



June 28, 2011

Thank you for attending the public hearing open house for Georgia Department of Transportation (GDOT) Projects STP00-0000-00(520) (519) (475) and (473), P.I. Nos. 0000520, 0000519, 0000475, 0000473, the proposed widening and reconstruction of State Route (SR) 133 from Moultrie to Albany, Georgia. In this handout package, you will find a need and purpose statement, project description, location map, environmental statement, right-of-way statement, and comment card.

As you enter the room, you will notice displays of the proposed project. GDOT representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a GDOT representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here, or send in written comments about the project until July 8, 2011. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental Administrator, Georgia Department of Transportation, 600 West Peachtree Street NW, 16th Floor, Atlanta, GA 30308. Comments can also be made via the web at www.dot.ga.gov. Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let GDOT know your view of the proposal.

The displays and plans will be available for review for ten days after the public hearing open house at the GDOT District 4 Office located at 710 West 2nd Street, Tifton, Georgia 31793, and the District 4 Area Offices located at 2060 Newton Road, Albany, Georgia 31701, and 120 Veterans Parkway North, Moultrie, Georgia 31788. A copy of all comments received will be available for public review at these same locations and at the GDOT, Office of Environment Services, 600 West Peachtree Street NW, 16th Floor, Atlanta, GA 30308, as soon as compilation is completed.

Again, thank you for attending this public hearing open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager, Douglas Fadool at (404) 308-1353 or Alexis John at (404) 631-1407 of the Office of Environmental Services.

Sincerely,

A handwritten signature in blue ink that reads "Bobby Hilliard".

Bobby Hilliard, P.E.
Office of Program Delivery

NEED AND PURPOSE

STP00-0000-00(520), (519), (475), & (473)
Colquitt, Worth, & Dougherty Counties

As part of the Governor's Road Improvement Program, or "GRIP," the primary purpose of the improvements to SR 133 from Moultrie to Albany is to encourage economic development. However, the project also addresses other important needs along the SR 133 corridor, particularly those concerning improved access and reducing crash frequency and severity. Projects STP00-0000-00(520) (519) (475) & (473) are GRIP projects that will widen approximately 32.0 miles of the SR 133 corridor from Moultrie to Albany to four lanes. The four projects are part of a series of projects programmed to widen SR 133 through Georgia as mandated by the state legislature.

Traffic counts were collected on SR 133 to develop forecasts for the project's likely build year, 2017, and design year, 2037. By 2017, traffic volumes are projected to range between 4,100 and 14,500 vehicles per day (vpd), and are expected to increase to between 5,000 and 17,500 vpd by 2037. The percentage of truck traffic is unusually high within the project corridor, comprising up to 23 percent of the total traffic on the roadway. SR 133 is a designated truck access route.

As noted, an important purpose of the project is to reduce crash frequency and severity along the corridor. A three-year history of crashes along SR 133 within the project limits was evaluated. While the overall crash rate for SR 133 is below the statewide average for similar routes, injury and fatality rates are higher than the statewide average. The construction of a four-lane section with a depressed grassed or raised median along the entire corridor would reduce crash frequency and severity by separating directional traffic flow and controlling turn movements. Adding left and right turn lanes would also protect turning vehicles from through traffic.

Changes to Design since Completion of the Draft Environmental Document

Impacts to all resources discussed in the project's Environmental Assessment (EA) document represent a worst-case scenario of anticipated effects resulting from the proposed project. Recent changes have been made to the design for the project, including a reduced median width to 32 and 24 feet (originally 44, 32, and 24 feet). Because this reduced typical section will be narrower than the design evaluated in the EA, the anticipated impacts are expected to decrease for most resources. The Summary of Environmental Study in this handout details the impacts currently expected from the proposed design as presented on this displays at this meeting.

For instance, the estimated number of residential and business relocations has decreased from what is presented in the EA. Also, impacts to wetlands have decreased from 72.33 acres to 27.29 acres, and impacts to streams have decreased from 7,286 linear feet of streams to 3,296. The project will also shift to avoid historic resources, some of which were not identified in the EA since either they were not 50 years of age or older at the time of the original survey, or their limits were expanded to include additional areas that are considered important to the resource.

LOCATION & DESIGN DESCRIPTION

The SR 133 improvements from Moultrie to Albany consist of four projects. Although broken into four contracts, the entire section of SR 133 from Moultrie to Albany is being planned, designed, and presented at the public hearing open house as one project. The existing roadway is a two-lane, 24-foot roadway with 2-foot paved shoulders. Passing lanes, creating a 3-lane roadway, are currently found at 4 locations between Moultrie and Albany. Short sections of 4-lane roadway with a grassed median are found at each end of the project and at the intersection of SR 133 with SR 33. The project corridor is approximately 32 miles in length.

The Georgia Department of Transportation would widen the existing 2-lane roadway to four lanes with a 32-foot grassed median throughout most of the corridor, though 24-foot medians are proposed at some locations. The project begins by tying into the existing 4-lane median-divided roadway 1,000 feet south of US 319 in Moultrie. The project's terminus just south of the City of Albany in Dougherty County would tie into the existing 4-lane section 1,000 feet north of Holly Drive/South Mock Road, which has 2 existing 12-foot lanes in each direction with a 32-foot depressed grass median.

The project would widen to the east and/or west of existing SR 133 for most of the project corridor, allowing for the use of the existing northbound or southbound lanes in the design. By using portions of the existing roadway, impacts to wetlands, streams, residences, businesses, historic resources, and other valuable resources can be minimized. Five sections of the proposed alignment are planned on new location to avoid adverse impacts to residences and businesses, threatened and endangered species, wetlands, and community cohesion.

The right-of-way width for the proposed project is variable, depending on constraints such as the railroad, as well as topography and the type of structures required at streams and other grade separations. Generally, 250 feet of right-of-way width is required for the project. The following information provides a brief description of the proposed project.

Contract 6: STP00-0000-00(520) from 1,000 feet south of US 319 in Moultrie to 2,300 feet north of the Colquitt/Worth County line

Project Length:	13.8 miles
Lanes (rural):	Increase to four lanes (12-foot wide lanes with 10-foot outside and 6-foot inside shoulders)
Median (rural):	32-foot depressed grass median from 1,000 feet south of US 319 to CR187(Mike Horne Road), and from CR 343 (Edge Road) to the end of the contract; 24-foot raised grass median from CR 187(Mike Horne Road) to CR 343(Edge Road).
Existing Right-of-Way:	Variable; 100-foot for most of project, with 70-foot in Doerun and 260-foot in Moultrie where it transitions from four to two lanes.
Proposed Right-of-Way:	Variable; 250-foot
Design Speed (rural):	55 mph (24-ft median), 65 mph (32-ft median)

Contract 7: Project No. STP00-0000-00(519) from 2,300 feet north of the Colquitt/Worth County line to approximately 1,500 feet north of SR 112 in Worth County

Project Length:	6.7 miles
Lanes:	Increase to four lanes (12-foot wide lanes with 10-foot outside shoulders and 6-foot inside shoulders)
Median (rural):	32-foot depressed grass median
Existing Right-of-Way:	Variable 100-foot
Proposed Right-of-Way:	Variable 250-foot
Design Speed:	65 mph

Contract 8: Project STP00-0000-00(475) from 1,500 feet north of SR 112 in Worth County to 1,700 feet north of CR 417 [in Worth County]/CR 459 [in Dougherty County] (County Line Road)

Project Length:	3.6 miles
Lanes (rural):	Increase to four lanes (12-foot wide lanes with 10-foot outside shoulders and 6-foot inside shoulders)
Median (rural):	32-foot depressed grass median
Existing Right-of-Way:	Variable 100-foot
Proposed Right-of-Way:	Variable 250-foot
Design Speed (rural):	65 mph

Contract 10: Project STP00-0000-00(473) from 1,700 feet north of CR 417 [in Worth County]/CR 459 [in Dougherty County] (County Line Road) to 1,000 feet north of Holly Drive/South Mock Road in Albany

Project Length:	8.0 miles
Lanes (rural):	Increase to four lanes (12-foot wide lanes with 10-foot outside shoulders, 6-foot inside shoulders)
Median (rural):	32-foot depressed grass median, except for a 24-foot raised grass median beginning approximately 1,700 feet south of CR 577/Wildflower Lane to the end of the project
Existing Right-of-Way:	Variable 100-foot
Proposed Right-of-Way:	Variable 250-foot
Design Speed (rural):	55 mph (24-ft median), 65 mph (32-ft median)

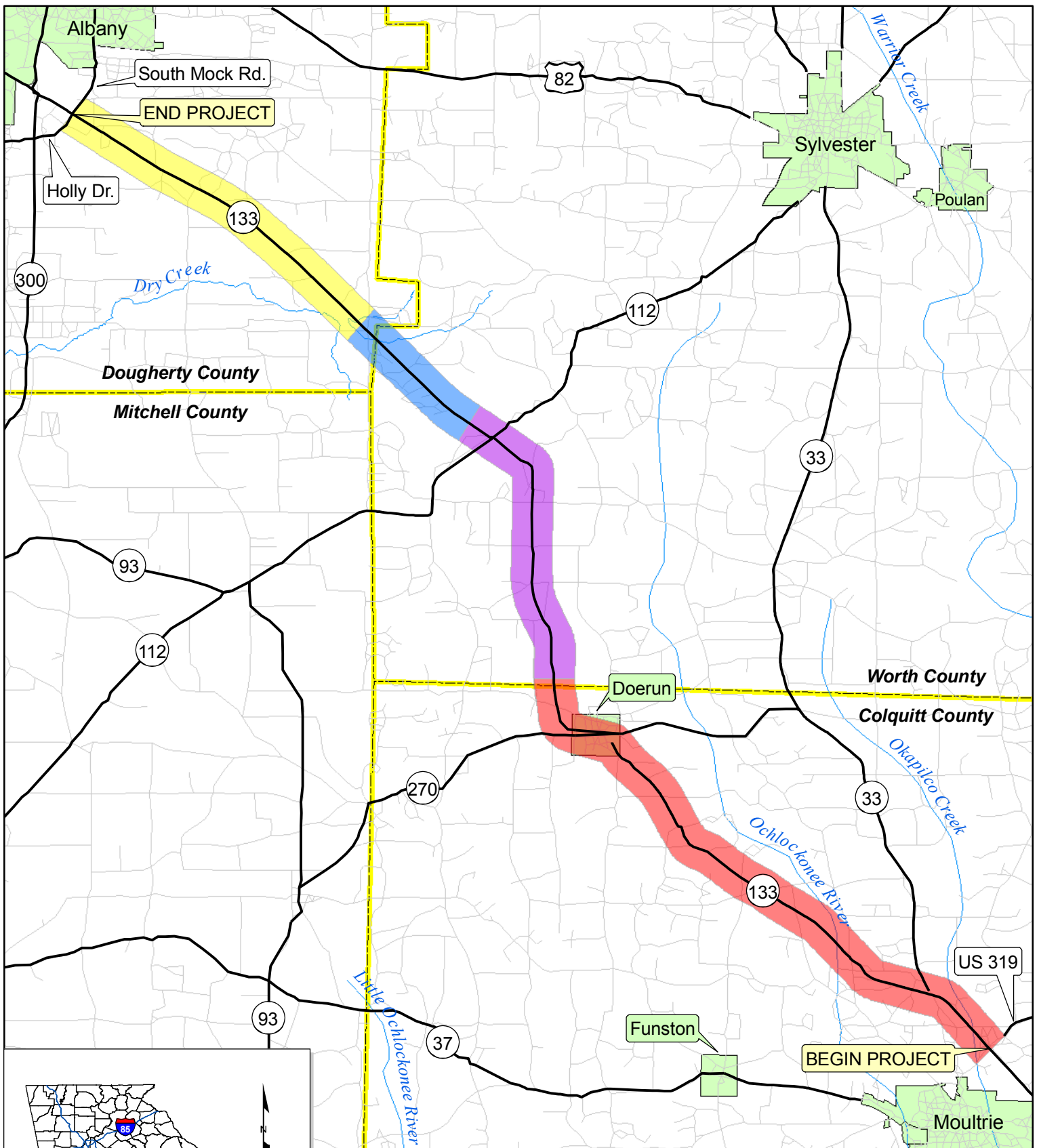











Figure I-1
PROJECT VICINITY MAP
 SR 133 Improvements
 Project No. STP00-0000-00(520)(519)(475)(473)
 Colquitt, Worth & Dougherty Counties, GA

0 0.5 1 2 3
 Miles

Legend

- | | | | |
|---|--------------------|---|-----------------------------|
|  | County Boundary |  | Project No.
(520) |
|  | Cities |  | (519) |
|  | Major Roads |  | (475) |
|  | Roads |  | (473) |
|  | Rivers and Streams | | |

Right-Of-Way Acquisition Project STP00-0000-00(520), (519), (475), & (473), Colquitt, Worth, and Dougherty Counties

The Georgia Department of Transportation (GDOT) has the responsibility, once a project is approved, of appraising, purchasing property and, if required, assisting individuals, families or businesses in relocating. When purchasing property, we desire to pay full market value for the necessary property. This value will be established by using qualified real estate appraisers who will prepare, for GDOT's use, written appraisals using actual sales data in the surrounding community.

In making an appraisal, the appraiser will contact each property owner and arrange a convenient time to make an on-site inspection of the property with him or her. After completion of the appraisal, the right-of-way appraisal staff will review and field check the findings for accuracy to ensure that all things relating to value have been considered in establishing the amount to be offered. When only a part of the property is needed, we will purchase that part plus pay for loss of value, if any, to the remaining property. In all cases, when GDOT purchases property, we will make additional payments to property owners for the cost of transferring ownership to GDOT. These costs generally include transfer taxes, deed-recording fees, mortgage pre-payment penalties and the pro-rata share of city or county taxes.

Georgia DOT is aware of the problems experienced by individuals, families, businesses, and nonprofit organizations when they are required to move. It is our commitment that no family or individual will be required to relocate until comparable decent, safe and sanitary housing is available or is provided for those occupants.

Additionally, GDOT will provide assistance to businesses and nonprofit organizations in relocating to other sites and will encourage them to remain in the community.

The information pamphlet "*What Happens When Your Property is Needed for a Transportation Facility*" is available at the greeter's table at the Public Hearing Open House (PHOH), and this booklet outlines the services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The brochure also outlines the eligibility requirements for receiving these payments.

Results of the field inspection by GDOT personnel have revealed that there will be 30 residences and 2 businesses that will be required to relocate.

It is important to remember that GDOT is committed to the principle that no one will be required to relocate until housing is available, or, if there is no housing available, until provisions have been made by GDOT to provide housing. It is also important to remember that all displacees will be given sufficient advance notice of GDOT's intention to purchase any property in order to allow sufficient time in which to relocate.

The GDOT District office, located in Tifton, Georgia, (229) 386-3280 will be in charge of acquiring the necessary right-of-way for this project.

SUMMARY OF ENVIRONMENTAL STUDY
STP00-0000-00(520), (519), (475), & 473),
COLQUITT, WORTH, AND DOUGHERTY COUNTIES

In compliance with the 1969 National Environmental Policy Act, the Georgia Department of Transportation has conducted an assessment of the social, economic and environmental effects for the proposed project to improve State Route (SR) 133 from Moultrie to Albany, Georgia. The following information gives a summary of the environmental document.

Approximately 30 residential units and 2 businesses would be displaced by the proposed project. The roadway would be placed closer to remaining residences, and loss of yard area will occur.

The proposed project would result in the loss of both residential and business frontage as well as some business parking.

However, owners would be compensated for these losses.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. 65 jurisdictional wetlands, 34 ponds, and 29 jurisdictional streams were identified within the project's area of potential effect (APE). It is estimated that 27.29 acres of wetlands and 3,296 linear feet of streams would be impacted by the proposed project.

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. The proposed project would not significantly encroach upon the floodplains associated with Okapilco Creek, Stream 020, Ochlockonee River, Dry Creek, or Spring Flats Branch. The project would not have an adverse effect on water quality within the project corridor.

A U.S. Army Corps of Engineers Section 404 permit would be required for this project. Georgia Environmental Protection Division buffer variances would be required for impacts to some ponds and streams that run parallel to the roadway.

The proposed project would not exceed state and federal air quality standards, and it is consistent with the State Implementation Plan for the attainment of clean air quality in the state.

The original noise analysis, 54 structures, including 2 churches, would be impacted by increased noise levels. At that time, no feasible noise abatement measures were identified for those properties. Because recent federal noise standards have changed, the project is being reevaluated for noise impacts, and possible noise abatement measures will be reviewed.

In compliance with Section 106 of the National Historic Preservation Act of 1966, the project has been surveyed for existing and eligible National Register properties. Seven existing or eligible historic resources were found to be located within the project's area of potential effect. No adverse effect is expected for most resources, and a Memorandum of Agreement under Section 106 to address the adverse visual effects to the Kimbrell House (Resource ALT-T1) and the Reynolds House (ALT-T2) associated with the proposed project was developed in 2007. Because a resurvey of the area was conducted in 2010 and new historic resources were identified, the Memorandum of Agreement may be revised to account for potentially adverse visual effects to the Edge Farmstead (Resource AD-25).

The proposed project would not effect or is not likely to adversely effect any threatened or endangered plant or wildlife species. One state listed threatened species, the Parrot pitcher plant, would experience a signfiicant adverse effect; however, effects to this species will be minimized by relocating any plans encountered within the project's required right-of-way to a suitable habitat outside of the project corridor.

In accordance with the Farmland Protection Policy Act, the criteria of 7 CFR, Part 658 have been applied to determine project effects on farmland. Based on the assessment of these effects, no additional alternates need to be examined.

The proposed project has been surveyed for potential sites where contaminated soil and/or water from leaking underground storage tanks may exist. Potential sites that were identified along the Doerun bypass alignment are being further investigated, and a resurvey of the corridor is currently underway to identify any new postentially contaminated areas. If contaminants are found, avoidance alternates may be considered, or applicable laws and regulations concerning the removal of toxic or hazardous material will be coordinated with the Environmental Protection Division.

Copies of the environmental document are available at this hearing for your review or by sending your request to:

Mr. Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

**Georgia Department of Transportation
Public Information Open House Comment Card
Projects STP00-0000-00(473), (475), (519), & (520)
P.I. Nos. 0000473, 0000475, 0000519, & 0000520
Colquitt, Worth, and Dougherty Counties**

June 28, 2011

Mail Form by July 8, 2011 to:
Glenn Bowman, P.E.
State Environmental Administrator
Georgia Dept. of Transportation
600 West Peachtree Street, NW
16th Floor
Atlanta, GA 30308

Please print responses.

Name _____

Address _____

Which public meeting location did you attend? Radium Springs Middle School, Albany

Okapilco Elementary School, Moultrie

Doerun Elementary School, Doerun

Do you support the project? *For* *Against* *Conditional* *Uncommitted*

Comments _____

How did you hear about this meeting? *Radio* *Newspaper* *Signs* *Word of Mouth*

Other _____

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings.

Comments can also be made via the web at www.dot.ga.gov. Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page.