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December 14, 2006

Thank you for attending the public hearing open house for the proposed new interchange on I-85 at Gabbettville Road and the construction of a frontage/connector road from the proposed new interchange to SR 18, Project CSNHS-0008-00(232), P.I. No. 0008232. 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 project. Department of Transportation (DOT) representatives, who can be identified by the name tags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a 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 Tuesday, December 26, 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***. 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 GDOT Area Engineer's Office, located at 1107 Hogansville Road, LaGrange, GA 30241, at the West Point City Hall at 730 1st Avenue, West Point, GA 31833, and at the GDOT office of Environment Location at 3993 Aviation Circle, Atlanta, GA 30336-1593. A copy of all comments received will be available for public review 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,

Todd Long

Todd Long, P.E.
Director of Preconstruction

TL/ap/dy

Attachments

Proposed I-85 Interchange at CR 98/Gabbettville Road
Project CSNHS-0008-00(232), PI No. 0008232
Troup County, Georgia

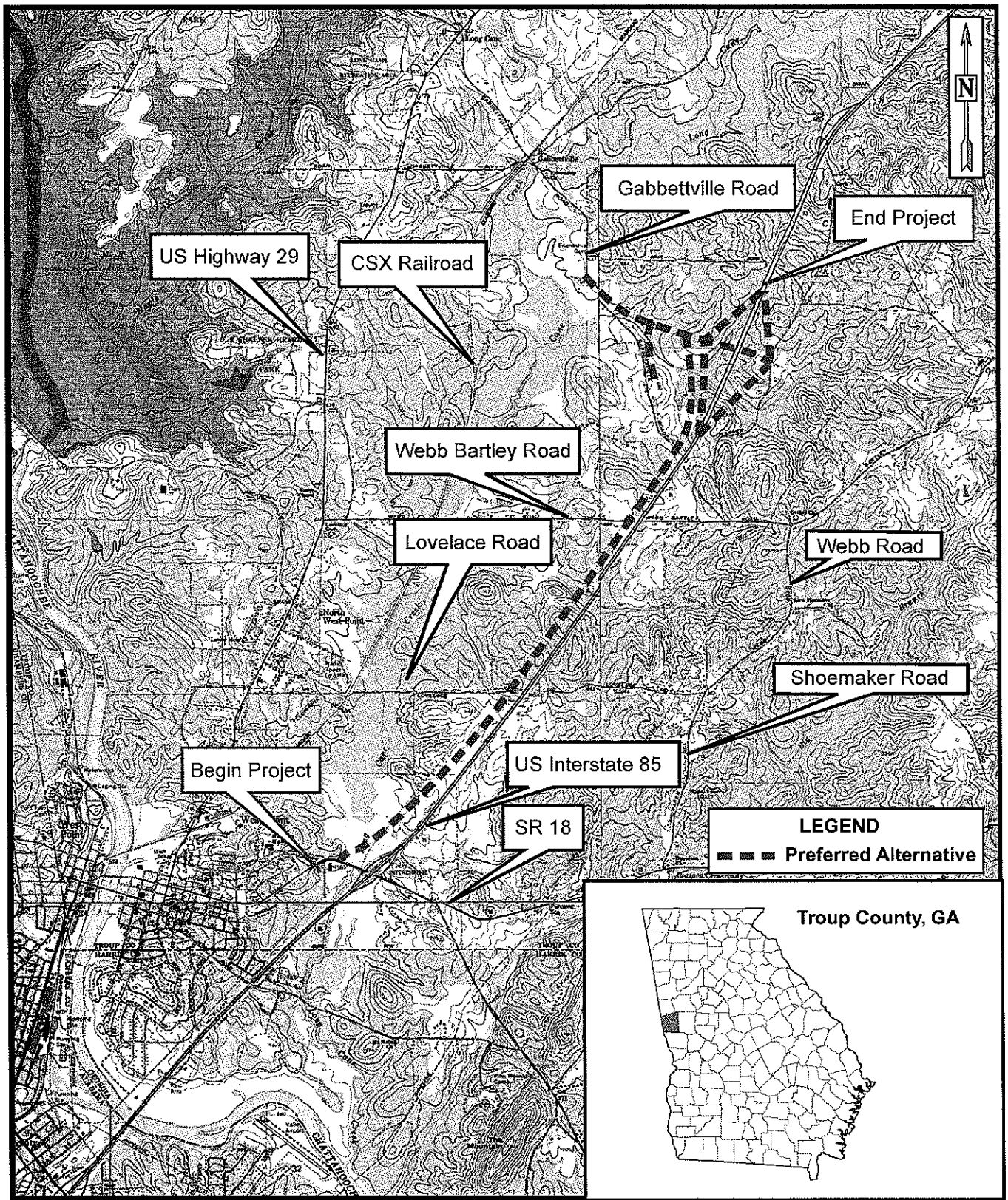
Need and Purpose

The purpose of the proposed project is to provide safe, convenient and efficient access to/from I-85 for the proposed economic development site adjacent to I-85 between SR 18 and Gabbettville Road. I-85 is a major interstate route that crosses the state of Georgia from southwest to northeast, linking Montgomery, Alabama; Atlanta, Georgia; and Greenville, South Carolina. The Town of West Point is located directly on the Alabama/Georgia State line with access to I-85 at SR 18 in Georgia and at US 29 in Alabama. Although the economic development site is directly adjacent to I-85 and approximately three miles north of SR 18, the site has no direct connection to I-85 or SR 18. Currently site-area traffic en route to I-85 (at Exit 2) can use one of two routes: (1) Gabbettville Road to US 29 to SR 18, or (2) I-85/Gabbettville Road to Webb Road to Shoemaker Road to SR 18/I-85. The distance from the economic development site to the existing I-85 access at Exit 2 ranges from 6-8 miles, much of which is through rural residential areas. These existing roads and circuitous connections to the interstate would not provide efficient access to the economic development site, and the large volume of truck and vehicle traffic generated by the large industrial facilities anticipated to locate at the economic development site would have significant impacts on the site access roads and adjacent land uses. The provision of efficient site access is critical, as large industries and other major employers would not choose to establish in this area without such access. Efficient access for freight/goods movement and for employees is clearly an important factor for the successful establishment of the planned industrial and commercial uses in this region of the County.

The proposed project would also improve I-85 access from rural West Point-area communities on both sides of I-85, as well as improving connectivity across I-85. The project would benefit local residents as well as future employees, suppliers, and employers associated with the new economic development site. Traffic analysis supports the need for the proposed new interchange and frontage/connector road in order to maintain operating traffic conditions. Although there would be congestion under the proposed build condition in the design year (2029), conditions would be significantly better than the no-build condition.

Project Description

The Georgia Department of Economic Development (GDEcD) has purchased more than 2,200 acres of property, which will contain the proposed KIA Motors assembly plant. The site is located near the City of West Point along the west side of I-85, north of SR 18 extending up to Gabbettville Road in Troup County (see attached project location map). Safe, convenient and efficient access to/from I-85 is critical for the site, as it will generate thousands of daily auto and truck trips, most of which will use I-85 en route to/from the



JORDAN JONES & GOULDING

Proposed New I-85 Interchange
and Service/Frontage Road
GDOT Project CSNHS-0008-00(232), P.I. No. 0008232

Project Location Map

Date: November 2006
Scale: NTS
Job No.: 2077904

2077904_LocationMap.fh11

site vicinity. Existing site access to/from I-85 is provided by SR 18/I-85, a full diamond interchange at SR 18 located at milepost 2 (identified as Exit 2). The next interchange to the north of Exit 2 is Exit 13, which is 11 miles to the north and is the first of three exits that provide access to the City of LaGrange. The proposed project would identify and construct the interchange improvements necessary to provide safe, convenient and efficient I-85 access for site-generated traffic. The set of Project Alternatives includes the construction of a new full diamond interchange at approximately milepost 6 on I-85, as well as improvement of the existing interchange (Exit 2).

The preferred alternative consists of relocating Gabbettville Road, constructing an interchange with I-85, and constructing a frontage/connector Road on the west side of I-85 between the proposed interchange and the SR 18/I-85 interchange. Relocated Gabbettville Road would begin at its current intersection with Sandtown Road and would widen to a four-lane facility with a 20- to 32-foot median. This section would be carried over I-85 with a four-lane bridge. The bridge would have a closed 20- to 32-foot median to provide room for turn lanes to the I-85 ramps, as double lefts are required to the northbound I-85 entrance ramp. The four-lane section would T-intersect and end at CR 94/Warner Road. Warner Road would also be upgraded at this intersection to provide turn lanes and improve intersection sight distance. Construction along Gabbetville Road would be completed within a proposed 250-foot right-of-way with a proposed design speed of 45 mph.

A four-lane frontage road along the west side of I-85 would begin at SR 18 and travel north to tie into the proposed new interchange. The frontage road would parallel the west side of I-85. Just north of the southbound off-ramp for Exit 2 the frontage road would turn west, proceed for approximately one half mile, and then turn south to intersect with SR 18. Construction along the frontage road would be completed within a proposed 200-foot right-of-way with a proposed design speed of 45 mph.

The proposed interchange with I-85 would be a full diamond type. From southbound I-85 to Gabbettville Road the exit ramp would consist of two 12-foot lanes with 6-foot inside shoulders (4-foot paved) and 8-foot outside shoulders (6-foot paved). Approaching Gabbettville Road, the exit ramp would widen to three 12-foot lanes to accommodate one left turn and two right turn lanes. From Gabbettville Road to Southbound I-85 the entrance ramp would consist of two 12-foot lanes at the entrance of the ramp that tapers down to a 16-foot lane as it approaches the connection at I-85 with 6-foot inside shoulders (4-foot paved) and 8-foot outside shoulders (6-foot paved).

From northbound I-85 to Gabbettville Road the exit ramp would consist of two 12-foot lanes at the entrance of the ramp that widens to three 12-foot lanes to accommodate a right turn lane approaching Gabbettville Road, with 6-foot inside shoulders (4-foot paved) and 12-foot outside shoulders (10-foot paved). From Gabbettville Road to northbound I-85 the entrance ramp would consist of two 12-foot lanes with 6-foot inside shoulders (4-foot paved) and 12-foot outside shoulders (10-foot paved). One lane would be dropped 800 feet beyond the nose of the entrance ramp and the next lane would be dropped 2,000 feet beyond the end of the taper of the first lane drop.

SUMMARY OF THE ENVIRONMENTAL ASSESSMENT FOR
CSNHS-0008-00(232)
TROUP COUNTY, P.I. NO. 0008232

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 a new interchange on I-85 at Gabbettville Road and the construction of a frontage/connector road from the proposed new interchange to SR 18. The following information gives a summary of the environmental document.

One residential unit may be displaced by the proposed project. No Businesses would be displaced by the proposed project. The roadway would be placed closer to some remaining residences, and loss of yard area will occur. However, owners would be compensated for these losses.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. Ten jurisdictional wetlands and fifteen jurisdictional streams were identified within the project's area of potential effect (APE). It is estimated that 13.72 acres of wetlands and 3,866 linear feet of streams would be impacted by the proposed project. An Individual Permit from the United States Army Corps of Engineers (USACE) was issued for the proposed project on September 26, 2006.

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. The proposed project would encroach upon the floodplain associated with Long Cane Creek. Construction of the project could require the placement of fill material in the 100-year floodplain of a tributary to Long Cane Creek. The project would be designed in such a way that it would have no significant encroachment on this floodplain. Procedures for coordinating highway encroachments on floodplains with the Federal Emergency Management Agency are being followed, and the Georgia Department of Natural Resources has been notified of the project's involvement.

In accordance with Executive Order 12898, the project corridor was surveyed in order to address environmental justice concerns. There would be no disproportionate and adverse effects to low-income and/or minority populations as a result of the proposed 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.

In accordance with 23 CFR Part 772 an assessment of highway traffic-generated noise was conducted. The proposed roadway alignment and improvements will produce an impact at a total of four different noise receptor locations, accounting for 14 houses. Two of these receptors exceed the residential noise abatement criteria of 67-dBA. Two of these receptor sites would be impacted on the basis of substantially exceeding existing levels (increases of 10-dBA or more). No businesses would be impacted on the basis of the 72-dBA exterior noise abatement criterion. An abatement analysis was conducted on all of the impacted receptors. Based on determinations of feasibility and reasonableness, noise barriers are not proposed for this project.

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. One eligible archaeological resource was found to be located within the project's APE. One eligible historic resource was also identified within the project's APE. The proposed project would not require the use of land from either of the identified cultural resources located within the project area. It was determined that a Conditional No Adverse Effect would result to Site 9TP990, the NRHP eligible archaeological site, as a result of the proposed project. Planning to minimize harm was taken into consideration to the extent possible during project development and the following stipulations are described in the project Programmatic Agreement (PA) between the USACE, SHPO, and the GDED:

-The site boundaries shall be surveyed and identified with subsurface markers.
-No clearing, grubbing, or other earth-disturbing activities shall be permitted within the boundaries of the site.
-A 25-foot buffer zone shall be established around the limits of the site.
-No construction staging or other construction related activities shall be allowed on the site.
-During construction the site shall be fenced with temporary fencing and posted as off limits. The fencing process shall be supervised by a professional archaeologist who is familiar with the site.
-During construction silt fencing shall be placed outside of the site in order to prevent soil from adjacent construction activities from migrating onto the site.
-The site and the protection activities described above shall be inspected throughout the construction process to ensure that protective measures are functioning properly. Inspections shall be completed twice weekly (once at the beginning of the week and once at the end of the week). These inspections do not have to completed by a professional archaeologist.

In accordance with the Farmland Protection Policy Act of 1980, the criteria of 7 CFR, Part 658 have been applied to determine project effects on farmland. An evaluation of the proposed project found that the preferred alternative would displace approximatley 25 acres of farmland. This represents approximately 13 percent of the total required right of way. Evaluation of farmland impacts on the other alternatives considered found that all alternatives would impact a similar amount of farmland.

The Georgia Forestry Commission was contacted in an effort to locate any significant forestland or Georgia Champion Trees located within the proposed project area. As a result of this effort, the Georgia Forestry Commission concurred that the construction of the proposed project would not result in any significant impact to timber resources.

In accordance with Section 7 of the Endangered Species Act, a protected species survey was conducted for the project corridor. Two federally-protected species are known to occur in Troup County. Potential habitat was found for one of these protected species; however, no individual specimens were observed. Coordination with the US Fish and Wildlife Service has determined that the proposed project may affect, but is not likely to adversely affect, the bald eagle.

A survey for sites that may contain hazardous materials, including soil and/or water contaminated by leaking underground storage tanks (UST), has been conducted for the proposed project. No sites that contain USTs or sites that may contain hazardous materials from a past or ongoing use were identified within the proposed corridor. The Georgia Standard Specification 107.22 for Hazardous Materials will be followed for any contamination that is found.

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

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

RIGHT-OF-WAY ACQUISITION
GDOT PROJECT NO. CSNHS-0008-00(232), TROUP COUNTY,
P.I. NO. 0008232

Once a project is approved, the acquiring agency has the responsibility of appraising, purchasing 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 qualified real estate appraisers who will prepare 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 them. After completion of the appraisal, the appraisal will be reviewed for accuracy to insure that all items relating to value have been considered in establishing the amount to be offered.

From our preliminary review, it appears that this project will, in most cases, require the purchase of only a part of most properties. When only a part of the property is needed, we will purchase that part plus pay for any loss of value to the remaining property in accordance with state law. In all cases, when the acquiring agency purchases property, we will make additional payments to property owners for the cost of transferring ownership to the acquiring agency. These costs generally include: transfer taxes, deed recording fees, mortgage pre-payment penalties and the *pro rata* share of city or county taxes.

Results of the field inspection have revealed that PROJECT CSNHS-0008-00(232) will displace one single family residence. No businesses would be displaced.

The information pamphlet "What Happens When Your Property is Needed for a Transportation Facility" is available at the entrance. 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.

Georgia Department of Transportation

Public Hearing Open House Comment Card

Project **CSNHS-0008-00(232),** Troup County, P.I. No. **0008232**

December 14, 2006

Please print responses.

Name _____

Address _____

_____

_____

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

Comments _____

_____

_____

_____

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_____

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 projects after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

_____

_____

_____

Mail To:

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