Georgia Department of Transportation
To Hold
A Location and Design Public Information Open House
For P.I. 0017811
Douglas County

On Tuesday, November 14, 2023 at Alice Hawthorne Community Center located at 7775 Malone Street, and on Wednesday November 15, 2023 at the Douglasville Conference Center located at 6700 Church Street, the City of Douglasville and the Georgia Department of Transportation will hold a Public Information Open House concerning the project listed above.

The Georgia Department of Transportation (GDOT) is seeking feedback about a proposed solution to transition the old SR 92 corridor into a Douglasville City Street (CS). The widening and relocation of the SR 92 corridor in the City of Douglasville is nearing the end of the construction phase. The old SR 92 corridor, located just north of East Strickland Street and downtown historic Douglasville, extends north to intersect with the new SR 92 corridor. The old SR 92 corridor is being removed from the State Highway System and will be classified as a CS. Improvements are needed to provide traffic calming techniques, aesthetically incorporate the new CS into downtown historic Douglasville, and improve multi-modal opportunities.

Several planning studies of the project area, which included public outreach, have been conducted by the City of Douglasville to determine how best to improve the area. As a result of these studies, the proposed project will construct a 6-foot sidewalk with 2-foot buffers on the west side of old SR 92, as well as new median island refuges used to slow vehicular traffic for pedestrian road crossings. Other planned improvements on old SR 92 include a reduction of the corridor's lane widths to 11-feet, a roundabout at the Upshaw Mill Road intersection, and a mini-roundabout at the Parker Street intersection. This project will also construct a 10-foot shared use path with a 5-foot buffer along the east side of old SR 92/Dallas Highway extending from CS 532/East Strickland Street to new SR 92; on the north side of CS 532/East Strickland Street from McCarley Street to Brown Street; on the west side of Brown Street from CS 532/East Strickland Street north to the Ellis Street; and on the north side of Ellis Street. These improvements would satisfy the stated need to provide traffic calming techniques and aesthetically incorporate old SR 92 into downtown historic Douglasville and improve multi-modal opportunities in downtown Douglasville.

The purpose of this Location and Design Public Information Open House is to provide the public with an opportunity to view the project, ask questions, and comment on the project.

The Open Houses will be held from 6:00 p.m. to 8:00 p.m. on both evenings. They will be informal, and the public is invited to attend anytime during these hours. There will be no formal presentation.

Americans with Disabilities Act (ADA) Information:

The meeting site is accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by contacting Michelle McIntosh at 678-588-1738 or mmcintosh@croyeng.com.

Written statements will be accepted concerning this project until Thursday, November 30, 2023. Written statements may be submitted to:

Michelle McIntosh
Croy Engineering, LLC
200 Cobb Parkway North
Building 400, Suite 413
Marietta, Georgia 30062

PUBLIC INFORMATION OPEN HOUSE
OLD SR 92 & CS 532 FROM BROWN STREET TO McCARLEY STREET

TUESDAY, NOVEMBER 14, 2023, 6:00PM – 8:00PM
ALICE J. HAWTHORN COMMUNITY CENTER, JESSIE DAVIS PARK
7775 MALONE STREET, DOUGLASVILLE

&

WEDNESDAY, NOVEMBER 15, 2023, 6:00PM – 8:00PM
CITY OF DOUGLASVILLE CONFERENCE CENTER
6700 CHURCH STREET, DOUGLASVILLE

● - Proposed sign locations.

Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

November 14 and 15, 2023

Thank you for attending the Public Information Open House for the proposed improvements to SR 92 and CS 532 from Brown Street to McCarley Street, PI Number 0017811. We are currently in the concept phase of this project and are here to gather information from the public as well as to share information that we have gathered.

In this handout, you will find a description of the transportation issue we are attempting to solve, a proposed solution, a location map, and a comment card for you to provide additional feedback for the project team.

Your comments are important to us. You may provide your comments today by filling out the comment card provided with this handout and dropping it in the comment box. If you wish to provide your verbal comments, a Croy Engineering employee is located onsite who will transcribe your comments and provide those to the project team.

If you prefer to leave comments after the meeting, you can also provide comments by **Thursday, November 30, 2023** using any of the following methods:

- Online at https://city-douglasville-ga-projects.cleargov.com/2427/sr-92_or_dallas-hwy-enhancements
- Mail in your comment card to Michelle McIntosh, Croy Engineering, 200 Cobb Parkway North, Building 400, Suite 413, Marietta, Georgia 30062 or mmcintosh@croyeng.com.

The project displays and plans seen here at the meeting will be available for review for ten days after this open house at the website noted above. Hardcopies will also be available at the GDOT District 7/Area 3 Office located at 4145 Roosevelt Hwy, College Park, GA 30349. All comments will become part of the project's official record and will be responded to by December 31, 2023.

Again, thank you for attending this open house. If you should have any questions or need additional information, feel free to contact the project manager, April McKown, at 404-775-0775 or the environmental analyst, Takiyah Christian, at 404-631-1178 of the Office of Environmental Services.

Sincerely,

Eric Duff
State Environmental Administrator
Georgia Department of Transportation

Why are we here and what is the issue we are seeking to address within your community?

The Georgia Department of Transportation (GDOT) is seeking feedback about a proposed solution to transition the old SR 92 corridor into a Douglasville City Street (CS). The widening and relocation of the SR 92 corridor in the City of Douglasville is nearing the end of the construction phase. The old SR 92 corridor, located just north of East Strickland Street and downtown historic Douglasville, extends north to intersect with the new SR 92 corridor. The old SR 92 corridor is being removed from the State Highway System and will be classified as a CS. Improvements are needed to provide traffic calming techniques, aesthetically incorporate the new CS into downtown historic Douglasville, and improve multi-modal opportunities.

Several planning studies of the project area, which included public outreach, have been conducted by the City of Douglasville to determine how best to improve the area. Planning studies conducted by the City of Douglasville to date pertaining to the project area include the 2011 Douglasville Living Centers Initiative (LCI) 10-year Update, the 2012 Douglasville Highway 92 Study, the 2017 Downtown Douglasville Master Plan, the 2018 North Side Redevelopment Plan, the 2019 Dallas Highway LCI Study, and the 2020 North Side Trail Study.

Current conditions along the old SR 92 and East Strickland Avenue corridor:

- Crash rates in some areas at or above Georgia's average for this type of road.
- Traffic calming techniques needed to accommodate old SR 92 corridor's transition to new CS classification.
- No existing multi-use path within the project area.
- The existing sidewalks in the project area do not meet GDOT standards.

Without this Project (No Build):

- Crash rates would not be reduced.
- Traffic calming techniques would not be introduced.
- Additional multi-modal transportation alternatives would not be introduced to the project corridor
- The existing sidewalks in the project area would not be improved to meet GDOT standards.

Proposed Solution: (Also See Project Location Map attached)

As a result of the planning studies, the City of Douglasville and GDOT propose to construct a 6-foot sidewalk with 2-foot buffers on the west side of old SR 92, as well as new median island refuges used to slow vehicular traffic for pedestrian road crossings. Other planned improvements on old SR 92 include a reduction of the corridor's lane widths to 11-feet, a roundabout at the Upshaw Mill Road intersection, and a mini-roundabout at the Parker Street intersection. This project will also construct a 10-foot shared use path with a 5-foot buffer:

- along the east side of old SR 92/Dallas Hwy. extending from CS 532/East Strickland Street to new SR 92;
- on the north side of CS 532/East Strickland Street from McCarley Street to Brown Street;
- on the west side of Brown Street from CS 532/East Strickland Street north to the Ellis Street; and
- on the north side of Ellis Street.

These improvements would satisfy the stated need to provide traffic calming techniques and aesthetically incorporate old SR 92 into downtown historic Douglasville and improve multi-modal opportunities to downtown Douglasville.

Benefits of Project Implementation:

- Provision of reduced lane widths, a roundabout at Upshaw Mill Road, and a mini-roundabout at Parker Street to provide traffic calming techniques.
- Project proposes to add one roundabout and one mini-roundabout along the project corridor at Upshaw Mill Road and Parker Street, respectively. Studies have shown that roundabouts reduce crashes and improve operations by eliminating crossing conflicts and reduce delay when compared to a signalized intersection.
- Provision of a multi-use path along the project corridor to provide bicyclist accommodations.
- Improve existing sidewalks for walkability and safety enhancements for pedestrians.

How Can You Assist: Please provide feedback about our proposed solution as well as information about any resources important to you or to the community. Are there events that future construction may affect once it begins?

Where is this project in the process? This project is currently in the concept phase. The concept phase defines the existing issue seeking to be resolved along with a proposed solution that will meet the community's needs. The public may follow the process progress online at https://city-douglasville-ga-projects.cleargov.com/2427/sr-92_or_dallas-hwy-enhancements.

What are the Next Steps? After the public information open house is held, feedback will be assessed, revisions may occur to the proposed plan initially brought to the public, or the no build alternative will be selected. Once a Concept Report is approved, the project alignment would be refined. If major changes occur to what was previously shown to the community, additional public outreach would occur. If no major changes are proposed, the project would advance to right-of-way acquisition and into final design. After all right-of-way acquisition occurs, project design is finalized, and the project would advance to construction.

Project Location Map

Comment Card

Please print responses.

Name _____

Address _____

_____

_____

Do you support the project? (check your response)

☐ ***For*** ☐ ***Against*** ☐ ***Conditional (I would support this project if… describe below)*** ☐ ***Uncommitted***

Comments:_____

_____

_____

_____

_____

_____

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Help GDOT Improve Future Meetings:

Advertising: How Did you hear about the meeting? ☐Newspaper ☐Signs ☐GDOT Website ☐Radio ☐Word of mouth ☐Social Media ☐Post card ☐Other_____

_____

Attendance: Did you attend in person? ☐Yes ☐ No

Questions:	Answer	If answer is no, please provide a suggestion/comment
Was the location convenient?	□Yes □No	
Was the time convenient?	□Yes □No	
Were your questions answered?	□Yes □No	
Do you understand the project?	□Yes □No	
Were Materials (in person or virtual) understandable?	□Yes □No	

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

_____

_____

_____

Mail to:
Michelle McIntosh, Croy Engineering, LLC
200 Cobb Parkway North
Building 400, Suite 413
Marietta, Georgia 30062

PUBLIC INFORMATION OPEN HOUSE
PUBLIC/CITY OFFICIALS SIGN-IN SHEET
PROJECT: N/A, PI. NO. 0017811
CITY OF DOUGLASVILLE, DOUGLAS COUNTY
OLD SR 92 & CS 532 FROM BROWN STREET TO MCCARLEY STREET

Please print

Name	Affiliation	E-mail	Phone No.

Why are we here?

The old SR 92 corridor is being removed from the State Highway System and will be classified as a City Street (CS). The Georgia Department of Transportation (GDOT) is seeking feedback about a proposed solution to provide traffic calming techniques, aesthetically incorporate the new CS into downtown historic Douglasville, and improve multi-modal opportunities in the City of Douglasville, Douglas County, PI# 0017811.

Georgia Department of Transportation

Project Goals

Improve Multi-modal Opportunities

Minimizing impacts to properties and environmentally sensitive areas

Operations & Traffic Calming Techniques

- Construct a 6-foot sidewalk with 2-foot buffers on the west side of old SR 92, as well as new median island refuges used to slow vehicular traffic.
- Construct a 10-foot shared use path with a 5-foot buffer along the east side of old SR 92 from Strickland Street to new SR 92 and on the north side of Strickland Street from old SR 92 to new SR 92.
- Reconstruct the intersection of old SR 92 and Lincoln Street/Upshaw Mill Road with a single-lane roundabout and the intersection of old SR 92 and Parker Street with a mini-roundabout.
- Reduce lane widths to 11-feet to provide traffic calming techniques and limit impacts to property and sensitive areas where feasible.

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Existing Conditions

From July 2017 to June 2022,
15 crashes occurred at the Upshaw Mill Rd. intersection. Most of the crashes were rear end and angle.

Existing Configuration:

- Old SR 92 currently has two 12-foot travel lanes.
- Posted speed limit is 55 miles per hour (mph) on Old SR 92.
- Old SR 92 has free flow movement and Upshaw Mill Road and Parker Street are stop controlled.
- Existing 5-foot sidewalks and no bicyclist facilities.

From July 2017 to June 2022,
80 crashes occurred at the Parker St. intersection. Most of the crashes were rear end and angle.

2017 to 2022 Crash Data at Upshaw Mill Road:

- 13 Property Damage Only Crashes
- 2 Injury Crashes

71% of crashes were property damage only (non-injury) crashes
29% were injury crashes

2017 to 2022 Crash Data at Parker Street:

- 54 Property Damage Only Crashes
- 26 Injury Crashes

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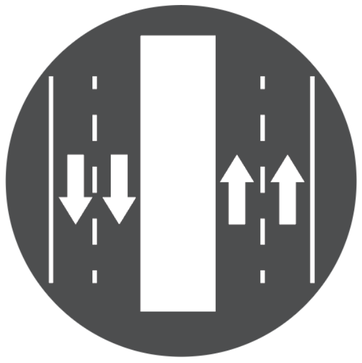
Without this Project

The existing stop-controlled intersections would not change.

- The no-build alternative would maintain the existing intersections; traffic on Old SR 92 is free flow and Upshaw Mill Road & Parker Street are stop controlled.

- Safety and traffic flow is not expected to improve at the intersections.



- The incidence of crashes at these intersections are not expected to decrease.

- Trip reliability during the morning and afternoon peak hour periods will not improve and is expected to worsen over time.

- The existing 5-foot sidewalks would remain and no bicyclist facilities would be provided.

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Proposed Improvements

Convert the stop-controlled intersections of Old SR 92 and Upshaw Mill Road and Parker Street into a single-lane roundabout and mini-roundabout, including the following:

- A three-legged roundabout with commercial access at Upshaw Mill Road, 105-foot inscribed diameter.

- A four-legged mini-roundabout at Parker Street, XX inscribed diameter.

- An 11-foot single travel lane with approach lanes.

- A reduced speed limit of 25 mph throughout the roundabout.

- 6-foot sidewalks and a 10-foot multi-use path.

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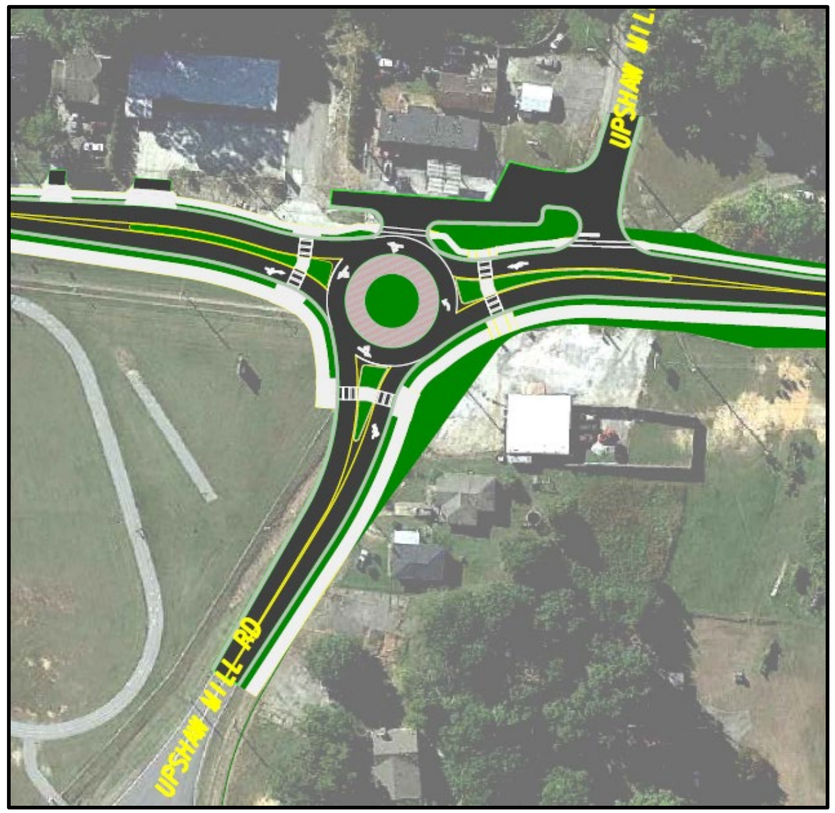
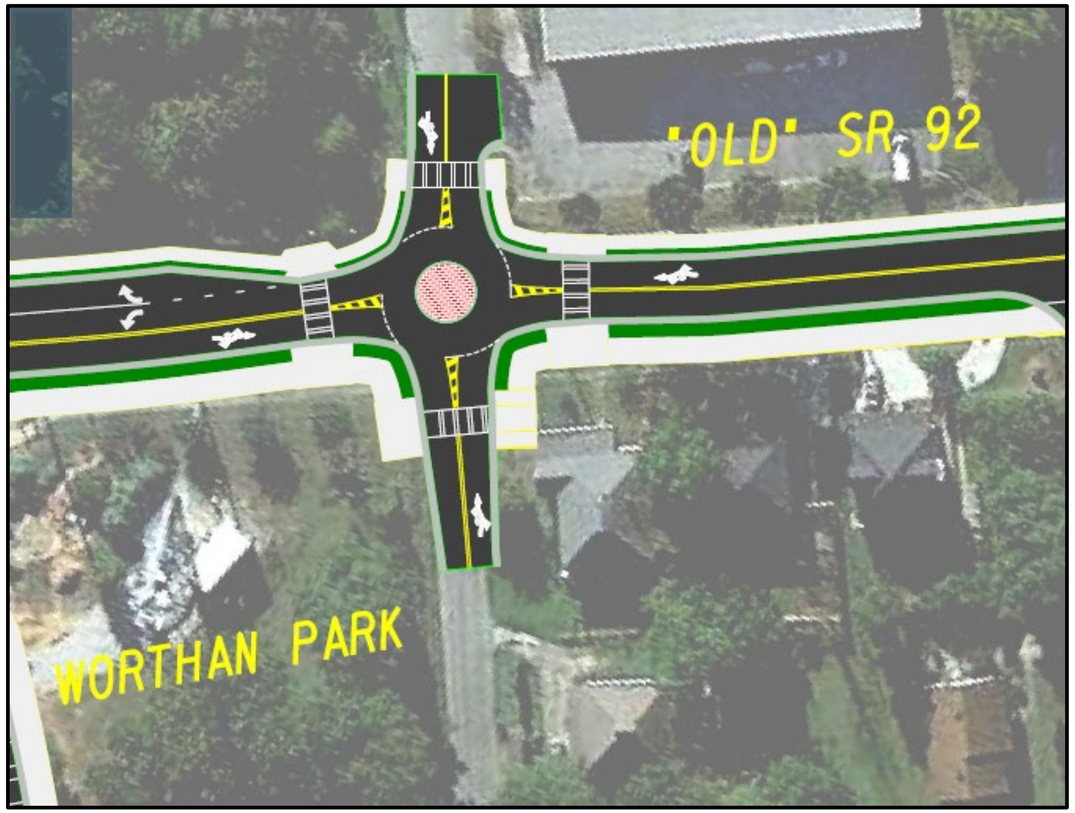
Proposed Roundabout & Mini-Roundabout





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Benefits of the Proposed Project

Studies have shown roundabouts reduce crashes and improve operations by eliminating crossing conflicts and reduce delay when compared to a signalized intersection.

Installation of a single lane roundabout is anticipated to result in a 39% reduction in the number of property damage only crashes.

Installation of a single lane roundabout is anticipated to result in a 78% reduction in the amount of injury/fatal crashes.

- In Georgia, approximately 30 percent of fatal crashes occur at intersections, making intersection crash frequency and severity reduction a focus area for GDOT.
- Nationally, intersection crashes account for 40 percent of all reported crashes and approximately 20 percent of traffic fatalities. Of those fatalities, nearly 50 percent are the result of angle collisions. Angle collisions are often high speed, high impact crashes that often result in serious injuries or fatalities.
- Roundabouts have been identified as one of seven proven safety countermeasures that reduce intersection crashes by the Federal Highway Administration (FHWA).

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