



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

PLEASE PROVIDE CONTACT INFO FOR MAILING LIST

Name John W. Ball
 Address 2981 Rockledge Rd
Marietta GA 30066
 Email Address johnw_ball@bellsouth.net

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.

Please look into the possibility of triggering flicker vertigo if pylons are used to separate lanes on the Corridor. Pylons are cheaper but they can cause a problem. My wife has experience this when using the interstate in other areas of the country



WZ

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

PLEASE PROVIDE CONTACT INFO FOR MAILING LIST

Name JACKIE BALL
 Address 2981 ROCKBRIDGE RD
MARIETTA GA 30061
 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.

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

Please put displays & handouts @ all welcome centers, shopping centers in ATL area; Consider additional, perhaps unmanned, pull-off areas for people who live in state to get info before entering the system.
Please use concrete barriers, not pylons, to reduce ^{collateral} accident damage & flicker vertigo of motorists.

Please pressure MARTA for improved service! What plans are there for Bells Ferry Rd as it will be impacted by the HOV station @ Big Shanty? Thanks for your work!



W4

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

PLEASE PROVIDE CONTACT INFO FOR MAILING LIST

Name
Address

ARNOLD GOLDBERG
679 ARNOLD MILL RD, WOODSTOCK, GA 30188

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.

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

ON JULY 30, 2003 I GAVE TO ROGER PALMER A COPY OF MY THOUGHTS

YOU HAVE DONE NOTHING TO ESTABLISH SOME THINKING OF A CLOSE IN GRID EXPRESSWAY ALONG HIGHWAY 92, FROM I-75 TO I-85.

GROW UP & SOLVE THE MAJOR PROBLEM

Kristine Hansen-Dederick

From: Palmer, Roger [Palmer@pbworld.com]
Sent: Tuesday, June 12, 2007 1:47 PM
To: keisha.jackson@dot.state.ga.us
Cc: Kristine Hansen-Dederick; VanMeter, Darryl; Hancock, John; Moses, Robert
Subject: Northwest Corridor Project - PHOH Comments
Attachments: Arnold Goldberg.pdf

Keisha,

An elderly gentleman named Arnold Goldberg discussed the Project with me at the PHOH at Woodstock High School on May 31. He gave me a copy of the attached letter and said he has provided it to a number of people in the past at other meetings. Note that the letter is dated July 30, 2003. I suggested that he provide a formal comment and include the letter to make it a part of the comment records.

I saw him talking with the court reporter and I meant to ask if he had multiple copies of the letter but he left before I could get back to him. So, in case he did not provide it, here is a copy for the record. There is no address but hopefully he provided it to the court reporter. If not, he wrote his phone number on the last page.

Thanks,
Roger

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

July 30, 2003

GRTA Northern Sub-Area GA 400

I have attended various GRTA, ARC, & DOT meetings as well as the Northern Sub-Area GA. The information I received in the mail has always said " We Look Forward to Your Input." I am giving you my input, I hope you will pay attention to it this time. I have done this about five or six times with no positive reaction to my suggestions. ARC, GRTA, and D.O.T. It seems to me that the meetings are a waste of Taxpayers Dollars and Time. However I will try again!

We have numerous problems of transportation by Motor vehicles, Automobiles and Trucks around the Northern Sector of Atlanta. I have repeatedly modeled and given possible solutions to these problems to all of the above agencies outlining where we could solve some of the major problems that exist.

Overloading of I-285, I-75, I-575, GA-400, I-85. and Downtown Connector.
Excess pollution.

I have in my hand five fingers which illustrate the Radial Expressways in this Northern Sector. They are I-75, I-575, GA-400, Peachtree Industrial & I-85. We have one Circumferential Route, known as I-285, a Circumferential Route which goes around the heart of Atlanta.

We need something that is close in to I-285, that will solve some of the immediate problems we have. There are no complete routes without a multitude of stops, That make sure you cannot get around quickly, Close in to I-285 is a road known as GA 92, Holcomb Bridge Road, Jimmy Carter and GA-140. The problem is, we need a parallel or circular route close in where the problem now lies. Many of the intersections along Jimmy Carter and Holcomb Bridge have over one hundred thousand vehicles every day. Its time that you folks recognize the problem and go to the D.O.T. to say lets look and fix something. The various governments put stop lights up. These traffic lights detain traffic because they are not sensor controlled. You do not know how to time the stop lights. Traffic sensors would be a valuable addition to smoothly increase the flow.

with no cars crossing the intersection. This is what I am referring to as sensor lights that are needed. They would cost money but reduce pollution measurably.

You need to move on these recommendations and not continue to ignore me every time I suggest something. The major thing we need to do is to make some motion in the correct directions to eliminate problems.

GA-400 gets clogged up frequently flowing south and exiting at Holcomb Bridge would provide alternate routing. This would minimize some of the problems on 400. Instead of widening 400 use the circular route. What will it take for the intelligent people in the engineering department to carefully study the many advantages that the 92 Skyway would provide.

I have tried many times by making maps, modeling it, and have done everything possible to get you folks to study the total effect of this plan. You have ignored it. I have given road counts from the D.O.T. that are 3 years old that are very impressive. Chances are that this traffic count has increased between 30 and 40 percent. Nothing is being done that has been publicized.

There are other numerous problems we have on our roads, They are being blocked by cable installers, phone companies, garbage trucks and others. This should be restricted to night time with very low traffic flow.

If we do not move promptly, the route I have suggested will be too saturated with close development that the SKYWAY will never happen. We need it ! Do it! There are segments of the road that have easily obtainable rights of way. It would be so valuable to the public to do it now. Do it in segments. Rail and bus transportation is not going to replace individuals requirements.

Over ten years ago when I was foreman of the Grand Jury we recommended that the rail line through Woodstock and Canton be used as a commuter line. The owners of the railroad said they could haul their freight at night. Nothing has ever been done. The rail lines would have to be upgraded for passenger travel. It could be done.

The route which I have mentioned, Jimmy Carter, Holcomb Bridge, & GA-92 actually is relatively close in. It would be a tremendous assist to the existing flow of traffic if we could take a portion or segment and progressively convert it to a combination expressway and local road system. This could be a partially elevated and ground level segments. The end target would be both expressway and local road from I-85 to I-75. This could be engineered in whatever combination of bridges and roads to allow expressway travel from each of the radial expressways.

Recently in this year property has been purchased to establish a four lane GA-92 from I-75 to close to I-575. The theory is that this will make it a wonderful four lane road to get clogged up. This should be expanded and redesigned to provide expressway and local roads and achieve intelligent travel for the people. I have suggested this over a year ago to all of GRTA, D.O.T. & A.R.C. No intelligent response resulted.

Some of the cities would have a negative reaction because it would possibly detract from business. This is not what we should be considering. We need to be solving a transportation problem that is increasing daily. This plan could reduce traffic flow on I-285 by Thirty Percent.

Another complaint of the D.O.T. is the downtown connector. It is a mess. This circular addition would reduce some of that problem. No One wants to attempt to allocate funds for this circular enhancement.

It's time we got a little bit brighter and technically smart. To do what we have been doing will create more problems and more pollution. Many times I have been on GA-92, stopped at a stoplight waited until the light changed with no cars crossing the intersection. This is what I am referring to as sensor lights that are needed. They would cost money but reduce pollution measurably.

You need to move on these recommendations and not continue to ignore me every time I suggest something. The major thing we need to do is to make some motion in the correct directions to eliminate problems.

GA-400 gets clogged up frequently flowing south and exiting at Holcomb Bridge would provide alternate routing. This would minimize some of the problems on 400. Instead of widening 400 use the circular route. What will

it take for the intelligent people in the engineering department to carefully study the many advantages that the 92 Skyway would provide.

I have tried many times by making maps, modeling it, and have done everything possible to get you folks to study the total effect of this plan. You have ignored it. I have given road counts from the D.O.T. that are 3 years old that are very impressive. Chances are that this traffic count has increased between 30 and 40 percent. Nothing is being done that has been publicized.

There are other numerous problems we have on our roads, They are being blocked by cable installers, phone companies, garbage trucks and others. This should be restricted to night time with very low traffic flow.

If we do not move promptly, the route I have suggested will be too saturated with close development that the SKYWAY will never happen. We need it ! Do it! There are segments of the road that have easily obtainable rights of way. It would be so valuable to the public to do it now. Do it in segments. Rail and bus transportation is not going to replace individuals requirements.

Over ten years ago when I was foreman of the Grand Jury we recommended that the rail line through Woodstock and Canton be used as a commuter line. The owners of the railroad said they could haul their freight at night. Nothing has ever been done. The rail lines would have to be upgraded for passenger travel. It could be done.

We also have other problems which would be helped by the SKYWAY. People living in the east side of the Sub-Area work in the west side and the reverse. This would expedite their travel time.

If you can't improve the traffic problems, shut down and save the taxpayers money.

Arnold I. Goldberg

770-926-7396
CELL 770-616-4506



W5

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

PLEASE PROVIDE CONTACT INFO FOR MAILING LIST

Name BRUCE BURNAMAN
 Address 1310 BASS DR
WOODSTOCK, GA 30189
 Email Address BDBINATL@BELLSOUTH.NET

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.

UGH! INSTEAD OF THE CURRENT PROPOSAL, I WOULD OFFER
 MY PROPOSAL (ATTACHED), WHICH INVOLVES BUILDING A NEW
 INTERSTATE RUNNING N/S WEST OF ATLANTA. IT WOULD HAVE TO
 BE COORDINATED WITH FLORIDA (WHICH WOULD PROBABLY BE
 THRUMLLED) AND ALABAMA. A SECOND PROPOSAL IS A NEW
 INTRASTATE RUNNING SW TO NE CONNECTING COLUMBUS
 WITH ATLANTA AND ULTIMATELY I-85.
 AS FOR CHEROKEE COUNTY, PLEASE BRING MARTA TRAINS TO
 TOWNE CENTER MALL AND SOMEPLACE NORTH OF THE MALL (MAYBE
 NORTH METRO TOWN) AS I WOULD USE MARTA TO ~~GET~~ ^{GET} TO ATLANTA
 OR THE AIRPORT. I REALLY DON'T WANT THIS MOUNT ROADAGE,
 MUCH OF IT CONFUSING TO VISITORS. IT'S GOING TO TAKE FOREVER
 TO BUILD AND COST TONS OF MONEY. SEE ATTACHED.

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.

PLEASE COMMENT ON BACK

I JUST WATCHED THE "MOVIE". SEVERAL CONCERNS: WHAT

HAPPENS IN THE EVENT OF A MAJOR ACCIDENT IN WHICH
THE ROAD IS PHYSICALLY DAMAGED (IE A DIESEL FIRE
THAT MELTS THE ROADWAY OR A BRIDGE IN A TOL)?

I DO NOT LIKE THE IDEA OF LARGE BUS TERMINALS OVER
THE INTERSTATE FOR THE SAME REASON: ONE MAJOR FIRE
AND A LOT OF PEOPLE MAY DIE. HUMANE DEATHS. I THINK THE
Worst thing is going to be way too confusing for visiting
DRIVERS AND WILL USUALLY BE THE CAUSE OF MANY ACCIDENTS.
IT'S GOING TO TAKE A LONG TIME TO IMPLEMENT, FURTHER
AGGRAVATING THE TRAFFIC WORK IN THE NW CORRIDOR (NMAW),
IT'S GOING TO BE WAY TOO COSTLY!

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 or send an email to hov_brt_comments@projectsolve.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: _____ |

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

BACK SIDE

INTERSTATE 19 HURRICANE ESCAPE ROUTE, FLORIDA GOLD COAST VACATION EXPRESSWAY, LIMITED ACCESS INTERSTATE

BACK SIDE



4), BRUCE BURNHAM (SIR RONA PLANNED) I WENT WITH MY
PURPOSE TO HELP SOLVE ATLANTA'S TRAFFIC WORSE. MY PLAN IS TO
BUILD ONE NEW INTERSTATE (I-11) STARTING IN ADAIRSVILLE
AND ENDING IN FLORIDA AT PANAMA CITY. THIS WOULD/COULD
BE A LIMITED-ACCESS TOLL ROAD FOR BOTH TRUCKS AND PASSENGER
CARS. I-11 WOULD HOOK UP WITH I-20; I-85 AND ^{AND I-10} ~~AND~~ ^{ARE OF}
I-185, WHICH WOULD BE ~~EXCLUDED~~ ^{NEEDED}. THE PURPOSE OF THIS ROAD WOULD
BE TWO-FOLD, PRINCIPALLY: 1 - HUMANITARIAN EVACUATION
2 - FLA GOLD COAST VACATION EXPRESSWAY.

IDEALLY, IT WOULD BE THREE OR FOUR LANES IN EACH DIRECTION.
IT WOULD BE BUILT, IN MOST PART, ON EXISTING ROADWAYS, THIS
HOPEFULLY LOWERING THE COST.

IT TAKES TRAFFIC OUT OF I-75 & I-285, WHICH WILL BE THE
MAJOR ADVANTAGE TO ATLANTA TRAFFIC. IT ADDS INTERSTATE
CONNECTION POINTS, HOPEFULLY REDUCING TRUCK TRAFFIC ON I-285.
I-575 COULD BE EXTENDED SOUTHWESTWARD, IF DESIRED,
HOOKING UP WITH I-11 AROUND NEW GEORGIA.

A SECOND IDEA OF MINE IS TO HAVE AN INTERSTATE (I-2)
THAT GOES FROM I-85, THRU ATLANTA (THENE'S A BIG COLLEGE
THERE, YA KNOW?), CONNECTS WITH I-20 & I-77 SOUTH OF
ATLANTA, AND ENDING IN COLUMBUS. THIS IS ALSO PART OF
THE HUMANITARIAN EVACUATION & FLA GOLD COAST EXPRESSWAY AND
SORT OF MIMONS I-4 IN FLORIDA. IT TOO WOULD BE A LIMITED
ACCESS TOLL ROAD FOR BOTH TRUCKS & PASSENGER CARS.

ON THE NEWNESS, THE HIGHLIGHTED AREAS INDICATE WHERE
NEW ROADS WOULD HAVE TO BE BUILT, THE IDEA BEING TO BE
AS ENVIRONMENTALLY FRIENDLY AS POSSIBLE WHILE KEEPING THE
COST AS LOW AS POSSIBLE. BUT, THE MAJOR BENEFIT AND FOCUS
IS GOING TO BE ON HAVING YET ANOTHER AVENUE (PDM INTENDED)
TO GET PEOPLE OUT OF HARM'S WAY, SHOULD THE NEED ARISE.

THANKS FOR YOUR CONSIDERATION,

Bruce Burnham
770-712-0755

NORTHWEST CORRIDOR I-75/I-575 PROJECT

COPY

Individual Comments from the General Public
taken at Northwest Corridor I-75/I-575 Project
Meeting, pursuant to the stipulations agreed to
herein, before E. Staley Gilreath Robertson, at
Woodstock High School, 2010 Towne Lake Hills South
Drive, Woodstock, Georgia, on the 31st day of May,
2007, commencing at 5:00 p.m.

1 APPEARANCES OF COUNSEL:

2

3 On behalf of Sycamore Consulting:

4

5 Kristine Hansen-Dederick

6 Sycamore Consulting

7 909 Church Street

8 Decatur, Georgia 30030

9 (404) 377-9147

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

WCP 5/31/2007
Page 3

1 MR. BISHOP: Gordan Bishop, 147 Village
2 Court, Woodstock, Georgia 30188. The two things --
3 and it doesn't really have anything to do with 75 or
4 575. The thing I saw that probably would improve
5 traffic more on 92 which is under y'all, there needs
6 to be some more no U-turns on it. There's only about
7 two or three that I can think of in the whole length
8 of it right now.

9 And the traffic lights need to be timed
10 better where the traffic flows better. So, that was
11 the two comments I wanted to give to you.

12
13
14
15
16
17
18
19
20
21
22
23
24
25

WCRZ-5/31/2007

1 MS. BORDLEMAY: Cecile Bordlemay, 4022 Dream
2 Catcher Drive, Woodstock, Georgia 30181. My comments
3 are that I live in the Dear Run subdivision, which is
4 adjacent to Highway 575. My backyard is right next to
5 575. Okay.

6 We have enough of a problem right now with
7 sound from all the trucks that are using the highway,
8 which has increased through the years tremendously.
9 And I am mainly concerned that a sound barrier be
10 erected adjoining the highway and the properties in
11 Dear Run. That's it.

12
13
14
15
16
17
18
19
20
21
22
23
24
25

WEP 3 5/31/2007

1 MR. JONES: Ryan Jones, 3609 Kensington
2 Drive, Marietta 30066. An HOV lane is only as tax
3 cost effective as a regular lane if it handles at
4 least 50 percent of the traffic that would otherwise
5 be in an open lane. It has to handle more than 50
6 percent of a standard non-restricted lane to make back
7 the cost of a single-lane HOV lane.

8 And I think it would be just as good for the
9 traffic along 575, even better, if they simply put one
10 concrete median down the center of it and took the
11 existing medians between the north and the south and
12 added two more lanes both north and south in that
13 area.

14 I also have a more philosophical opposition
15 to HOV lanes in general because it is an effort by the
16 government to change the behavior of lawfully
17 law-abiding citizens -- strike the lawfully --
18 law-abiding citizens. I do not feel it is the
19 function of government to try to alter the behavior of
20 law-abiding citizens. The main function of government
21 is to protect the individuals' rights. And that's
22 good enough.

23
24
25

WCP4

1 MR. GOLDBERG: Arnold Goldberg, 679 Arnold
2 Mill Road, Woodstock, Georgia 30188. On July 30,
3 2003, I gave to Roger Palmer a copy of my thoughts.
4 You have done nothing to establish something of a
5 closed-in grid expressway along Highway 92 from I-75
6 to I-85. Grow up and solve the major problem.

7 This is the report. This was another meeting
8 they had. Now, I have been after this since about
9 when Governor Barnes was the governor. And but anyway
10 what I'm basically saying is the major problem we have
11 with the northern sector is we don't have a closed-end
12 grid expressway close to 285.

13 Now, if they put it in, it would reduce
14 traffic in the downtown connector. It would take
15 maybe 35 percent off of 285. And the northern sector
16 is the worst sector we have.

17 Now, I'm not giving this -- and then I went
18 into a lot of other details other than that. But if
19 they did this, it might help with this downtown
20 connector -- underground connector they are talking
21 about because if we relieve some of the traffic from
22 there, we would achieve a little more success than
23 worrying about all of these little intersections.

24 Then we have another problem. Atlanta is
25 confronted with road unreal (phonetic). I have lived

1 here since 1945. I'm a native Georgian. And since
2 then I lived on Williams Street where the Lockner Plan
3 came in. Do you know what that was? The Lockner Plan
4 was the original expressway. And it came down and
5 they took the house that I lived in which is right
6 near the Varsity.

7 Anyway, the plan was good and we would be in
8 deep trouble if we didn't have something. Now with
9 the fantastic population of people and the builders
10 that are trying to make money, the builders, when they
11 build big projects, should be required to put up a
12 bond or funds that will take care of the roads that
13 feed the subdivisions and developments. And this is
14 -- it shouldn't be subjected to the existing
15 taxpayers. It should be something that the man who's
16 making the money on it pays some of it.

17 Now, I mean, this is just basics. Then I get
18 into other things in this letter, which I'll send more
19 copies of. But we need censor-type stoplights. Every
20 time we build a new road, we fill it with stoplights
21 and we need sensors on the adjacent roads that will
22 turn the stoplights on and off based on traffic, not
23 on just automatic so many times, so many cars on and
24 off like they are. And it can be done because I was
25 involved in developing these things and they should be

1 MR. JONES: Frank Jones, 113 Thornwood Drive,
2 Woodstock, Georgia 30188. One of the things I was
3 thinking about here is they are not going up far
4 enough on 575, they need to continue on to, say,
5 Canton or beyond Canton out to Airport Road. If you
6 go for probably about three miles more north if you're
7 going to expand lanes and such, rather than just stop
8 at Sixes Road where they are because there's a lot of
9 build-up in Canton and even further north than Canton.
10 And at Sixes Road, there's going to be a lot of that.

11 To me, it will be a mess because I have seen
12 that happen a couple of times in past projects, just
13 too little too late. By the time they finish it's
14 already updated. And people are needing a little bit
15 more. And plus with the construction in this area, it
16 is very booming. The construction is booming in this
17 area. So, it's going to be over-populated. And
18 there's a lot of farms around here which are changing
19 into subdivisions. So, it's going to have a large
20 impact on traffic.

21 It's definitely needed. The highways are
22 definitely needing to be further north to the -- to at
23 least Canton. That would be Exit 20 and probably
24 further up to the next exit past that.

25 I really can't speak on Highway I-75. We

1 don't live out that way. I'm sure it's kind of the
2 same way.

3 One of the other things which was a concern
4 was 575 did not add any regular lanes, just keeping
5 the two and adding one HOV lane. They really need to
6 expand the number of lanes, just the regular lanes
7 from two to three to accommodate traffic because if
8 you are coming home presently on 575, it is packed at
9 5 o'clock, just very slow. And the majority of people
10 are in one-person cars. The spouses work at different
11 times, leave at different times, come back at
12 different times.

13 My wife and I, we try to carpool when we can.
14 We try to carpool when we can, but sometimes my hours
15 will extend a couple hours past her because of work.
16 So, it doesn't work out that way. So, a lot of people
17 will be driving alone.

18 We really need to expand to three lanes
19 regular and one lane -- at least one lane HOV. I
20 think what they have now is two lanes regular, one
21 lane HOV. They really need to expand to one lane HOV,
22 three lanes regular. Those are my two main concerns.

23

24

25

WCR6

1 MR. DOLIVE: Eric Dolive, 217 Plum Orchard
2 Way, Woodstock, Georgia 30189. I guess basically my
3 main concern was with, like, originally I think I had
4 -- when I was learning about the bus rapid transit,
5 they were talking about -- the HOV lanes. So,
6 essentially you would be sharing an HOV lane, I guess
7 cars, other cars that are driving. And I guess my
8 concern is that what people really want, I think, is
9 like reliability of knowing that if you are going to
10 use public transit, you want to make sure you are
11 getting to where you are going on time and I know
12 that's, you know, the focus and everything, that's the
13 main objective. But it just seems like it could
14 potentially, like, not really kind of solve completely
15 the problem that it is right now which is, you know,
16 there's most likely going to be wrecks even in the HOV
17 lanes, you know. And if that happens, I mean, it's
18 going to, you know, delay you getting to where you are
19 wanting to go.

20 And I don't know, I think my suggestion or my
21 opinion is that I think maybe -- I know there have
22 been studies, but maybe, like, looking into more,
23 like, rail as an option simply because I know there's
24 delays in rails too, but, I mean, you are not going to
25 have accidents and generally from my experience with

1 rails, it seems that it's a little more reliable than
2 buses. And I know part of the thing about the buses
3 was that not only could it utilize those HOV lanes,
4 but it has the capability of not only being an HOV
5 lane but, you know, being able to go off its, I guess,
6 normal route or, you know, being able to get around
7 within the area that was the destination.

8 And but my suggestion is that, you know, if
9 you could utilize both elements of, like, rail and
10 buses, I mean, it seems that they would complement
11 each other really well as opposed to only going with,
12 you know, buses. I mean, it seems like the other
13 could be utilized. It seems just more reliable, in my
14 opinion.

15 And, like, personally I feel more comfort in
16 knowing that I'm going to be -- when I get on here,
17 I'm going to end up where I'm going at whatever time
18 it says I'll be there. It just -- that's just kind of
19 my way of looking at it. That's my opinion.

20
21
22
23
24
25

WCR7

1 MS. WILSON: Suzette Wilson, 4172 Shiloh
2 Ridge Trail, Kennesaw 30144. My comment is that it
3 was a good presentation and I like the idea of having
4 the HOV lanes. And I like the idea of having the
5 trucks-only lanes.

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

WCP8

1 MR. PATEL: Kiran Patel, 725 Waveland Drive,
2 Woodstock 30189. My comment on the 575, you know they
3 are putting extra lane HOV, my comment is that if they
4 put a regular lane instead of HOV, put a regular lane
5 so they get -- traffic will move faster because in the
6 morning is not many two people in the car, most of
7 them single. So, that's the way I would comment on
8 both sides, if they put a regular lane instead of HOV.

9 And then, you know the new exit they are
10 putting on 575, Rope Mill, if they can process faster
11 an exit and can have more traffic moving in Towne Lake
12 Parkway exit.

13 And I hope they do the project quicker than
14 the projection.

15
16
17
18
19
20
21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

G E O R G I A:
FULTON COUNTY:

I hereby certify that the foregoing deposition was reported, as stated in the caption, and the questions and answers thereto were reduced to written page under my direction; that the forgoing pages 1 through 14 represent a true and correct transcript of the evidence given. I further certify that I am not in any way financially interested in the result of said case.

Pursuant to Rules and Regulations of the Board of Court Reporting of the Judicial Council of Georgia, I make the following disclosure:

I am a Georgia Certified Court Reporter. I am here as an independent contractor for Huseby, Inc.

I was contacted by the offices of Huseby, Inc. to provide court reporting services for this deposition. I will not be taking this deposition under any contract that is prohibited by O.C.G.A. 15-14-7 (a) or (b).

1 I have no written contract to provide
2 reporting services with any party to the case, any
3 counsel in the case, or any reporter or reporting
4 agency from whom a referral might have been made to
5 cover this deposition. I will charge my usual and
6 customary rates to all parties in the case.

7 This, the 5th day of June, 2007.

8

9

10

11

E. Staley Gilreath Robertson

12

E. STALEY GILREATH ROBERTSON, CCR-B-1859

13

My Commission Expires March 31, 2008.

14

15

16

17

18

19

20

21

22

23

24

25

A	B			
able	b	9:9	16:5	2:3,6
12:5,6	15:25	bus	Church	contacted
accidents	back	11:4	2:7	15:21
11:25	5:6 10:11	buses	citizens	continue
accommodate	backyard	12:2,2,10,12	5:17,18,20	9:4
10:7	4:4		close	contract
achieve	Barnes	C	6:12	15:24 16:1
6:22	6:9	Canton	closed-end	contractor
add	barrier	9:5,5,9,9,23	6:11	15:20
10:4	4:9	capability	closed-in	copies
added	based	12:4	6:5	7:19
5:12	7:22	caption	come	copy
adding	basically	15:9	10:11	6:3
10:5	6:10 11:2	car	comfort	correct
adjacent	basics	14:6	12:15	15:12
4:4 7:21	7:17	care	coming	Corridor
adjoining	behalf	7:12	10:8	1:4,13
4:10	2:3	carpool	commencing	cost
agency	behavior	10:13,14	1:18	5:3,7
16:4	5:16,19	cars	comment	Council
agreed	better	7:23 10:10 11:7,7	13:2 14:2,3,7	15:17
1:14	3:10,10 5:9 8:8	case	comments	counsel
airplane	beyond	15:15 16:2,3,6	1:12 3:11 4:2	2:1 16:3
8:5	9:5	Catcher	Commission	counter
Airport	big	4:2	16:13	8:8
9:5	7:11	CCR-B-1859	complement	COUNTY
alter	Bishop	16:12	12:10	15:4
5:19	3:1,1	Cecile	completely	couple
answers	bit	4:1	11:14	9:12 10:15
15:10	9:14	sensor-type	concern	court
anyway	Board	7:19	10:3 11:3,8	3:2 15:17,19,22
6:9 7:7	15:17	center	concerned	cover
APPEARANCES	bond	5:10	4:9	16:5
2:1	7:12	CERTIFICATE	concerns	customary
area	booming	15:1	10:22	16:6
5:13 9:15,17 12:7	9:16,16	Certified	concrete	
Arnold	Bordlemay	15:19	5:10	D
6:1,1	4:1,1	certify	confronted	day
Atlanta	build	15:8,13	6:25	1:17 16:7
6:24	7:11,20	change	connector	Dear
automatic	builders	5:16	6:14,20,20	4:3,11
7:23	7:9,10	changing	construction	Decatur
	build-up	9:18	9:15,16	2:8
		charge	Consulting	deep

7:8	elements	fill	getting	happening
definitely	12:9	7:20	11:11,18	8:8
9:21,22	engineers	financially	Gilreath	happens
delay	8:3	15:14	1:15 16:12	11:17
11:18	erected	finish	give	hat
delays	4:10	9:13	3:11	8:4
11:24	Eric	flown	given	help
deposition	11:1	8:6	15:13	6:19
15:9,23,23 16:5	essentially	flows	giving	High
destination	11:6	3:10	6:17	1:16
12:7	establish	flying	go	highway
details	6:4	8:7	9:6 11:19 12:5	4:4,7,10 6:5 9:25
6:18	evidence	focus	going	highways
developing	15:13	11:12	9:3,7,10,17,19 11:9	9:21
7:25	existing	following	11:11,16,18,24	Hills
developments	5:11 7:14	8:2 15:18	12:11,16,17,17	1:16
7:13	exit	foregoing	Goldberg	home
different	9:23,24 14:9,11,12	15:8	6:1,1	10:8
10:10,11,12	expand	forgoing	good	hope
direction	9:7 10:6,18,21	15:11	5:8,22 7:7 13:3	14:13
15:11	experience	Frank	Gordan	hours
disclosure	11:25	9:1	3:1	10:14,15
15:18	Expires	FULTON	government	house
Dolive	16:13	15:4	5:16,19,20	7:5
11:1,1	expressway	function	governor	HOV
downtown	6:5,12 7:4	5:19,20	6:9,9	5:2,7,15 10:5,19,21
6:14,19	extend	funds	grid	10:21 11:5,6,16
Dream	10:15	7:12	6:5,12	12:3,4 13:4 14:3,4
4:1	extra	further	Grow	14:8
Drive	14:3	9:9,22,24 15:13	6:6	Huseby
1:17 4:2 5:2 9:1			guess	15:20,21
14:1	F	G	11:2,6,7 12:5	I
driving	fantastic	G	guy	idea
8:10 10:17 11:7	7:9	15:3,3	8:8	13:3,4
dumb	far	general		impact
8:3	9:3	1:12 5:15	H	9:20
	farms	generally	handle	improve
E	9:18	11:25	5:5	3:4
E	faster	Georgia	5:3	increased
1:15 15:3 16:12	14:5,10	1:17 2:8 3:2 4:2 6:2	Hansen-Dederick	4:8
effective	feed	8:4 9:2 11:2	2:5	independent
5:3	7:13	15:18,19	happen	15:20
effort	feel	Georgian	9:12	indicating
5:15	5:18 12:15	7:1		

8:4 Individual 1:12 individuals 5:21 interested 15:14 interpret 8:7 intersections 6:23 involved 7:25 I-75 6:5 9:25 I-75/I-575 1:4,13 I-85 6:6	11:18,20,21,23 12:2,5,6,8,12 14:2 14:9 knowing 11:9 12:16 knows 8:10 Kristine 2:5	12:1 live 4:3 10:1 lived 6:25 7:2,5 Lockner 7:2,3 looking 11:22 12:19 lot 6:18 9:8,10,18 10:16	7:10,16 morning 14:6 move 14:5 moving 14:11	4:5 one-person 10:10 open 5:5 opinion 11:21 12:14,19 opposed 12:11 opposition 5:14 option 11:23 Orchard 11:1 original 7:4 originally 11:3 over-populated 9:17 o'clock 10:9 O.C.G.A 15:24
<hr/> J <hr/> Jones 5:1,1 9:1,1 Judicial 15:17 July 6:2 June 16:7	<hr/> L <hr/> Lake 1:16 14:11 lane 5:2,3,5,6,7 10:5,19 10:19,21,21 11:6 12:5 14:3,4,4,8 lanes 5:12,15 9:7 10:4,6 10:6,18,20,22 11:5,17 12:3 13:4 13:5 large 9:19 late 9:13 lawfully 5:16,17 law-abiding 5:17,18,20 learning 11:4 leave 10:11 length 3:7 letter 7:18 life 8:5 lights 3:9 little 6:22,23 9:13,14	<hr/> M <hr/> main 5:20 10:22 11:3,13 major 6:6,10 majority 10:9 making 7:16 man 7:15 March 16:13 Marietta 5:2 mean 7:17 11:17,24 12:10,12 median 5:10 medians 5:11 meeting 1:14 6:7 mess 9:11 miles 9:6 Mill 6:2 14:10 money	<hr/> N <hr/> native 7:1 near 7:6 need 3:9 7:19,21 9:4 10:5,18,21 needed 9:21 needing 9:14,22 needs 3:5 new 7:20 14:9 non-restricted 5:6 normal 12:6 north 5:11,12 9:6,9,22 northern 6:11,15 Northwest 1:4,13 number 10:6	<hr/> P <hr/> packed 10:8 page 15:11 pages 15:12 Palmer 6:3 Parkway 14:12 part 8:9 12:2 parties 16:6 party 16:2 Patel
<hr/> K <hr/> keep 8:9 keeping 10:4 Kennesaw 13:2 Kensington 5:1 kind 10:1 11:14 12:18 Kiran 14:1 know 7:3 11:11,12,15,17			<hr/> O <hr/> O 15:3 objective 11:13 offices 15:21 Okay	

14:1,1	projects	16:4	12:6	10:9
pays	7:11 9:12	regular	Rules	solve
7:16	properties	5:3 10:4,6,19,20,22	15:16	6:6 11:14
people	4:10	14:4,4,8	Run	sound
7:9 9:14 10:9,16	protect	Regulations	4:3,11	4:7,9
11:8 14:6	5:21	15:16	Ryan	south
percent	provide	reliability	5:1	1:16 5:11,12
5:4,6 6:15	15:22 16:1	11:9		speak
personally	public	reliable	S	9:25
12:15	1:12 11:10	12:1,13	saw	spouses
philosophical	pursuant	relieve	3:4	10:10
5:14	1:14 15:16	6:21	saying	Staley
phonetic	put	report	6:10	1:15 16:12
6:25	5:9 6:13 7:11 14:4	6:7	says	standard
pilot	14:4,8	reported	12:18	5:6
8:5	putting	15:9	School	stated
place	8:8 14:3,10	reporter	1:16	15:9
8:4	p.m	15:19 16:3	sector	stipulations
plan	1:18	reporting	6:11,15,16	1:14
7:2,3,7	Q	15:17,22 16:2,3	see	stop
Plum	questions	represent	8:9	9:7
11:1	15:10	15:12	seen	stoplights
plus	quicker	required	9:11	7:19,20,22
9:15	14:13	7:11	send	Street
population	R	result	7:18	2:7 7:2
7:9	R	15:15	sensors	strike
potentially	15:3	Ridge	7:21 8:1	5:17
11:14	rail	13:2	services	studies
presentation	11:23 12:9	right	15:22 16:2	11:22
13:3	rails	3:8 4:4,6 7:5 11:15	sharing	subdivision
presently	11:24 12:1	rights	11:6	4:3
10:8	rapid	5:21	Shiloh	subdivisions
probably	11:4	road	13:1	7:13 9:19
3:4 9:6,23	rates	6:2,25 7:20 8:9 9:5	sides	subjected
problem	16:6	9:8,10	14:8	7:14
4:6 6:6,10,24 11:15	really	roads	simply	success
process	3:3 9:25 10:5,18,21	7:12,21	5:9 11:23	6:22
14:10	11:8,14 12:11	Robertson	single	suggestion
prohibited	reduce	1:15 16:12	14:7	11:20 12:8
15:24	6:13	Roger	single-lane	sure
project	reduced	6:3	5:7	10:1 11:10
1:4,13 14:13	15:10	Rope	Sixes	Suzette
projection	referral	14:10	9:8,10	13:1
14:14		route	slow	Sycamore

2:3,6	1:16 14:11	utilize	15:11 16:1	30066
<hr/> T <hr/>	traffic	12:3,9	<hr/> Y <hr/>	5:2
take	3:5,9,10 5:4,9 6:14	utilized	years	30144
6:14 7:12	6:21 7:22 9:20	12:13	4:8	13:2
taken	10:7 14:5,11	U-turns	y'all	30181
1:13	Trail	3:6	3:5	4:2
talking	13:2	<hr/> V <hr/>	<hr/> 1 <hr/>	30188
6:20 8:2 11:5	transcript	Varsity	1	3:2 6:2 9:2
tax	15:13	7:6	15:12	30189
5:2	transit	Village	113	11:2 14:2
taxpayers	11:4,10	3:1	9:1	31
7:15	tremendously	<hr/> W <hr/>	14	16:13
Tech	4:8	want	15:12	31st
8:4	trouble	11:8,10	147	1:17
territory	7:8	wanted	3:1	35
8:6	trucks	3:11	15-14-7	6:15
thereto	4:7	wanting	15:25	3609
15:10	trucks-only	11:19	16	5:1
thing	13:5	Waveland	8:6	377-9147
3:4 12:2	true	14:1	1945	2:9
things	15:12	way	7:1	<hr/> 4 <hr/>
3:2 7:18,25 9:2	try	10:1,2,16 11:2	<hr/> 2 <hr/>	4022
10:3	5:19 10:13,14	12:19 14:7 15:14	20	4:1
think	7:10	went	9:23	404
3:7 5:8 10:20 11:3	turn	6:17 8:4	2003	2:9
11:8,20,21	7:22	wife	6:3	4172
thinking	two	10:13	2007	13:1
9:3	3:2,7,11 5:12 10:5	Williams	1:18 16:7	<hr/> 5 <hr/>
Thornwood	10:7,20,22 14:6	7:2	2008	5
9:1	<hr/> U <hr/>	Wilson	16:13	10:9
thoughts	underground	13:1,1	2010	5th
6:3	6:20	Woodstock	1:16	16:7
three	understand	1:16,17 3:2 4:2 6:2	217	5:00
3:7 9:6 10:7,18,22	8:3	9:2 11:2 14:2	11:1	1:18
time	unreal	work	285	50
7:20 9:13 11:11	6:25	10:10,15,16	6:12,15	5:4,5
12:17	updated	worrying	<hr/> 3 <hr/>	575
timed	9:14	6:23	30	3:4 4:4,5 5:9 9:4
3:9	use	worst	6:2	10:4,8 14:2,10
times	11:10	6:16	30030	<hr/> 6 <hr/>
7:23 9:12 10:11,11	usual	wrecks	2:8	679
10:12	16:5	11:16		6:1
Towne		written		

7				
725				
14:1				
75				
3:3				
9				
909				
2:7				
92				
3:5 6:5				