



October 16, 2008

Thank you for attending the public information open house for CSSTP-0006-00(252) and CSSTP-0006-00(253), P.I. Nos. 0006252 and 0006253, the proposed widening and reconstruction of SR 44 from a new intersection with SR 16 approximately 4,000 feet east of the existing intersection of SR 16 north of Eatonton northward to the proposed East Greensboro Bypass. An alternate alignment is being considered and would begin approximately 6,000 feet north of the intersection of US 441/SR 24 and Reids Road on US 441. SR 44 would continue east from this new intersection approximately 2.25 miles to the existing intersection of SR 44 and County Road (CR) 139/Dance Road and would then continue along SR 44 northward to the proposed East Greensboro Bypass. In this handout package you will find a project description, location map and comment card.

As you enter the room, you will notice displays of the proposed project. 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 October 30, 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. Comments can also be made via the web at www.dot.ga.gov. Click on **General Public** from the list of Custom Links. A new page will open. Click **Public Involvement** from the list of Citizens 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 information open house at the Georgia Department of Transportation Area 5 and 6 Offices located at 1570 Bethany Road, Madison, Georgia, 30650 and 161 Blandy Road, Milledgeville, GA 31061, respectively. 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 information open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager Sean Bush at (478) 552-4642 or Jim Kitchings at (478) 553-2283 of the GDOT District 2 Office.

Sincerely,

A handwritten signature in black ink that reads "Anthony J. Collins". The signature is written in a cursive, flowing style.

Anthony J. (Tony) Collins
District Engineer

Proposed Widening and Reconstruction of SR 44 from SR 16 to the proposed East Greensboro Bypass
Projects CSSTP-0006-00(252) and CSSTP-0006-00(253), PI Nos. 0006252 and 0006253
Putnam and Greene Counties, Georgia

Project Description

The proposed project would widen and reconstruct State Route (SR) 44 from a new intersection with SR 16 approximately 4,000 feet east of the existing intersection SR 16 north of Eatonton to the proposed Greensboro Bypass, for a total project length approximately 22 miles. SR 44 would be constructed on new location from a point approximately 800 feet northeast of the existing intersection with Boundry Drive and would continue south to the proposed new intersection with SR 16. The existing two-lane roadway on SR 44 would be widened to four lanes, two lanes traveling in each direction, and divided by medians. From the beginning of the project at SR 16 to just north of Medical Acres Boulevard, the project would consist of two 12-foot lanes in each direction divided by a 20-foot raised median with 16-foot outside shoulders, including curb and gutter and 5-foot sidewalks. From this point northward to Brer Bear Road, the project would consist of two 12-foot lanes in each direction divided by a 44-foot depressed grassed median with 10-foot outside shoulders (including 6 feet of paved shoulder) and 6-foot inside shoulders. Beginning just north of Brer Bear Road to Carey Station Road, the proposed project would consist of two 12-foot lanes in each direction divided by a 20-foot raised median with 16-foot outside shoulders, including curb and gutter and 5-foot sidewalks. From Carey Station Road to just south of I-20, the proposed project would consist of two 12-foot lanes in each direction divided by a 20-foot raised median with 10-foot outside shoulders, including 6-foot paved shoulders, and no sidewalks or curb and gutter. From just south of I-20 to the proposed northern end, just north of Willow Run Road, the proposed project would consist of two 12-foot lanes in each direction divided by a 20-foot raised median with 16-foot outside shoulders, including curb and gutter and 5-foot sidewalks.

The proposed right-of-way would vary from 100 feet to 250 feet. The proposed major structures would include: two 120-foot bridges over Crooked Creek; a 180-foot bridge at Lick Creek; a 454-foot bridge at Oconee River; a 102-foot bridge at Richland Creek; extend the triple 8-foot by 14-foot box culvert at Little Creek; extend the double 10-foot by 10-foot box culvert; and widen the 270-foot bridge over I-20.

An alternate alignment is being considered and would begin approximately 6,000 feet north of the intersection of US 441/SR 24 and Reids Road on US 441. SR 44 would continue east from this new intersection approximately 2.25 miles to the existing intersection of SR 44 and County Road (CR) 139/Dance Road and would then continue along SR 44 northward to the proposed East Greensboro Bypass.

Need and Purpose for the Proposed Project

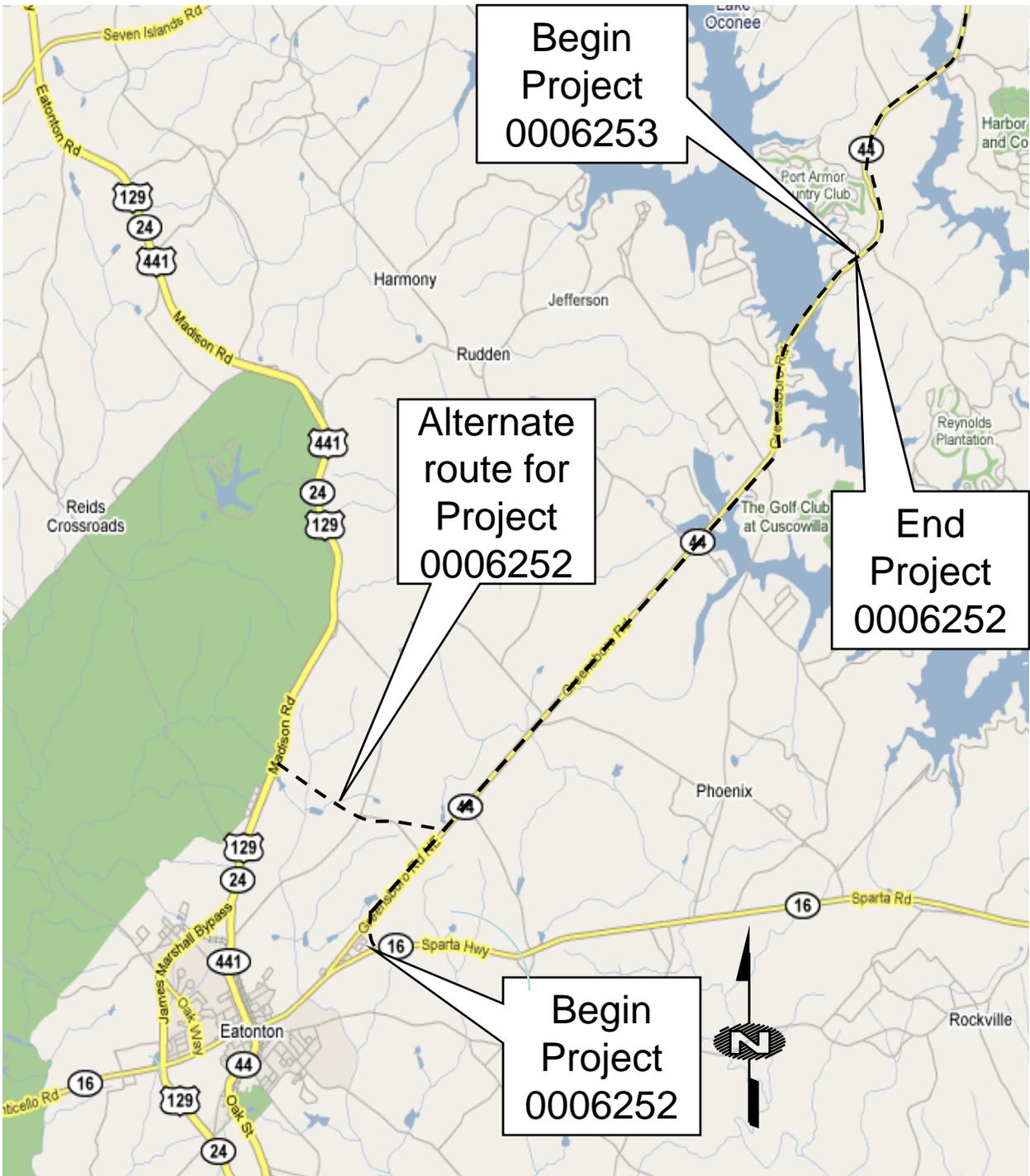
SR 44 serves as a primary north-south roadway for east central GA that travels through Jones, Putnam, Greene, Taliaferro, Wilkes, and Lincoln Counties, connecting the cities of Gray, Eatonton, Reynolds Plantation, Greensboro, Union Point, Washington, and Chennault, and crosses Lake Oconee, traveling in close proximity to Lake Sinclair and Richard B. Russell Lake. Lake Oconee is located in Greene County, which provides an impetus for additional growth in the region. According to the Regional Update Plan, Putnam County experienced a 32% increase in population density between 1990 and 2000 and Greene County experienced a 22% increase in population density during this same time period. Additionally, Putnam County and Greene County are expected to increase population by 31.49% and 35.5%, respectively, between 2000-2025. Between 1990 and 2000 87.6% and 81.4% of the increase in population was due to migration into Putnam County and Greene County, respectively.

Increased capacity is a primary purpose for the proposed project, and traffic volumes are anticipated to increase substantially over the next 20 years. The 2016 (Build Year) Average Daily Traffic (ADT) volumes are projected to be from 15,100 vehicles per day (VPD) to 41,320 VPD along the corridor. These volumes are projected to increase along the corridor from 21,000 VPD to 65,100 VPD by 2036 (Design Year). Truck traffic was estimated to account for 13 percent of total traffic volume for this project along the SR 44 corridor in 2016 and 2036.

A breakdown of the crash data between 2004-2006 reveals that “rear end,” “not a collision with a vehicle,” and “angle” accidents are the top three categories of accident type. When this occurs, the data indicate congestion and/or significant turning movements along a roadway are occurring, suggesting a need for greater capacity. The most common accident type for years 2004-2006 is the rear end collision, which accounts for 33-45%, 46-48%, and 27-46 % of the accidents, respectively, along the project corridor. The proposed widening of this corridor would improve the facility and serve to minimize operational hazards such as those that contributed to these aforementioned fatal crashes.

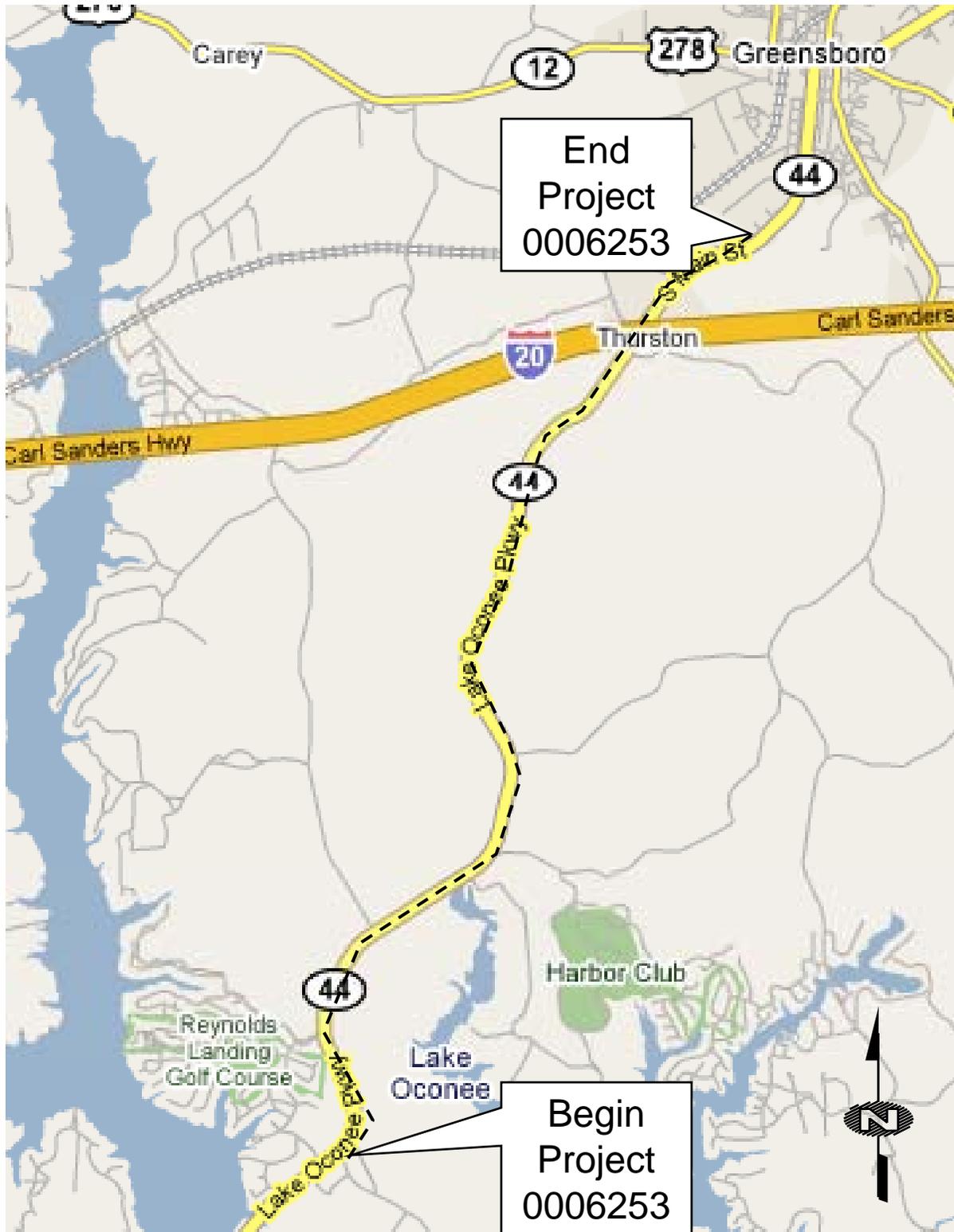
Driver safety and access would be addressed by the construction of a median (depressed grass or raised), minimizing the number of median openings, and the addition of lanes to accommodate the combination of truck and automobile traffic. Upon completion of the proposed construction, drivers would slow down, stop, and turn at only a limited number of pre-determined intersections. Research studies published by the US Department of Transportation, Federal Highway Administration (FHWA) using Highway Safety Information System (HSIS) data indicate that divided highways have a reduced number of accidents compared with non-divided highways (see Safety Effects of Cross-Section Design on Rural Multi-lane Highways [FHWA-RD-97-027], 1997).

A need exists to improve current and future capacity. The proposed construction would also improve access and safety along this facility. The widening and median improvements would improve operations by upgrading a primary north-south facility in central Georgia.



Project Location Map

SR 44 from SR 16 to CR 54/Linger Longer Road
 CSSTP-0006-00(252) in Putnam and Greene Counties
 P.I. No. 0006252



Project Location Map

SR 44 from CR 54/Linger Longer Road to Willow Run Road
CSSTP-0006-00(253) in Greene County
P.I. No. 0006253

Georgia Department of Transportation

Public Information Open House Comment Card

Projects CSSTP-0006-00(252) and CSSTP-0006-00(253), Greene and Putnam Counties,
P.I. Nos. 0006252 and 0006253

October 16, 2008

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