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February 5, 2008

Thank you for attending the public hearing open house for the proposed widening and relocation of State Route (SR) 20 and the reconstruction of the existing interchange at SR 3/US 41 at SR 61/US 411, which includes the replacement and widening of the existing bridges on SR 3/US 41 over SR 61/US 411 and on SR 3/US 41 over Pettit Creek and the CSX Railroad, Projects STP-012-1(71) and STP-0002-00(626), P.I. Numbers 621350 and 0002626 in Bartow County. In this handout package you will find a project need and purpose statement, 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 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 February 15, 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.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 DOTs District 6 office located at 500 Joe Frank Harris Parkway, Cartersville, Georgia, 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, Georgia soon as compilation is completed.

Again, thank you for attending this public information open house and for giving us your comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Kent L. Sager".

Kent L. Sager,
District Engineer

KS/mn
Attachments

Project STP-012-1(71) and STP-0002-00(626)
Bartow County, P.I. NOS. 621350 and 0002626
The proposed widening and relocation of SR 20 and the reconstruction
of the existing interchange at SR 3/US 41/SR 61/US 411, Bartow County, Georgia

Need and Purpose

In the area of Bartow County where State Route (SR) 61/United State (US) Route 411 and SR 3/US 41 converge to form an interchange, congestion and traffic safety has become a problem. In addition to the roads noted, SR 20 currently intersects with SR 61/US 411 approximately 600 feet north of the interchange. In order to relieve the congestion and continue to provide for the safe and efficient travel on the roadways in this area, the project proposes to reconstruct the existing SR 61/US 411 and SR 3/US 41/SR 20 interchange and to widen and relocate a portion of SR 20.

The need and purpose of this project is briefly summarized as follows:

- The SR 3/US 41/SR 61/US 411 interchange and associated intersection improvements serve two primary purposes. The first and immediate purpose of this project is to provide additional through traffic capacity and improved access to safely accommodate existing and future traffic demand in the project corridor through the 2023 design year. Secondly, this project will improve traffic safety by modifying the existing interchange and associated area intersections, and upgrading the typical roadway section within the project area to meet current roadway design standards.
- There is a need to relocate the intersection of SR 20 with SR 61/US 411 outside of the interchange influence since the current configuration is creating significant congestion with the SR 3/US 41 exit ramp.

Because these two intersections are less than 500 feet from each other, which is far less than the design standard, congestion problems are compounded. Therefore, the SR 20 intersection will be relocated approximately 2,000 feet to the north of its present location. Relocating the SR 20 intersection 2,000 feet to the north and the reconfiguration of the SR 3/US 41 ramp intersection with SR 61/US 411 along with modification of the signal timing will significantly ease congestion at these two existing intersections.

Project Description

The preferred alternative would construct a multi-lane facility by widening and relocating a portion of the existing SR 20 from two lanes to four lanes from SR 61/US 411 to I-75 in Bartow County. The project would also reconstruct the existing partial cloverleaf interchange at SR 61 and SR 3/US 41.

SR 20 to I-75

Proposed - The proposed action would consist of the widening, reconstruction, and relocation of SR 20 from SR 61/US 411 easterly to I-75. Additionally, SR 20 would be relocated approximately 2,000 feet north of its existing intersection with SR 61 and Market Place Boulevard would be extended to this new alignment section. The relocated SR 20 would be aligned to tie into SR 61/US 411 directly across from the relocated County Road 629 (Peeples Valley Road). The roadway would be constructed on new location from this new intersection at SR 61 to a point approximately 1,500 feet west of Cline Smith Road. Then the project would continue on existing location and consist of widening to its termination at the existing four-lane section of SR 20 near its existing interchange with I-75. The preferred alternative would widen SR 20 to four 12-foot wide travel lanes (two lanes in each direction) with a 44-foot wide depressed median, required turn lanes at all median openings, and 18-foot outside shoulders on each side of the road. The outside shoulders would consist of 2½ -foot curb and gutter, a 6-foot grass strip, 5-foot sidewalk with the remainder being grassed.

SR 61/US 411

Proposed - The proposed action would widen and reconstruct SR 61/US 411 from the intersection with relocated SR 20 southward to the interchange with SR 3/US 41, as well as widen the US 41 southeastern approach to the interchange and reconstruct the interchange at SR 61 and SR 3/US 41. SR 61/US 411 would be widened to four 12-foot wide travel lanes (two through lanes in each direction) with a 20-foot wide raised median and 18-foot outside

shoulders. The outside shoulders would consist of 2½ -foot curb and gutter, a 6-foot grass strip and a 5-foot sidewalk with the remainder being grassed. The raised median would also include 2½ -foot curb and gutter. Just south of the interchange, the section would begin to taper to one through lane in each direction, with left and right turn lanes at the Felton Road intersection. Twelve-foot turn lanes would be provided at the SR 20 intersection, all interchange ramps and at Felton Road. The proposed right of way for SR 61/US 411 would be 150 feet.

SR 3/US 41/SR 61/US 411 Interchange

Proposed - The existing interchange at SR 61 and US 41 would be reconstructed using a partial diamond/partial cloverleaf interchange design. The interchange reconstruction would include the addition of a loop ramp for northbound US 41, which would separate the northbound traffic movement from southbound SR 61 traffic. All existing interchange ramps would require some relocation and reconfiguration. Because all existing ramps associated with the existing interchange would be reconfigured, the existing ramps including the pavement and embankments would be removed and regraded to accommodate the new interchange configuration. There are two bridges associated with the interchange (NB SR 41 and SB SR 41 over SR 61), which are proposed to be demolished and replaced with two new bridges.

SR 3/US 41

Proposed - The US 41 northbound on ramp would consist of two 12-foot lanes, which would merge into one 12-foot lane at the convergence of US 41. This lane would continue for approximately 4,000 feet creating three lanes on US 41 NB. Therefore, the typical section would consist of three 12-foot lanes in each direction with 10-foot outside shoulders and a 36-foot wide depressed median. The outside shoulders would consist of 6-foot of pavement with the remainder being grassed.

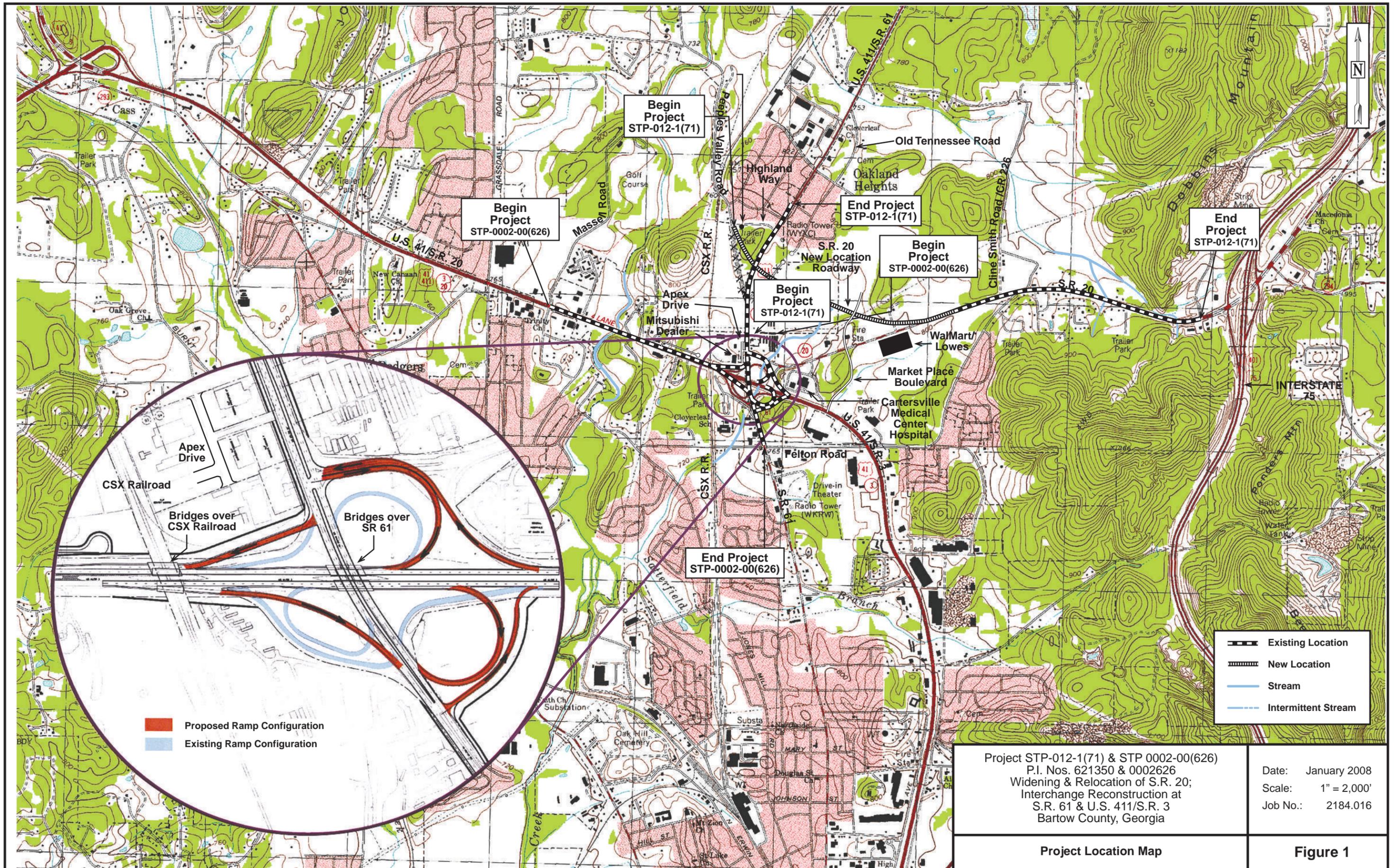
Other Improvements

The two existing bridges on US 41 over SR 61 would be replaced with two 55-foot wide by 185-foot bridges. The existing bridge on SR 3/US 41 NB over Pettit Creek and both the NB and SB bridges over the CSX Railroad would also be replaced and widened. The existing median break on US 41 west of the CSX Railroad would be closed because of the proximity to the entrance and exit ramps of the interchange.

A frontage road would be constructed along the northeastern side of SR 3/US 41 in this area, with access at a new median break approximately 0.25 mile west of the existing opening. An existing access road would also be extended approximately 1,100 feet along the west side of SR 61/US 411.

Because of existing traffic volumes and the need to provide a larger separation distance between intersections, Old SR 20 and Old Tennessee Road will be terminated in cul-de-sacs. Connector and frontage roads will be included as part of the design to provide safe access for existing driveways to the proposed roadway. The existing SR 20 will terminate in a cul-de-sac near its present intersection with the ramp from SR 3/US 41.

In order to eliminate driveway access in the immediate area of the reconstructed interchange of SR 3/US 41 and SR 61/US 411, two frontage roads will be constructed. A frontage road along the northeast side of SR 3/US 41, approximately 2000 feet northwest of the bridge over CSX railroad, will provide access to residential and commercial driveways on the northeast side of SR 3/US 41. That frontage road will be terminated in a cul-de-sac approximately 300 feet northwest of the CSX railroad. In addition, a frontage road parallel to, and approximately 400 feet west of SR 61/US 411, will be constructed to provide access to businesses near the reconstructed interchange. The road will connect at Apex Drive and extend north and south of Apex Drive for a total distance of approximately 930 feet.



Project Location Map

Figure 1

SUMMARY OF ENVIRONMENTAL STUDY
GDOT PROJECT NOS. STP-012-1(71) and STP-0002-00(026)
BARTOW COUNTY, P.I. NOS. 621350 and 0002626

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 reconstruction of the existing historic interchange of US 41/SR 3 at US 411/SR 61, including the reconstruction of bridges over US 411/SR 61, the reconstruction of bridges over CSX Railroad, and the widening or reconstruction of the northern bridge over Pettit Creek. The project also proposes the widening and relocation of SR 20 from US 411/SR 61 to I-75 from a 2-lane rural section to a 4-lane section with a 44-foot depressed median with urban shoulders (bike lanes are not included) from US 411/SR 61 to just east of the Wal-Mart property, and rural shoulders from the Wal-Mart property to I-75. The following information gives a summary of the environmental document.

Four residential units and three businesses would be displaced by the proposed project. However, owners would be compensated for these losses.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. No wetlands were identified within the project area. Five jurisdictional streams (waters of the United States) were identified within the proposed project corridor. Stream impacts would result from culverting and relocation. Approximately 1,158 linear feet of jurisdictional water would be impacted by construction of the proposed corridor. A U.S. Army Corps of Engineers Section 404 Individual Permit would be required for this project due to longitudinal encroachments to two streams.

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. A transverse crossing of the 100-year floodplain associated with Pettit Creek was identified. The proposed project would not significantly encroach upon the floodplain associated with Pettit Creek.

Transportation conformity is required for Federal transportation projects in areas that have been designated by the U.S. Environmental Protection Agency (EPA) as not meeting the national ambient air quality standards (NAAQS). These areas are called nonattainment areas if they currently do not meet air quality standards or maintenance areas if they have previously violated air quality standards, but currently meet them and have an approved maintenance plan. On January 5, 2005, the EPA designated the 20+ county Metro Atlanta area (including Bartow county) as a nonattainment area for fine particulate matter, called PM_{2.5}. This designation became effective on April 5, 2005, 90 days after EPA's published action in the Federal Register. Transportation Conformity for the PM_{2.5} standards applies as of April 6, 2006, after the one year grace period provided by the Clean Air Act. Metropolitan PM_{2.5} nonattainment areas are now required to have a transportation improvement program (TIP) that conforms to the PM_{2.5} standard.

The project is in the Atlanta Regional Commission's (ARC) conforming Mobility 2030 regional Transportation Plan (RTP) and FY 2006-2011 Transportation Improvement Plan (TIP) identified as Project BT-026. The Federal Highway Administration and Georgia Department of Transportation have addressed PM_{2.5} Hot-Spot Analysis and determined the Widening of SR 20 and Reconstruction of the Interchange at US 411/SR 61 and US 41/SR 3 is not considered "a Project of Air Quality Concern" per the transportation conformity rule, and as such meets the statutory and regulatory requirements for transportation conformity without a PM_{2.5} hotspot analysis. Further, it has been determined that this project is in compliance with the Clean Air Act and 40 CFR 93.11 requirements.

In accordance with 23 CFR Part 772, an assessment of highway traffic-generated noise was conducted. The construction of this project would result in a 3 through 4 decibel increase in traffic generated noise by the design year 2023, and four houses would approach or exceed their noise abatement criteria. An abatement analysis proposed a noise barrier that would provide a 5 through 9 decibel reduction and would be considered reasonable and feasible under GDOT policies.

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. No existing or eligible archaeological resources were found to be located within the project's area of potential environmental effect. Five eligible historic resources were identified within the project area. These were the Georgia Institute of Genetics and associated structure; US 41/SR 3 and its associated interchange at SR 61/US 411; two bridges on US 41/SR 3 located within the historic boundary of the interchange; and the CSX Railroad. It was determined that the proposed project will have No Adverse Effects on the Georgia Institute of Genetics and on the CSX Railroad. However, it will have an Adverse Effect on the remaining 3 historic resources. Planning to minimize harm was taken into consideration to the maximum extent possible during project development as stipulated in the project Programmatic Agreement (PA) between the USACE, SHPO, and the GDED. However, measures to mitigate impacts to US 41/SR 3 and the associated interchange, and two bridges were determined in a Memorandum of Agreement that was signed by Federal Highway Administration on October 25, 2004 and sent to the Advisory Council on Historic Preservation..

The proposed project may affect but not likely to adversely affect the Cherokee darter, Alabama Moccasinshell Mussel (both federally threatened species) and Southern Clubshell Mussel (a federally endangered species). In accordance with the Endangered Species Act and Joint Coordination Procedures, consultation with the USFWS was completed for these species. 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. Five potential sites were identified, of which two sites were issued a finding of No Further Action (NFA) by the Georgia EPD. The remaining three sites 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.

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
GDOT PROJECT NOS. STP-012-1(71) and STP-0002-00(026)
BARTOW COUNTY, P.I. NOS. 621350 and 0002626

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 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 STP-012-1(71) and STP-0002-00(026) will displace four residential units and three businesses.

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

Projects STP-012-1(71) and STP-0002-00(626), Bartow County

P.I. Numbers 621350 and 0002626

February 5, 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*

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