

Pleasant Hill Neighborhood Meeting Meeting Summary January 25, 2006

I-16/I-75 Widening and Interchange Modification

GDOT Project Numbers: NH-IM-16-1 (92), NH-IM-16-1 (131), NH-IM-75-2 (177), and NH-16-1 (104)

P.I. Numbers: 311000, 311005, 311400, 311410

Time: 6:00 PM

Location: Booker T. Washington Community Center

Pleasant Hill Attendees:

Mr. Howard Scott

Director – Booker T. Washington Center

Mr. Peter Givens

Pleasant Hill Neighborhood Improvement Group

Approx. 25 residents

GDOT/Consultant Attendees:

Mr. Glenn Bowman

GDOT – Asst. State Urban Design Engineer

Ms. Theresa Holder

GDOT - Urban Design Project Manager

Mr. Brad Hale

Moreland Altobelli - Project Manager

Meeting Highlights

The following are highlights from the above referenced meeting. Unless otherwise noted, individual statements outlined in this document are not exact transcriptions from the meeting and under no circumstances should be referenced as such in any other document.

Mr. Howard Scott opened the meeting with introductions, ground rules, etc.

Mr. Peter Givens gave a brief explanation of his understanding of the project status. He explained that one of the major changes required by FHWA on this project is the elimination of left-hand entrances and exits on the interstate. The project is still in the early stages, and there is still time for the community to request changes to certain elements of the project. Mr. Givens has met already met with City Council President Anita Ponder and U.S. Congressman Jim Marshall concerning the impacts of this project on the Pleasant Hill community.

Mr. Glenn Bowman provided a brief synopsis of project schedule and future public involvement opportunities. He reiterated that the project is still in the early stages of preliminary design, and that there is still time to make adjustments that are within reason. The current concept, alternative #9, is the overall design that the project team is moving forward with. At this time, GDOT would like to get as much feedback as possible from the community.

Mr. Bowman noted the following key milestones in the project schedule:

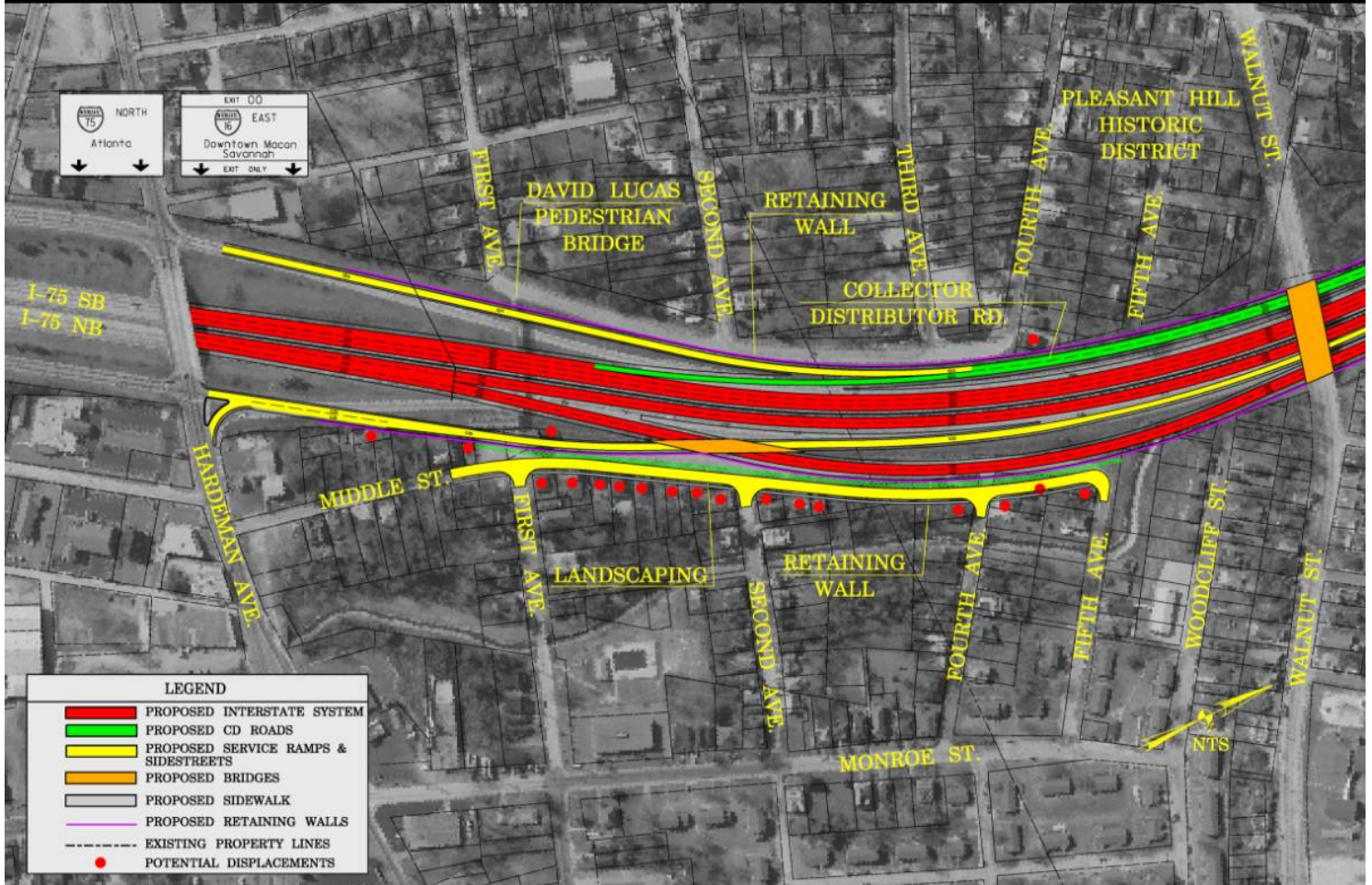
- R/W Acquisition is scheduled to begin in fiscal year (FY) 2007. FY 2007 begins July 1, 2006 and ends June 30, 2007.
- Construction is scheduled to begin in FY 2010. FY 2010 begins July 1, 2009 and ends June 30, 2010.

Mr. Brad Hale then presented the following mitigation options for the Pleasant Hill neighborhood.

Pleasant Hill Neighborhood Meeting
Meeting Summary
January 25, 2006

Middle Street – Option 1

(Relocate Middle Street)



Middle Street Option 1

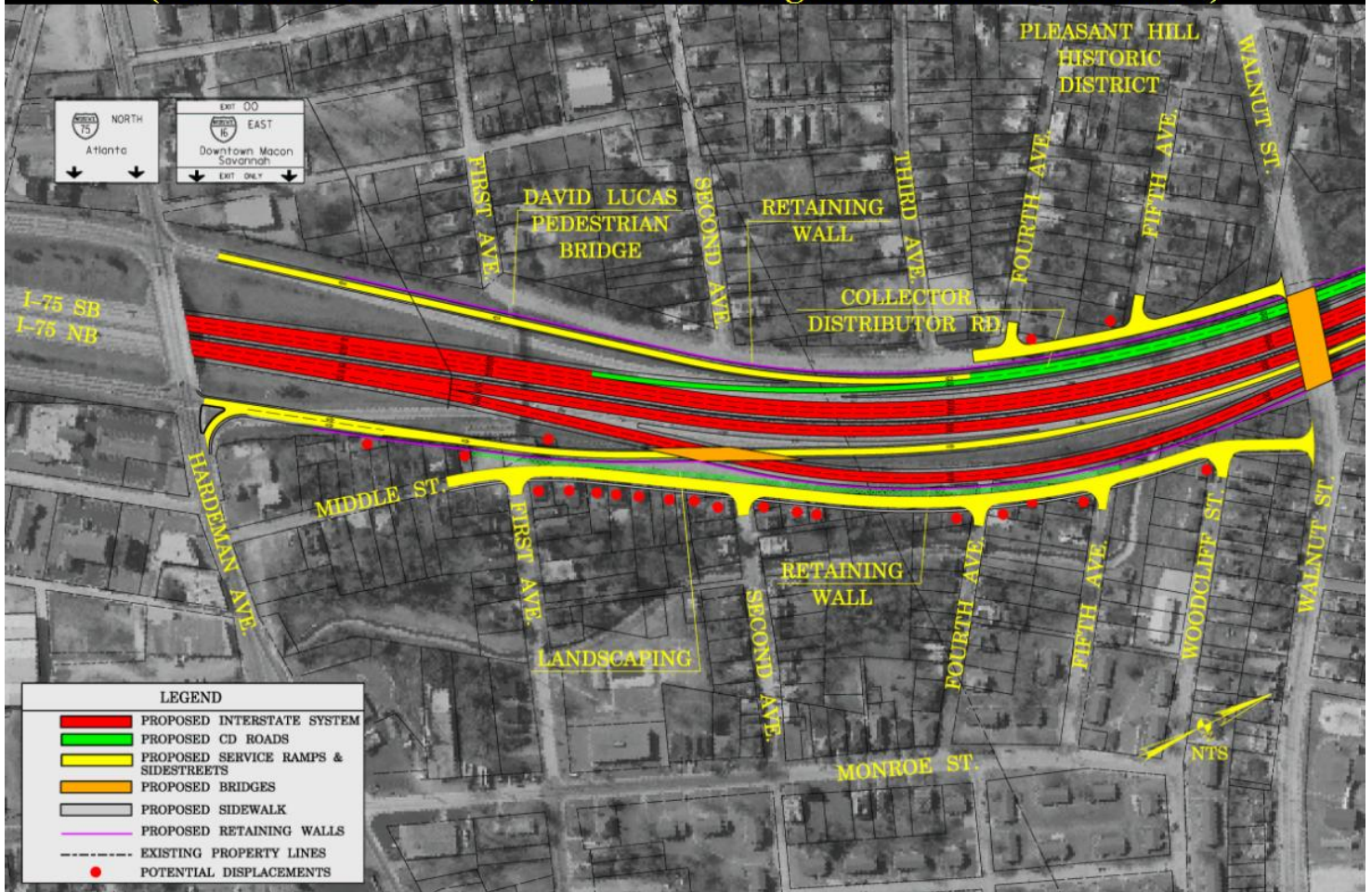
Description: Relocate affected portion of Middle Street between First Avenue and Fifth Avenue.

Potential Displacements: 19

Questions/Comments: None

Middle Street – Option 2

(Relocate Middle Street; Extend Frontage Roads to Walnut Street)



Middle Street Option 2

Description: Relocate affected portion of Middle Street between First Avenue and Fifth Avenue. Extend Middle Street from Fifth Avenue to Walnut Street. Extend the frontage road on the west side of I-75 from Fourth Avenue to Walnut Street.

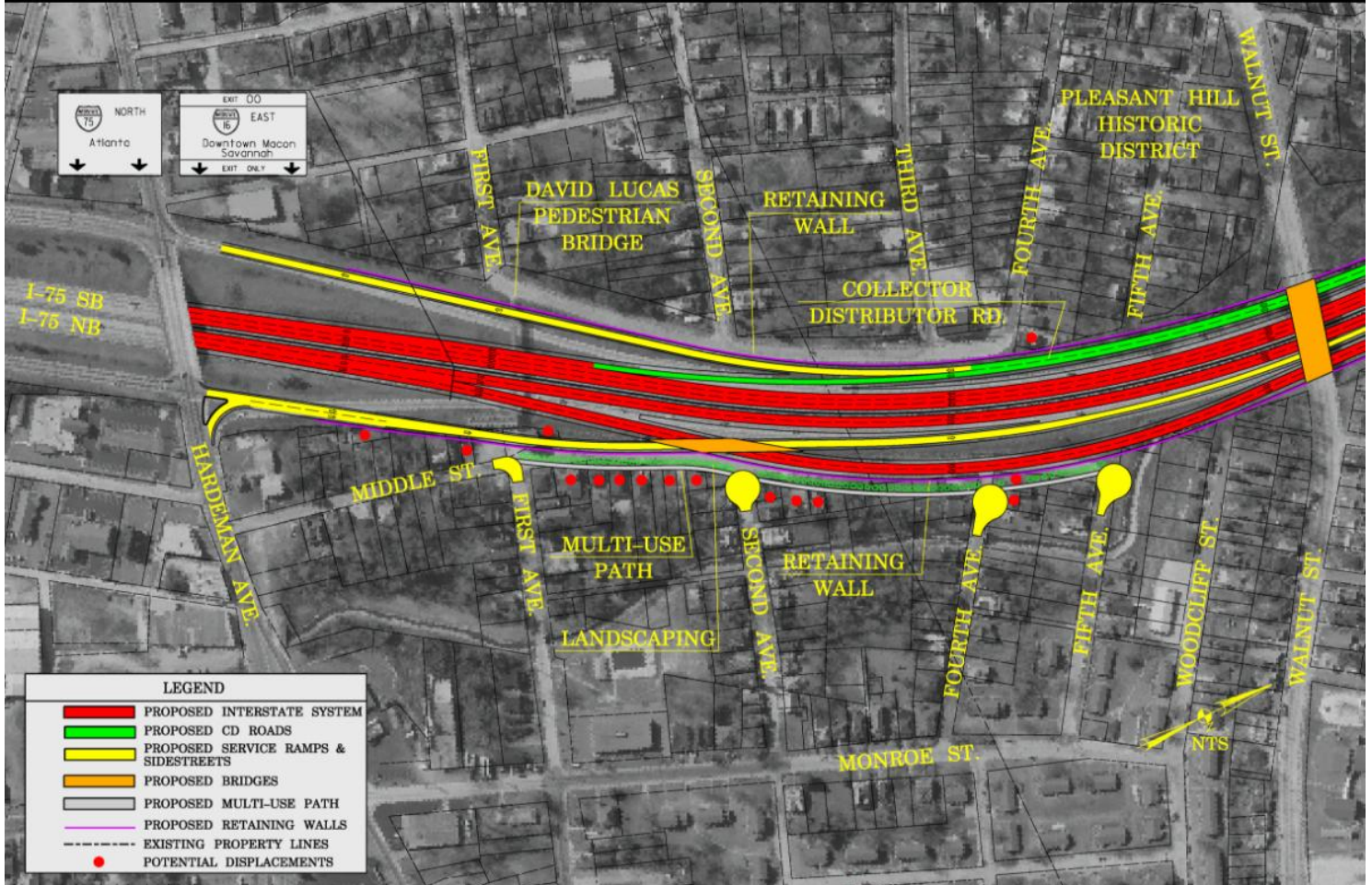
Potential Displacements: 21

Questions/Comments: This option requires Craft Street to be closed to construct the retaining walls.

Pleasant Hill Neighborhood Meeting
 Meeting Summary
 January 25, 2006

Middle Street – Option 3

(Close Middle Street & Build Park)



Middle Street Option 3

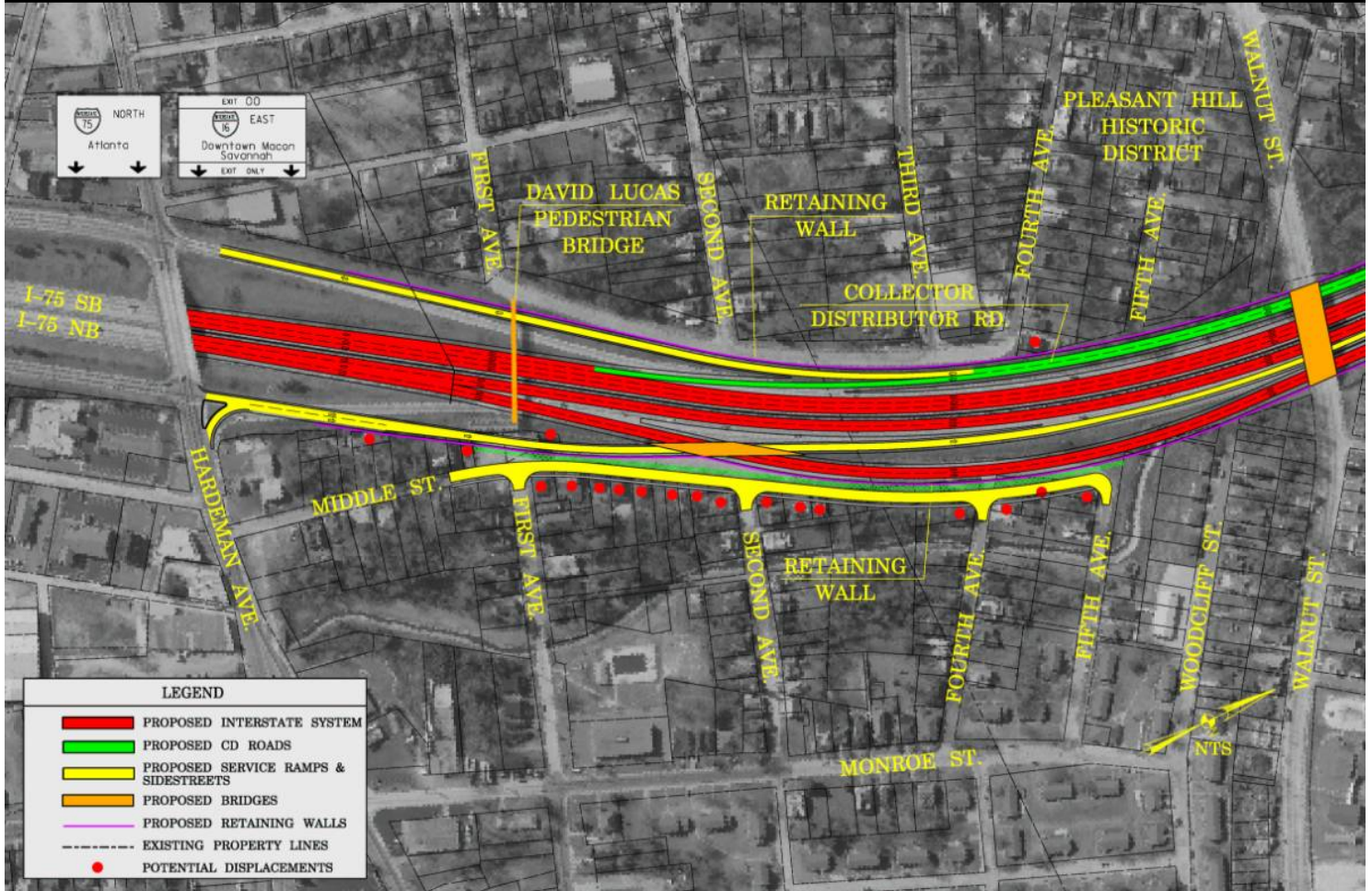
Description: Close Middle Street between First Avenue and Fifth Avenue. Terminate Second, Fourth, and Fifth Avenues with cul-de-sacs. Build multi-use path adjacent to interstate between First Ave. and Fifth Ave.

Potential Displacements: 21

Questions/Comments: Residents voiced concern that the ‘dead-end’ streets would be dangerous and would invite criminal activity.

East-West Connectivity – Option 1

(Re-construct pedestrian bridge in existing location)



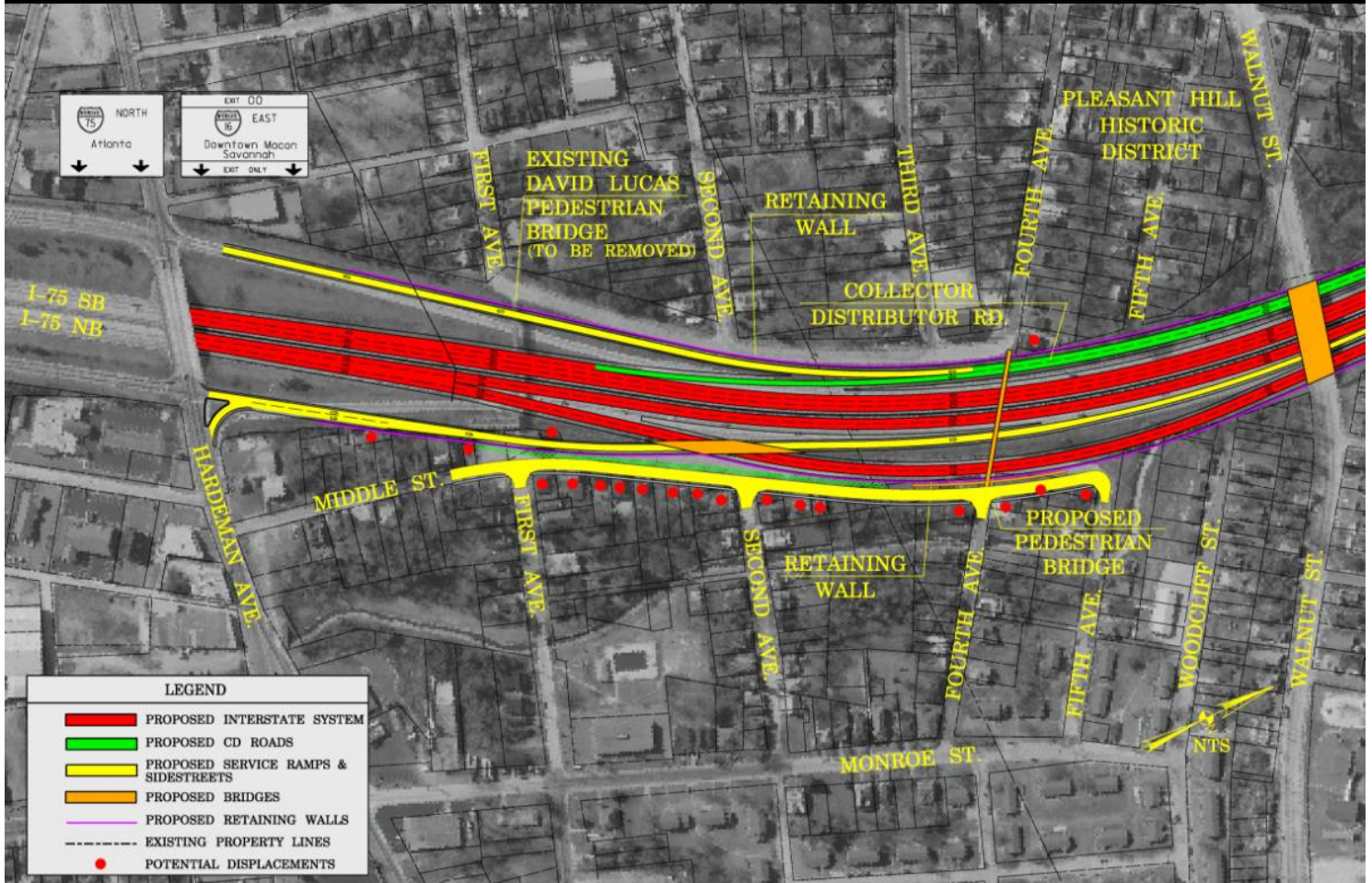
East-West Connectivity Option 1

Description: Reconstruct the David Lucas Pedestrian Bridge in its present location

Potential Displacements: N/A (19 displacements shown represent Middle Street option 1)

Questions/Comments: None.

East-West Connectivity– Option 2 (Re-construct pedestrian bridge at Fourth Avenue)



East-West Connectivity Option 2

Description: Reconstruct the pedestrian bridge at Fourth Avenue.

Potential Displacements: N/A (19 displacements shown represent Middle Street option 1)

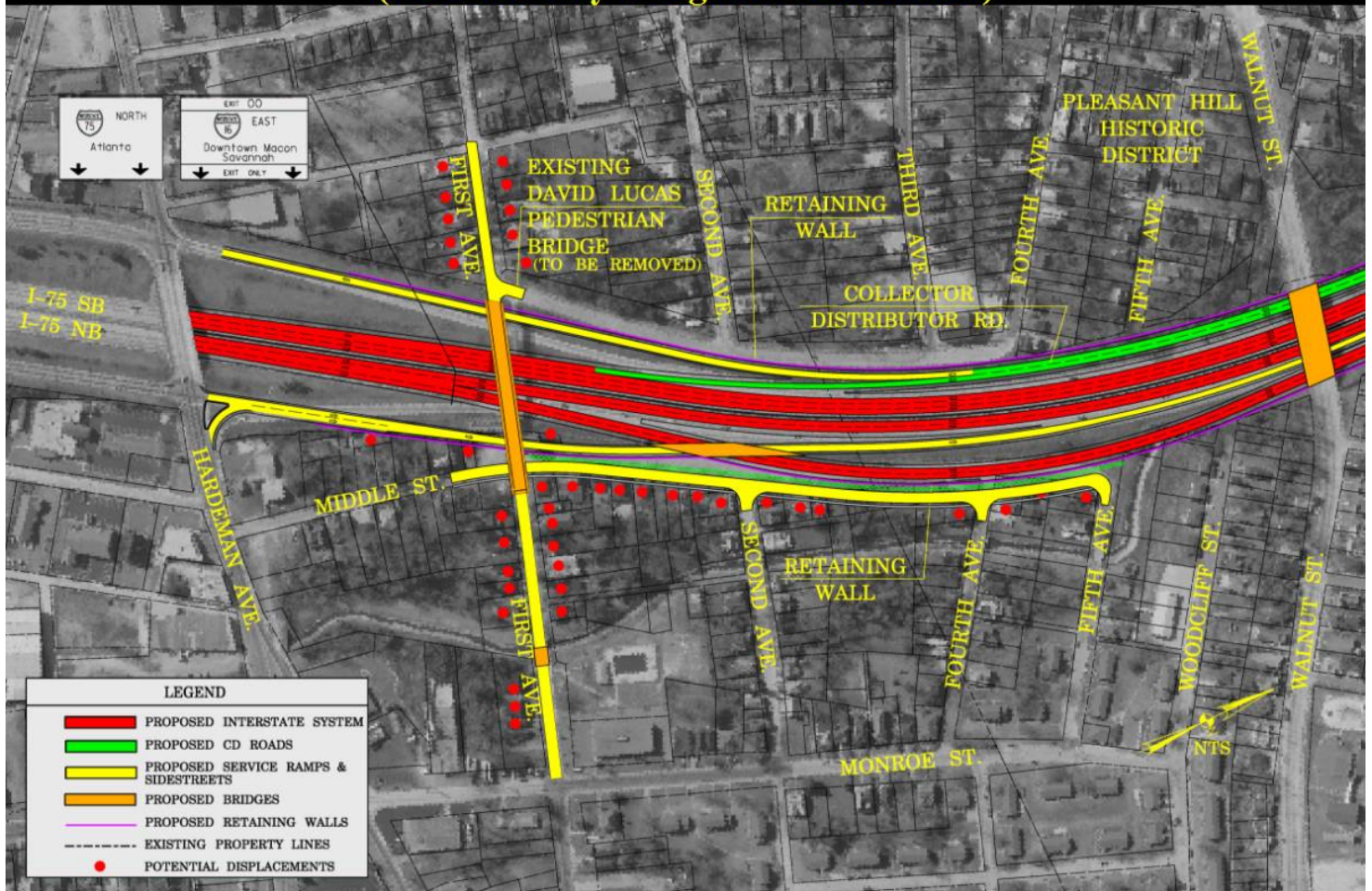
Questions/Comments:

Q: Why would the pedestrian bridge need to be reconstructed at Fourth Avenue?

A: *The existing pedestrian bridge will need to be reconstructed due to conflicts with the proposed roadway. The location of the pedestrian bridge could therefore change, if the neighborhood desires it. This is just one alternative location.*

Pleasant Hill Neighborhood Meeting
Meeting Summary
January 25, 2006

East-West Connectivity– Option 3 (New roadway bridge at First Avenue)



East-West Connectivity Option 3

Description: Construct a new roadway bridge at First Avenue to handle both vehicular and pedestrian traffic. The proposed First Avenue Bridge would span over I-75, the interstate access ramps to/from Hardeman Avenue, and Middle Street. Residents at a previous meeting had suggested this option.

Potential Displacements: 43

Questions/Comments:

Q: How would this impact traffic on First Avenue east of Monroe Street, and nearby intersections?

A: *The only work done so far on this alternative has been an analysis of the horizontal and vertical geometry. If the community desires this alternative to be investigated further, the project team will do a complete traffic and environmental analysis.*

**Pleasant Hill Neighborhood Meeting
Meeting Summary
January 25, 2006**

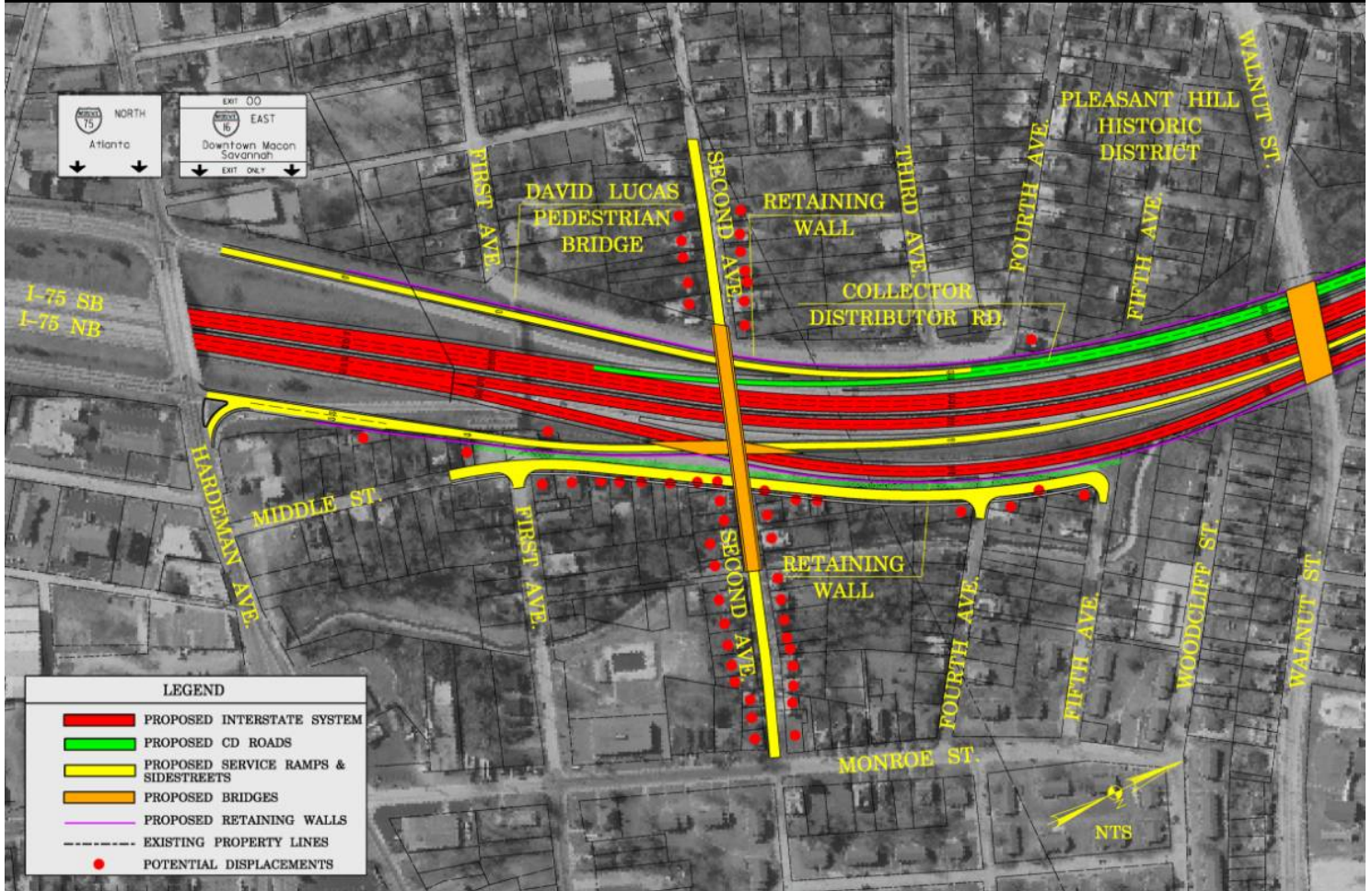
Comment: This option will make First Avenue the main thoroughfare and create additional traffic on the corridor. It will also impact 43 homes. We don't want to create more noise/air pollution. This will also create more traffic on Madison Avenue and require reconstruction of Madison Avenue due to the traffic.

Comment: What are the advantages of moving the pedestrian bridge? A lot of children are using the pedestrian bridge to go to school. This should be taken into consideration.

Pleasant Hill Neighborhood Meeting
 Meeting Summary
 January 25, 2006

East-West Connectivity– Option 4

(New roadway bridge at Second Ave.)



East-West Connectivity Option 4

Description: Construct a new roadway bridge at Second Avenue to handle both vehicular and pedestrian traffic. The proposed Second Avenue Bridge would span over I-75, the interstate access ramps to/from Hardeman Avenue, and Middle Street. Residents at a previous meeting had suggested this option.

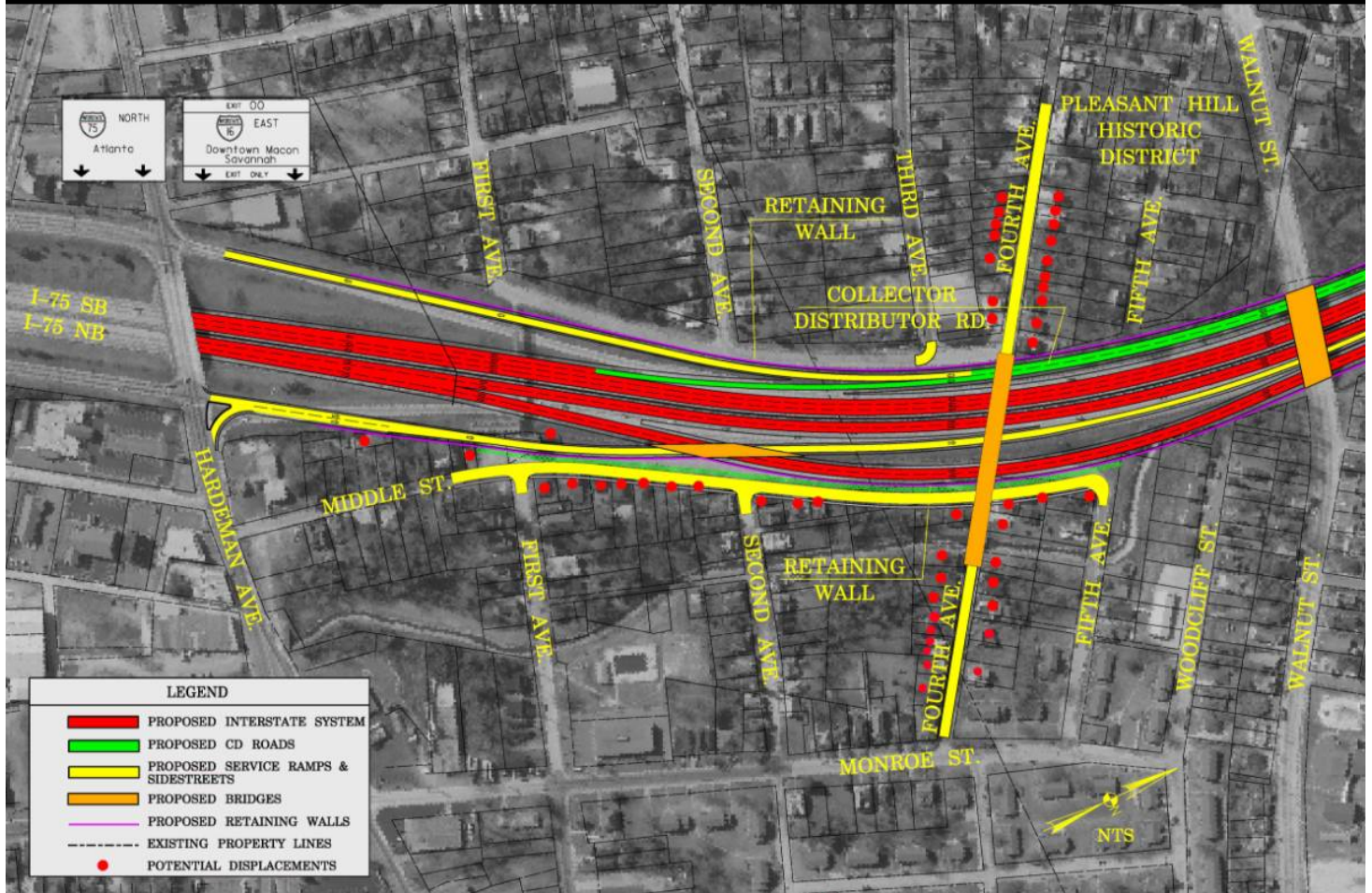
Potential Displacements: 54

Questions/Comments: None

Pleasant Hill Neighborhood Meeting
Meeting Summary
January 25, 2006

East-West Connectivity– Option 5

(New roadway bridge at Fourth Ave.)



East-West Connectivity Option 5

Description: Construct a new roadway bridge at Fourth Avenue to handle both vehicular and pedestrian traffic. The proposed Fourth Avenue Bridge would span over I-75, the interstate access ramps to/from Hardeman Avenue, and Middle Street. Residents at a previous meeting had suggested this option.

Potential Displacements: 49

Questions/Comments: None

Pleasant Hill Neighborhood Meeting

Meeting Summary

January 25, 2006

Following Mr. Hale's presentation of the above alternatives, Mr. Bowman discussed the following issues:

- 1. Property Acquisition.** Mr. Bowman noted that there are strict Federal guidelines for acquiring property for roadway improvements. Mr. Givens expressed concern that 'fair market value' might not cover the cost to buy a comparable home. Mr. Bowman explained that compensation would be based on comparable homes within the Pleasant Hill area. Mr. Bowman also said that displaced residents that do not have a mortgage now would not have a mortgage in the after condition. One resident noted that only a comparable home within Pleasant Hill would be acceptable. Mr. Bowman said that vacant lots could be utilized to build new homes for displaced residents, if necessary.
- 2. Sound Barriers.** Mr. Bowman requested that the Pleasant Hill community provide the Department with feedback concerning their desires for sound barriers. Mr. Scott and Mr. Givens responded that a subcommittee has been assembled and will meet to discuss this and other issues.
- 3. Landscaping.** Mr. Bowman again requested that the community provide feedback regarding their desires for landscaping/aesthetic improvements. Do you want the freeway to be attractive from the driver's perspective (i.e. median landscaping, etc.), or is the primary concern with how the freeway will look from the neighborhood? Mr. Bowman also requested that the community consider the cost of maintenance for any proposed landscaping features. Who will handle this maintenance? The neighborhood? The city?

General questions & answers:

Q: How long will Walnut Street be closed? Is there any way to avoid closing Walnut Street? One attendee pointed out that the existing Walnut Street Bridge was much wider than necessary.

A: *Re-building Walnut Street may require temporary closure of this roadway for a period of up to 2 years. The project team committed to investigating ways to stage the re-construction of Walnut Street to avoid closure, and to investigate reducing the overall bridge width.*

Q: What environmental impacts occurred as a result of the original construction of I-75 in the 1960's? Will the Department conduct a study to address the cumulative impacts to Pleasant Hill, and not just what will happen as a result of this project?

A: *Mr. Bowman responded that since the original interstate construction occurred before the National Environmental Protection Act, an environmental document was probably not prepared for this work. He said the project team would investigate this further and that the Department may consider a study of the cumulative impacts to Pleasant Hill.*

Q: Why is an Environmental Assessment (EA) being prepared for this project and not an Environmental Impact Statement (EIS)?

A: *At this time, an EA seems to be the appropriate level of environmental analysis based on the impacts associated with this project. Following review by FHWA, it may be determined that an EIS is necessary.*

Q: Will GDOT act as the real-estate agent for affected property owners?

A: *GDOT will conduct a search for displaced residents, but so can the property owner. GDOT will work with each individual to find something 'as good, or better' than their existing property.*

Mr. Scott closed the meeting by saying the Pleasant Hill Neighborhood Improvement Group will have their next meeting on February 9th. At this meeting, they will develop a list of the neighborhood's concerns/requests with the I-16/I-75 project, and will set priorities.