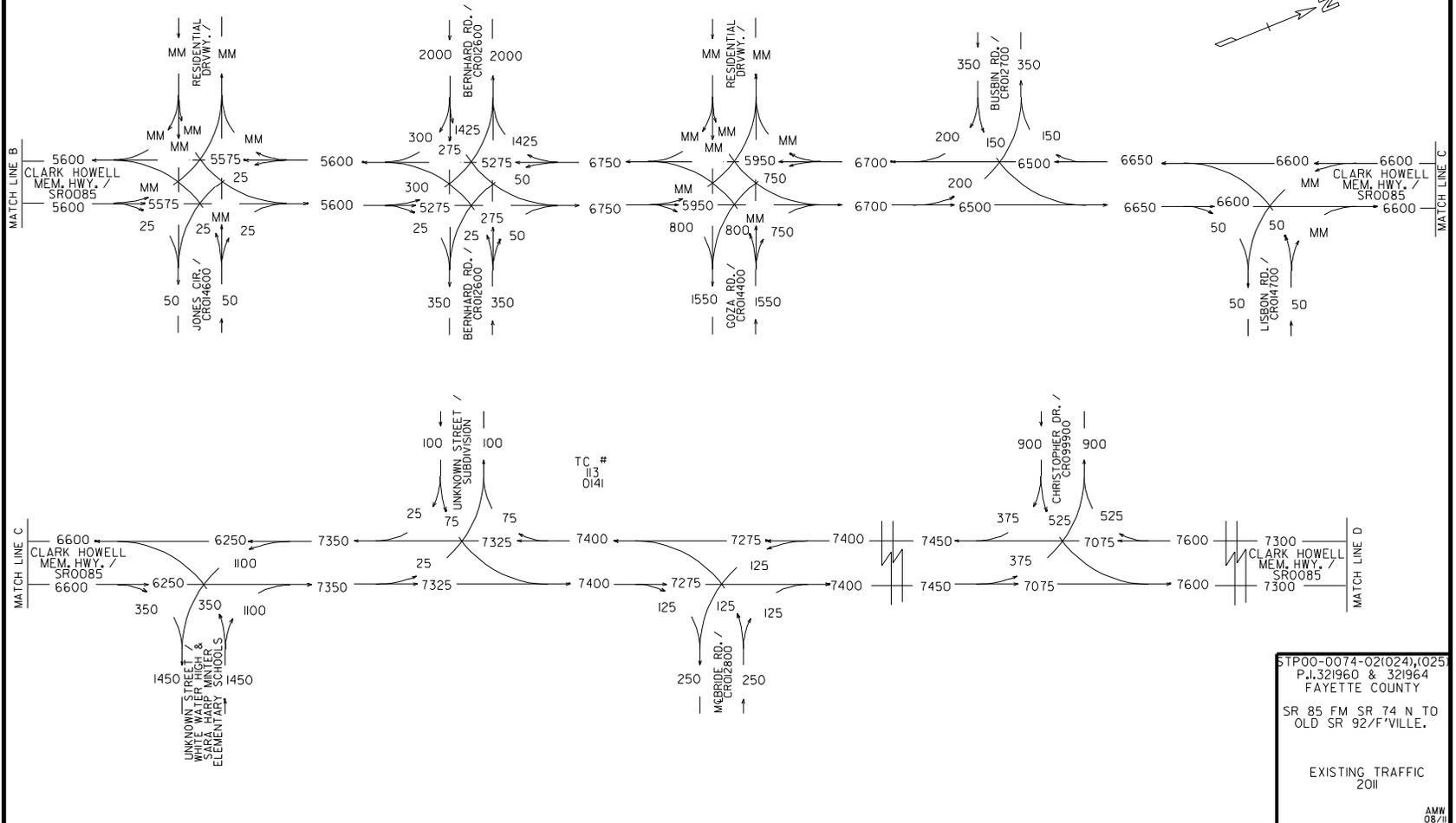
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FAYETTE COUNTY
SR 85 FM SR 74 N TO
OLD SR 92/FVILLE.

EXISTING TRAFFIC
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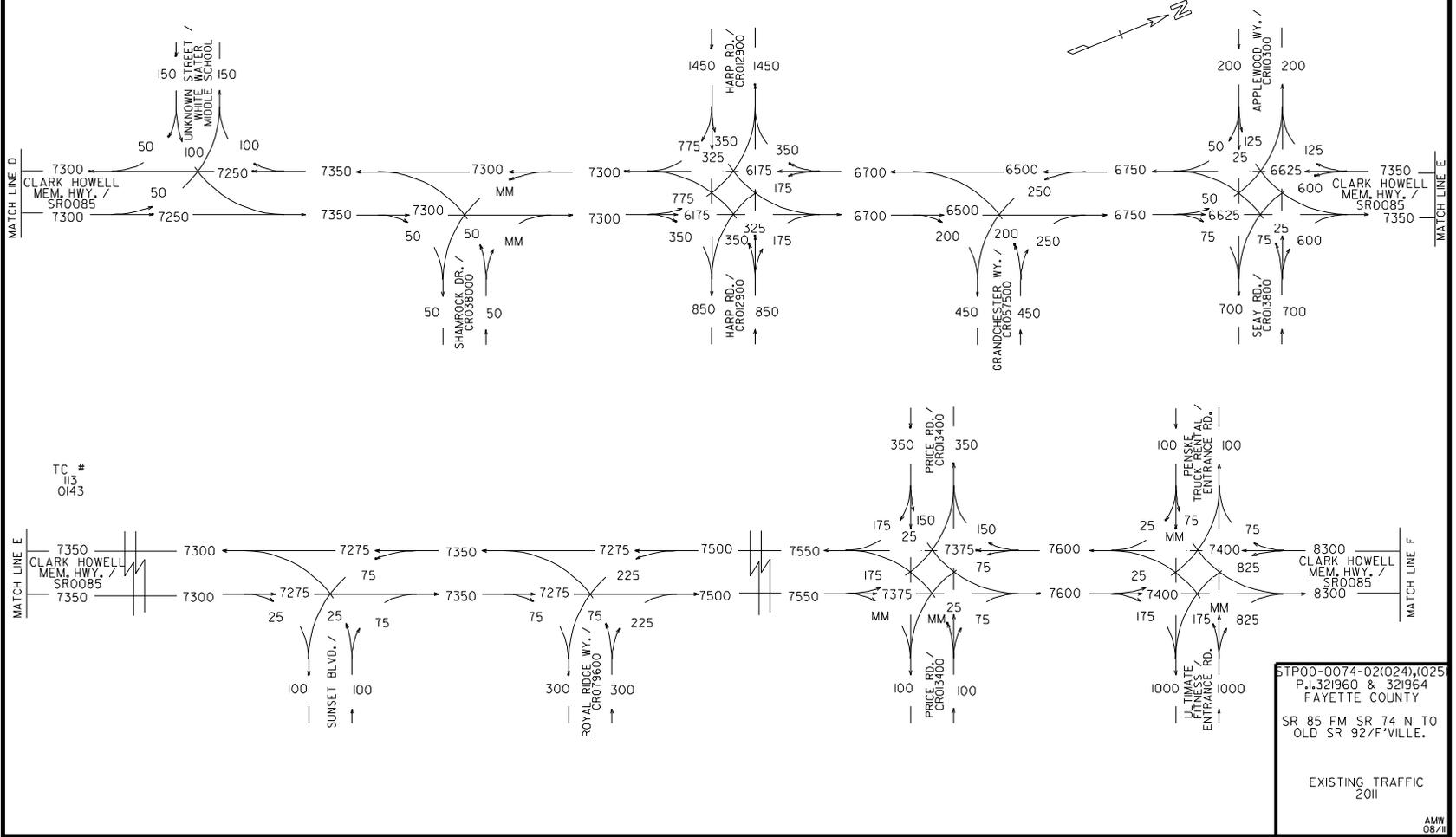
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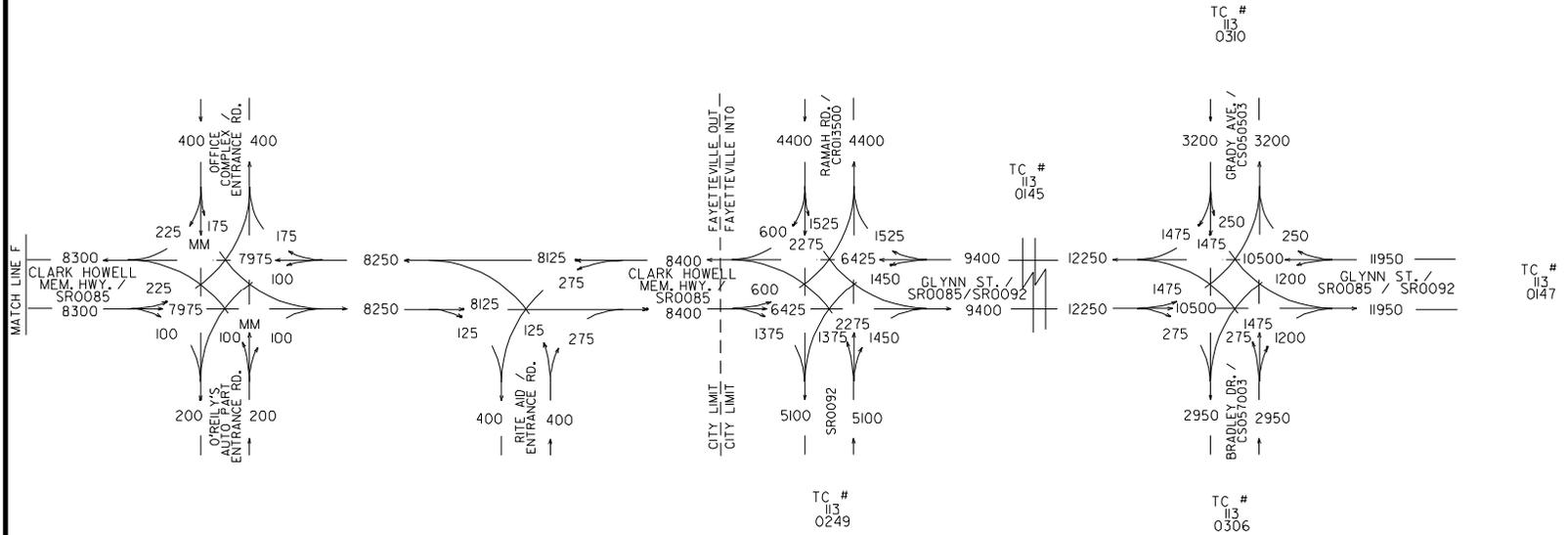
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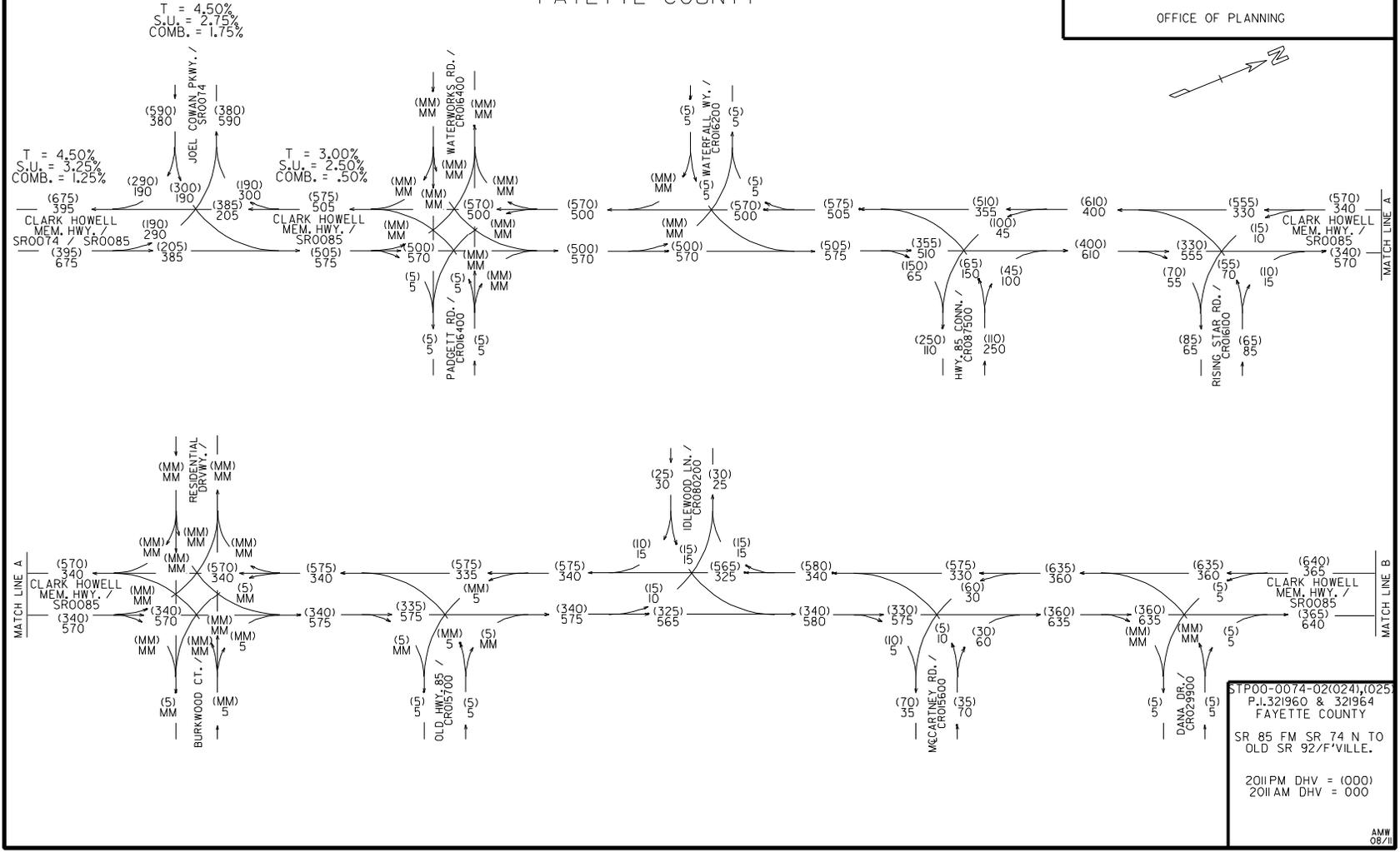
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FAYETTE COUNTY
SR 85 FM SR 74 N TO
OLD SR 92/FAYETTEVILLE.

EXISTING TRAFFIC
2011

AMW
08/11

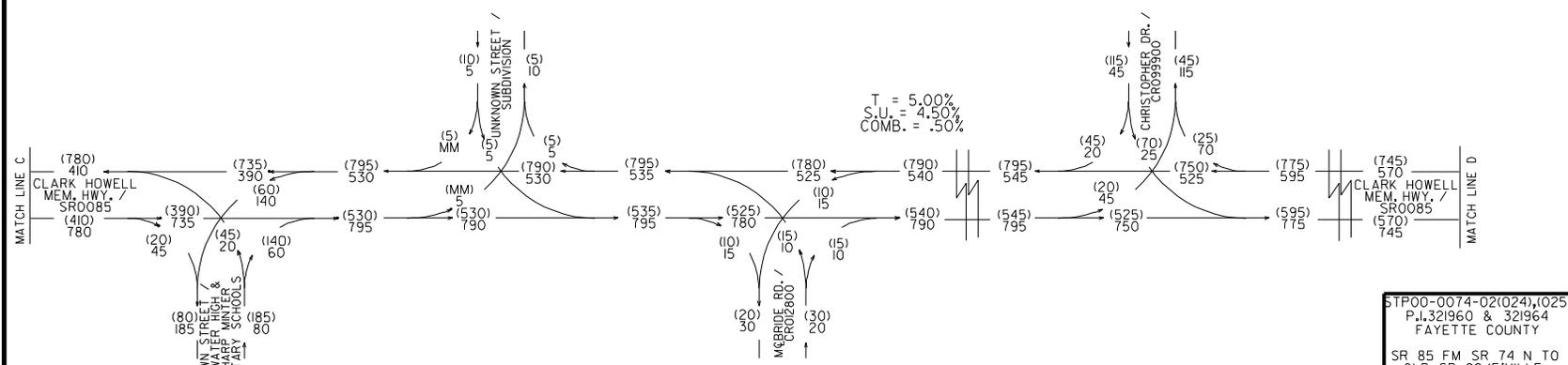
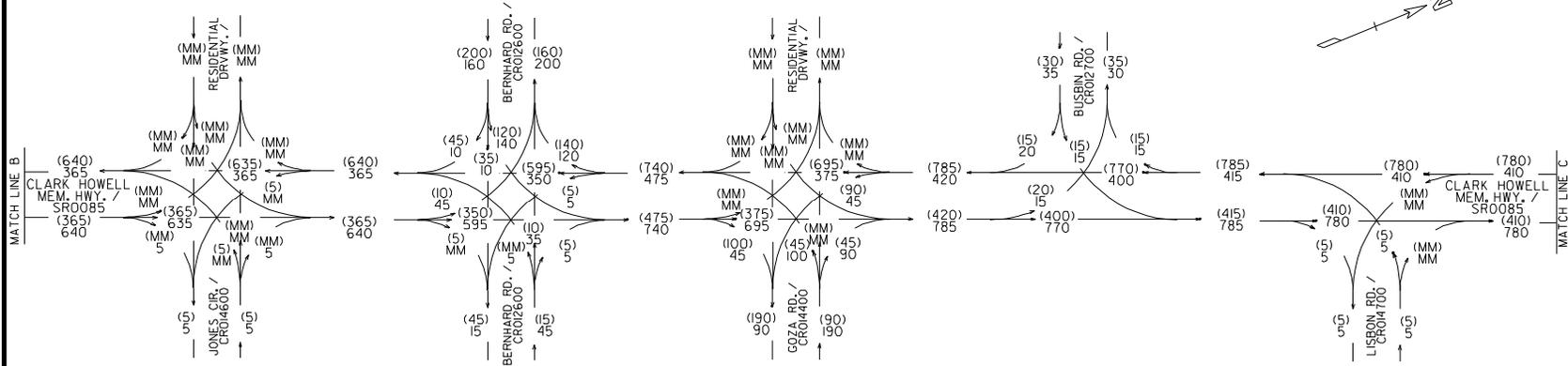
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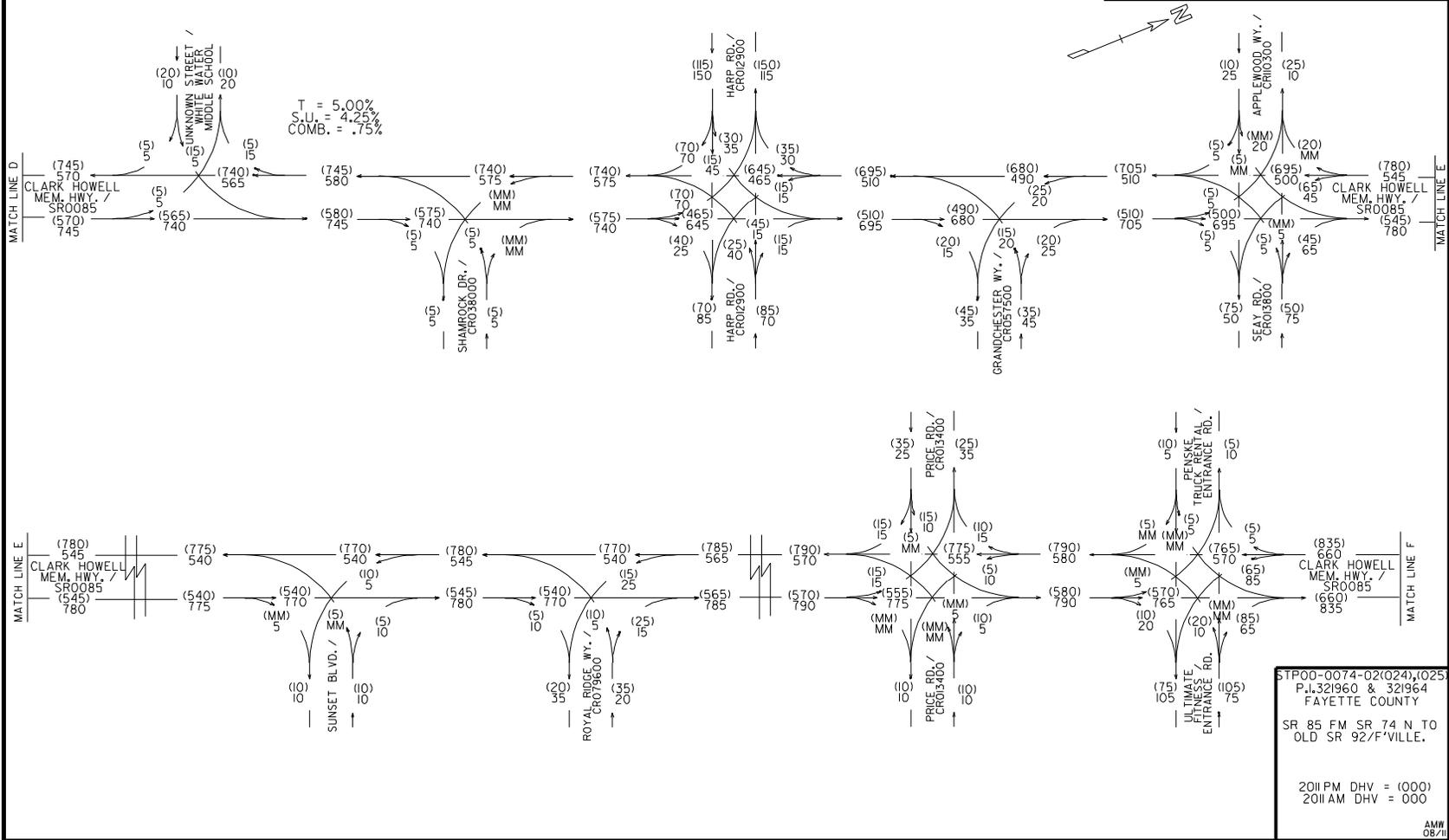
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 OLD SR 92/FAYETTEVILLE.

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FAYETTE COUNTY

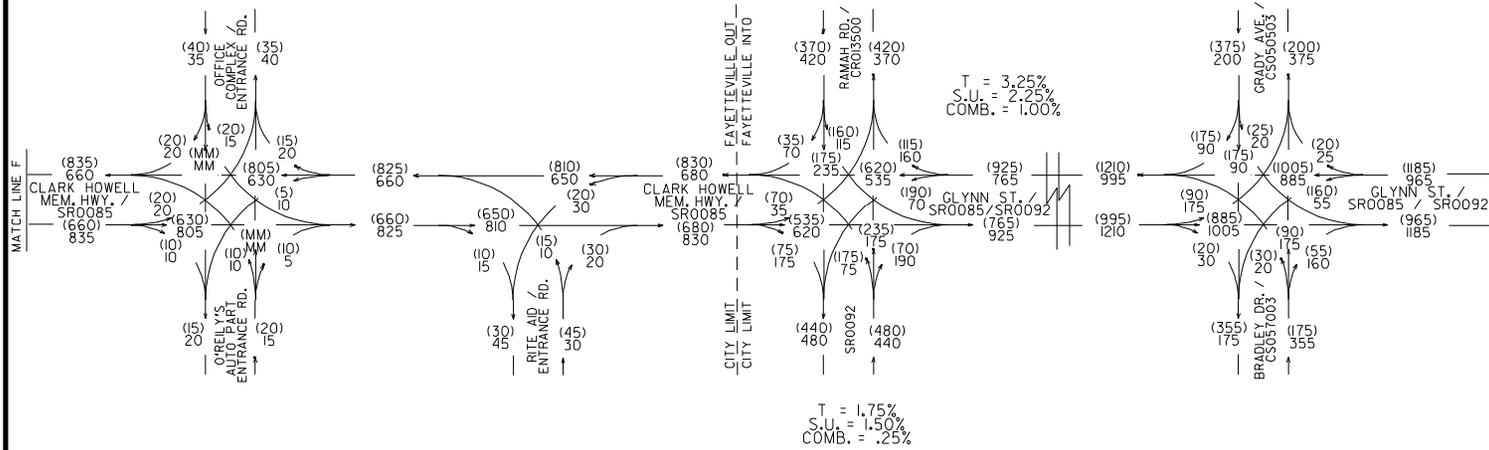
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STP00-0074-02(024),(025)
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STP00-0074-02(024), (025)
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FAYETTE COUNTY
SR 85 FM SR 74 N TO
OLD SR 92/FAYETTEVILLE.

2011 PM DHV = (000)
2011 AM DHV = (000)

AMW
08/11

VanHouten, Kevin

From: Marjorie S. Pozin <margie.pozin@stvinc.com>
Sent: Sunday, August 21, 2011 11:17 AM
To: VanHouten, Kevin
Subject: FW: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Kevin,

As you follow the trailing emails, you may want to give some thought to whether the project limits can be extended on either side. It appears we would need a 6 lane section for adequate LOS over the 0.8 mile section between Old SR92 and SR92. This would then tie a 2 lane section to a 5 lane section, and would not really make much sense.

Leaving the existing conditions will not solve the problem either. I know this doesn't help, but the bottom line is that it is unlikely we will be able to justify these two intersections as the LT, especially since the section south of Ramah really does require widening.

Please call or email me to discuss. I am open to suggestions, should you have any. We would love to develop a project in this location, but cannot in good conscience, recommend something that does not make sense for you.

I wish I had better news. Please let me know how you plan to proceed.

Thanks.

Margie Shames Pozin, PE
Transportation Group Leader

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Cell: 678-346-5568

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From: Lenor Bromberg [mailto:lbromberg@keagroup.com]
Sent: Friday, August 19, 2011 2:49 PM
To: 'Bockisch, Jay'; 'Braswell, Jody'; Marjorie S. Pozin
Cc: 'Shelton, Scott'; 'Lori Kennedy'
Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Based on Jay's email I have the following summary of why we would not have LT.

The City/GDOT have requested that we look at extending the existing 4-lane divided typical section south from Old SR 92/Grady Ave to SR 92/Ramah Rd. South of Old SR 92 the existing road tapers to 2-lane typical section. There are spot turn lane improvements at intersections to the south of Old SR 92/Grady Ave.

| Roadway Segment | ADT | Existing Typical | Required Typical per ADT |
|--|--------|------------------------------|--------------------------|
| North of Old SR 92/Grady Ave | 44,000 | 4-lane with center turn lane | Six lane? |
| Between Old SR 92/Grady Ave & SR 92/Ramah Rd | 45,000 | Taper from 4-lane to 2-lane | Six lane |
| South of SR 92/Ramah Rd | 30,000 | 2-lane | Four lane |

We haven't even discussed LOS yet. Based on the ADT alone we would be asking GDOT/FHWA to approve the construction of a 6-lane roadway for a distance of 0.8-mile that would connect a 4-lane roadway to a 2-lane roadway. There are currently no intentions to improve the capacity of the roadway to the north of our project (which warrants widening from 4 to 6-lanes) or the south of our project (which warrants widening from 2 to 4-lanes). It is our opinion that this will not fly with GDOT or FHWA.

Please correct me if I am missing or misinterpreting any of this information. Thanks!

-Lenor

Lenor M. Bromberg, PE, AVS, LEED® AP BD+C
Associate Vice President - Environmental and Design

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678-904-8591 ext. 27
404-805-8244 - cell



Please consider the environment before printing this email.

From: Bockisch, Jay [mailto:jay_bockisch@gspnet.com]
Sent: Friday, August 19, 2011 1:39 PM
To: Lenor Bromberg; Braswell, Jody; 'Marjorie S. Pozin'

Cc: Shelton, Scott

Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

I did a quick look at the ADT to determine the required cross section at the north end of the project. South of Ramah the ADT is approximately 30,000. A four lane section would be adequate for this. North of Ramah the ADT is approximately 45,000. A six lane section would be required to accommodate these volumes. I would assume that means we do not have LT on the north end unless it is a 6 lane facility north of Ramah.

I hope this is helpful.

Jay Bockisch, P.E., PTOE

GRESHAM, SMITH AND PARTNERS

[P] 678.518.3660

[M] 678.656.6041

From: Lenor Bromberg [mailto:lbromberg@keagroup.com]

Sent: Friday, August 19, 2011 1:01 PM

To: Braswell, Jody; 'Marjorie S. Pozin'

Cc: Shelton, Scott; Bockisch, Jay

Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Margie/Jody-

I don't know if Jay has had a chance to look at the new traffic data yet – but I thought I would go ahead and throw our two cents in. Based on the new data it still does not look like there is a strong case for LT at Ramah Rd/SR 92 based on ADT. There has been a minor overall drop in traffic, but I don't know how much this will help the LOS problems we were running into in this area. The 2008 Traffic Report indicates a LOS of 'F' in the 2034 Build (4-lane) condition. If the segment between Grady Ave and Ramah Rd is improved in the Build condition in 2037 based on the updated ADT then we might have a case.

To make a definitive case to GDOT and FHWA we would need to see the following LOS information:

- LOS of segment between Grady Ave and Ramah Rd in 2037 Build and No-Build condition
- LOS of segment between Grady Ave and Melear Way (1st intersection to north) in 2037 Build and No-Build condition
- LOS of segment between Ramah Rd and Price Rd (1st intersection to south) in 2037 Build and No-Build condition
- LOS of intersections: Melear Way, Grady Ave, Ramah Rd, and Price Rd in 2037 Build and No-Build condition

As you know FHWA is going to want to see definitive justification for the limits of the project – and they have a strong concern about projects that (a) don't solve the capacity problem or (b) shift the problems up or down stream of the proposed project or (c) cause the need for additional improvements to be made up or down stream to address these new or shifted problems.

I will be happy to talk more about this if needed. Just let me know.

Thanks!

-Lenor

Lenor M. Bromberg, PE, AVS, LEED® AP BD+C

Associate Vice President - Environmental and Design

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404-805-8244 - cell



Please consider the environment before printing this email.

From: Braswell, Jody [mailto:jody_braswell@gspnet.com]

Sent: Wednesday, August 17, 2011 4:14 PM

To: Bockisch, Jay

Cc: Shelton, Scott; Marjorie S. Pozin; Lenor Bromberg

Subject: FW: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Importance: High

Jay, can you please take a look at the new traffic data and see if there's a case for logical termini at Grady and Ramah?.....or if there is too much work to be done to figure that out....

Margie, we met with Hall County today for a debrief on SSR and got to hear them say what a wonderful job you guys did in the presentation.....congrats again on a great win.....

Jody A. Braswell, P.E.

GRESHAM, SMITH AND PARTNERS

[P] 678.518.3655

[M] 678.836.9864

From: Marjorie S. Pozin [mailto:margie.pozin@stvinc.com]

Sent: Wednesday, August 17, 2011 4:04 PM

To: Braswell, Jody; Lenor Bromberg

Subject: FW: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Importance: High

Jody/Lenor,

After a long nap, it looks like SR85 may come back to life, however, in a much different form. Please follow the email trail below and see the attached traffic information.

Our goal, at this point, is to determine whether we can make a case for a project that will have LT at Grady and Ramah. Please review the info and shoot me an email letting me know what your thoughts are.

I need to know the following:

1. Do you believe we can make the case for LT?
2. What will it take to make that case?
3. Is the effort (to make that case) too big to do without a task order contract with GDOT?

I need to let Kevin know as quickly as possible how and if we are able to proceed. If the work involved to determine whether to move forward is too great, Kevin may opt to take that effort in-house. That would be faster and easier than trying to get a task order contract with us for this.

If we can make the case for LT, Kevin will move forward with a PKC for our team. That would be my preference, but I don't want to require you guys to take on an unreasonable amount of "pro bono" work. So I am relying on you both to tell me what you believe to be reasonable and doable.

Feel free to call or email to discuss. Either way, please respond by Friday – whether to give me an answer, or to let me know you need more time.

Have a great day!

Margie Shames Pozin, PE
Transportation Group Leader

STV/Ralph Whitehead Associates
3505 Koger Boulevard, Suite 205
Duluth, GA 30096

Office: 770-452-0797
Direct: 678-892-4955
Fax: 770-936-9171
Cell: 678-346-5568

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From: VanHouten, Kevin [mailto:kvanhouten@dot.ga.gov]
Sent: Wednesday, August 17, 2011 11:48 AM
To: Marjorie S. Pozin
Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

I have just received the traffic data from Abby's (attached). Please let me know if this is something you are willing to review for termini without an additional T.O.

Kevin B. VanHouten, E.I.T. , CPESC

115 Transportation Blvd.
Thomaston, GA 30286
706-646-6972 office
706-741-3469 cell
706-646-6722 fax

From: Fowler, Matthew
Sent: Friday, April 01, 2011 10:26 AM
To: VanHouten, Kevin
Cc: McQueen, Thomas; Green, Henry; Heath, Andrew; Rice-Singleton, Genetha; Holder, Theresa; Dollar, Robert (Bobby); John Orr; 'David Haynes'; Hill, Stanley
Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Have the consultant look and see if they can make a case for a reduced project. In Margie's e-mail below she indicated that you might be able to build a 4 lane in this section with significant intersection improvements but that additional studies were needed. If after looking at they can't make a case for stopping the project at SR 92/Ramah Rd let me know what they found and we can discuss w/ Todd and ARC.

From: VanHouten, Kevin
Sent: Friday, April 01, 2011 9:09 AM
To: Fowler, Matthew
Cc: McQueen, Thomas; Green, Henry; Heath, Andrew; Rice-Singleton, Genetha; Holder, Theresa; Dollar, Robert (Bobby); John Orr; 'David Haynes'; Hill, Stanley
Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Who will make the below determination and when? What input and assistance will you require from me for this to happen?

From: Fowler, Matthew
Sent: Friday, April 01, 2011 9:00 AM
To: VanHouten, Kevin
Cc: McQueen, Thomas; Green, Henry; Heath, Andrew; Rice-Singleton, Genetha; Holder, Theresa; Dollar, Robert (Bobby); John Orr; 'David Haynes'; Hill, Stanley
Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Kevin,

As we near the end of the development period for the Atlanta Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), we are meeting with ARC staff weekly to discuss lingering project development/scheduling issues and trying to resolve those with input that has been received from county staff/elected officials and others as part of RTP/TIP development. Monday, April 4th is the deadline for notifying ARC of any project changes which need to be reflected in the new RTP/TIP-which will be adopted this summer. Yesterday, we discussed the SR 85 widening projects.

The current RTP has the following projects on SR 85:

- SR 85 from Grady Ave/Old SR 92 to Bernhard Rd (*PI 321960*)
- SR 85 from Bernhard Rd to SR 74 (*PI 321964*)
- SR 85 at Whitewater Creek (*PI 321966*)

The draft RTP has the following SR 85 project(s):

- SR 85 from Grady Ave/Old SR 92 to SR 92/Ramah Rd (*PI TBD, probably use 321960*)
- *SR 85 at Whitewater Creek won't appear in the RTP/TIP as an individual project at this time. If the bridge is needed even if the road is not widened, the bridge will appear in the RTP/TIP as an individual project once the project advances into the TIP timeframe (FY 2012-2017). This is how ARC reflects smaller scale projects (bridges/intersection improvements/etc) in the RTP/TIP.

During development of Fayette County's Countywide Transportation Plan (CTP), the County indicated that they did not wish to widen SR 85 south of SR 92/Ramah Rd-as such no widening of SR 85 south of SR 92/Ramah Rd has been included in the new RTP/TIP. The CTP is the document which largely articulates the desires of local governments and ultimately is a key driver of what is and is not included in the RTP/TIP.

Since Fayette County is not interested in pursuing a widening south of SR 92/Ramah Rd (much less widening all the way to SR 16 in Coweta Co-which would be even more expensive and would likely not warrant funding in relation to the other needed roadway improvements in Metro Atlanta), ARC has declined to include any widening of SR 85 south of this point and we support this decision as well.

This leaves the SR 85 project with a couple of options/decisions: **1)** the project can be scaled back to widening from Grady Ave/Old SR 92 to SR 92/Ramah Rd and attempt to justify this point as a logical terminus with FHWA (which based on the e-mails below, appears difficult); **2)** if logical termini cannot be met at SR 92/Ramah Rd then this widening project probably cannot be pursued with federal funds.

Since Monday is the deadline for notifying ARC of how projects should appear in the new RTP/TIP, we will request that OFM shift PI 321964 (SR 85 widening from Bernhard Rd to SR 74) and PI 321966 (SR 85 at Whitewater Creek) to LR 1 for the time being. We will maintain the current programmed years for ROW and CST for PI 321960 (SR 85 from Old SR 92 to Bernhard Rd) for the time being **until a final decision is made to either pursue the reduced length project to SR 92/Ramah Rd or to abandon this improvement as a federal-aid project.**

Sorry for the lengthy e-mail I but wanted to try and get across all of the key points. Feel free to call me if you want to discuss further, I'm going to be tied up in meetings most of the morning but will be available this afternoon.

Matthew

From: Green, Henry
Sent: Wednesday, March 30, 2011 4:36 PM
To: Fowler, Matthew
Cc: McQueen, Thomas
Subject: FW: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

FYI

Henry D. Green

Urban Systems Planning Engineer
Office of Planning
Georgia Department of Transportation
Phone: 404.631.1792
Suite 547 (5th Floor)
600 West Peachtree ST. NW
Atlanta, GA 30308

From: VanHouten, Kevin
Sent: Wednesday, March 30, 2011 1:48 PM
To: Green, Henry; Heath, Andrew
Cc: 'John Orr'; 'David Haynes'; Dollar, Robert (Bobby); Hill, Stanley; Rice-Singleton, Genetha; Holder, Theresa
Subject: FW: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Input from the consultant on the Fayette project that may affect your planning recommendation.

From: Marjorie S. Pozin [mailto:margie.pozin@stvinc.com]
Sent: Wednesday, March 30, 2011 1:40 PM
To: VanHouten, Kevin
Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Kevin,

Rather than paraphrase, I copied this (below) from an email I just received from our environmental sub. I know it's probably not what you wanted to hear, but I hope it helps. Let me know if there is anything else we can help you with as you get this project moving again.

"After reviewing this with Lori we are in agreement that we don't believe FHWA will accept breaking the 0.8 mile section from Old US 92/Grady Ave to US 92/Ramah Road out as a separate project. As I noted in my previous email last night, although there is some supportive data, it is not conclusive enough to make a call on logical termini and even suggests that a 6-lane roadway may be warranted in order to improve the LOS F that is currently projected in the 2034 Build and No-Build conditions. It is possible that a 4-lane section with significant intersection improvements within this 0.8 mile section would improve the LOS, but additional studies would be needed to determine this.

We believe FHWA will want to see an environmental document that covers from the existing 5-lane section north of Old US 92 south to SR 16 and will expect to see traffic analysis that discusses the problems that will occur if nothing is done (No-Build) and what it will take to provide an acceptable LOS (typically C or better) in 2034 (or whatever design year we use)."

Margie Shames Pozin, PE
Transportation Group Leader

STV/Ralph Whitehead Associates
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Direct: 678-892-4955
Fax: 770-936-9171
Cell: 678-346-5568

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From: VanHouten, Kevin [mailto:kvanhouten@dot.ga.gov]
Sent: Tuesday, March 29, 2011 2:10 PM
To: Marjorie S. Pozin
Cc: Green, Henry; Heath, Andrew
Subject: FW: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Based on previous data, what do you think our odds are on the below comment?

From: Dollar, Robert (Bobby)
Sent: Tuesday, March 29, 2011 10:37 AM
To: VanHouten, Kevin
Cc: Murdoch, Michael
Subject: RE: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

It really depends on the traffic analysis to determine if we have logical termini. My initial thought is no, plus we'd have to get FHWA's buy-in that unit 321960 demonstrates independent utility.

From: VanHouten, Kevin
Sent: Tuesday, March 29, 2011 9:40 AM
To: Dollar, Robert (Bobby)
Subject: FW: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

If the proposed changes are made, will they allow us to prep a separate document for the .8 mile project apart from the remainder of the corridor? Or must it include from SR 92 all the way to SR 74 – approx. 14 miles?

From: VanHouten, Kevin
Sent: Monday, March 28, 2011 2:14 PM
To: (dhaynes@atlantaregional.com)
Cc: Green, Henry; Heath, Andrew
Subject: 321960, 321964, 321966 Fayette - Proposed Revisions to TIP

Please review the attached .pdf and respond to me by close of business tomorrow with comments regarding the notes in red. The red comments are anticipated changes per my conversation with Jeannie Parks last week.

<< File: 321960, 321964, 321966 Fayette PSR 03-28-2011.pdf >>

Kevin B. VanHouten, E.I.T. , CPESC

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