



## Department of Transportation

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September 14, 2006

Thank you for attending the public hearing open house for STP-00MS(7) and NH-STP-75-3(203), P.I. Nos. 662510 and 610870, the proposed South Calhoun Bypass and a new I-75 Interchange at C.R. 65/Union Grove Road. 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 projects. Department of Transportation (DOT) 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 DOT 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 Thursday, September 28, 2006. Written comments should be sent to Mr. Harvey D. Keepler, 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](http://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 District Office located at 500 Joe Frank Harris Parkway, SE, Cartersville, GA 30120. 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 30336-1593, 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 black ink that reads "Todd Long" followed by a stylized flourish that appears to be "SBK".

Todd Long, P.E.  
Director of Preconstruction

TL/

Attachments

**Project STP-00MS(7) & NH-STP-075-3(203)**

**Gordon County**

**P.I. Nos. 662510 & 610870**

**NEED AND PURPOSE**

The primary purpose of the proposed construction is to provide direct access to I-75 from the Calhoun-Gordon County/Tom B. David Field Airport and the Calhoun-Gordon County Industrial Park area. Currently, the airport has a 4,609-foot runway and three hangars, accommodating 23 aircraft. Plans are under way for a 5,500-foot runway expansion, the construction of an additional fourteen hangars, accommodating an additional 26 aircraft, and a terminal. The planned airport expansion would also include lengthening the runway to approximately 5,500 feet.

Additionally, there are currently three completed industrial parks within the Calhoun-Gordon County area, with one park under development and one new park that is in the planning stage. The industrial park under development is located on McDaniel's Station Road between SR 53 and the SR 53 Spur. The planned industrial park will be located on CR 334/Old Dixie Highway between CR 65/Union Grove Road and Adairsville. The proposed South Calhoun Bypass would provide access to these industrial parks from I-75. Daily vehicle and truck trips generated by the industrial park area are projected to reach 25,000 additional vehicles per day (VPD) by the year 2010. Currently, the closest access from I-75 south of the industrial area is approximately two miles south of the Gordon County line in Bartow County. A 1992 traffic study has indicated that SR 53 in the vicinity of I-75 will become congested in the future. As proposed, the interchange and the improvements to Union Grove Road would provide an alternate route for SR 53 and act as a bypass for vehicles traveling through the South Calhoun area.

Currently, east-west traffic movements from I-75 in the southern portion of the City of Calhoun occur along SR 53, and movement is hampered by the number of driveways and turning movements from cars accessing retail and restaurant developments along the route. Traffic analysis of the existing SR 53 corridor in the proposed project vicinity indicates that additional widening is needed before 2025 if an alternate route is not provided to relieve congestion on SR 53. Traffic volumes on SR 53 would exceed 40,000 VPD in 2005 and 76,000 VPD in 2025, resulting in levels-of-service (LOS) of "C" in 2005 and "F" in 2025 without construction of the proposed bypass and additional interstate access. The best LOS is "A" or "B" for facility operations. This traffic analysis indicates a need to widen SR 53 to six lanes by 2015; however, widening SR 53 to six lanes would severely impact several businesses due to their proximity to the existing roadway. The LOS for the bypass would be "C" or better. The proposed South Calhoun Bypass would divert traffic from this corridor onto new location to the existing CR 65/Union Grove Road, which would be widened as part of the proposed project. The current CR 65/Union Grove Road is the center of over 3,000 acres of zoned industrial land uses, and is adjacent to the Calhoun-Gordon County/Tom B. David Field Airport. The proposed connector route bypass with a raised median would serve these areas and divert truck traffic from using the SR 53 interchange, allowing an acceptable LOS to be maintained along SR 53 until the year 2025. Traffic

analysis shows that the estimated traffic volumes on SR 53 at the I-75 interchange would be reduced by 23 percent westbound and 21 percent eastbound for 2005, and would be reduced by 26 percent westbound and 23 percent eastbound for 2025. The LOS for SR 53 under the proposed project would be "C" in 2005 and "D" in 2025. Further, both city and county plans recommend the implementation of the bypass and interchange, and these are identified in the Short Term Work Program of the City of Calhoun's Comprehensive Plan.

In the proposed project area, SR 53 and I-75 are part of the Surface Transportation Assistance Act (STAA) National Network. SR 53 is classified as an STAA Access Route to the east of I-75 and as an Other National Network Route to the west of I-75. SR 53 connects with US 411 in Rome, Georgia, and continues into Alabama. SR 53/US 411 also connects with US 27/SR 1 in Rome. US 27/SR 1 is part of the Governor's Road Improvement Program (GRIP), which is meant to stimulate the economy of rural Georgia towns by providing multi-lane highway access. I-75 is part of the Eisenhower Interstate System, which runs through Georgia from Florida to Tennessee. The STAA of 1982 designated specific routes to facilitate the movement of freight. Federal law prohibits oversized trucks (wide body, twin trailer) from traveling more than one mile from a designated STAA route. Georgia has identified STAA access routes, which are routes that allow truck traffic to reach terminals and delivery points more directly. SR 53 provides east-west access to US 41/SR 3, to US 411, to US 27/SR 1 to the west of I-75, and to US 411/SR 61 to the east of I-75.

According to Year 2000 census data from the U.S. Census Bureau, Calhoun's population has increased 49.5 percent since 1990, making Calhoun the fifth fastest growing small city in the State of Georgia. Gordon County experienced a 25.7 percent increase in population between 1990 and 2000. The Atlanta Journal-Constitution (AJC) reported that "Calhoun...draws its own commuters..." and quoted Cathy Harrison, Calhoun's City Administrator and Chief Financial Officer, as saying, "We've got 30,000 jobs here, and Calhoun has a population of 11,000" (AJC, August 4, 2003). According to the same article,

15,172 of the people who work in Gordon County live there. Floyd County sends 1,813 workers into the county, while Bartow has 1,203 of its residents working there. Whitfield and Murray counties send a combined 1,469. But Whitfield, Bartow, and Floyd are also the main counties drawing workers out of Gordon county with 2,909 traveling to Whitfield, 1,034 to Bartow and 966 to Rome.

Three Fortune 500 companies are also reported to be considering locations in Gordon County, which would bring in approximately 1,900 jobs.

The neighboring counties have been experiencing growth since 1990, with Bartow County to the south experiencing a 36 percent increase in population, and Whitfield County to the north experiencing a 15.3 percent increase in population. These counties contain the cities of Cartersville and Dalton respectively, which also have large industrial bases. The region of US 41/SR 3 between Dalton and Cartersville is known as a focal point for the carpet industry. This industry has such a presence in the area that Dalton is referred to as the "Carpet Capital of the World" on the city of Dalton website. Mohawk Industries, Dixie Yarns, Aladdin Manufacturing, and Bretlin/Globaltex

were the top four employers in 2003, all of which are textile based (AJC, August 4, 2003). While many industry operations are still related to carpeting or flooring, other industries have moved into the area and have provided a diverse industrial base. Gordon County, particularly the city of Calhoun, has a growing industrial and commercial base, and a rapidly growing population that would be served by the proposed South Calhoun Bypass and new I-75 interchange.

I-75 currently has three (3) lanes in each direction in the area of the proposed bypass. The Department has recognized a future need for I-75 to be widened to four (4) lanes in each direction.

In the proposed project vicinity, there are four other Department projects. Currently, there are two projects in the pre-construction stage on SR 53. One project will add median turn lanes from north of Floyd County to the SR 53 Spur, and another will widen SR 53 from the WC Bryant Parkway/County Secondary 814 to just west of I-75. Intersection improvements at CR 5/McDaniel Station Road are listed in the Construction Work Program, and a widening project along US 41/SR 3 from CR 65/Union Grove Road north to SR 53 is in the preconstruction stage.

**TABLE I-1, Adjoining Projects**

<b>PROJECT NO.;</b> <b>P.I. No.</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>DESCRIPTION</b>	<b>SCHEDULE</b>
STP-0001-00(578); 0001578	SR 53	From north of Floyd County to SR 53 Spur	Addition of median turn-lanes/Safety Improvements (3.48 miles).	RWU/RWA 2002 DOT CST/Other CST 2005
STP-065-1(34); 621620	SR 53	From WC Bryant Parkway/CS 814 to west of I-75	Widening/ Reconstruction/ Rehabilitation (0.84 mile).	RWU/RWA 2002 DOT CST/Other CST 2007
STP-0004-00(048); 0004048	SR 53 & CR 5/McDaniel Station Road	Intersection	Intersection Improvements	RWU/RWA Lump DOT CST/Other CST Lump
STP-001-6(35); 621365	US 41/SR 3	From CR 65/Union Grove Road north to SR 53 including bridge	Widening/ Reconstruction/ Rehabilitation (1.6 miles).	RWU/RWA 2006 DOT CST/Other CST 2009

## Deficiencies in the System

### Capacity

The SR 53 roadway is reaching capacity and requires improvements to maintain an acceptable LOS. The proposed project would provide relief and would maintain an acceptable LOS on SR 53 by diverting heavy truck traffic volumes away from the current SR 53/I-75 interchange. To the west of I-75, the Average Daily Traffic (ADT) on SR 53 for 2005 is estimated to be 45,000 with an LOS of "C" under the no-build condition. Under the proposed project in 2005, ADT volumes are estimated at 34,500 with a Level of Service (LOS) of "C". A LOS "C" indicates that traffic flow is stable but that driver comfort and convenience are declining.

The LOS would also be "C" along SR 53 to the west of I-75 under both the proposed project and No-Build Alternative for 2005. However, the projected design year (2025) ADT is 76,500 with an LOS of "F" under the No-Build Alternative, while the ADT would be 57,000 with an LOS of "D" under the proposed project. A LOS "F" describes the breakdowns in vehicular flow.

SR 53 receives less traffic to the east of I-75. Under the No-Build Alternative, the ADT is projected to be 30,500 for 2005 and 52,000 for 2025. The proposed project would provide traffic relief on SR 53 to the east of I-75, since ADT is projected at 24,000 for 2005 and 40,000 for 2025. The increase in ADT from 2005 to 2025 on SR 53 demonstrates the need for traffic relief along this roadway.

The ADT for SR 53 north of the western terminus of the proposed bypass is projected to be 20,000 VPD in 2005 and 38,000 VPD in 2025 under the No-Build Alternative. This same area is projected to be 14,250 VPD in 2005 and 27,000 VPD in 2025 under the proposed project. If the bypass was in use in 2005, approximately 5,750 vehicles would be expected to use the proposed bypass in lieu of SR 53, and by 2025 this number would almost double to 11,000 vehicles. Similarly, the ADT for SR 53 at the proposed eastern tie-in is estimated at 11,500 VPD in 2005 and at 20,500 VPD in 2025 under the No-Build Alternative. Under the proposed project, the VPD is estimated at 7,250 in 2005 and at 12,000 in 2025. These data indicate that approximately 4,250 vehicles are expected to use the proposed bypass east of I-75 in 2005, and by 2025 the number is similarly expected to double to 8,500 vehicles, providing relief to SR 53.

The ADT on CR 65/Union Grove Road dramatically increases under the proposed project in the design year. However, this facility would be widened to a 4-lane facility in the most heavily traveled areas (from the western terminus to just east of I-75). The ADT on CR 65/Union Grove Road would be 3,500 in 2005 and 6,500 in 2025 to the west of I-75 under the No-Build Alternative, which would increase to 14,000 in 2005 and 26,000 in 2025 under the proposed project.

CR 68/Belwood Road to the east of I-75 and north of CR 65/Union Grove Road serves as an access road to an outlet mall near the current SR 53/I-75 interchange. The proposed new interchange with I-75 at CR 65/Union Grove Road would relieve

traffic from SR 53 to the east of I-75 in this area. Under the No-Build Alternative, ADT is predicted at 30,500 for 2005 and 52,000 for 2025 on SR 53 east of I-75. Under the proposed project, ADT would be 24,000 in 2005 and 40,000 in 2025 on SR 53 east of I-75. ADT is predicted to be 10,000 in 2005 and 18,500 in 2025 to the east of the proposed new interchange at CR 65/Union Grove Road and I-75. In 2005, ADT is predicted at 5,250 vehicles on CR 68/Belwood Road from the proposed bypass north to access the outlet mall, and in 2025 9,000 vehicles are predicted. From SR 53 south on CR 68/Belwood Road to the outlet mall, traffic would be relieved from 9,750 ADT in 2005 and 15,250 in 2025 under the No-Build Alternative to 8,250 in 2005 and 13,250 in 2025 under the proposed project.

The need for improved driver safety and access would be addressed by the construction of the proposed South Calhoun Bypass and full diamond interchange with I-75 at the existing CR 65/Union Grove Road. Under the proposed project, drivers would slow down, stop, and turn at only a limited number of pre-determined intersections on the proposed bypass. The proposed limited-access roadway would include five intersections located at CR 99/Oak Grove Road, US 41/SR3, I-75/SR 401, CR 68/Belwood Road/Johnson Lake Road and Dodd Avenue. CR 98/Brays Road, CR 5 and CR 62/Union Grove Church Road would be bridged by the proposed bypass. On CR 65/Union Grove Road, median openings would be provided at CS 825-Marine Rd, CR 68-Johnson Lake Rd, CR 62-Connector to Union Grove Church Rd, and Connector to SR 53 (business).

Accident History

A three-year history of accidents on SR 53 is shown in Table I-2. This table provides the number of accidents, injuries, and fatalities (with respective accident and injury rates) per year between 1995 and 1997. In comparison, the statewide accident and injury rates for urban principal arterials for 1995 through 1997 are included in Table I-3, Statewide Rate Urban Principal Arterial. For comparison purposes, all accident rates are converted to 100 million vehicle miles.

**TABLE I-2, Accident History of SR 53 ML 4.91-12.55, Gordon County**

YEAR	ACCIDENT/ ACCIDENT RATE	INJURY/ INJURY RATE	FATALITIES
1995	244/634	128/333	0
1996	235/566	129/311	0
1997	244/548	144/323	1

- All rates are per 100 million vehicle miles of travel.

**TABLE I-3, Statewide Rate Urban Principal Arterial**

<b>YEAR</b>	<b>ACCIDENT RATE</b>	<b>INJURY RATE</b>
1995	661	319
1996	671	316
1997	663	298

- All rates are per 100 million vehicle miles of travel.

While accident and injury rates are fairly consistent with statewide rates, the accident data support the need for the proposed intersection improvements. Approximately 69 percent of all Motor Vehicle in Motion accidents between 1995 and 1997 took place at intersections. In addition, rear end and angle intersecting accidents accounted for 66 percent of the Motor Vehicle in Motion accidents during the years of 1995-1997. The majority of these accidents occur at five (5) of the 23 intersections along the section of SR 53 included in the accident data analysis report (from mile 4.03 to mile 12.55, or a distance of 8.52 miles): Richardson Road; Lover's Lane Road; W.C. Bryant Parkway; Curtis Parkway; and South Industrial Boulevard. Approximately 70 percent of all angle and rear-end accidents that occurred at intersections along SR 53 in the 8.52 miles included in the accident data analysis report were located at these five (5) intersections. The other 18 intersections in the 8.52 mile area account for the remaining 30 percent of all angle and rear-end accidents at intersections. Further, these intersections are located within approximately one (1) mile of I-75 on SR 53. Much of the traffic, particularly large truck traffic, would be diverted away from this area with the proposed bypass.

### **Logical Termini**

The termini for Project STP-00MS(7) are logical. The western terminus connects with SR 53 near the southwestern urban area boundary encompassing Calhoun. Near this point, SR 53 no longer is classified as a minor arterial, and becomes an urban road as it travels easterly toward Calhoun. The eastern terminus is logical, as it is near the southeastern urban area boundary for Calhoun, and at this point the classification of SR 53 turns from an urban road to a principal artery as it travels easterly away from Calhoun. The proposed project would provide a bypass to the south of Calhoun, which would divert heavy traffic volumes from the urban road section of existing SR 53.

This proposed project also meets the capacity needs of the local residents and businesses and provides a corridor to access state and interstate routes.

## **Summary/Conclusion**

The proposed project would provide traffic relief along SR 53 and would supply additional capacity for commercial traffic and residential traffic access to local businesses, the interstate and state routes. A safer environment for motorists would be created with the median and selected median openings. Lastly, the proposed project would benefit the community by accommodating the growth anticipated from the construction in the Calhoun-Gordon County Industrial Park area and the improvements to the Calhoun-Gordon/Tom B. David Field Airport.

## **Project STP-00MS(7) & NH-STP-075-3(203)**

### **Gordon County**

### **P.I. Nos. 662510 & 610870**

#### **PROJECT DESCRIPTION**

The proposed Projects STP-00MS(7) and NH-STP-75-3(203), Gordon County, would construct a new South Calhoun Bypass using portions of the existing County Road (CR) 65/Union Grove Road and new location for a total project length of approximately 6.7 miles. The proposed Project STP-00MS(7) would begin at State Route (SR) 53 approximately 5.25 miles southwest of the existing I-75 interchange with SR 53/Fairmount Highway and end at SR 53 approximately 2.7 miles southeast of the existing I-75 interchange with SR 53/Fairmount Highway. The proposed Project NH-STP-75-3(203) would include the construction of a new full diamond interchange at I-75 and CR 65/Union Grove Road with a bridge approximately 330 feet long and 91.5 feet wide over I-75. This new interchange would add an access break to I-75, approximately 1.9 miles south of the existing I-75 interchange with SR 53/Fairmount Highway, between Exit 306/S.R. 140/Folsom Road and Exit 312/SR 53/Fairmount Highway.

The proposed bypass would utilize both rural design, with open grassed swale drainage ditches, and urban design with curb-and-gutter and a closed drainage system. The criteria selected for a particular section depends on the terrain and natural drainage conditions as well as adjacent land use.

The proposed bypass would begin at SR 53 approximately 0.3 mile north of the southern terminus of CR 113 and would proceed on new location to the southeast as a rural section with two 12-foot lanes and 10-foot grassed shoulders in each direction separated by a 44-foot depressed, grassed median on 250 to 425 feet of right-of-way. The new location alignment would continue to the southeast until crossing CR 99/Oak Grove Road at grade, approximately 0.5 mile south of its intersection with CR 98/Brays Road. CR 99/Oak Grove Road would be realigned to the west at this proposed new intersection to create a perpendicular intersection with the proposed new bypass, beginning at approximately 0.3 mile south of the intersection of CR 99/Oak Grove Road and CR 98/Brays Road. The realigned CR 99/Oak Grove Road would tie back into its existing location at its intersection with CR 109/Webb Road.

The alignment of the proposed new bypass would continue to the southeast, then would turn to the northeast and would bridge CR 98/Brays Road at approximately 0.6 mile south of the CR 98/Brays Road intersection with CR 97/Nelson Lake Road. After bridging CR 98/Brays Road, the proposed alignment would continue to the northeast for approximately 0.8 mile, turning to the southeast just before bridging CR 5 and the National Register eligible CSX Railroad approximately 0.2 mile south of the driveway to the Salem Church. The

proposed alignment would continue to the southeast, bridging Oothkalooga Creek. Approximately 0.2 mile west of US 41/SR 3, the typical section would transition to a rural section with a 20-foot raised median. The proposed bypass would cross US 41/SR 3 at-grade approximately 0.2 mile south of the current US 41/SR 3 intersection with CR 65/Union Grove Road. At this point, the proposed new location alignment would turn toward the northeast until tying into CR 65/Union Grove Road at a point approximately 400 feet west of CS 825/Marine Road. From this tie-in, the proposed alignment would transition the existing CR 65/Union Grove Road to an urban curb-and-gutter section with a 20-foot raised median on approximately 130 feet of right-of-way, widening to the south while utilizing the existing northern right-of-way limits. Approximately 0.3 mile east of the tie-in, a new intersection for the proposed new interchange ramps would be created, and the South Calhoun Bypass alignment would begin to go on new location to the south of the existing CR 65/Union Grove Road. The proposed facility would cross over I-75 with a new bridge to the south of the existing CR 65/Union Grove Road Bridge.

Due to the proposed construction of interchange ramps, the CR 65/Union Grove Road intersection with CR 68/Johnson Lake Road/Belwood Road would be moved approximately 0.2 mile to the east, where the proposed bypass would tie back into the existing CR 65/Union Grove Road. The realigned CR 68/Belwood Road would begin to go on new location from approximately 0.4 mile north of its intersection with CR 65/Union Grove Road, and would travel south crossing the proposed bypass at the point where the proposed bypass ties into the existing CR 65/Union Grove Road. CR 68/Belwood Road becomes CR 68/Johnson Lake Road south of this intersection, and would tie back into the existing CR 68/Johnson Lake Road approximately 0.2 mile south of its existing intersection with CR 65/Union Grove Road.

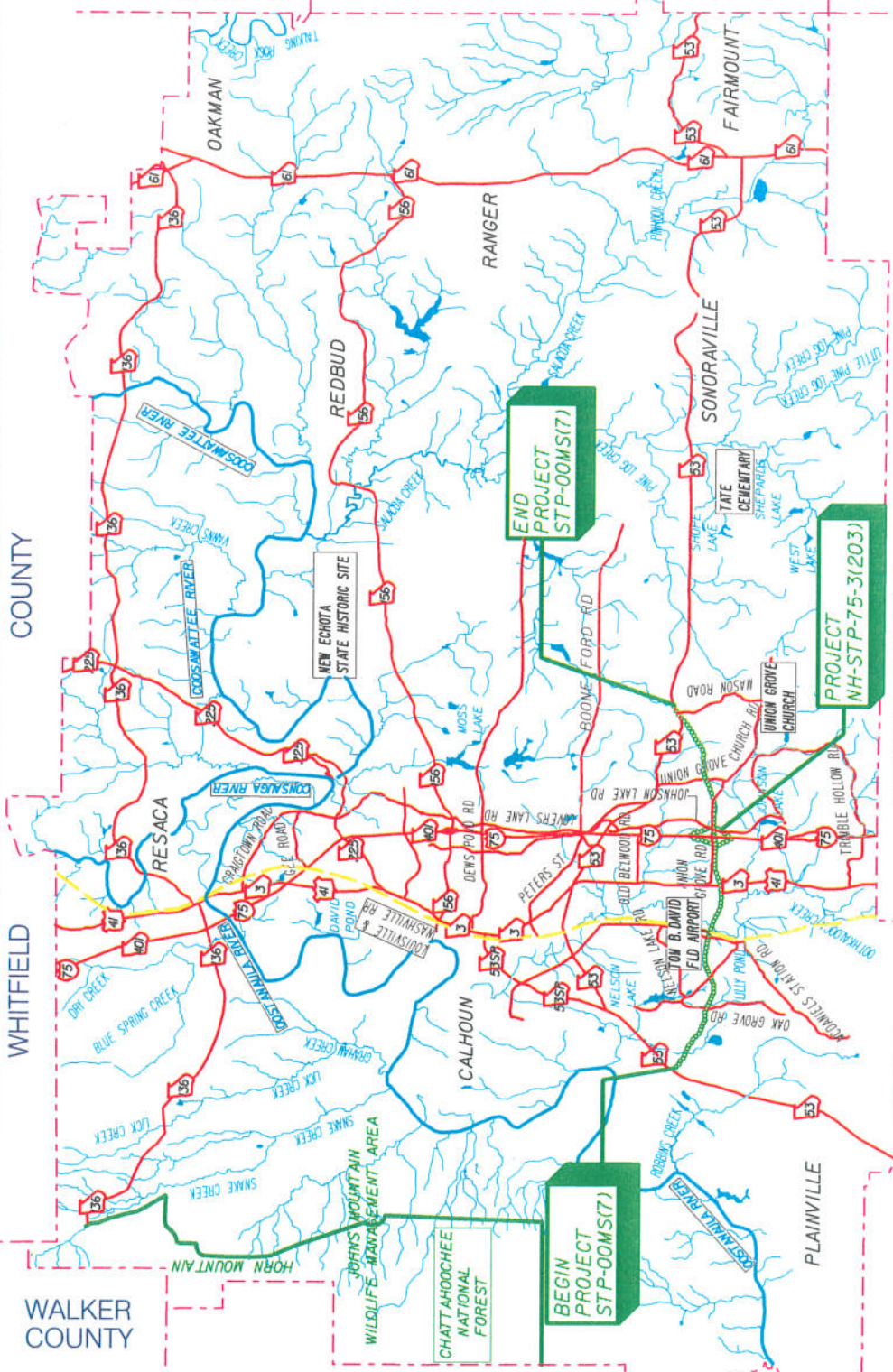
From the proposed intersection with CR 68/Johnson Lake Road/Belwood Road, the proposed bypass would continue widening CR 65/Union Grove Road to the south, utilizing the existing right-of-way limits to the north to avoid the National Register eligible Moore Property. The alignment would then continue on new location to the northeast, transitioning to a rural section with a 20-foot raised median on 200 feet to 450 feet of right-of-way approximately 0.7 mile east of CR 68/Johnson Lake Road/Belwood Road. Access to the existing CR 65/Union Grove Road and to CR 62/Union Grove Church Road would be provided by a connection south of the proposed bypass approximately 800 feet east of the shift from the CR 65/Union Grove Road to the new alignment. The proposed bypass would bridge CR 62/Union Grove Church Road approximately 0.2 mile north of the existing intersection of CR 65/Union Grove Road and CR 62/Union Grove Church Road. The new location alignment would continue to the northeast, tapering to a rural section with one 12-foot lane in each direction and no median on 280 feet to 450 feet of right-of-way approximately 0.2 mile northeast of CR 62/Union Grove Church Road, until tying into SR 53 approximately 2.7 miles southeast of the current SR 53/I-75 interchange.

Due to the geometry of SR 53 at the proposed eastern project terminus, two tie-ins with the existing SR 53 would be created. The eastern tie-in would be constructed on approximately 280 feet of right-of-way. The western tie-in would be constructed on approximately 200 feet of right-of-way. Traffic traveling on SR 53 without accessing the proposed bypass would use the tie-ins at the intersection with the proposed bypass. The portion of the existing SR 53 between the tie-ins would function as a minor access road to residents in the area. See Figure I-1, Vicinity Map, and Figure I-2, Project & Resource Location Map.



GILMER COUNTY

PICKENS COUNTY



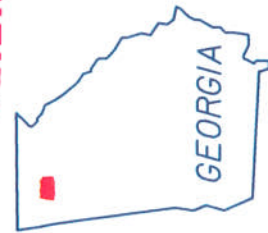
WHITFIELD COUNTY

RESACA

WALKER COUNTY

FLOYD COUNTY

BARTOW COUNTY

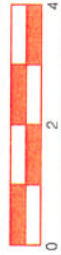


FIGURE

I-1

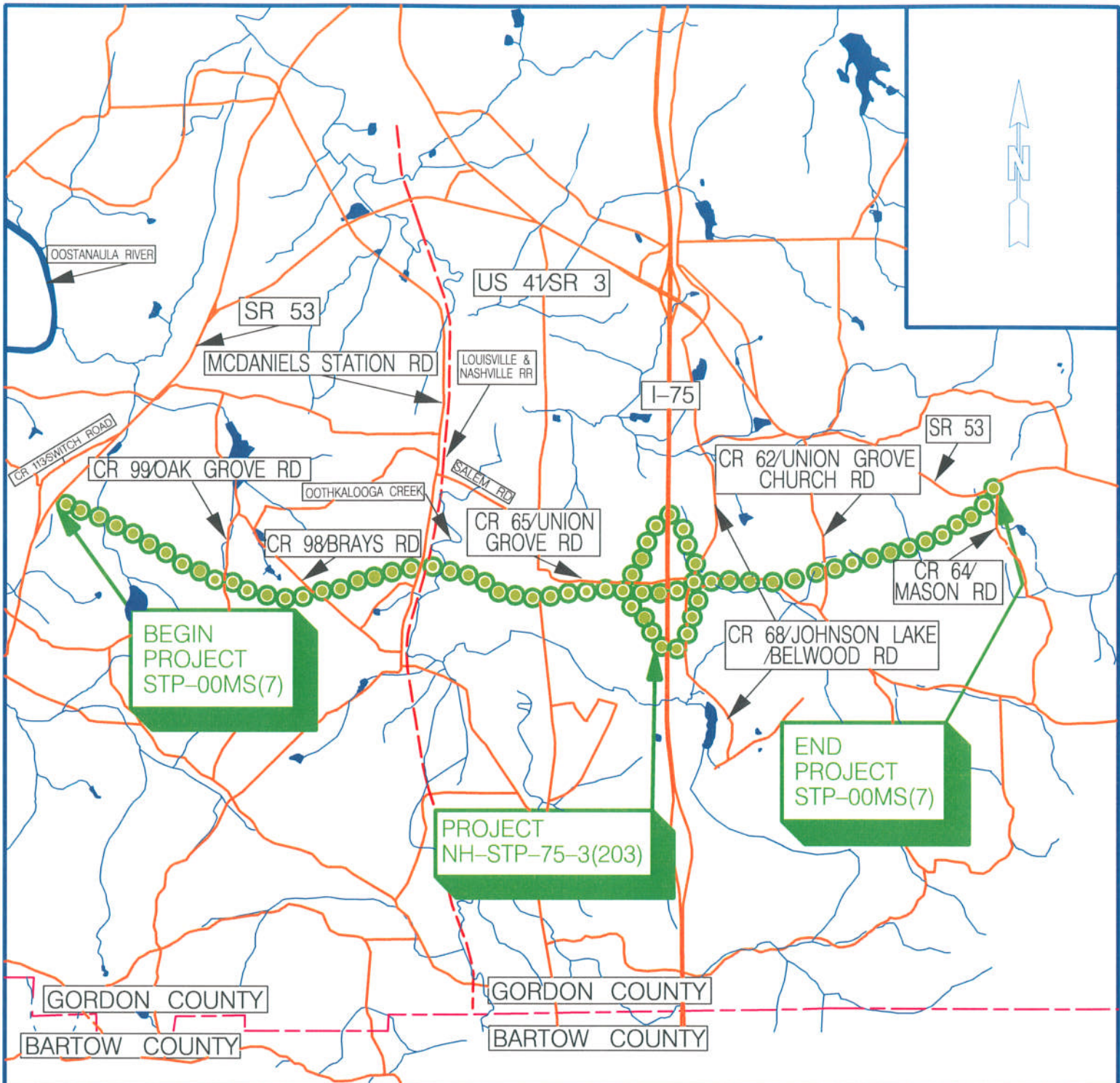
VICINITY MAP

SOUTH CALHOUN BYPASS  
STP-00MS(7) NH-STP-75-3(203)  
GORDON COUNTY  
P.I. Number 662510 & 610870



SCALE 1:2  
(IN MILES)

PROJECT  
STP-00MS(7)  
NH-STP-75-3(203)



BEGIN  
PROJECT  
STP-00MS(7)

PROJECT  
NH-STP-75-3(203)

END  
PROJECT  
STP-00MS(7)

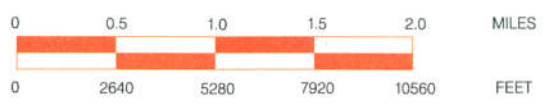
PROJECT  
STP-00MS(7)  
NH-STP-75-3(203)

PROJECT LOCATION MAP

SOUTH CALHOUN BYPASS, GORDON COUNTY  
STP-00MS(7), NH-STP-75-3(203)  
GORDON COUNTY  
P.I. Number 662510 & 610870

FIGURE

I-2



LEGEND

- PROPOSED PROJECT CORRIDOR
- RAIL ROAD
- COUNTY LINE

## SUMMARY OF ENVIRONMENTAL STUDY STP-00MS(7) & NH-STP-75-3(203), Gordon County

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 construction of the South Calhoun Bypass. The following information gives a summary of the environmental document.

Approximately seven residential units and 0 businesses would be relocated by the proposed project. The roadway would be placed closer to some residences, and loss of yard area will occur. Owners would be compensated for these losses.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. The project would result in 16 acres of wetland impacts and 5,168 feet of stream impacts.

The Georgia Department of Transportation is in need of providing wetland and stream mitigation for this project. Land for wetland mitigation, in the form of **restoring 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 the address at the bottom of this summary.

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. The proposed project would result in a transverse crossing of the Oothkalooga Creek floodplain and would encroach on the Oothkalooga Creek regulatory floodway. 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.

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 up to a 19 decibel increase in traffic generated noise by the design year, and nine houses and one church would approach

or exceed the noise abatement criteria. No feasible noise abatement measures were identified for the nine houses and one church.

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. Six eligible historic properties, the Barrister-Bray Property, A.L. Shaw Barn, CSX Railroad, McLain-Rogers-Walraven House, Moore Property, and the Barrett-Long House, and no archaeological resources were found to be located within the project's area of potential environmental effect.

The proposed project would not affect any threatened or endangered plant or wildlife species, as none are located in or frequent the project area.

The project would involve 25 acres of prime farmland as defined in the Farmland Protection Policy Act, 7 CFR Part 658. The total farmland impact rating of 110 points is less than the 160 point threshold for evaluation of additional impacts based on farmland effects.

The proposed project will be surveyed for potential sites where contaminated soil and/or water from leaking underground storage tanks may exist. No potential sites were identified within the proposed project area.

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

Mr. Harvey D. Keepler  
State Environmental/Location Engineer  
Georgia Department of Transportation  
3993 Aviation Circle  
Atlanta, Georgia 30336-1593

**Right-Of-Way Acquisition**  
**Project STP-00MS(7) & NH-STP-15-3(203), Gordon County**

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 7 residences and no businesses that will be required to relocate.

It is important to remember that the Department is committed to the fact 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.

# Georgia Department of Transportation

## Public Hearing Open House Comment Card

Project STP-00MS(7) and NH-STP-75-3(203), Gordon County

P.I. Nos. 662510 and 610870

September 14, 2006

*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:**

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