

December 2, 2008

Thank you for attending the public information open house for Georgia Department of Transportation (GDOT) Projects STP00-0000-00(473), (475), (519), and (520), P.I. Nos. 0000473, 0000475, 0000519, and 0000520, 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 descriptions, a project location map, a summary of the environmental study, information about right-of-way acquisition and comment form for your use.

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 form and deposit it into the box provided here or send in written comments about the project until December 16, 2008. Written comments should be sent to:

Mr. Glenn Bowman, P.E., State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Project information presented at the public information open house will be posted 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. Comments can also be made via this website. 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, plans, and environmental assessment will be available for review for ten days after the public information open house at the following Georgia Department of Transportation locations:

District 4 Office
710 West 2nd Street
Tifton, Georgia 31793

District 4 Area Office
2060 Newton Road
Albany, Georgia 31701

District 4 Area Office
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 Office of Environment/Location, 3993 Aviation Circle, Atlanta, GA 30336-1593, as soon as compilation is completed.

Again, thank you for attending this public information open house and for giving us your comments. If you have any questions or need additional information, feel free to contact the project manager, David Norwood at 404-631-1581, Alexis John with the Office of Environment/Location at 404-699-4409, or the SR 133 Hotline at 1-800-894-6934.

Sincerely,

A handwritten signature in blue ink that reads "Michael A. Haithcock". The signature is written in a cursive style with a large, sweeping "M" and "H".

Michael A. Haithcock, P.E.
Transportation Engineer Assistant Administrator

GB/ahj-hmp-lk

Attachments

PUBLIC INFORMATION OPEN HOUSE HANDOUT

Georgia Department of Transportation SR 133 Improvements from Moultrie to Albany STP00-0000-00(520), (519), (475), and (473) P.I. Nos. 000520, 000519, 000475, and 000473 Colquitt, Worth, & Dougherty Counties

Need and Purpose

As part of the Governor's Road Improvement Program, or "GRIP," the primary purpose of the proposed improvements to SR 133 from Moultrie to Albany is to encourage economic development. However, the project also addresses other important needs along the corridor, particularly those concerning improved access and safety along SR 133, which is a designated truck access route. Projects STP00-0000-00(520) (519) (475) and (473) are GRIP projects that will widen approximately 32 miles of the SR 133 corridor from Moultrie to Albany to four lanes. The proposed projects are four in a series of projects programmed to widen SR 133 through Georgia as mandated by the state legislature.

The corridor is one of 18 rural routes designated in the Governor's Roadway Improvement Program, initiated in the 1980s, to stimulate economic development through an improved transportation network connected to the interstate highway system. The program, implemented in 1989, established a fund for improvements on the selected economic development highways to enhance connectivity and stimulate economic activities and growth, as well as provide effective, efficient, and safer transportation throughout rural Georgia. The 1989 GRIP identified a system of economic development highways that consisted of approximately 2,627 miles of existing primary routes, plus an additional 113 miles of truck connector routes. Improvements for widening and reconstruction of this system would place 98 percent of the state's population within 20 miles of a multi-lane highway and would provide access for oversized trucks to cities having populations above 2,000 people. The GRIP system was approved for implementation by the governor and state legislature.

Traffic counts were collected on SR 133 to develop forecasts for the project's likely build year, 2010, and design year, 2030. By 2010, traffic volumes on the route are projected to range between 6,200 and 10,700 vehicles per day (vpd). These volumes are expected to increase to between 9,500 and 16,300 vpd by 2030. The percentage of truck traffic is unusually high within the project corridor, comprising up to 20 percent of the total traffic on the roadway. Widening the roadway to four lanes will improve the operational conditions on SR 133 within the project area.

As noted, an important purpose of the project is to improve safety along the corridor. A seven-year history of accidents along SR 133 within the project limits was evaluated. While the overall accident 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 improve safety conditions by separating directional traffic flow and controlling turn movements while enhancing developing regional economic areas along the SR 133 GRIP corridor.

Location and Design Description

The proposed SR 133 improvements from Moultrie to Albany consist of four projects, identified primarily by federal “STP” numbers. Although broken into four projects, the entire section of SR 133 from Moultrie to Albany is being planned, designed, and presented at the public information open house as one project. The existing roadway is a two-lane, 24-foot roadway with two-foot paved shoulders. Passing lanes, creating a three-lane roadway, are currently found at four locations between Moultrie and Albany. Short sections of four-lane roadway with a 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 proposes to widen the existing two-lane roadway to four lanes, with a 44-foot grassed median throughout most of the corridor, though 32-foot or 24-foot medians are proposed at some locations. The project begins by tying into the existing four-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 four-lane section 1,000 feet north of Holly Drive/South Mock Road, which has two existing 12-foot lanes in each direction with a 32-foot depressed median.

The proposed 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 four projects are among nine comprising the entire SR 133 corridor. The other five projects include Projects STP-0000-00(543), (544), (545), (546), and STP-032-2(28). These would widen approximately 34.5 miles of SR 133 from I-75 in Valdosta to SR 35 (East Moultrie Bypass) in Colquitt County. These five projects are not part of this presentation.

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 detailed description of the proposed project.

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

Summary:

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):	44-foot depressed grass median from US 319 to CR 292 (McElroy Road), from CR 357 to CR 187 (Mike Horne Road), and from CR 343 (Edge Road) to the end of STP00-0000-00(520); 32-foot depressed median from CR 292 (McElroy Road) to CR 357; 24-foot raised 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), 65 mph (32-ft and 44-ft medians)

Detailed Description:

The **Proposed Alternative** begins by connecting to the existing four-lane, median-divided roadway approximately 1,030 feet south of US 319 in Moultrie. South of US 319, the existing four travel lanes would be retained, and a second left turn lane from SR 133 northbound to US 319 westbound would be added. For the first 700 feet north of US 319, the existing travel lanes would be kept with the standard typical section with two, 12-foot lanes in each direction and a 44-foot depressed grass median. At this point, new southbound lanes would be constructed and the existing pavement would be kept as northbound lanes. Widening to the east would continue beyond Okapilco Creek, where the existing bridge would be kept for northbound traffic and a new bridge constructed for southbound traffic.

Approximately 1,600 feet south of Sylvester Highway (SR 33), the project transitions to new location to the east to avoid impacts to the Mobley Plant Company, and improve equipment staging during construction of two sets of parallel bridges over SR 33 and the Georgia & Florida Railway, Inc. This new alignment is approximately 1.2 miles long. A new “T” intersection is proposed approximately 3,000 feet south of the existing intersection of SR 33 and SR 133 to accommodate traffic to and from SR 33. The existing SR 33/SR 133 intersection would be eliminated since the proposed bridges over SR 33 would be too close to the existing SR 33/SR 133 intersection after construction to allow vehicles to return to the existing road safely.

The proposed improvements transition back to the existing SR 133 alignment approximately 500 feet north of Blasingame Road (CR 358), and widen to the east using the existing roadway for southbound lanes and constructing new northbound lanes. This section of the widened SR 133 continues through the community of Schley and the Ochlockonee River floodplain where the existing bridge will be replaced by parallel bridges in both directions. Within this section of the project, the 44-foot median would transition to a 32-foot depressed median. This occurs from CR 292 (McElroy Road) to CR 357. This reduced median width is required to decrease impacts to the wetland areas surrounding the existing SR 133 alignment. Widening mostly occurs to the east of the existing roadway for the next five miles since the Georgia & Florida Railway, Inc. is next to SR 133 on the west side. Where necessary, the new alignment would be shifted an additional 12 feet to the east so that right turn lanes could be added to the southbound lanes for storage in the event of train traffic. This occurs at Sam Sells Road/Swift Canteen Road (CR 297), Cowtail Alley Road (CR 26), and Mike Horne Road (CR 187).

The 44-foot median would transition to a 24-foot raised median approximately 300 feet north of Mike Horne Road (CR 187). The reduced median width is required to avoid any impacts to the “Doerun Pitcher Plant Bog Natural Area” and the Georgia & Florida Railway, Inc. on the west side of SR 133. The existing right-of-way along the natural area would remain intact by using this reduced median width, as well as adding retaining walls and steeper side slopes where required. The 24-foot median

section continues with widening to the east and uses the existing roadway as southbound lanes to Edge Road (CR 343), where it transitions back to a 44-foot depressed grass median.

Near Doerun, the Proposed Alternative creates an eastern bypass around the City of Doerun beginning approximately 1,600 feet south of Funston-Doerun Road (CR 494). The typical section provides two 12-foot lanes in each direction with a 44-foot depressed grass median along the entire length of the bypass, which ends approximately 1,600 feet north of the Colquitt/Worth County line. At this point, the proposed alignment would widen to the east, adding new northbound lanes to avoid impacts to several homes located to the west of the existing roadway. The proposed bypass extends on new location to the east of town for approximately 2.9 miles, close to the Doerun city limits.

Median openings are provided at public roadway intersections with higher traffic volumes, at large traffic generators, and at other points along the corridor to permit u-turns within a reasonable distance. The median openings for the Proposed Alternative under Project STP00-0000-00(520) are listed below.

<u>Station No.*</u>	<u>Provides Access For:</u>
100+00	US 319
115+00	Anderson Dr./Leonard St. (CR 434)
135+00	Woodmen Rd./ Buttermilk Alley Rd. (SR 2729)
166+00	Proposed Connector Rd. to SR 133
231+50	Relocated Gusty Rd.(CR 520)/Blasingame Rd.(CR 358)
274+00	McElroy Rd. (CR 292)
292+00	Old Albany Rd. (CR 78)
350+00	U-turn
368+00	Relocated Old Doerun Rd. (CR 526)
435+00	Swift Canteen Rd./Sam Sells Rd. (CR 297)
459+00	Sigsbee-Funston Rd./Cowtail Alley Rd. (CR 26)
492+00	U-turn
529+00	Mike Horne Rd. (CR 187)
555+00	U-turn
600+00	Hagin Still Rd./Thaggard Rd. (SR 186)
629+00	Flowers Road
657+00	Edge Rd. (CR 343)
672+00	Funston-Doerun Rd. (CR 494)
695+00	Doerun-Sylvester Rd. (SR 270)
719+00	Evergreen Rd./East Union Dr.
749+00	Parker Blvd.
777+00	U-turn
801+00	Connector to Existing SR 133

* Nearest whole station number. Median opening locations are subject to change.

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

Summary:

Project Length:	6.5 miles
Lanes:	Increase to four lanes (12-foot wide lanes with 10-foot outside shoulders and 6-foot inside shoulders)
Median (rural):	44-foot depressed grass median
Existing Right-of-Way:	Variable 100-foot
Proposed Right-of-Way:	Variable 250-foot
Design Speed:	65 mph

Detailed Description:

Under Project STP00-0000-00(519), the **Proposed Alternative** begins at the northern terminus of Project STP00-0000-00(520) and widens to the east, adding two northbound lanes and maintaining the existing alignment to the west for use as southbound lanes. It continues the typical section at the end of Project STP00-0000-00(520), which would widen the existing two-lane (24-foot) roadway to two 12-foot lanes with ten-foot shoulders in each direction from 2,300 feet north of the Colquitt/Worth County line to 1,500 feet north of SR 112 at Mile Post 6.6 in Worth County. As SR 133 continues north, the proposed alignment widens to the east to avoid impacts to wetlands, several ponds, and the Cole House, which is an historic resource located on the west side of SR 133 approximately 2,700 feet north of Mobley Road (CR 101). Just north of the Cole House, the proposed roadway would shift to the west to avoid impacts to the Liberty Hill community and an historic resource, the Causey House, at the intersection of Bridgeboro/Anderson Road (CR 411). New southbound lanes would be added along this section.

Approximately 1,000 feet north of Causey Road, SR 133 would be constructed on new location to the north to correct an existing poor curve. This alignment would then return to the existing corridor, constructing new northbound lanes and keeping the existing southbound lanes. Widening is proposed to remain to the east side of SR 133 to the end of Project STP00-0000-00(519) at Worth County Mile Post 6.6 at SR 112.

The median openings for the Proposed Alternative under Project STP00-0000-00(519) are listed below.

<u>Station No.*</u>	<u>Provides Access For:</u>
846+00	U-turn
894+00	Carlton Rd. (CR 161)
945+00	Liberty Hill Rd. (CR 155)
992+00	Mobley Rd. (CR 101)
1019+00	U-turn
1048+00	Bridgeboro/Anderson City Rd. (CR 411)
1080+00	U-turn
1125+00	U-turn
1150+00	SR 112

* Nearest whole station number. Median opening locations are subject to change.

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)

Summary:

Project Length:	3.7 miles
Lanes (rural):	Increase to four lanes (12-foot wide lanes with 10-foot outside shoulders and 6-foot inside shoulders)
Median (rural):	44-foot depressed grass median
Existing Right-of-Way:	Variable 100-foot
Proposed Right-of-Way:	Variable 250-foot
Design Speed (rural):	65 mph

Detailed Description:

Under Project STP00-0000-00(475), the **Proposed Alternative** begins at Worth County Mile Post 6.6, 1,500 feet north of SR 112 and ends approximately 1,700 feet north of County Line Road (CR 417 in Worth County/CR 459 in Dougherty County). Widening is to the east, keeps the existing pavement as southbound lanes, and constructs new northbound lanes to just north of Piney Woods Drive (CR 392) to minimize residential displacements. At Piney Woods Drive, the roadway leaves the existing corridor onto new location to the east, avoiding residential displacements along SR 133, Nature Conservancy property, a business important to the surrounding community, and several populations of a federally protected plant species near Dry Creek. This would also provide an improved alignment over Dry Creek, which would reduce stream impacts by several hundred feet. Two new parallel bridges would be constructed over Dry Creek on the new location section. The undersized box culvert located along the existing SR 133 alignment would be removed. The new location corridor crosses Dry Creek and ties back into existing SR 133 approximately 700 feet north of County Line Road.

The median openings for the Proposed Alternative under Project STP00-0000-00(475) are listed below.

<u>Station No.*</u>	<u>Provides Access For:</u>
1182+00	U-turn
1223+00	Park Place (CR 389)
1252+00	Oak Grove Dr. (CR 391)
1275+00	Connector to Existing SR 133
1304+00	U-turn
1346+00	County Line Road (CR 417, Worth Co.)/ (CR 459, Dougherty Co.)

*Nearest whole station number. Median opening locations are subject to change.

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

Summary:

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):	44-foot depressed grass median, except for a 24-foot raised 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 (44-ft median)

Detailed Description:

Under Project STP00-0000-00(473), the **Proposed Alternative** extends from 1,700 feet north of County Line Road near the Worth/Dougherty County line to the existing four-lane section with 32-foot median approximately 1,000 feet north of Holly Drive/South Mock Road in southern Albany. The Proposed Alternative begins widening to the west, constructing new southbound lanes. The alignment then widens to the east approximately 4,600 feet north of County Line Road, avoiding impacts to Antioch Baptist Church and the nearby cemetery. The existing roadway is used as southbound lanes along this section. The alignment then shifts slightly to the west and widens symmetrically, creating new northbound and southbound lanes to avoid displacing Mercedes Baptist Church, reduce residential displacements, and reduce wetland impacts. Intersections at Gibson Road (CR 134) and Spring Flats Road (CR 468) would be realigned to improve safety.

Symmetrical widening continues to approximately 2,500 feet north of Gravel Hill Road (CR 446) where the alignment shifts onto new location to the east side of existing SR 133 for approximately 0.75 mile. The new alignment would avoid impacts to two historic resources, the Oven Fresh Pizza Building and the Farmer's International Company Commissary, located in the Pecan City community at the intersection of SR 133 and Honeysuckle Road (CR 76). The new location alignment lies approximately 180 feet to the east of existing SR 133, and allows vehicles to continue using the existing roadway during construction of parallel bridges over the Georgia & Florida Railway, Inc.. The new location alignment continues to approximately 3,800 feet north of Honeysuckle Road where it shifts back to the existing alignment with widening to the east, using the existing roadway for southbound lanes for a distance of approximately 3,300 feet.

The proposed alignment shifts approximately 1,100 feet south of Wildflower Lane and widens symmetrically, creating new southbound and northbound lanes. This alignment would avoid displacing a large agricultural building located to the west of SR 133 and would improve the geometry of the alignment as it continues north.

Approaching the City of Albany, the proposed alignment would change from a 44-foot depressed grass median to a 24-foot raised median to avoid a number of residences, which are located on both sides of the existing roadway. In addition, widening would generally be symmetrical, but would vary depending on the nature of specific environmental impacts to be avoided. This alignment would continue to the end of the project approximately 1,500 feet north of Holly Drive/South Mock Road where it would match the existing four-lane divided roadway with a 32-foot median. A new box culvert at Spring Flats Branch would be constructed to accommodate both directions of traffic.

The median openings for the Proposed Alternative under Project STP00-0000-00(473) are listed below.

<u>Station No.*</u>	<u>Provides Access For:</u>
1396+00	U-turn
1440+00	Unnamed Rd. at Antioch Baptist Church
1482+00	U-turn
1528+00	Gibson Rod. (CR 134)
1577+00	Spring Flats Rd. (CR 468)/Cell Tower Access Rd.
1612+00	Gravel Hill Rd. (CR 446)
1646+00	Connector to Existing SR 133
1716+00	U-turn
1736+00	Wildflower Ln. (CR 577)
1775+00	South Mock Rd./Holly Dr.
1784+00	Trailer Ln.

* Nearest whole station number. Median opening locations are subject to change.

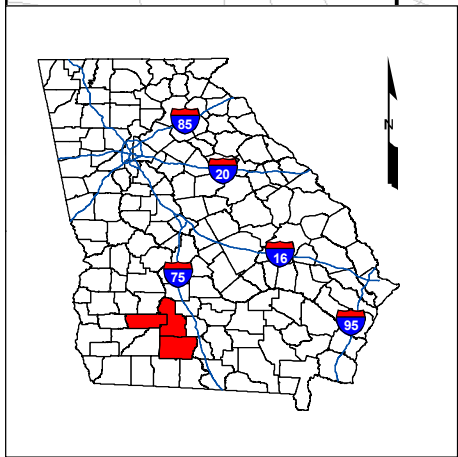
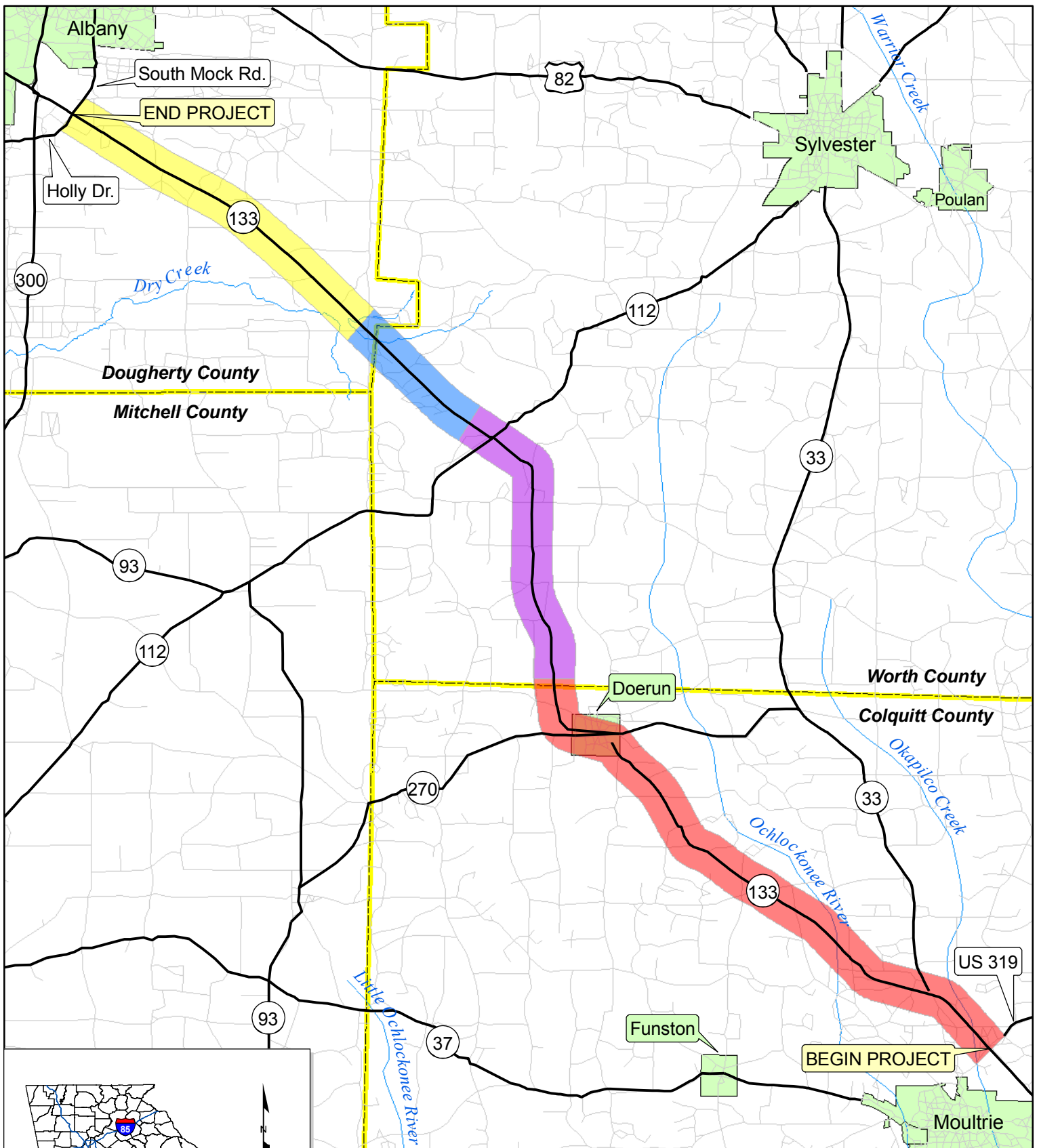


Figure I-1
PROJECT VICINITY MAP
 SR 133 Improvements
 Project No. STP-0000-00(520)(519)(475)(473)
 Colquitt, Worth & Dougherty Counties, GA



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

Right-of-Way Acquisition

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 46 residences and 7 businesses 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 Tifton, Georgia, telephone (229) 386-3280, will be in charge of acquiring the necessary right-of-way for this project.

Summary of Environmental Study

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.

Relocations

Approximately 46 residential units and 7 commercial properties would be displaced by the proposed project. The roadway would be placed closer to some remaining residences, and some 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. Estimated relocations have increased from what is presented in the environmental document due to refinements in the design.

Wetlands/Streams

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. Seventy-five (75) jurisdictional wetlands or open waters and 29 jurisdictional streams were identified within the project's area of potential effect (APE). It is estimated that 72.33 acres of wetlands or open waters and 7,286 linear feet of streams would be impacted by the proposed project.

The Georgia Department of Transportation is in need of providing wetland mitigation for this project. Land for wetland mitigation, in the form of **degraded wetlands**:

1. **must be** relatively near the project (no greater than ten miles);
2. **must not** be existing wetlands or swamp (potential restoration areas should show signs of being previously ditched or drained or converted to non-wetland use such as agriculture or silvaculture); **and**,
3. **must be** easily accessible by local or state roads.

Anyone who has such property and would be willing to sell it to the state for wetland restoration, should send a letter, with a map (USGS Topographic Quad Sheet, County road map, or detailed drawing) clearly showing the location of the degraded wetland, to: Mr. Glenn Bowman, P.E., State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593.

Floodplains

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. The proposed project would not significantly encroach upon the floodplain 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.

Permits and Variances

A U.S. Army Corps of Engineers Section 404 permit would be required for this project. A stream buffer variance would be required for encroachments on streams that run parallel to the roadway right-of-way and some ponds.

Air Quality and Noise

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 6 decibel (dBA) increase in traffic generated noise by the design year 2025, and 54 structures, including two churches, would approach or exceed the noise abatement criteria. No feasible noise abatement measures were identified for the 52 houses or the two churches.

Historic Resources

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. Eleven existing or eligible historic resources were found to be located within the project's area of potential environmental 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 is underway.

Threatened and Endangered Species

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

Farmland

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.

Underground Storage Tanks/Hazardous Waste

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. 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.

The environmental document is available at this location for your review. The environmental assessment will be available for review for ten days after the public information open house at the following Georgia Department of Transportation locations:

District 4 Office
710 West 2nd Street
Tifton, Georgia 31793

District 4 Area Office
2060 Newton Road
Albany, Georgia 31701

District 4 Area Office
120 Veterans Parkway North
Moultrie, Georgia 31788

**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**

Mail Form by December 16, 2008 to:
Glenn Bowman, P.E.
State Environmental/Location Engineer
Georgia Dept. of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593

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.

