



**SR 140 Widening
Bartow and Floyd Counties
Project #'s**
 STP00-0004-00(915),
 STP00-019-1(16),
 BHF00-016-1(15)
 P.I. #'s 004915,
 621500, 621505

Source: Census 2000 Data

PROJECTS STP00-0004-00(915), STP00-019-1(15), & BHF00-019-1(16)
BARTOW AND FLOYD COUNTIES
P.I. Nos. 0004915, 621500, 621505

Project Purpose and Need

The Preferred Alternative would provide a widened typical section for State Route (SR) 140 to improve operation capacity, efficiency, and safety along SR 140 between SR 53 and the City of Adairsville. The additional capacity is needed in anticipation of the projected increase in traffic demand, especially by heavy trucks. The efficiency of the roadway is expected to decrease if no improvements are made to the corridor. In addition, the crash and fatality rates for SR 140 were above the state average in the years 2005 and 2006. The Rome Metropolitan Planning Organization has also identified Project P.I. 0004915 as a need for the region in their Long Range Transportation Plan.

Description of Alternatives

No-Build Alternative

The No-Build Alternative is one in which GDOT would not take any action to improve SR 140 between SR 53 and SR 3/US 41. The No-Build Alternative would avoid all environmental impacts that would result from project implementation; however, it would not meet the purpose and need of the proposed project. The No-Build Alternative would not improve the capacity, operational efficiency, or safety along this portion of SR 140.

Southern Alternative

The Southern Alternative would widen SR 140 to the south. All right-of-way acquisition would occur on the south side of SR 140, with the exception of some easements. The Southern Alternative would have the least number of displacements; however, the Southern Alternative would:

- Result in possible adverse impacts on a National Register-eligible historic resource;
- Require right-of-way from within a Section 4(f) historic resource;
- Impact the operation of a school soccer field; and
- Impact more than 4,400 linear feet of streams, which is much higher than the other alternatives.

Northern Alternative

The Northern Alternative would widen SR 140 to the north. All right-of-way acquisition would occur on the north side of SR 140, with the exception of some easements. The Northern Alternative would not impact National Register-eligible resources or school recreational facilities. However, the Northern Alternative would:

- Result in the highest number of displacements (45);
- Displace the Bethel Baptist Church;
- Displace a building owned and utilized by the Skyline Baptist Church; and
- Impact approximately 3.3 acres of wetlands, which is much higher than the other alternatives.

Preferred Alternative

The Preferred Alternative would widen the existing roadway to both the north and south, and was designed to minimize relocations and impacts to the surrounding environment. The Preferred Alternative would widen SR 140 from two to four lanes beginning at the intersection of

SR 140 and SR 53 in Floyd County and continue east on SR 140 to its intersection with SR 3/US 41 in Bartow County. The length of the project would be approximately 7.2 miles.

This alternative was chosen as the Preferred Alternative for the following reasons:

- Meets the purpose and need of the proposed project;
- Does not adversely impact National Register-eligible resources;
- Does not require right-of-way from resources applicable to Section 4(f); and
- Results in fewer impacts to waters of the U.S. compared to the Northern and Southern Alternatives.

Project Description

The Preferred Alternative consists of three projects, which are described in the table below. The Preferred Alternative would directly convert approximately 112.7 acres of land to highway right-of-way. The Preferred Alternative would also require approximately 0.57 acre of permanent easement and 3.43 acres of temporary easement. The existing right-of-way ranges from 80 to 120 feet. The proposed right-of-way would range from 100 to 400 feet.

Project	Length	Existing	Proposed
Project STP00-0004-00(915):	Begin at the SR 53 and end at the Adairsville city limits (6.2 miles)	- Two 12-foot travel lanes (one in each direction) with variable width grassed shoulders - Speed limit 55 mph	- Four 12-foot travel lanes (two in each direction) divided by a 44-foot wide depressed grassed median with 10-foot shoulders - Speed limit 55 mph
Project STP00-019-1(15)	Begin at the Adairsville city limits and end at approximately 513 feet east of SR 3/US 41 (one mile)	- Two 12-foot travel lanes (one in each direction) with variable width grassed shoulders and curb and gutter - Speed limit is 45 mph	- Four 12-foot travel lanes (two in each direction) divided by a 20-foot raised concrete median with three-foot bike lanes and 12-foot shoulders, including five-foot sidewalks - Speed limit 45 mph
Project BHF00-019-1(16)	SR 140 Bridge over the Oothkalooga Creek (Structure ID 115-0048-0)	160 feet long by 28 feet wide, two 12-foot travel lanes with two-foot shoulders	200 feet long by 93 feet wide, four 12-foot travel lanes divided by a 20-foot raised median with five-foot bike lanes, six-foot sidewalks, and 1.1-foot parapets
Project BHF00-019-1(16)	SR 140 Bridge over the CSX Railroad (Structure ID 115-0049-0)	114 feet long by 28 feet wide, two 12-foot travel lanes with two-foot shoulders	167 feet long by 105 feet wide, four 12-foot travel lanes divided by a 20-foot raised median, a 12-foot right-turn lane onto Main Street, with three-foot bike lanes, six-foot sidewalks, and 1.1-foot parapets

Note: mph = miles per hour

The Preferred Alternative includes the following improvements along SR 140 between SR 53 and SR 3/US 41:

- Reconstruct the existing triple 10-foot by 10-foot bridge culvert located at Whatley Orchard Road. The proposed bridge culvert would be a 150-foot long concrete bridge with 10-foot by 10-foot concrete culverts.

- Access to SR 140 would be eliminated from Old Adairsville Road, Twin Bridges Road, and Old Highway 140 West.
- Improve the intersection of Oak Grove Road at SR 140 to improve sight distance.
- Relocate existing intersection of Old Highway 140 East at SR 140 approximately 50 feet to the west of the existing intersection.
- Minor work along side roads in order to tie the existing roads into SR 140.
- Install traffic signals at two intersections:
 - SR 140 at Hall Station Road (in 2033), and
 - SR 140 at N. Main Street/Old Dixie Highway (in 2013).
- Construct pedestrian crossings at the following intersections with SR 140:
 - SR 53,
 - Shake Rag Road,
 - Hall Station Road
 - N. Main Street/Old Dixie Highway; and
 - SR 3/US 41.

SUMMARY OF ENVIRONMENTAL STUDY
PROJECTS STP00-0004-00(915), STP00-019-1(15), & BHF00-019-1(16),
BARTOW AND FLOYD COUNTIES
P.I. Nos. 0004915, 621500, & 621505

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 widening of State Route (SR) 140. The following information gives a summary of the environmental document.

<input checked="" type="checkbox"/>	Approximately 33 residential units, seven businesses, and one church would be displaced by the proposed project. The roadway would be placed closer to remaining residences, and loss of yard area will occur.
<input checked="" type="checkbox"/>	The proposed project would result in the loss of both residential and business frontage as well as some business parking.

However, owners would be compensated for these losses.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. Two jurisdictional wetlands, 14 jurisdictional streams, and four ponds were identified within the project's area of potential effect (APE). It is estimated that 1.6 acres of wetlands would be permanently impacted, 0.13 acre wetlands would be temporarily impacted, and 1,521 linear feet of streams would be impacted by the proposed project. The project would also temporarily impact approximately 0.07 acre and permanently impact approximately 0.05 acre of ponds.

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 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 not significantly encroach upon the floodplain associated with Oothkalooga Creek. 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. Bartow and Floyd Counties are both located in Georgia's nonattainment area in regards to

particulate matter (PM2.5). This project was reviewed by an interagency group consisting of representatives from the Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Environmental Protection Division (EPD), and the local Metropolitan Planning Organization. The interagency group has concurred that this project is not a project of air quality concern on August 20, 2008.

The construction of this project would result in a one to 10 decibel increase in traffic generated noise by the design year 2033. Of the 175 receivers modeled, 30 would experience noise levels that would approach or exceed the noise abatement criteria all of which are single-family homes. No feasible noise abatement measures were identified for the 30 houses.

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. Two properties have been identified as eligible for listing on the National Register: Thomas-Veach-Bailey House and the Western and Atlantic Railroad (currently CSX). The proposed project would not adversely affect either property. No eligible 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.

<input type="checkbox"/>	The project would not involve any farmland as defined in the Farmland Protection Policy Act, 7 CFR Part 658, due to the land in this corridor being in or committed to urban development.
<input checked="" type="checkbox"/>	In accordance with the Farmland Protection Policy Act, the criteria of 7 CFR, Part 658 have been applied to determine project effects on farmland. Based on the assessment of these effects, no additional alternates need to be examined.

The proposed project has been surveyed for potential sites where contaminated soil and/or water from leaking underground storage tanks may exist. A total of seven sites that may contain underground storage tanks and/or other contamination concerns were identified. Of the seven sites, a Level II Contamination Assessment will be conducted at five of the sites where right-of-way is required prior to the acquisition of any right-of-way. If contaminants are found, avoidance alternatives may be considered, or applicable laws and regulations concerning the removal of toxic or hazardous material will be coordinated with the EPD.

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

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

Right-Of-Way Acquisition
Project STP00-0004-00(915), STP00-019-1(15), BHF00-019-1(16)
Bartow and Floyd Counties
P.I. Numbers 0004915, 621500, 621505

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 33 residential, seven businesses, and one 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 Cartersville, Georgia, telephone (770) 387-3658 will be in charge of acquiring the necessary right-of-way for this project.

Georgia Department of Transportation

Public Hearing Open House Comment Card

Projects STP00-0004-00(915), STP00-019-1(15), & BHF00-019-1(16),

Bartow & Floyd Counties, P.I. Nos. 0004915, 621500, & 621505

July 30, 2009

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
 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.

Mail To:

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