



**MEETING MINUTES**

**Project:** I-16/I-75 from I-75 at Hardeman Ave. to I-16 at Spring St.  
NH-16-(104) – Bibb County, P.I. 311410  
**Meeting:** Pleasant Hill Coordination Meeting  
**Location:** Booker T. Washington Community Center  
**Prepared By:** Will Sheehan  
**Prepared On:** September 14, 2006

Meeting Date	09/13/06
MA Project No.	99516A
CC:	File 99516A Attendees Liz Sanford (Sycamore) Dom Saulino (HNTB)

ATTENDEES	ORGANIZATION	PHONE
Ben Buchan	GDOT – Urban Design	404-699-4407
Jeff Simmons	GDOT – Urban Design	404-656-5444
Theresa Holder	GDOT – Urban Design	404-656-5444
Jennifer Mathis	GDOT - OEL	404-699-4408
Brad Hale	MA - Project Manager	770-263-5945
Shrujal Amin	MA - Environmental	770-263-5945
Will Sheehan	MA - Highway Designer	770-263-5945
Stephen Duval	MA	478-755-0000
Peter Givens	PHNIG	478-957-8565
Alfred Person	PHNIG	478-737-2565
Naomi Johnson	PHNIG	478-746-7173
Ora Bess	PHNIG	478-738-0646
Chester Gibbs		478-745-8263
Russell Claxton		478-750-0055
Mary Powell		478-741-7016

The purpose of the meeting was to continue coordination with the Pleasant Hill community with the goal of reaching a compromise over their mitigation requests. The proposed mitigation options and changes agreed upon at the previous meeting were presented to the community leaders on an aerial display. Mr. Peter Givens, President of the Pleasant Hill Neighborhood Improvement Group (PHNIG), conducted the meeting. The key points of the meeting discussion are as follows.

- It was noted that the mitigation plan developed jointly between GDOT and the PHNIG is preliminary and will require review and approval by several state and federal agencies, as required by the National Environmental Policy Act (NEPA).
  - The State Historic Preservation Officer (SHPO) has not yet evaluated the Pleasant Hill mitigation plan. The community’s strong support of the mitigation proposal and commitment to preserve and enhance homes within the neighborhood with their own Plans for Rehabilitation of the Pleasant Hill Neighborhood would improve its chances of obtaining approval from the SHPO. The issue here is “long term neighborhood viability vs. the loss of several historic homes”.
- The community is in favor of relocating historic homes that are structurally sound. Local codes dictate what type of structures can be moved. Some codes require that the entire structure be brought up to current building codes for it to be eligible for relocation; this could jeopardize the economic viability of relocating the structure versus constructing a new home.
- As stated at the last meeting, GDOT policy recommends limited access (i.e. – no driveways or local street intersections) within 300’ of an interstate interchange. The purpose of this policy is to avoid conflicts between



traffic getting on/off the interstate and local traffic (vehicles entering/exiting driveways, etc.). GDOT is currently proposing the following on Hardeman Avenue:

- **West of I-75 = 300' limited access.** This would require closure of the Craft Street / Hardeman Ave. intersection, and closure of two private driveways between the interstate and Pursley Street. Access to each of these properties will be looked at more closely as the project progresses.
  - **East of I-75 = 200' limited access.** Since the existing Middle Street / Hardeman Avenue intersection is only 200' from the interstate ramp, GDOT will make an exception to the 300' rule to avoid closing this intersection. This would require closure of the liquor/convenience store driveway on Hardeman Avenue, but would not disturb the driveway to this property from Middle Street. This will need approval by FHWA.
- According to Mr. Givens, the closing of the Frontage Rd. between First Ave. and Second Ave. on the west side of I-75 will not affect the city bus routes.
  - The community indicated that the "resurfacing" of First Ave. and Second Ave. might not be adequate to fully repair the roadway. The GDOT assured them that the problem would be carefully diagnosed and the roadways would be properly "rehabilitated".
  - The community desires a connection to the Ocmulgee Heritage Trail; however, they would prefer that the section of trail through Pleasant Hill be named the Pleasant Hill Heritage Tour. The PHNIG made it very clear that, as mitigation for the impacts to their community, improvements within Pleasant Hill should take priority over the trail connection.
    - The exact location of the trail through Pleasant Hill will be determined later; however, the PHNIG stated that they would submit a prioritized list of requests within one week.
    - GDOT assured the PHNIG that the improvements requested within the Pleasant Hill community would take priority over the Ocmulgee Heritage Trail extension.

Mr. Ben Buchan stated that the next step would be to schedule a Public Information Open House (PIOH) now that a preliminary mitigation compromise has been reached with the community. If need be, GDOT is open to another meeting with the overall Pleasant Hill neighborhood prior to the PIOH. The PIOH will be open to the public and would focus on the entire project, not just the section through Pleasant Hill. A strong show of support from the Pleasant Hill community would be greatly appreciated at the PIOH. Mr. Peter Givens concluded the meeting by expressing gratitude on behalf of Pleasant Hill towards the GDOT and its willingness to consider the needs of the neighborhood during the planning and environmental process.