



CI

**Georgia Department of Transportation  
 Public Hearing Open House Comment Form**

**PLEASE PROVIDE CONTACT INFO FOR MAILING LIST**

Name LAURENT BROUQUEYAE  
 Address 425 HERITAGE PARK TRACE  
KENNESAW, GA 30144  
 Email Address brouquey@yahoo.com

The proposed Northwest Corridor Project currently under consideration provides for the construction of high occupancy vehicle (HOV) lanes and truck-only lanes (TOL) on I-75 north from Akers Mill Road to Hickory Grove Road, construction of new HOV ramps and interchanges for access to the system, and implementation of express bus or bus rapid transit (BRT) services supported by transit stations, park-and-ride lots, and various bus priority improvements. Additionally, HOV lanes are also proposed on I-575 from the I-75/I-575 Interchange to Sixes Road in Cherokee County. The build alternatives under consideration in the AA/DEIS also include options for tolling the HOV and truck-only lanes. In addition to the build alternatives, the AA/DEIS evaluates a No-Build Alternative without the proposed improvements. The purpose of this comment form is to collect input from interested stakeholders on the alternatives and issues evaluated in the DEIS.

In the space provided below, please list any comments regarding any aspect of the Northwest Corridor DEIS.

There is a new development of 161 dwellings in area referenced # 306 A. Please include us in the impact study, especially the noise pollution factor. We would be impacted both by the Truck lanes on 75 and the expanded access road on 575. Putting the truck only lanes on the inside of the roadway makes a lot more sense in terms of impact than putting them on the outside. Please add me to your e-mail list for further information.



C2

Comments on proposed I-75 and I-575 Widening  
May 29, 2007

The widening of I-75 and I-575 should not take place!

It is too expensive and HOV tolls may not even begin to pay for it, at least, not any time soon. If the tolls don't pay, the state as owner will be stuck with the bill, meaning the taxpayers will pay over and over. Sufficient traffic to justify the widenings and pay the tolls isn't predicted any time soon.

The widenings will have a very negative impact on nearby Cobb County neighborhoods, with noise, pollution from additional traffic, and massive new runoff, causing massive new flooding.

It is a known fact that our governments should have learned that widening the Interstates simply allows people to flee to outlying counties faster. As history has shown, over and over, these outlying counties rapidly fill with development, the roads rapidly fill up again and the demand will soon come again to subsidize them again with more widenings, so they can get to their cheaper homes faster. These widenings are a subsidy to developers, and those who choose to flee from close-in jobs to the distant counties, and their green fields, for cheaper homes. Meanwhile those of us who are close in subsidize this flight, by enduring the widenings, noise, additional pollution, etc. This widening also forces the construction of much more new outlying infrastructure, great new water demands, and the price must be borne by the existing taxpayers, who are mostly close-in taxpayers, who are affected by all of the above problems.

The citizens have spoken in the North Area Study and said that they want rail. Their wishes are being ignored.

The truck lanes are equally as bad an idea, especially placing them against the neighborhoods causing more unbearable noise.

We should not be forced to subsidize any of this insanity.

Borrowing against our children's future to do this is an even more insane idea. The only winners will be today's developers, and the road builders.

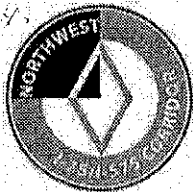
Please, in the name of sanity, bury this project, before it goes any further.

If anything at all is done, existing lanes should be made into free HOV lanes with no widenings at all.

Charging for use of HOV lanes discriminates against the poor and middle class people, in favor of the rich.

Jo Jones  
Stratford, Grove Meade, Hyde Park homeowner  
2829 Staunton Drive  
Marietta, GA 30067

C3



Project NHS-0001-00(919), CSNHS-0006-00(417), CSNHS-0006-00(418), CSNHS-0006-00(419), NH-575-01(28), NH-73-3(242), and CSMSL-0008-00(404) Cobb County and Cherokee County, P.I. NO. 0001919, 0006417, 0006418, 0006419, 713640, 714130, 0008404  
Public Hearing Open House

### Georgia Department of Transportation Public Hearing Open House Comment Form

**PLEASE PROVIDE CONTACT INFO FOR MAILING LIST**

Name LANIE SHIPP  
Address 118 McLABEN GATES DR  
MARIETTA, GA 30060  
Email Address LANIE@LANIESHIPPI.COM

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I ENCOURAGED WHATEVER NECESSARY TO EXPEDITE THE PLANNING, DESIGN, CONSTRUCTION OF HOV/TOL LANES NORTH OF 285. CONGESTION IS FAST BECOMING A DETRIMENT TO THE QUALITY OF LIFE AND ECONOMIC DEVELOPMENT.



C4

**F. G. LASSITER FAMILY LIMITED LIABILITY LIMITED  
PARTNERSHIP**

5665 Atlanta Highway  
Suite 103-369

Alpharetta, GA 30004

Phone: 404-219-3825

FAX: 770-346-8744

[lassiterproperties@yahoo.com](mailto:lassiterproperties@yahoo.com)

May 29, 2007

Mr. Harvey D. Keeper  
State Environmental/Location Engineer  
Georgia Department of Transportation  
3993 Aviation Circle  
Atlanta, GA 30336

RE: Draft Environmental Impact Statement  
Northwest Corridor Project

Dear Mr. Keeper:

As a general partner and manager of F.G. Lassiter F.L.L.L.P. I would like to address the above referenced D.E.I.S. of the proposed Northwest Corridor Project as it relates to property owned by F.G. Lassiter F.L.L.L.P. In Chapter 5 - Environmental Consequences, page 5-10, the statement refers to Mobile Home Housing.

The statement addresses residents and the potential displacement of residents residing in Lassiter Mobile Home Park. Essentially, every statement in the paragraph is blatantly false.

First, the statement indicates that the residents rent their dwellings. This is blatantly false and is obviously slanted to make the potential displacement of these people less burdensome and appear that it will have less impact on these residents and will cost much less to facilitate. Obviously, if they only have to be relocated to other rental units, the cost and impact will be much less than if they have to be compensated for their homes or have their mobile homes relocated to another park, considering the fact that there are no other parks in the area.

Second, the statement indicates the rental costs is unknown. I have attended every meeting regarding this project and have met personally with officials involved in this project. At no time has anyone contacted me to acquire any information about this whatsoever. I have

always said I would offer any information I have. Its amazing that the information stated is blatantly false when in the next sentence it is stated that no information was available. I wonder how it was ascertained that the dwellings were all rental units. Obviously, that was simply fabricated to make the impact on these people and the budget of this project seem more feasible.

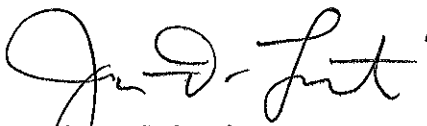
Third, the statement indicates that up to 35 households will be displaced. In all the studies I have seen and the presentations made at the meetings, none indicate or project that any mobile homes will be left when this project is complete. Instead all of the studies project upper end housing and shopping in the area. In reality over 100 households will eventually be displaced.

Fourth, in the final sentence, again, the statement emphasizes that because the residents rent their mobile home rather than own, replacement housing will be more affordable and will have less of an impact. Again, this is blatantly false and the statement is slanted to make this project look like it will have less impact than it will in reality.

The most bothersome thing about this is the fact that if this tiny portion of this huge report is so blatantly false and slanted to make this project look better, how much more of it is slanted the same way. Since this project will eventually require the condemnation or taking of several pieces of our property, I think we deserve to know how this statement was drafted and who came up with the misinformation stated in this report.

I will be glad to meet with anyone at anytime regarding this. I can be reached at 404-219-3825. Thanks for your consideration of this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "James D. Lassiter".

James D. Lassiter  
Managing General Partner

**F. G. LASSITER FAMILY LIMITED LIABILITY LIMITED  
PARTNERSHIP**

5665 Atlanta Highway  
Suite 103-359  
Alpharetta, GA 30004  
Phone: 404-219-3825  
FAX: 770-346-8744

[lassiterproperties@yahoo.com](mailto:lassiterproperties@yahoo.com)

---

May 29, 2007

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State Environmental/Location Engineer  
Georgia Department of Transportation  
3993 Aviation Circle  
Atlanta, GA 30336

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Northwest Corridor Project

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Sincerely,

James D. Lassiter  
Managing General Partner



**Table 5-8. Potentially Affected Apartment Complexes**

Complex	Total Units	Class	Monthly Rate Efficiency	Monthly Rate 1 BR	Monthly Rate 2 BR	Monthly Rate 3 BR
Barrington Mill	398	B	-	\$ 507-795	\$ 753-1005	-
Belmont Place	326	A	-	\$ 894-1,169	\$ 1,069-1,274	\$ 1,409-1,609
Crossing at Wood Station Apts.	380	B	-	\$ 535	\$ 730	\$ 874
Flagstone Village	348	B	-	\$ 490-550	\$ 695-740	-
Highland Trace I & II	400	C	-	\$ 550	\$ 699-730	\$ 819-869
Las Colinas	385	C	\$ 535	\$ 573	\$ 780	\$ 890
Lincoln Hills	680	B	-	\$ 617-725	\$ 817-860	-
Madison Hills	436	C	-	\$ 672	\$ 690-730	\$ 849
Spectrum Pointe	196	B	-	\$ 554-604	\$ 627-640	\$ 823-844
CO-01			\$ 590	\$ 695	\$ 865	\$ 1,025
Cobb County Ave			\$ 550	\$ 675	\$ 813	\$ 962

Notes:

Apartment class ratings are A through D and are based on age and condition.

BR = Bedroom

Source: Databank, Inc. 2006; URL <http://www.4wallsinatlanta.com/marietta/belmontplace>.

Additional difficulties could occur in several years when property acquisition would occur for the proposed project. This is because many apartment complexes in the Atlanta metro area are being demolished and the sites are being redeveloped for new condominium or fee-simple townhouses. This is especially affecting older apartment buildings in Midtown, downtown Atlanta, Buckhead, and some deteriorated neighborhoods (Wexler, 2006). As such, it will likely be increasingly difficult for those in the lowest income brackets to find suitable and affordable rental housing in Cobb County.

**Mobile Home Housing**

Another category of households that would be potentially displaced encompasses those residing at the Lassiter Mobile Home Park. In contrast to many mobile home parks where the residents own their own dwelling, these residents rent their dwellings. The range of rental costs is unknown for this mobile home park and there is no known published data that provides benchmark rental costs for mobile home parks in the Atlanta region. This type of housing, however, is oftentimes one of the least expensive housing option available. In Cobb County, there are more than 26 mobile home parks (URL: <http://www.mhvillage.com/communities>). It is not known whether residents own or rent their dwellings or whether vacancy rates could accommodate the needs of up to 35 displaced households. But because the residents of the Lassiter Mobile Home Park rent, their replacement housing could be rental apartments, townhomes, or single-family dwellings, if affordable compared to rental costs for mobile homes.

**5.3.2 Displacement of Businesses and Employees**

The total number of commercial buildings that would be displaced under the build alternatives range from 43 for the HOV/TOL Alternative to 46 for both the HOV/TOL/Reduced BRT Alternative (see Table 5-9). An estimated 46 to 48 businesses would be displaced and an estimated 99 or 121 employees would be displaced by property acquisition.



CS

### Georgia Department of Transportation Public Hearing Open House Comment Form

#### PLEASE PROVIDE CONTACT INFO FOR MAILING LIST

Name Johnnie Lassiter  
 Address 332 ~~xxxx~~ Apache trail  
Maritta, Georgia 30060  
(770) 427-5685

Email Address \_\_\_\_\_

The proposed Northwest Corridor Project currently under consideration provides for the construction of high occupancy vehicle (HOV) lanes and truck-only lanes (TOL) on I-75 north from Akers Mill Road to Hickory Grove Road, construction of new HOV ramps and interchanges for access to the system, and implementation of express bus or bus rapid transit (BRT) services supported by transit stations, park-and-ride lots, and various bus priority improvements. Additionally, HOV lanes are also proposed on I-575 from the I-75/I-575 Interchange to Sixes Road in Cherokee County. The build alternatives under consideration in the AA/DEIS also include options for tolling the HOV and truck-only lanes. In addition to the build alternatives, the AA/DEIS evaluates a No-Build Alternative without the proposed improvements. The purpose of this comment form is to collect input from interested stakeholders on the alternatives and issues evaluated in the DEIS.

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*My comment:*

*The Alternatives Analysis Draft Environmental Impact Statement - Chapter - Environmental Consequences*

*Mobile Home Housing*

*The above paragraph is incorrect. Those residing @ Lassiter Mobile Home Park own their own dwelling. Lassiter Mobile Home Park rents spaces only.*

*There are more than 35 households affected by this project.*

*As of this Open House (May 29, 2007), the Department of Transportation has not contacted Lassiter Mobile Home Park for household information.*

Please mail the completed form to Mr. Harvey D. Keeper, GDOT Office of Environment/Location at 3993 Aviation Circle, Atlanta, GA 30336 by July 13, 2007.

*Johnnie Lassiter*



C6

Victoria L. Brasfield  
3240 Windsor Lake Drive  
Atlanta, Georgia 30319

May 25, 2007

Wayne Fedora, P.E.  
Major Projects Engineer  
Federal Highway Administration,  
Georgia Division  
61 Forsyth Street, SW  
Suite 17T100  
Atlanta, Georgia 30303-3104

Dear Mr. Fedora,

I have a concern about the environmental consequences noted in the section on **Mobile Home Housing** in the Alternatives Analysis DEIS. It is stated that the residents in the Lassiter Mobile Home Park **do not** own their own dwellings. As one of the owners of this mobile home park, that is simply not true. Each dwelling **is** owned and the land (lot) is rented to them. Therefore, the displaced households will need more than a rental apartment, townhome, or single-family rented dwelling. Each mobile home will need to be relocated to another mobile home park or their dwelling purchased.

It should also be noted that there are over 100 rental lots in the Lassiter Mobile Home Park. From looking at the proposals earlier presented at the public hearings, it appears that more than 35 households will be displaced.

Regards,

*Victoria L. Brasfield*  
Victoria L. Brasfield

Victoria L. Brasfield  
3240 Windsor Lake Drive  
Atlanta, Georgia 30319

May 25, 2007

Darryl VanMeter, P.E.  
Assistant State Urban Design Engineer/  
Program Manager  
Georgia Department of Transportation  
#2 Capitol Square, SW  
Atlanta, Georgia 30334

Dear Mr. VanMeter,

I have a concern about the environmental consequences noted in the section on **Mobile Home Housing** in the Alternatives Analysis DEIS. It is stated that the residents in the Lassiter Mobile Home Park **do not** own their own dwellings. As one of the owners of this mobile home park, that is simply not true. Each dwelling **is** owned and the land (lot) is rented to them. Therefore, the displaced households will need more than a rental apartment, townhome, or single-family rented dwelling. Each mobile home will need to be relocated to another mobile home park or their dwelling purchased.

It should also be noted that there are over 100 rental lots in the Lassiter Mobile Home Park. From looking at the proposals earlier presented at the public hearings, it appears that more than 35 households will be displaced.

Regards,

  
Victoria L. Brasfield



C7

**Georgia Department of Transportation  
Public Hearing Open House Comment Form**

**PLEASE PROVIDE CONTACT INFO FOR MAILING LIST**

Name Meredith Nienkamp  
 Address 2137 Sun Valley Dr.  
Marietta, GA 30067  
 Email Address nienkamp@yahoo.com → already on list

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I've come to 3 open forums and continue to be frustrated w/ the overall lack of knowledge from the gov/ private reps hosting the event. I would appreciate if someone would update the website w/ a clear timeline of <sup>remaining</sup> events; and who is responsible for such, such as:

- Date of Final impact statement
- Access to Final plans submitted for Fed Review/Approval
- Final HOV/BRT maps w/ right-of-way acquisition
- etc.

Every question I asked, I was either directed to another person who couldn't answer, or referred to a board, and often heard "they" plan to. Who is "they"? I do appreciate

the detailed maps & computer presentation. I am a resident of the Sun Valley / Forrest Ridge neighborhood and want to make sure our voices / concerns are heard to protect our homes & quality of life in balance w/ the current & future travel needs of the I-75 corridor.

My greatest fear is that plans will change at the 9th hour ~~without being~~ that affect our neighborhood without being informed.

**Other ways to provide comments:**

- A court reporter is available at this PHOH for those persons who would like to make a verbal statement about the project.
- You may submit your comments on the project web site at [www.nwhovbrt.com](http://www.nwhovbrt.com) or send an email to [hov\\_brt\\_comments@projectsolvemail.com](mailto:hov_brt_comments@projectsolvemail.com).
- You may also elect to leave a message on the project hotline at 404-377-4012.

**All comments will be made a part of the project record.**

**What is the best way to keep you informed as the project progresses?**

- |                                   |   |
|-----------------------------------|---|
| <input type="checkbox"/> Website  | <input type="checkbox"/> Public Hearing Open Houses           |
| <input type="checkbox"/> Email    | <input type="checkbox"/> Presentations to Neighborhood Groups |
| <input type="checkbox"/> Mailings | <input type="checkbox"/> Other: _____                         |



C8

### Georgia Department of Transportation Public Hearing Open House Comment Form

PLEASE PROVIDE CONTACT INFO FOR MAILING LIST

Name STEVE COVERT  
 Address 1623 REX DR.  
MARIETTA GA 30066  
 Email Address Coverts @ bellsouth . net  
 (P)

The proposed Northwest Corridor Project currently under consideration provides for the construction of high occupancy vehicle (HOV) lanes and truck-only lanes (TOL) on I-75 north from Akers Mill Road to Hickory Grove Road, construction of new HOV ramps and interchanges for access to the system, and implementation of express bus or bus rapid transit (BRT) services supported by transit stations, park-and-ride lots, and various bus priority improvements. Additionally, HOV lanes are also proposed on I-575 from the I-75/I-575 Interchange to Sixes Road in Cherokee County. The build alternatives under consideration in the AA/DEIS also include options for tolling the HOV and truck-only lanes. In addition to the build alternatives, the AA/DEIS evaluates a No-Build Alternative without the proposed improvements. The purpose of this comment form is to collect input from interested stakeholders on the alternatives and issues evaluated in the DEIS.

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Thanks for providing this information public meeting.

This is obviously a massively expensive project. I see 2 keys to making it a success - otherwise it could prove to be a huge waste of money.

1.) Build a truck only highway N to S, + E to W. to get all state to state trucks off I 75 + I 20.

This would be a toll road with benefits to truckers: higher speeds + no auto congestion.

2.) Fully implement the BRT System - No partial. Buses running like trains quickly + often down the center of the interstate. It must be a fully functioning system to attract riders.

Consideration should be given to running the bus system from CANTON + CARTERSVILLE on the North to Ave, Turner field, + The Airport  
Thanks + good luck.

**Other ways to provide comments:**

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**What is the best way to keep you informed as the project progresses?**

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- Mailings

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- Other: \_\_\_\_\_



C9

Project NHS-0001-00(919), CSNHS-0006-00(417), CSNHS-0006-00(418), CSNHS-0006-00(419), NH-575-01(28), NH-73-3(242), and CSMSL-0008-00(404) Cobb County and Cherokee County, P.I. NO. 0001919, 0006417, 0006418, 0006419, 713640, 714130, 0008404  
Public Hearing Open House

### Georgia Department of Transportation Public Hearing Open House Comment Form

**PLEASE PROVIDE CONTACT INFO FOR MAILING LIST**

Name Geo COXE  
Address 4702 KINGS CROSSING DR.  
KENNESAW, GA. 30144  
Email Address gcox@bellsouth.net

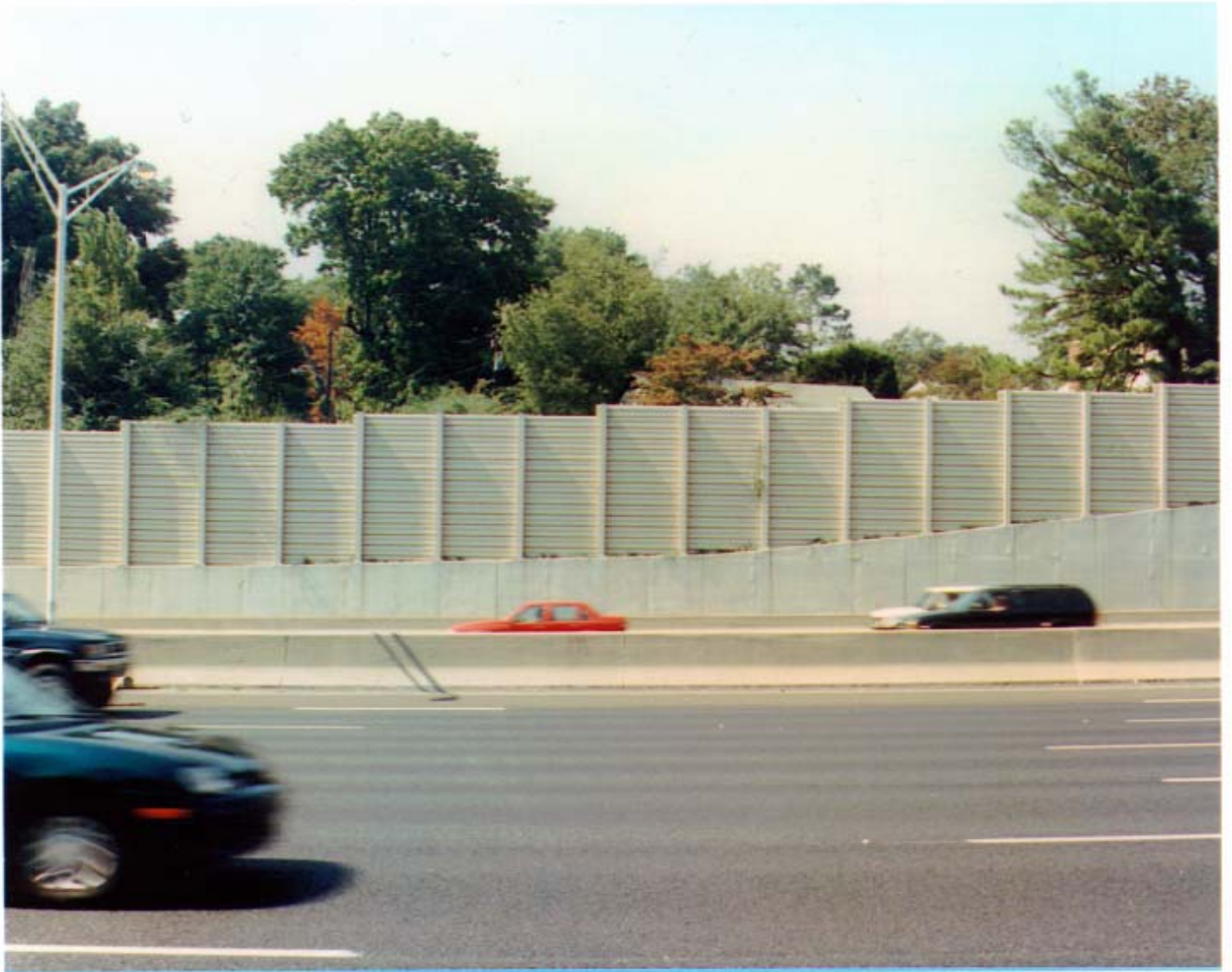
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My main concern is noise barriers along I-575. Our subdivision (Kings Crossing) is located off Shallowford Rd, on either side of the highway.

Why don't you consider train?







W3

## Georgia Department of Transportation Public Hearing Open House Comment Form

**PLEASE PROVIDE CONTACT INFO FOR MAILING LIST**

Name Omar Newman

Address 947 Bendleton Dr.  
Woodstock, GA 30188

Email Address \_\_\_\_\_

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Thank you for all the hard work to get the project to this point. Your talents are amazing. Good Luck - let's build it!

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

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# Road-Use Taxes

C10

## T.T. Trucks

100,000 mi/yr

1.0 mi/gal

$\$ .294$  tax/gal  $\times$   $\frac{.204 \text{ F.}}{.394 \text{ T}}$

$\$ 4,000$  other tax/yr

35 tons gross wt

3,500,000 ton-miles/yr

$\frac{100,000 \text{ mi/yr}}{1 \text{ mi/gal}} = 100,000 \text{ gal/yr}$

$100,000 \text{ gal/yr} \times \frac{\$ .394}{\text{yr}} = \frac{\$ 39,400}{\text{yr}}$

$\$ 39,400$  fuel tax

$\$ 4,000$  other tax

$\$ 43,400/\text{yr}$  total tax

$\$ 43,400/\text{yr}$

3,500,000 ton-miles/yr

$= \frac{\$ 43,400}{3,500,000} = \$ .0124$  per ton-mile

$= \frac{\$ 43,400}{1000} = \$ 43.40$  per 1000 ton-miles

$\frac{\$ 17.25}{12.40} = 1.39$

Autos pay 39% more per ton-mile than T.T. Trucks

## Automobiles

15,000 mi/yr

2.0 mi/gal

$\$ .29$  tax/gal  $\times$   $\frac{.18 \text{ F.}}{.29 \text{ T}}$

$\$ 300$  other tax/yr

2 tons gross wt.

30,000 ton-miles/yr

$\frac{15,000 \text{ mi/yr}}{2.0 \text{ mi/gal}} = 7,500 \text{ gal/yr}$

$7,500 \text{ gal/yr} \times \frac{\$ .29}{\text{gal}} = \frac{\$ 2,175}{\text{yr}}$

$\$ 2,175$  fuel tax

$\$ 300.00$  other tax

$\$ 2,475/\text{yr}$  total tax

$\$ 2,475/\text{yr}$

30,000 ton-miles/yr

$= \frac{\$ 2,475}{30,000} = \$ .0825$  per ton-mile

$= \frac{\$ 2,475}{1000} = \$ 2.475$  per 1000 ton-mi

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

In re:

RIGHT OF WAY ACQUISITION )  
)  
PROJECT: NHS-0001-00(919), )  
CSNHS-0006-00(417), )  
CSNHS-0006-00(418), )  
CSNHS-0006-00(419), )  
NH-575-01(28), NH-73-3(242) )  
AND CSMSL-0008-00(404) )  
)  
COBB AND CHEROKEE COUNTIES )  
)  
P.I. NO. 0001919, 0006417, )  
0006418, 0006419, 713640, )  
714130, 008404 )

COPY

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Public Information Meeting, held  
pursuant to Notice, commencing at 5:00 p.m.,  
MAY 29, 2007, 548 South Marietta Parkway, Marietta,  
Georgia, reported by Meredith B. Cohen, Certified  
Court Reporter.

CCR 1

1 PAUL RICHTER - 3920 Randall Farm Road,  
2 Vinings, Georgia 30339; (unlisted): I was wondering  
3 about the plans for the rapid transit buses. I talked  
4 with a gentleman that was in charge Mr. Heina, and I  
5 asked him how or what are they planning, and he showed  
6 me photographs of buses that are existent.

7 My question is, the enormity of the possible  
8 influence on the buses on the environmental situation  
9 along the corridor where they are going to be used.

10 For example, I have lived many years with  
11 diesel buses in South America. These were top of the  
12 line Mercedes Benz, and they polluted the air and made  
13 life miserable, and they took them out and replaced  
14 them with natural gas.

15 I was told the newer buses under  
16 consideration are with the newer technology of diesel,  
17 but I wonder who has checked this out and how real is  
18 this improvement over what has been available in the  
19 past; that is one.

20 The second is the possibility they look at  
21 liquid natural gas buses. And the question comes up,  
22 where does the LNG come from? And we have been  
23 importing it because the United States is running low.

24 Other possibilities are being looked at, and  
25 I understand that the orders for the buses won't come

1 until 2010, so there is time for new technology to  
2 surface before they are bought, but I thought these  
3 were important considerations for environment and  
4 expense, et cetera.

5 The second thing I was wondering about, the  
6 truck lanes. If you have truck lanes on the outside,  
7 those people who live close to the interstate will have  
8 a horrible problem. I think with noise and, of course,  
9 fumes, et cetera; so I was wondering whether it is not  
10 best to put the trucks on the inside instead of the  
11 outside, and therefore possibly preventing the need for  
12 erection of these large walls that we see along 75  
13 going towards downtown from 285.

14 It is an extra expense that I am trying to  
15 see if it can be avoided. Those are the comments I  
16 wanted to make.

17 TRICIA CLEMENTS - 1730 Sierra Drive,  
18 Marietta, Georgia 30062; (678) 480-6669: My primary  
19 issue with the project is the proposed access from I-75  
20 Allgood Road. I think that it will have a  
21 significantly negative impact on the surrounding area  
22 with the increased traffic; and they haven't taken into  
23 consideration the funds that the Cobb County taxpayers  
24 will have to pay to widen that road if access is put  
25 there.

CCR2

1 My understanding is, the primary goal of the  
2 project is to get drivers to their destination faster;  
3 and if they have to drive down Scufflegrit and Allgood  
4 Road to reach 75, it is going to take longer, and they  
5 won't do it.

6 The preferred alternative would be access at  
7 Canton Road. It would get them to 75 a lot faster and  
8 it would get the large amount of Cherokee travelers who  
9 want to access the HOV system.

10 I understand the current alternative at  
11 Canton Road is more expensive; however, I think that  
12 there may be other alternatives at the Canton Road  
13 cloverleaf that could be considered that would not be  
14 as expensive as the flyover, especially since GDOT owns  
15 a portion of the land currently at the cloverleaf.

16 Basic thing is, I don't want access at I-75,  
17 Allgood Road. I want it somehow at the Canton  
18 cloverleaf, somehow. That's it.

CCR3

19 PASTOR LARRY SHREINER - 770 Foxcroft Trail,  
20 Marietta, Georgia 30067; (770) 952-7427: My comment  
21 is, I would much prefer a rail system being explored  
22 over widening 75, and make it just simple. And also I  
23 would prefer the optional alignment at Roswell Road,  
24 saving Gospel Light Community Church. That's it. I  
25 just want to make sure, I would rather see rail.



1 saving the Gospel Light Community Church, which is in  
2 the path of this expansion. That's it. CCR7

3 EARL DANIEL - 2653 Warwick Drive, Marietta,  
4 Georgia 30062; (unlisted): I am not surprised the  
5 motor freight industry is whining and squealing about  
6 truck lanes they have to use and have to pay for.

7 Right now they are paying practically nothing  
8 because somebody else is building their roads for  
9 them.

10 I have a calculation that shows that  
11 automobiles are paying more to use highways than  
12 tractor-trailer trucks. I think it would be a nice  
13 thing for them to pay for what they are using. That's  
14 it. CCR8

15 NORM DEWALT - 1515 Kincaid Road, Marietta,  
16 Georgia 30066; (770) 977-3281: Basically, we are  
17 totally against the Allgood Road exit, and we really  
18 would much rather look at the alternative to see the  
19 Canton Road connector area.

20 I know there is some rough drafts and some  
21 other choices, but Canton Road would be a better  
22 choice. I also work at Lockheed Martin, and natural  
23 traffic flow would blend in.

24 Canton Road is four lanes up there, and there  
25 is still plenty of road to make that area bigger.

1 That's pretty much it. We are for the  
2 dedicated trucker lanes. We were thinking the trucking  
3 companies would benefit as well. I think that's it.

4 ROGER BUERKI - 499 Lyle Drive, Marietta, *CCR9*  
5 Georgia 30067; (770) 973-8459: I am interested in  
6 provisions incorporated to maintain water quality from  
7 the project runoff after construction into Rotten Wood  
8 Creek. And I am interested in the impact the design  
9 will have on Rotten Wood Creek below Terrell Mill Road  
10 just above Windy Hill Road by Feeder Road on Rotten  
11 Wood Creek above Terrell Mill Road, between there and  
12 Delk.

13 And on the creek on the west side of the  
14 project between Delk and South Marietta Parkway.

15 And what noise barriers are proposed as the  
16 county is building a recreation trail up the creek  
17 just below Terrell Mill Road.

18 Thank you. *CCR10*

19 BETTY HUNTER - 253 Lakewood Drive, Marietta,  
20 Georgia 30060; (770) 422-9125: Because of the cost  
21 overage that we see now, I would like to suggest that  
22 we look at light rail and maybe one HOV lane and one  
23 truck lane.

24 I think the road, as it is planned right now,  
25 will be obsolete before it is even built, and buses

1 won't do the job we need done in Cobb County.

2 I also have concerns about my church being  
3 taken, Gospel Light Community Church, and I still see  
4 that there is potential of losing our church.

5 I know that everyone is planning on working  
6 with us, but I know that if we have to relocate, we  
7 won't be given enough money to relocate because of  
8 requirements now that are made as far as parking for  
9 the size sanctuary that we have, and we could not  
10 probably even purchase land for what we would get for  
11 our church. So I have a great concern about it.

12 Some mention has been made of moving the  
13 church, and that would be good if it could be done; but  
14 the walls are plaster and the outside is brick on top  
15 of cement block, and I think it would be very difficult  
16 to move the church.

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CERTIFICATE

GEORGIA: )  
GWINNETT COUNTY: )

The within and foregoing hearing was taken before me as stated in the caption, and the same was reduced to writing by the undersigned.

I further certify the within and foregoing pages 1 through 8 constitutes a true, correct and complete transcript of the proceedings as recorded by the undersigned in the within captioned matter.

I further certify I am neither of kin nor counsel to any of the parties, nor in any way interested in the outcome of said case.

This the 29th day of May, 2007.

Meredith B. Cohen

MEREDITH B. COHEN, CERTIFIED COURT REPORTER

CCR #B-2093

21

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