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August 9, 2007

Thank you for attending the Public Hearing Open House EDS - 545(23, 24, 25, 26), BR-0001-00(216), & BHN-038-1(36, 37), Appling and Toombs Counties, P.I. Nos. 522220, 522180, 522190, 522200, 0001216, 0001365, 522185 & 522225, the proposed widening of US1/SR 4 from CR 3/West River Road near the Edwin L. Hatch Nuclear Power Plant south of the Altamaha River in Appling County to CR 334/Rasmando Road at Milepost 21.3 in Toombs County, a distance of 23.7 miles. In this handout package you will find a project description, need and purpose, summary of environmental study, right of way acquisition, location map and comment card.

As you enter the room, you will notice displays of the proposed project. Georgia Department of Transportation (GDOT) representatives, who can be identified by the name tags 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 August 23, 2007. Written comments should be sent to Mr. Glenn S. Bowman, P.E., State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593. Comments can also be made via the web at www.dot.state.ga.us. Click on **Public Outreach** from the list of Featured Links. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department 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 Georgia Department of Transportation Area Engineer's Office located at 739 East Barnard Street, Glennville, GA 30427. A copy of all comments received will be available for public review at this same location and at the Office of Environment/Location, 3993 Aviation Circle, Atlanta, GA 30336 as soon as compilation is completed.

Again, thank you for attending this Public Hearing Open House and for giving us your comments.

Sincerely,

A handwritten signature in cursive script, reading "M. Babs Abubakari", followed by a small circular stamp.

Babs Abubakari, P.E.,
State Consultant Design Engineer

GSB/ce

Attachments

Need and Purpose

The Governor's Road Improvement Program (GRIP) is Georgia's system of proposed economic developmental highways that was initiated in 1989 to provide multi-lane access to areas of the state not served by the Interstate highway system. Governor Joe Frank Harris stated that only 6.5 percent of Georgia's primary highway systems are four-lane roadways, which means that the remaining 93.5 percent of the primary highway system is ill-suited to handle the increased traffic, bigger trucks, and heavier loads that exist today. He indicated that many communities that are not served by a four-lane highway are at a disadvantage when competing for economic growth. Multi-lane highways are needed to maintain the state's competitive position in the southeast (GDOT, 1991).

GRIP was initiated for the following purposes (GDOT, 2005a):

- Connectivity in rural Georgia: GRIP would connect 95 percent of Georgia cities with a population of 2,500 or more to the Interstate system and ensure that 98 percent of all areas in the state would be within 20 miles of a 4-lane roadway.
- Provide opportunities for growth: Several studies have provided evidence that GRIP fosters economic development.
- Provide effective and efficient transportation for the growing statewide population.
- Provide safer travel in rural areas: Accidents occur three times more often on 2-lane highways than on multi-lane highways. This is particularly true on roadways with higher travel volumes.

In Georgia, GRIP originally consisted of 14 corridors with 2,690 miles of roadway. This total increased to 3,163 miles of roadway during the 2001 Legislative session, when the General Assembly added six routes to the program. These corridor improvements effectively link rural Georgia communities with a multi-lane primary network that compliments the already completed Interstate highway system. The system would interconnect principal urban centers and geographic regions and would establish energy efficient links between resources, industries, and markets. It would provide access for oversized trucks to all cities having populations of 5,000 or more, and to most cities having populations between 2,000 and 5,000. Among the many benefits of such a system are opportunities to attract industry, business, and jobs. Commodity and raw material movements would be enhanced. In addition, tourism industries would benefit, as would accessibility to recreation and historic sites. This would serve to provide a positive and stable base for future economic growth. In addition, the system would serve to provide a needed stimulus in areas of Georgia where growth has historically lagged.

Deficiencies in the System

The 2005 average annualized daily traffic (AADT) volumes for this section of U.S. 1 / S.R. 4 ranged from 4,280 vehicles per day (VPD) in Toombs County, south of S.R. 147 to 3,790 vehicles per day in Toombs County south of Lyons (Georgia Department of Transportation, 2005). The AADT's in this area have varied over the past five years, with a downward trend. During the past five years, traffic volumes ranged from a low of 3,960 vehicles per day to the south of S.R. 147 in Toombs County to a high of 8,040 to the south of Lyons in Toombs County.

The traffic projections have estimated even higher traffic in the city of Lyons. In 2010, traffic volumes in downtown Lyons are estimated to be as high as 17,800 VPD. By 2030, the traffic volumes in downtown Lyons are estimated to be as high as 26,500 VPD.

In order to determine whether roadways are operating efficiently, they are analyzed using various measures of effectiveness (MOE) including density, delay, free-flow speed, and the amount of time spent following other vehicles. The Highway Capacity Manual has standard formats for translating these MOEs into a level of service (LOS) scale. Level of service is a normalized sequence which can be generally associated with increasing traffic congestion. LOS ranges on a discrete scale from LOS "A" (free flowing conditions) through LOS "F" (bumper to bumper congestion). U.S. 1 / S.R. 4 in Appling and Toombs Counties has generally operated at LOS "B" conditions in 2003. The 2010 traffic projections for the city of Lyons indicate that U.S. 1 / S.R. 4 would be operating at LOS "F" in sections of the downtown area. Outside the city of Lyons, the projected level of service on U.S. 1 / S.R. 4 in 2030 would be LOS "C" – "D" if the roadway facility was not improved. The 2030 traffic projections for the city of Lyons indicate that sections of U.S. 1 / S.R. 4 in the downtown area would continue to operate at LOS "F". However, allowing U.S. 1 / S.R. 4 to remain as a 2 lane roadway would not be consistent with the GRIP program. If the facility is improved to a 4-lane divided roadway, the level of service would increase to LOS A in the rural areas. The level of service on some sections of downtown Lyons U.S. 1 / S.R. 4 would remain at LOS "F". This is because of the traffic traveling between Vidalia and Lyons on SR 292 and on SR 280/SR 30. The AADT for SR 292 and for SR 280/SR 30 projected for 2010 and 2030 respectively, are 9,200 and 13,500 and 12,750 and 18,600 (VPD). Some minor benefits may exist to relieve congestion in downtown Lyons with the proposed project, by allowing vehicles just driving straight through to a different destination the ability to use the bypass; thus slightly helping traffic congestion in Lyons.

Table 1: Corridor Crash Rates

	Crash Rate – US 1/SR 4	Injury Rate – US 1/SR 4	Statewide Crash Rate - Rural Principal Arterial	Statewide Injury Rate - Rural Principal Arterial
2003	120.7	47.7	148	51
2004	188.5	63.5	172	58
2005	159.5	50.5	141	49
Source: Georgia Department of Transportation				

The crash rates and injury rates for U.S. 1 /S.R. 4 between Plant Hatch and C.R. 334 during the period 2003 to 2005 as shown in Table 1 exceed the respective statewide rates for rural principal arterial facilities for years 2004 and 2005. Since 2003, there have been three (3) fatal collisions along this section of roadway resulting in four (4) deaths. Angle collisions resulted in two (2) of the fatal collisions, with a run-off-the-road collision accounting for the third. Reconstructing U.S. 1 /S.R. 4 as a multilane divided roadway should make the roadway safer for motorists by separating the northbound and southbound traffic with a median and providing safe opportunities to pass.

The proposed project would greatly enhance traffic flow from West River Road in Appling County to C.R. 334 / Rasmando Road in Toombs County. Also, the project would provide additional improvements at various intersecting highways to provide a safer and more efficient transportation facility along the entire U.S. 1 / S.R. 4 corridor. Many of the intersection improvements are made to improve geometrics, which involves relatively minor shifts in the intersecting roadway alignment to allow a 90 degree angle at the intersection.

**PROJECT EDS-545(23-26) APPLING AND TOOMBS COUNTIES
PROJECT DESCRIPTION**

U.S. 1 / S.R. 4 is an existing two lane rural roadway throughout the project length from the Edwin I Hatch Nuclear Power Plant (Plant Hatch) to C.R. 334. The existing right-of-way along this segment of U.S. 1 / S.R. 4 is as follows:

- County Road (C.R.) 3 (West River Road) in Appling County to approximately 850 feet south of C.R. 49 (Bob Cato Circle) in Toombs County – approximately 200 feet of existing right-of-way
- 850 feet south of C.R. 49 to C.R. 334/Rasmando Road – approximately 100 feet of existing right-of-way (existing right-of-way expands to approximately 300 feet at S.R. 29 / S.R. 15).

The selected alternative consists of the widening of U. S. 1 / S. R. 4 in Appling and Toombs Counties. The proposed improvement would reconstruct the existing 2-lane roadway to a 4-lane divided roadway with a grass median. The southern terminus of this project is Appling County milepost 20.7 located at C.R. 3 near Plant Hatch and the northern terminus of the project is at Toombs County milepost 21.3 located at C.R. 334 (Rasmando Road) / C.R. 334. The length of this project is approximately 23.7 miles, including the Lyons bypass.

The alignment for the proposed project was developed by the Georgia Department of Transportation, Office of Environment and Location. As a standard procedure, GDOT includes environmental parameters as an integral part of the location investigation prior to determining a proposed alignment. Basic data of the corridor is gathered and studied. At a minimum, data for this project included aerial photography, topographic maps, existing and projected traffic volumes, previous studies, wetland inventory maps, soil survey maps, floodplain maps, and Georgia Department of Natural Resources (GDNR) historic resource survey maps.

Wetland or hydric soil boundaries, floodplains, parks and recreational facilities, known or suspected historical and archaeological sites, existing right-of-way, possible underground storage tank (UST), landfill, hazardous waste sites, and areas of possible endangered species habitat were delineated on the aerial photography prior to delineating an alignment. Also identified on the aerial photography are other sensitive features such as churches, cemeteries, schools, hospitals, and any other noise sensitive areas.

During development of the proposed alignment, avoidance of sensitive ecological, historic and archaeological areas was a primary focus. In the event that avoidance was not possible, every attempt was made to minimize harm to these resources. The proposed alignment was field checked to determine additional environmental effects, and additional refinements were made to further minimize harm to both the natural and built environment. The project includes the following components:

EDS-545 (23)

EDS-545 (23) consists of the widening and relocation of an approximately 8.2 mile segment of U.S. 1 / S.R. 4 between Appling County mile post 20.69, located at C.R. 3 (West River Road) and Toombs County mile post 7.7, located at S.R. 56. Approximately 6.4 miles of this improvement involves reconstruction of the existing two lane facility to a four lane divided facility with a design speed of 65 miles per hour. Approximately 1.8 miles of the improvement involves construction of a

new four lane divided roadway on new location. The roadway would consist of two 12 foot lanes in each direction divided by a grassed median. The proposed median would be 32 feet wide from C.R. 3 to approximately 3,000 feet south of S.R. 147. From that point to S.R. 56, the median would be 44 feet wide. Paved shoulders would be 6-1/2 feet wide on the outside and 2 feet wide on the inside for both cross sections. The overall shoulder width would be 10 feet wide on the outside and 6 feet wide on the inside, including the unpaved shoulder. Drainage is via open swale. Intersections at C.R. 51, C.R. 52, and S.R. 56 would be relocated as part of the proposed project. C.R. 112 would have no direct access to U.S. 1 / S.R. 4. From C.R. 3 to approximately 2,400 feet north of C.R. 3, the improvement would primarily take place on the east side of the existing roadway. From that point north to approximately 1,600 feet south of S.R. 147 / C.R. 364, the improvement would be constructed on the east side of the existing alignment. From that point north to S.R. 56, the improvement would generally occur on the east side of the existing roadway, but some additional right-of-way would also be required from the west side of the facility for much of this section. The right-of-way requirements for this section are as follows:

- C.R. 3 to approximately 2,800 feet north of S.R. 147 / C.R. 364 – approximately 220-290 feet of required right-of-way
- Approximately 2,800 feet north of S.R. 147 / C.R. 364 to approximately 3,150 feet north of S.R. 147 / C.R. 364 – approximately 225 feet of required right-of-way
- Approximately 3,150 feet north of S.R. 147 / C.R. 364 to S.R. 56 – approximately 240-290 feet of required right-of-way

From approximately 2,000 feet north of C.R. 52 (Sam Beasley Road) to S.R. 56, the selected alignment utilizes new location up to approximately 1,700 feet east of the existing U.S. 1 / S.R. 4 facility. This alignment was shifted to avoid two historic resources and reduce wetland impacts and to avoid longitudinal impacts to a stream

The bridge over Cobb Creek was built in 1940 and consists of concrete bents, concrete T - beam superstructure, and a concrete deck. All parts of the bridge exhibit deterioration, but are in fair condition. The original design load capacity is H-15. The sufficiency rating on the structure is 64.15 and the bridge is classified as functionally obsolete. This bridge would be replaced due to inadequate load design. This replacement bridge (Project BHN-038-1 (37)) would be approximately 41.3 feet wide and 420 feet long. A new parallel bridge would also be constructed as part of project EDS-545 (23) to accommodate the additional lanes.

The bridges over the Altamaha River (Suff. Rating – 30.50), the Altamaha River Overflow (Suff. Rating – 42.45), and Williams Creek (Suff. Rating – 42.45) would be replaced. These bridges are in poor condition and classified as structurally deficient and are being replaced under a separate project (BR-0001-00 (216)). Parallel bridges will be built under project EDS-545(23) to accommodate southbound traffic.

EDS-545(23) would also include reconstructing bridge culverts over a branch of Open Creek and another unnamed creek. The following intersections are proposed to be improved along the U.S. 1 / S.R. 4 corridor as part of EDS-545(23):

Toombs County

- C.R. 51 (Bud Jordan Road) would be realigned to the south approximately 550 feet for improved geometrics.
- C.R. 52 (Sam Beasley Road) would be realigned to the south approximately 70 feet for

improved geometrics.

- C.R. 112 (Rep Jones Road) would have no direct access to realigned U.S. 1 / S.R. 4.
- S.R. 56 intersection would be moved approximately 1,450 feet to the east to meet the realigned U.S. 1 / S.R. 4.

Minor realignments to achieve 90 degree intersections are proposed at the following intersections: C.R. 49 (Bob Cato Circle), C.R. 43 (Henry O'Neal Road), C.R. 40 (H. Powell Road), C.R. 460 (Geraldine Conner Road), and C.R. 429 (A.W. Tuten Circle).

EDS-545(24)

EDS-545(24) consists of the widening and relocation of an approximately 4.6 mile segment of U.S. 1 / S.R. 4 in Toombs County from S.R. 56 to S.R. 15 / S.R. 29. The approved concept is a four lane divided facility with grassed median and would begin on new location at S.R. 56. The new alignment would be located approximately 1,450 feet east of the existing U.S. 1 / S.R. 4 corridor. The new alignment would merge into the existing U.S. 1/S.R. 4 corridor approximately 3,800 feet north of S.R. 56. This alignment was shifted to avoid three historic properties and the Toombs Central School. From this point to the north, widening for this unit is virtually all to the west side. The eligible historic resource at CR 105/Laeson Road is no longer eligible. The widening to the west side minimizes displacements to residents and businesses and minimizes impacts to wetlands; additional right-of-way would be taken primarily from the west side of the roadway, with a small amount of right-of-way taken from the east side. At S.R. 29 / S.R. 15, the northern terminus of EDS-545(24), the alignment shifts to widen the east side. The right-of-way required for EDS-545(24) is approximately 250 feet. However, the improvement of the S.R. 29 / S.R. 15 intersection would require up to approximately 370 feet of right-of-way. Existing right-of-way along this segment is approximately 100 feet, but there is approximately 320 feet of existing right-of-way available at the S.R. 29 / S.R. 15 intersection. Access would be by permit along the existing roadway and partially controlled along the new location. The proposed typical section would be four 12 foot lanes with a depressed 44 foot grass median and open swale drainage. Paved shoulders would be 6-1/2 feet wide on the outside and 2 feet wide on the inside. The overall shoulder width would be 10 feet wide on the outside and 6 feet wide on the inside, including the unpaved shoulder. The proposed design speed is 65 miles per hour. There is no bridge or culvert construction on this unit. The following intersections would also be modified as part of EDS-545(24):

- C.R. 106 (George Hill Road) – approximately 1400 feet of C.R. 106 to the west of U.S. 1 / S.R. 4 would be realigned to the north for better geometrics. However, the point of intersection with U.S. 1 / S.R. 4 would be approximately the same as the existing intersection.
- C.R. 425 would be shifted approximately 270 feet to the north for improved geometrics and to align with C.R. 103.
- C.R. 103 (4 Acre Road) would be shifted approximately 210 feet to the south for improved geometrics and to align with C.R. 425.
- C.R. 98 (Tom Odom Road) would be shifted approximately 80 feet to the south for better geometrics and to align with C.R. 102.
- C.R. 102 (R. Smith Road) would be shifted approximately 400 feet to the south for improved geometrics and to align with C.R. 98.

- C.R. 101 (Williams Road) would be shifted approximately 1,320 feet to the north for improved geometrics and improved intersection spacing.
- C.R. 97 (S. Thompson Road) would be shifted approximately 610 feet to the south for improved geometrics and improved intersection spacing.
- S.R. 29 / S.R. 15 would be shifted approximately 900 feet to the north for improved geometrics and improved intersection spacing.
- C.R. 117 (Herndon Road) would be shifted approximately 120 feet to the north for improved geometrics and to align with the new S.R. 29 / S.R. 15 intersection.

EDS-545 (25)

EDS-545 (25) consists of the widening of an approximately 3.6 mile segment of U.S. 1 / S.R. 4 in Toombs County from relocated S.R. 15 / S.R. 29 at mile post 12.12 to C.R. 386/Green Oak Road milepost 15.72. The proposed design concept is a four lane divided typical section. From relocated S.R. 15 / S.R. 29 to approximately 1,400 feet north of C.R. 119 / C.R. 306 (Bobby Williamson Road), the new roadway would be constructed primarily to the east of existing U.S. 1 / S.R. 4, but a small strip of right-of-way would also be acquired on the west side of the road. From approximately 1,400 feet north of C.R. 119 / C.R. 306 to C.R. 386, the new road would be constructed primarily to the west of the existing roadway, but a small strip of right-of-way would also be acquired on the east side of the roadway. The right-of-way requirement is approximately 250 feet for EDS-545(25), except for the section from approximately 1,100 feet north of C.R. 118 to C.R. 119 / C.R. 306, where the right-of-way requirement is approximately 300 feet. The existing right-of-way is approximately 100 feet throughout EDS-545 (25).

The proposed typical section would consist of four 12-foot lanes with a 44-foot grassed median and open swale drainage from S.R. 15 / S.R. 29 to CR 386. Paved shoulders would be 6-1/2 feet wide on the outside and 2 feet wide on the inside. The overall shoulder width would be 10 feet wide on the outside and 6 feet wide on the inside, including the unpaved shoulder. The design speed would be 65 m.p.h.

The U.S. 1 / S.R. 4 Bridge over Rocky Creek was built in 1940 and consists of concrete bents, concrete T- beam superstructure, and a concrete deck. All parts of the bridge exhibit deterioration, but are in fair condition. The original design load capacity is H-15. The sufficiency rating on the structure is 60.33 and the bridge is classified as functionally obsolete. This bridge will be replaced, as part of project BNH-038-1(36), due to inadequate load design. Another new bridge will be constructed parallel and east of this bridge in conjunction with project EDS-545 (25). Each new Rocky Creek Bridge would be approximately 300 feet in length and 41.3 feet wide. The following intersections would also be modified as part of EDS-545(25):

- C.R. 306 (Bobby Williamson Road) would be shifted approximately 60 feet to the south for improved geometrics and to align with C.R. 119.
- C.R. 119 would be shifted approximately 200 feet to the south for improved geometrics and to align with C.R. 306.
- C.R. 115 (Harden Chapel Road) – approximately 1,100 feet of C.R. 115 to the east of U.S. 1 / S.R. 4 would be shifted approximately 210 feet to the north for improved geometrics. The intersection with U.S. 1 / S.R. 4 would be shifted approximately 30 feet to the north to align with C.R. 115 to the west of U.S. 1 / S.R. 4.

EDS-545 (26)

EDS-545 (26) consists of the construction of an approximately 7.3 mile segment of U.S. 1 / S.R. 4 in Toombs County from C.R. 386 to C.R. 334 / C.R. 334 to the north of Lyons which the majority is on new location. The proposed design concept is a four lane divided typical section. The roadway shifts to the west of the existing U.S. 1 / S.R. 4 corridor approximately 1,000 feet to the north of C.R. 386. Two parallel bridges would be constructed over Little Rocky Creek. The U.S. 1 / S.R. 4 Lyons bypass (bypass) is oriented to the north at this point as it begins to bypass downtown Lyons. Approximately 1,300 feet north of C.R. 260, a new road would be constructed to the east of the bypass that would connect the bypass to the old U.S. 1 / S.R. 4 corridor. Further to the north, an intersection would be provided with CR 337/Lyons Center Road. An intersection would also be provided with C.R. 257/Ezra Taylor Road. The eastern leg of the C.R. 257 / bypass intersection would be a new access road and would intersect S.R. 30 / U.S. 280 about 750 feet to the south of the existing intersection. The bypass would then overpass S.R. 30 / U.S. 280 and S.R. 292. A new road would be constructed approximately 1,000 feet north of S.R. 292 that would intersect the bypass on the west side and turn to the south to provide access to both S.R. 292 and S.R. 30 / U.S. 280. To the north, intersections would be provided with C.R. 370 (McDilda Road) and C.R. 224 (Old Normantown Road). A new connector road that connects the bypass to the old U.S. 1 / S.R. 4 facility would be constructed approximately 5,800 feet south of C.R. 334. The bypass would merge with the old U.S. 1 / S.R. 4 approximately 4,100 feet south of C.R. 334. EDS-545 (26) would end at C.R. 334/Rasmando Road, which become relocated SR 130.

The right-of-way requirement is approximately 250 feet for EDS-545(26), except for a short section between C.R. 257 and a point approximately 1,550 feet north of C.R. 257 where the requirement is approximately 300 feet. As this segment is on new location, all of this right-of-way must be acquired. The proposed typical section would consist of four 12 foot lanes with variable 32 to 44 foot grassed median and open ditch drainage. Paved shoulders would be 6.5 feet wide on the outside and 2 feet wide on the inside of the roadway facility. The design speed of the roadway would be 65 miles per hour. The following intersections would also be modified as part of EDS-545(26).

- C.R. 426/Trull Road would have no direct access to U.S. 1 / S.R. 4 (Lyons bypass). Access would still be provided to the old U.S. 1 / S.R. 4.
- C.R. 321 (Bonnie Drive) would have no direct access to U.S. 1 / S.R. 4 (Lyons bypass). Access would still be provided to the old U.S. 1 / S.R. 4.
- C.R. 320 (Scarlet Road) would have no direct access to U.S. 1 / S.R. 4 (Lyons bypass). Access would still be provided to the old U.S. 1 / S.R. 4.
- CR 337/Lyons Center Road would have a new intersection with U.S. 1 / S.R. 4 (Lyons bypass).

BNH-038-1(36)

The bridge over Little Rocky Creek was built in 1940 and consists of concrete bents, concrete T-beam superstructure, and a concrete deck. All parts of the bridge exhibit deterioration, but are in fair condition. The original design load capacity is H-15. The sufficiency rating on the structure is 61.22 and the bridge is classified as functionally obsolete. This bridge is proposed to be replaced as part of project BNH-038-1(36) due to inadequate load design.

Right-Of-Way Acquisition

Project EDS-545(23, 24, 25, 26), BR-0001-00(216) & BHN-038-1(36, 37), Appling and Toombs Counties

P.I. Nos. 522220, 522180, 522190, 522200, 0001216, 0001365, 522185 & 522225

The Georgia Department of Transportation 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 the Department'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, our 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 the Department purchases property, we will make additional payments to property owners for the cost of transferring ownership to the Georgia Department of Transportation. These costs generally include transfer taxes, deed-recording fees, mortgage pre-payment penalties and the pro-rata share of city or county taxes.

The Department 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, the Department 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 entrance, 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 Department of Transportation Personnel have revealed that there will be 28 residential, 3 businesses and 1 church that will be required to relocate.

It is important to remember that the Department 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 the Department to provide housing. It is also important to remember that all displacees will be given sufficient advance notice of the Department's intention to purchase any property in order to allow sufficient time in which to relocate.

The Department of Transportation District office, located in Jesup, Georgia, telephone (912) 427-5711 will be in charge of acquiring the necessary right-of-way for this project.

SUMMARY OF ENVIRONMENTAL STUDY

Projects EDS-545(23, 24, 25, 26), BR-0001-00(216) & BHN-038-1(36 & 37), Appling and Toombs Counties

P.I. Nos. 522220, 522180, 522190, 522200, 0001216, 0001365, 522185 & 522225

In compliance with the 1969 National Environment Policy Act, the Georgia Department of Transportation has conducted an assessment of the social, economic and environmental effects for the proposed widening of US1/SR 4 from SR 3/West River Road near the Edwin L. Hatch Nuclear Power Plant south of the Altamaha River in Appling County to SR 130 at Milepost 21.3 in Toombs County, a distance of 23.7 miles. The following information is a summary of the environmental document.

Approximately 23 residential, 3 businesses and 1 church would be displaced by the proposed project. The proposed project would also result in the loss of residential frontage. Property owners would be compensated for their loss.

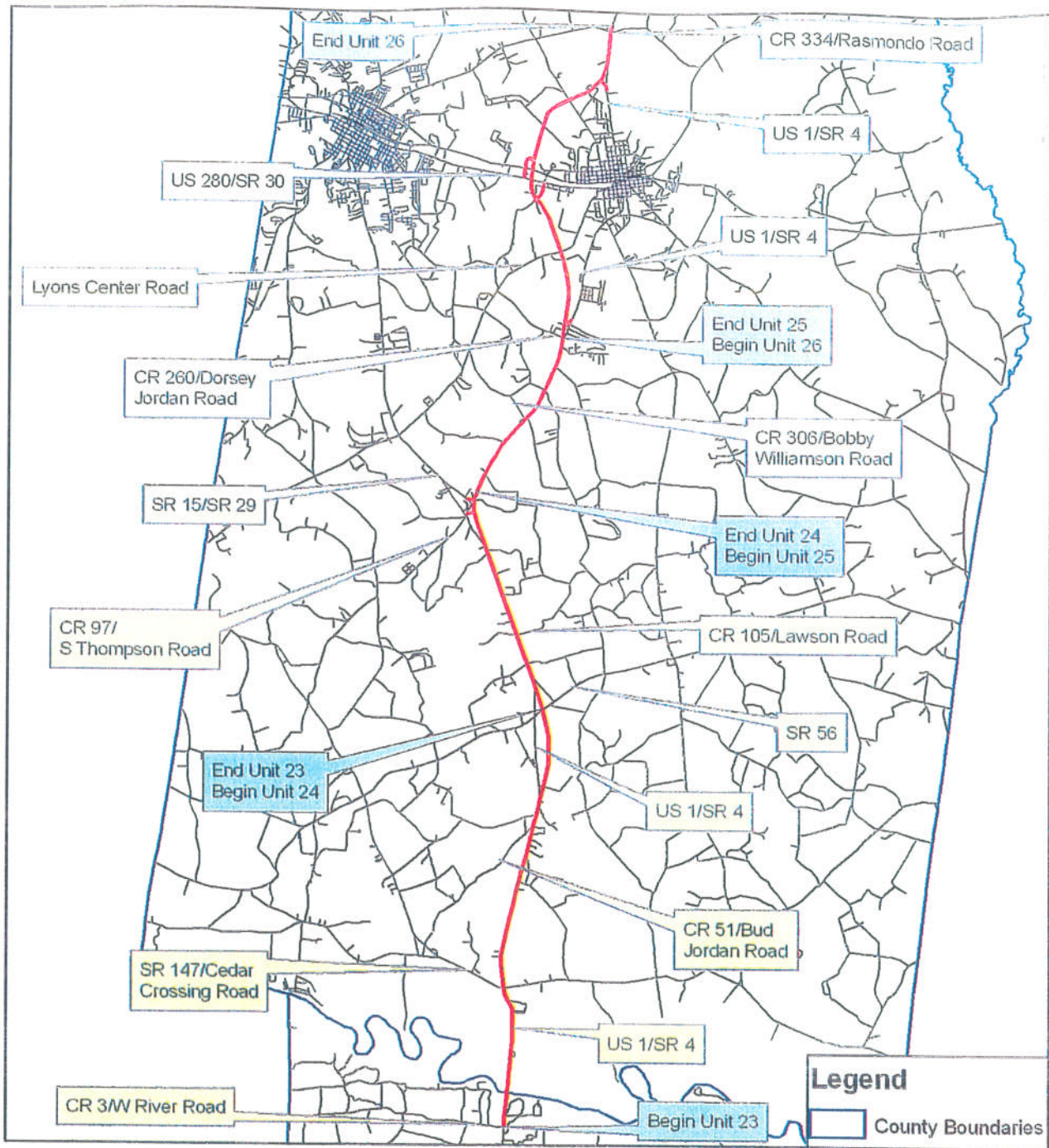
In accordance with the Executive order 11990, the proposed project was surveyed for involvement with Waters of the U.S. A total of 52 wetlands, 20 areas of open water (lakes and ponds) and 42 streams were identified within the project area. The anticipated impacts to the Water of the U.S. include a total of 60.64 acres of wetland impact, 9063 acres of open water and 7,430 linear feet of stream impacts. Due to the proposed impacts to the Waters of the U.S., the project would require a Section 404 Individual Permit (IP) from the U.S. Army Corps of Engineers (USACE).

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. Several transverse crossings of 100-year floodplain associated with Altamaha River, Cobb Creek, unnamed Cobb Creek tributary, unnamed Rocky Creek tributary, Rocky Creek, Little Rocky Creek and Swift Creek has been identified within the proposed project corridor. The proposed project would be designed in such a way that it would have no significant encroachment on this floodplain. The project would not have an adverse effect on water quality within the project corridor.

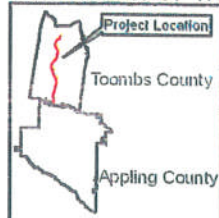
The proposed project would not exceed state and federal air quality standards, and it is consistent with the State Implementation Plan for the attainment of clean air quality in the state.

The construction of this project would result in a maximum of 71 dBA along the project corridor. There was one receptor along the new location portion of the proposed corridor predicted to be impacts on the basis of the noise abatement criterion established by 23 CFR Part 772. Noise abatement measures, such as barriers and acquisition of rights-of-way, were considered, but none were found to be reasonable and feasible.

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. As a result of these efforts, 6 National Register resources were identified with the proposed project's area of potential effect (APE): the Alexander Stone, Lillard House and Store, J.W. O'Neal Homeplace, Former Savannah, Americus, and Montgomery Railroad (now the CSX Railroad), Moore House and the Coursey-Baker House. Implementation of the proposed project would result in a finding of No Adverse Effect for the Major Ross House and the Norfolk Southern Railroad. Planning to minimize harm to the historic resources was taken into consideration during project development.



SOURCE: APPLING AND TOOMBS COUNTY ROAD MAPS
U.S. BUREAU OF THE CENSUS



Projects EDS-545(23, 24, 25, 26), BR-0001-00(216) & BHN-038-1(36 & 37)
US 1/SR 4 Road Widening
Appling and Toombs Counties
P.I. Nos. 522220, 522180, 522190, 522200, 0001216, 0001365,
522185 & 522225

Project Location Map

Date: July 2007

Scale: 1" = 2.6 miles

Project No.: 0247

Georgia Department of Transportation
Public Hearing Open House Comment Card
Project EDS-545(23, 24, 25, 26), BR-0001-00(216), & BHN-038-1(36 & 37)
Appling and Toombs Counties,
P.I. Nos. 522220, 522180, 522190, 522200, 0001216, 522185, and 522225

August 9, 2007

Please print responses.

Name _____
Address _____

Do you support the project? ☐ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*
Comments _____

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

Mail To:
Glenn S. Bowman, P.E., State Environmental/Location Engineer
Georgia Department of Transportation
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Atlanta, GA 30336-1593