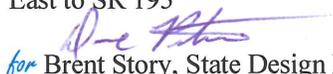


ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0001420 **OFFICE** Design Policy & Support
STP00-0001-00(420)
GDOT District 4 - Tifton
Lee County **DATE** Nov 30, 2011
Leesburg North Bypass - Reloc. from SR 3/US 19
East to SR 195

FROM *for*  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED LOCATION & DESIGN REPORT

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Ron Wishon, State Project Review Engineer
Phil Copeland, State Right-of-Way Administrator
Glenn Bowman, State Environmental Administrator
Bobby Hilliard, State Program Delivery Engineer
Kathy Zahul, State Traffic Engineer
Cindy VanDyke, State Transportation Planning Administrator
Ken Thompson, Location Bureau Chief
Ben Rabun, State Bridge Engineer
Angela Robinson, Financial Management Administrator
Zach Crumley, Area Engineer - D4, A5
Shane Pridgen, District Planning & Programming Engineer
Brent Thomas, District Preconstruction Engineer
Joe Sheffield, District Engineer
Douglas Fadool, Project Manager
BOARD MEMBER - 2nd Congressional District

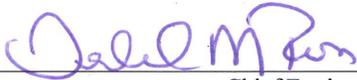
- Total Number of Attendees:
 - Citizens: 44
 - Officials: 3
- No major changes were made as a result of the comments received at the public hearings.

Consistency with Approved Planning:

The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

Recommendations: Recommend that the project be approved and that the attached Notice be approved for advertising.

RECOMMEND: 
Director of Engineering

APPROVE:  11/29/2011
Chief Engineer Date

DATE OF LOCATION AND DESIGN APPROVAL: November 30, 2011
(To be entered by the State Conceptual Design Group Manager)

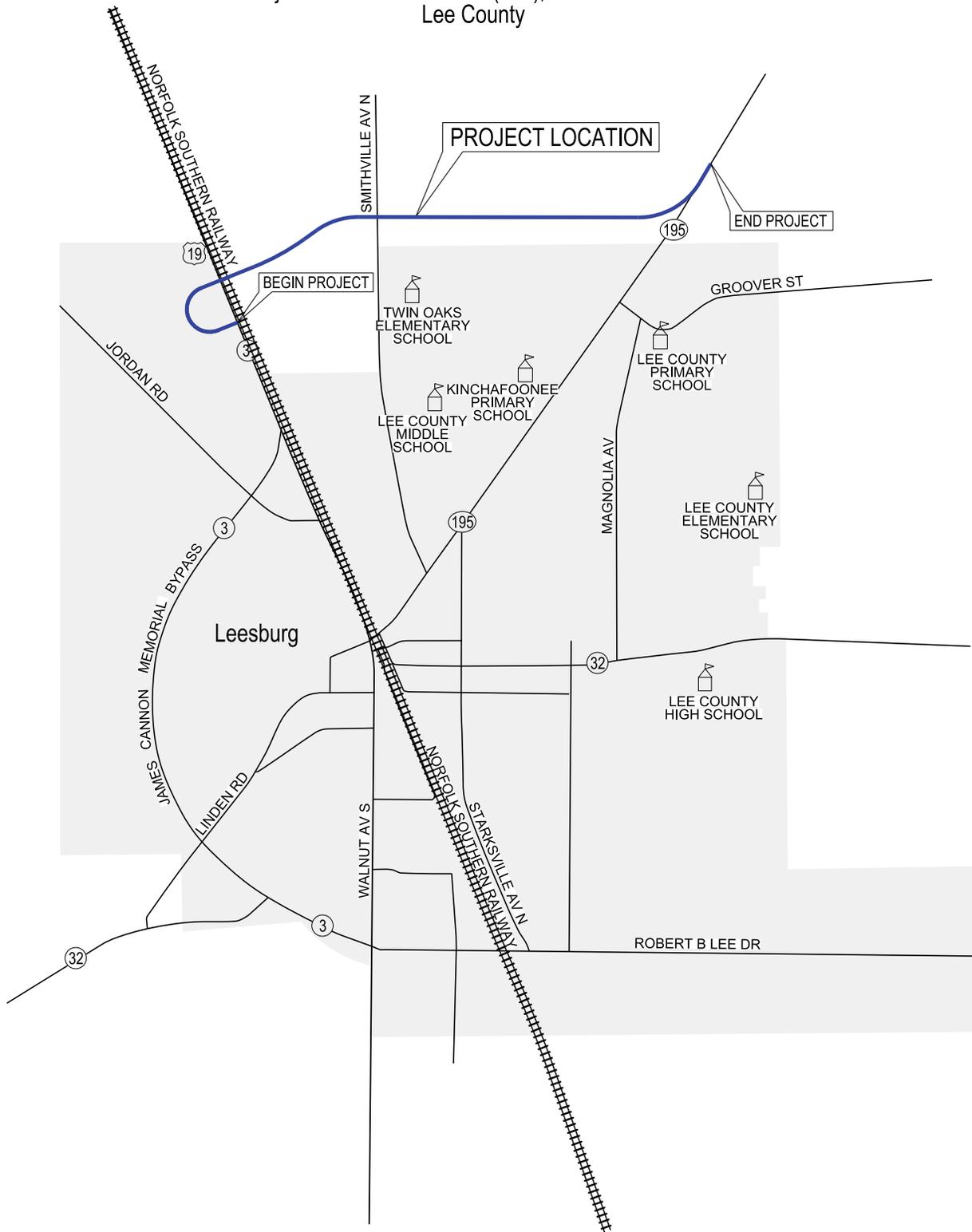
Attachments:

- Sketch Map
- Cost Estimate
- PIOH Response Letter
- PHOH Synopsis
- PHOH Response Letter
- Notice of Location and Design Approval

PROJECT LOCATION MAP

Leesburg North Bypass

From SR 3 / US 19 to SR 195
Project No. STP00-0001-00(420), P.I. No. 0001420
Lee County



NOT TO SCALE



COST ESTIMATE SUMMARY

STP00-0001-00(420)

Base Construction Cost:	\$4,826,268.53
Engineering and Inspection @ 5%:	\$241,313.43
Liquid AC Adjustment	\$295,334.74
Total Construction Cost:	\$5,362,916.70

DATE : 09/07/2011
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 001420 SPEC YEAR: 01
DESCRIPTION: LEESBURG NORTH BYPASS FROM SR 3 / US 19 TO SR 195

ITEMS FOR JOB 001420

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	109-0300		*\$*	PRICE ADJ - ASPHALT CEMENT	1.000	295334.74	295334.74
0005	150-1000		LS	TRAFFIC CONTROL - 001420	1.000	10000.00	10000.00
0010	201-1500		LS	CLEARING & GRUBBING - 001420	1.000	175000.00	175000.00
0015	205-0001		CY	UNCLASS EXCAV	25000.000	3.23	80899.25
0020	206-0002		CY	BORROW EXCAV, INCL MATL	185000.000	3.76	696110.60
0025	310-1101		TN	GR AGGR BASE CRS, INCL MATL	35000.000	14.46	506316.65
0030	318-3000		TN	AGGR SURF CRS	500.000	25.29	12649.24
0034	402-1812		TN	RECYL AC LEVELING, INC BM&HL	200.000	83.36	16672.38
0035	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	7384.000	62.50	461557.60
0040	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	4040.000	70.69	285595.07
0045	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	5094.000	68.12	347050.40
0050	413-1000		GL	BITUM TACK COAT	6438.000	3.18	20520.74
0064	432-5010		SY	MILL ASPH CONC PVMT, VARB DEPTH	500.000	5.63	2817.40
0065	433-1000		SY	REINF CONC APPROACH SLAB	277.000	160.34	44416.74
0080	446-1100		LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	1650.000	4.85	8018.69
0085	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL(SKIP)	2.000	2693.99	5387.99
0092	500-9999		CY	CL B CONC, BASE OR PVMT WIDEN	688.000	131.99	90814.71
0093	641-1100		LF	GUARDRAIL, TP T	150.000	63.45	9518.00
0094	641-1200		LF	GUARDRAIL, TP W	3150.000	16.03	50521.75
0100	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	3.000	681.35	2044.06
0105	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	3.000	1724.23	5172.71
0110	634-1200		EA	RIGHT OF WAY MARKERS	65.000	88.13	5729.10
0149	643-1137		LF	CH LK FEN, ZC COAT, 5', 9 GA	13000.000	9.87	128422.32
0150	207-0203		CY	FOUND BKFILL MATL, TP 11	555.000	43.55	24173.43
0155	441-0301		EA	CONC SPILLWAY, TP 1	2.000	1811.33	3622.67
0160	441-0302		EA	CONC SPILLWAY, TP 2	4.000	2104.16	8416.67
0165	441-0600		CY	CONC HEADWALLS	6.000	946.66	5680.00
0170	500-3101		CY	CLASS A CONCRETE	135.000	332.46	44882.43
0175	511-1000		LB	BAR REINF STEEL	17711.000	0.79	14127.00
0180	550-1180		LF	STM DR PIPE 18", H 1-10	161.000	30.81	4961.12
0185	550-1240		LF	STM DR PIPE 24", H 1-10	351.000	37.42	13136.79
0190	550-1300		LF	STM DR PIPE 30", H 1-10	185.000	53.46	9890.60
0195	550-1360		LF	STM DR PIPE 36", H 1-10	268.000	58.20	15598.45
0200	550-2180		LF	SIDE DR PIPE 18", H 1-10	64.000	29.27	1873.88
0205	550-4118		EA	FLARED END SECT 18 IN, SIDE DR	2.000	386.93	773.87
0210	550-4218		EA	FLARED END SECT 18 IN, ST DR	4.000	406.29	1625.18
0215	550-4224		EA	FLARED END SECT 24 IN, ST DR	4.000	555.19	2220.79
0220	550-4230		EA	FLARED END SECT 30 IN, ST DR	4.000	768.71	3074.87
0225	550-4236		EA	FLARED END SECT 36 IN, ST DR	4.000	925.87	3703.51
0230	576-1010		LF	SLOPE DRAIN PIPE, 10 IN	380.000	26.75	10165.69
0235	576-1015		LF	SLOPE DRAIN PIPE, 15 IN	268.000	19.67	5273.98

0236	610-1880	LF	REM STORM DRAIN PIPE	22.000		
0237	610-5715	EA	REM CATCH BASIN, DROP INLET/JC	2.000		

STATE HIGHWAY AGENCY

DATE : 09/07/2011
PAGE : 2

JOB ESTIMATE REPORT

0238	668-2100	EA	DROP INLET, GP 1	2.000	1766.23	3532.47
0239	603-2182	SY	STN DUMPED RIP RAP, TP 3, 24"	240.000	58.61	14067.18
0244	603-7000	SY	PLASTIC FILTER FABRIC	240.000	4.15	997.36
0249	163-0232	AC	TEMPORARY GRASSING	11.000	307.47	3382.22
0254	163-0240	TN	MULCH	95.000	189.06	17960.88
0259	163-0300	EA	CONSTRUCTION EXIT	3.000	1389.77	4169.33
0263	163-0501	EA	CONSTR AND REMOVE SILT CONTROL GATE, TP 1	1.000	681.13	681.14
0264	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	8.000	387.12	3097.00
0267	163-0528	LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	640.000	4.17	2674.33
0268	163-0529	LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	6813.000	2.77	18893.20
0269	163-0531	EA	CONSTR & REM SEDIMENT BASIN, TP 1, STA No- 001420	4.000	6758.40	27033.63
0274	163-0543	LF	CONSTR & REM STONE FILTER BERM	1526.000	29.74	45390.41
0278	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	8.000	177.64	1421.12
0279	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	21763.000	0.33	7264.27
0283	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	640.000	0.88	564.92
0284	165-0060	EA	MAINT OF TEMP SEDIMENT BASIN, STA NO -	4.000	996.88	3987.54
0287	165-0071	LF	MAINT OF SEDIMENT BARRIER - BALED STRAW	6813.000	0.51	3536.02
0288	165-0085	EA	MAINT OF SILT CONTROL GATE, TP 1	1.000	191.48	191.48
0289	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	8.000	120.24	961.97
0294	165-0101	EA	MAINT OF CONST EXIT	3.000	351.03	1053.10
0297	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	8.000	33.92	271.42
0298	165-0112	LF	MAINT OF STONE FILTER BERM	1526.000	8.69	13265.32
0299	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	439.46	878.93
0304	167-1500	MO	WATER QUALITY INSPECTIONS	18.000	771.31	13883.65
0314	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	21763.000	3.35	73075.58
0324	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	1000.000	2.66	2660.89
0329	700-6910	AC	PERMANENT GRASSING	21.000	1159.30	24345.32
0334	700-7000	TN	AGRICULTURAL LIME	95.000	76.31	7249.84
0339	700-8000	TN	FERTILIZER MIXED GRADE	32.000	465.48	14895.45
0344	700-8100	LB	FERTILIZER NITROGEN CONTENT	1050.000	2.69	2834.46
0349	715-2100	SY	BITUM TRTD ROVING, SLOPES	1000.000	1.72	1726.95
0354	716-2000	SY	EROSION CONTROL MATS, SLOPES	16643.000	1.48	24778.10
0358	610-9001	EA	REM SIGN	1.000	115.29	115.30
0359	636-1020	SF	HWY SGN, TP1MAT, REFL SH TP3	173.000	13.31	2302.83
0363	636-1033	SF	HWY SIGNS, TP1MAT, REFL SH TP 9	227.000	19.09	4334.92
0364	636-2070	LF	GALV STEEL POSTS, TP 7	870.000	7.05	6141.33
0369	652-0210	EA	PAVEMENT MARKING, WORD, TP 1	6.000	40.41	242.47
0374	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	43.000	76.24	3278.39
0379	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	26465.000	0.29	7728.04
0384	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	19881.000	0.35	7020.78
0389	653-1704	LF	THERM SOLID TRAF STRIPE, 24", WH	82.000	3.58	293.80

0394	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	2790.000	0.22	627.19
0404	653-6004	SY	THERM TRAF STRIPING, WHITE	1614.000	2.79	4514.34
0409	653-6006	SY	THERM TRAF STRIPING, YELLOW	1035.000	2.99	3098.52
0414	654-1001	EA	RAISED PVMT MARKERS TP 1	256.000	3.67	940.93
0419	654-1003	EA	RAISED PVMT MARKERS TP 3	185.000	3.96	733.81

STATE HIGHWAY AGENCY

DATE : 09/07/2011
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JOB ESTIMATE REPORT

0424	657-1054	LF	PRF PL SD PVMT MKG, 5", WH, TP PB	660.000	4.34	2870.61
0429	657-6054	LF	PRF PL SD PVMT MKG, 5", YW, TP PB	660.000	4.33	2863.46
0434	543-1100	LS	CONSTR BR-COMP-BOTTOM OF CAP	1.000	1300000.00	1300000.00

ITEM TOTAL 5121603.25
INFLATED ITEM TOTAL 5121603.27

TOTALS FOR JOB 001420

ESTIMATED COST: 5121603.27
CONTINGENCY PERCENT (0.0): 0.00
ESTIMATED TOTAL: 5121603.27

PROJ. NO.

STP00-0001-00(420)

CALL NO.

P.I. NO.

0001420

DATE

Sept 7,2011

INDEX (TYPE)

REG. UNLEADED

Sep-11

\$ 3.582

DIESEL

\$ 3.873

LIQUID AC

\$ 570.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)

285877.8

\$

285,877.80

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 912.00

Monthly Asphalt Cement Price month project let (APL)

\$ 570.00

Total Monthly Tonnage of asphalt cement (TMT)

835.9

ASPHALT	Tons	%AC	AC ton
Leveling	200	5.0%	10
12.5 OGFC		5.0%	0
12.5 mm	4040	5.0%	202
9.5 mm SP		5.0%	0
25 mm SP	7384	5.0%	369.2
19 mm SP	5094	5.0%	254.7
	16718		835.9

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 9,456.94

\$

9,456.94

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 912.00

Monthly Asphalt Cement Price month project let (APL)

\$ 570.00

Total Monthly Tonnage of asphalt cement (TMT)

27.65185974

Bitum Tack

Gals	gals/ton	tons
6438	232.8234	27.6518597

PROJ. NO.

STP00-0001-00(420)

CALL NO.

P.I. NO.

0001420

DATE

Sept 7,2011

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$	912.00		
Monthly Asphalt Cement Price month project let (APL)					\$	570.00		
Total Monthly Tonnage of asphalt cement (TMT)						0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT							\$	295,334.74
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July 26, 2010

Eddie and Carol Lisenby
311 Smithville Road
Leesburg, GA 31763

Re: Project STP00-0001-00(420), Lee County - P.I. No. 0001420

The Leesburg North Bypass is proposed to be located just north of the Leesburg City Limits and would run east-west between SR 3/US 19 and SR 195.

Dear Mr. and Mrs. Lisenby,

Thank you for your comments concerning the proposed project referenced above. We appreciate all of the input received as a result of the Public Information Open House (PIOH) held on February 25, 2010. Please accept our sincere apologies for the delay in sending you a response. Every comment will be made part of the official record of the project.

A total of 37 people attended the PIOH. Of the 9 comments received, 0 were in support of the project, 2 were opposed to the project, 1 was uncommitted, and 1 expressed conditional support for the project.

The Georgia Department of Transportation (Department) has prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments below (in italics) followed by our response.

- *“Traffic is reported to be an issue in downtown Leesburg on 180 school days for approximately 1 hour in the morning and 1 hour in the afternoon; therefore, this traffic congestion accounts for 4.1% of the hours in a year. This means that no problems exist 95.9% of the time. In this time of job losses and budget shortfalls, it seems very irresponsible to be discussing spending several millions of dollars on a road to address an issue that only occurs 4% of the year. Of course, it would be different if fatalities were occurring but that's not the case. Inconvenience of a few isn't a reason to spend millions of dollars. The people who live in the area affected by a North Bypass are against the project. They are the ones who deal directly with these issues on a daily basis and if they don't have a problem then no one else should. The local residents know what's needed in their neighborhood and what's not.”*

Response: One of the primary purposes of the proposed project is to provide a west-to-east arterial highway from US-19 / SR-3 (Walnut Street) and SR-195 (Leslie Highway), north of Leesburg, GA. Another objective is to provide an effective, grade-separated railroad crossing for the community and improve access to several county and community assets including schools located along the corridor.

The Joint Lee County and the cities of Leesburg and Smithville 2026 Comprehensive Plan identified the need for a Leesburg North Bypass as number three (3) on a list of 54 transportation-related projects through 2030 for the City of Albany, Dougherty County, and the southern part of Lee County. To identify the transportation needs of the community the comprehensive plan evaluated the areas expected to become urbanized over the next 20 years. Recent development along the corridor, projected future growth patterns, and projected future traffic suggest a west-to-east arterial highway from US-19 / SR-3 (Walnut Street) and SR-195 (Leslie Highway) north of Leesburg is needed.

- *“If this project is implemented, the Lee County School Board has stated that ALL buses that now cross the railroad at Robert B. Lee and at US 19/Hwy 32/Hwy 195 will be routed to use the new bypass. For any bus travelling from the southern part of the county, which is where the overwhelming majority of citizens live, this route change will add at a minimum 2 extra miles each way, adding up to 4 extra miles per day per bus. Four miles per day X 5 days per week add up 3600 additional miles per bus per school year. While the exact figures for mileage on the buses is unknown, if one multiplies these numbers by the number of buses affected, that equals a couple more tanks of diesel, additional oil changes, and wear on tires, belts, etc. It won't be very long at all before the School Board will be raising the school taxes on every landowner in the county to fund their additional transportation expenses.”*

Response: The Lee County Planning and Engineering Department includes the North Leesburg Bypass in their future school bus routes plan for the community. The future plan calls for all bus routes servicing the schools north of Leesburg to utilize the bypass. The proposed bypass corridor is located approximately ½ mile from the Leesburg city limits; therefore, it is expected that any increase in future operational costs associated with the bus routes utilizing the bypass would be nominal. In addition, the future costs would likely be offset by the time savings realized by diverting bus traffic away from future traffic congestion downtown and by the benefit of having a grade-separated railroad crossing for the bus routes.

- *“If this project is implemented, even with the planned improvements, there will still be a traffic bottleneck at US 19 and Hwy 32 due to the left turn that is required to access the current bypass. The proposed bypass includes another left turn north of town. Cloverleaf pattern interchanges are entered to the right because left turns are obstructive to traffic flow. It's obvious that complete stops followed by a left turn are not conducive to traffic flow.”*

Response: A cloverleaf design was not pursued due to the close proximity of the railroad, which runs parallel to US 19. Opening year 2015 and future design year 2035 traffic volumes were analyzed at this location and found to operate at adequate levels of service. Furthermore, a left turn-lane is proposed and will accommodate the queue of left-turning vehicles, thus removing them from the northbound through traffic.

- *“If this bypass is built and people begin to use the bypass system, what effect will this have on downtown Leesburg merchants? Just look 12 miles north at the devastating effect that the bypass around Smithville has had on their downtown merchants. The citizens of Smithville really regret their support of the bypass there since their bypass quite likely will be the death of Smithville.”*

Response: The proposed bypass corridor is located approximately ½ mile from the Leesburg city limits and is approximately 1 ½ mile from downtown Leesburg. Therefore, it is anticipated that the new highway would not impact commerce in downtown Leesburg negatively.

- *“The general public will not travel far enough out of their way to use the proposed north bypass. It will still be quicker to travel through town. Generally, only commercial vehicles use the current bypass since it is still quicker to travel straight through Leesburg and with fuel prices climbing again, this trend will only continue.”*

Response: It is anticipated that the proposed bypass project would improve the transportation network of the city of Leesburg. The proposed bypass corridor is located approximately ½ mile from the Leesburg city limits and is approximately 1 ½ mile from downtown Leesburg. The bypass would help alleviate some of the congestion at the US 19/SR 32/SR 195 and 4th Street intersection and railroad crossing by routing through-traffic around the city.

- *“We were in agreement when you were going to need to relocate us. Now we feel that we will be made to give up our privacy and even our health. You said the new design will provide the least impact on the community but we feel that it will impact us the most. You will be taking one half of our yard and property and we will have no privacy at all. We will not be able to sit on our back patio without being viewed by the oncoming cars. We do not want to live only fifty feet from traffic that is moving fifty miles per hour or faster. Can you imagine if a big truck or bus going at that speed ran off the road and crashed into our house? Our child's room is in the front of the house and we spend most of our family time in that part of the house as well. We would also have to worry about theft. We will have to keep our garage closed and be careful about what is left out in the yard and in our shed.”*
- *“Consider buying the property if it's too close to the bypass. You know, that's my main concern about, you know, we just really close to where they bypass gonna be and it's gonna be really a lot of traffic there. I mean that's pretty much, pretty much my concern there about the noise on to our, coming that close to our property there. I think that's pretty much it. I just wish that State would just buy my property because we are sitting right dead in the middle of the bypass, and it's gonna be really, really -- traffic is gonna be really impacted there, and I wish the State would just consider buying our property. Thank you.”*

Response: Unfortunately, property acquisitions and displacements are unavoidable during some projects. After Right-of-Way plans have been approved for a particular project, representatives from the Department will begin contacting individual property owners to discuss the acquisition of property on a case-by-case basis. The acquisition process is strictly governed by numerous state and federal laws.

In the event that a property is acquired either in total or in part, the Department's Right-of-Way Office will send out letters, under separate cover, to those property owners who would be affected by land acquisition for the proposed project. The Department's certified appraiser will make a fair market value appraisal of the area to be acquired, including any damage to the remainder, if applicable. The appraisal will be based on current sales of similar comparable properties. The appraisal will include the value of the underlying land and any improvements acquired, including houses if applicable. In the event that a house is not acquired, damages, if applicable, will be assessed in the appraisal. Should the project proceed and an appraisal becomes necessary for

a property, the Department appraisers would meet with affected property owners at mutually agreeable times to complete an appraisal inspection.

For additional information, please contact Troy Byers, of the Georgia Department of Transportation Office of Right of Way, at (404) 347-0176.

- *“The rumble strips will constantly bother us with extra noise and keep us awake at night.”*

Response: Rumble strips in advance of the stop sign are currently not included within the proposed action.

- *“We believe we will have a hard time getting out of our driveway, particularly in the peak hours of traffic when school is in session. Getting our mail and trash pickup will be difficult as well. And the trash thrown from the cars will litter our yard.”*

Response: We will investigate your driveway access and mail / garbage services in detail once our design progresses and we obtain more specific field survey data. Access will be maintained along existing roads during the construction phase.

- *“The road will be forty feet from our well and we believe that it will endanger our health. We would be made to drink water that has run off the road and may contain toxic gas, oil and who knows what else. We do not want to endanger our children drinking the well water and risking physical deformities or some sort of cancer in them or their future children. We will constantly be breathing in toxic exhaust from the trucks and school buses as well.”*

Response: Based on the survey conducted, the proposed location of the bypass is approximately 55 feet from the well. The location of the well will be field verified once we move forward in the design process.

- *“Having the ditch right next to us will make it very hard to get out of our garage. Mosquitoes will be awful if water sits in the ditch. Also what if the ditch overflows? It will send water back over our septic tank. The ditch will also ruin our fence if water washes under. We will be in danger and inconvenienced during construction. Dust fumes will come into our home. You will ruin our property value and we will not be able to sell our house. After all who would want to buy a house so close to a road such as this; would you? Our whole life will be disrupted and we will never be the same. Please return to the original plans and relocate us. Do not allow the road to make us live in these conditions.”*

Response: Regarding drainage, the ditch will be designed to have positive flow, which will provide for continuous, complete adequate drainage. The Department has specific guidelines and specifications in place regarding construction field activity. An example would be the use of a water truck to keep the dust down on dry surfaces.

- *“As a Lee County resident and tax payer I feel that the local government and administrators have done a poor job in relation to the proposed North Leesburg Bypass from US 19 to Hwy 195. Insufficient planning in the past seems to be compounded by more decisions made without thorough study and evaluation. Local authorities have located all the schools in the county on the east side of town within a 3 mile radius off of Hwys. 32 and 195. The current traffic pattern where Hwy 32 and Hwy 195 funnel together in downtown*

Leesburg at Hwy 19 creates a bottleneck during the high traffic conditions at school drop-off and pick-up times. With the majority of the population residing in southern Lee County towards the Albany metro area the current traffic patterns only allow two ways to get to the schools from the south and west parts of the county. The routes are via Robert B Lee Drive and then through a residential street to Hwy 32 to access the high school and then from US 19 in downtown Leesburg to the bottleneck at Hwy 195 and Hwy 32 in front of the courthouse. The current proposal would expect traffic from the south to go west around the city on the current bypass to the north side of town and then turn left on Hwy 19 and then left again on the new Hwy 195 overpass. Then they would go out past the schools and come in from the north. In my opinion this would get very limited use and certainly does not justify the cost."

Response: Some of the main purposes of the proposed project are to provide a west-to-east arterial highway, to provide a grade-separated railroad crossing for the community, and to improve access to several county and community assets including schools located along the corridor. The proposed project is in the preliminary stages of development. The location of the proposed highway will continually be evaluated through the plan development process. The Department will continue to work with the local officials and residents to address concerns with the proposed design.

- *"The cost of this project does not justify the limited benefit of this Bypass proposal. There are several things that can be done to alleviate the so called traffic problem. For example they could redirect traffic through the downtown area by bringing Hwy 32 straight through to Hwy 19 and do the same with Hwy 195 to avoid the funnel in front of the courthouse. Sure this would cause the railroad to redo the current crossing and make two crossings, one to each Highway, in town. These would only be approximately two to three hundred yards apart. I understand that the railroad does not like to add crossings (another lame excuse) but I know it can be done when it is in the best interest of the community. In addition they could put a turn lane in at Hwy 19 and Lumpkin Road north of town so that traffic from the north could turn left on to Lumpkin Road and go to Old Smithville Road to the schools avoiding downtown Leesburg. If an overpass for the railroad is required then place it at Robert B Lee where the traffic is higher. This would also be much less expensive than crossing Hwy 19 and the rail line. A properly done study would have presented these and other options as potential solutions. I don't know if anyone in the community will personally benefit from this proposed Bypass but I could not justify spending 9 Million Dollars without first making some common sense efforts to address the issue."*

Response: One of the primary purposes of the proposed project is to provide a west-to-east arterial highway, north of Leesburg sufficient to accommodate future traffic needs. The proposed grade-separated railroad crossing would improve access to several county and community assets including schools located along the corridor. Redirecting traffic downtown would not meet the need and purpose for the project.

- *"From my discussions with people from Street Smarts I understand that when officials hired them to perform a study they were practically told that they were to develop a plan to connect US 19 to Hwy 195 on the north side of Leesburg. They did not even have the opportunity to evaluate the traffic situation and determine the best solution to alleviate the traffic problem. At the most recent meeting Street Smarts also seemed surprised to learn that the railroad only had five or six (at most) relatively short trains traveling through town. They stated that they had contacted the railroad and no one would return their calls. This lack of persistence in getting necessary information makes me very suspicious as to how thorough they*

were. They seem to have worked right into someone's agenda or were limited in scope so that a thorough evaluation would not matter."

Response: The proposed project is still within the preliminary design stages. The Department will continue efforts to obtain official data from Norfolk-Southern regarding the daily number of trains at this crossing. Norfolk-Southern will continue to be invited to participate in the design process. We continue to work towards evaluating the location of the proposed highway through the plan development process.

- *"Based on my discussions with employees of Street Smarts and the County I feel that the Lee County Local Government officials and administrators did not study the problem well enough. It seems that they want this Bypass and it does not matter if it will solve the traffic issue in Leesburg. They tasked Street Smarts to develop a plan for a north Bypass instead of evaluating the traffic situation to determine a solution. They started with their own solution that in my opinion will have little impact on the traffic problem. I have sent additional comments by mail since this site is limited to 1000 Characters."*

Response: A traffic study was conducted to provide an analysis of the projected traffic conditions with and without construction of the Leesburg North Bypass. Traffic volumes were developed with and without construction of the bypass for a typical weekday when schools are in session. Analysis was conducted during the weekday AM and PM peak hours and the proposed design presented at the PIOH is based on this analysis.

- *"My concern is about the bypass that coming off of 195 that suppose to run through my property at 333 Smithville Road is about the 18-wheeler trucks coming and going all day it's going to be a lot of traffic there because of that bypass running straight through off of 195 through my property. And it's about 400 feet he says from where the, the property -- where the bypass is going to be. But that's still a lot of noise. It's going to be a lot of noise. And I would like to know what their plans about, you know, doing for the noise barrier. What kind of plans they gonna do for the noise barrier, and what -- maybe consider if, maybe buy our property if it's too close to the bypass."*

Response: The proposed project is currently within the preliminary design phase. The Department will continue to evaluate the effects of the proposed action on noise sensitive land uses in the area. The noise impact assessment, which is currently underway, will evaluate the existing and future noise levels for the no build (no bypass) and build (with bypass) conditions. If the assessment indicates noise impacts would occur as a result of the proposed project, measures to mitigate traffic noise from the new highway will be evaluated.

- *"Alignment between SR 195 and Old Smithville Road should be moved to Griffith Farms, LLC / Lee County Board of Education property line. Current alignment denies use of a large amount of land currently used for agricultural purposes. Land will be separated by highway and functionally unusable. This realignment will also improve access to Kinchafoonee Primary School, Twin Oaks Elementary School and Lee County Middle School. Additionally, the Lee County Board of Education could donate a portion of the needed right of way, which would lower acquisition costs."*

Response: The proposed project is within the preliminary design phase. However, the conceptual alignment illustrated during the February 25, 2010 PIOH was developed to address the need of the project, while at the same time minimize impacts to social, economic, cultural, and environmentally sensitive resources located in

the area. The location of the proposed highway will continually be evaluated through the plan development process.

- *“The wetland areas shown on the map are not representative of the actual areas. I have examined these areas with a certified wetland delineator and they are in fact much smaller than represented.”*

Response: The locations of the wetlands were field verified by a professional wetland scientist certified by the Society of Wetland Scientists. The boundaries of the wetlands were surveyed using sub-meter survey instruments. The final locations of wetlands affected by the project will be determined by the U.S. Army Corps of Engineers prior to construction during the permitting stage of the projects development. The effects the highway would have on wetlands will be thoroughly evaluated during the plan development process.

Thank you again for your comments. Should you have any questions, please call the Georgia DOT project manager, Douglas Fadool, at (404) 308-1353 or Alexis John, at (404) 631-1407 of my staff.

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/ahj/eb

cc: Douglas Fadool, Georgia DOT Project Manager
Troy Byers, Georgia DOT Right-of-Way specialist

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0001420 OFFICE: Environmental Services
DATE: July 13, 2011

FROM Glenn Bowman, P.E., State Environmental Administrator

TO Distribution Below

SUBJECT PUBLIC HEARING OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTY: STP00-0001-00(420), Lee County

PROJECT DESCRIPTION: The Leesburg North Bypass is a proposed two-lane road and is located just north of the Leesburg City Limits and would run east-west between SR 3/US 19 and SR 195 for 1.78 miles

DATE: July 12, 2011

NUMBER IN ATTENDANCE: 44

FOR: 0

CONDITIONAL: 0

UNCOMMITTED: 0

AGAINST: 0

OFFICIALS IN ATTENDANCE: 3

ADDITIONAL COMMENTS: No written comments received at the meeting

PREPARED BY: Maureen Nerenbaum, Stantec for GDOT

TELEPHONE No.: (404) 631-1407 (Alexis H. John, GDOT NEPA)

cc: Gerald M. Ross, P.E.
Russell McMurray, P.E.
Joe W. Sheffield, P.E.
Douglans Fadool
Bobby Hilliard, P.E.
Brent Thomas



August 25, 2011

Ed Duffy
740 Creekside Drive
Leesburg, GA 31763

Re: Project STP00-0001-00(420), Lee County - P.I. No. 0001420
Leesburg North Bypass from SR 3/US 19 eastbound to SR 195/Leslie Highway

Dear Mr. Duffy,

Thank you for your comments concerning the proposed project referenced above. We appreciate all of the input received as a result of the Public Hearing Open House (PHOH) held on July 12, 2011. Every comment will be made part of the official record of the project.

A total of 44 people attended the PHOH. From those attending, six (6) verbal statements were received. An additional letter was received during the comment period following the PHOH for a total of seven (7) comments. From the comments received, two (2) supported the project, two (2) conditionally supported the project, one (1) was uncommitted, and two (2) opposed the project.

The Georgia Department of Transportation (Georgia DOT) has prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments below (in italics) followed by our response.

- *We bus 4,000 students into the City of Leesburg every morning and we take them back out of the City of Leesburg every afternoon. There are 2,500 students that are brought into Leesburg every morning by their parents and picked up that afternoon to bring them back home. And so that is why the Leesburg Bypass is extremely important for the future of Leesburg.*

By having to bring that many people into the City of Leesburg every morning and take them out every afternoon, it ties up the people that live in the City of Leesburg where they can't drive and get around in the City.

This is the reason that the Leesburg Bypass is vital to the City of Leesburg to eliminate this traffic congestion bringing students into the City of Leesburg to go to school.

- *After looking at the project, we think it's been well thought out and we like the way they've set it up and we think it will help alleviate the congestion in Leesburg. We are very pleased with what the State has developed. Thank You.*

Response: One of the objectives of the proposed project is to improve access to several county and community assets including schools located along the corridor. It is anticipated that the bypass will divert traffic from downtown Leesburg and should alleviate some of the congestion in the City of Leesburg.

- *With the new bypass for 195 the problem in Lee County is not north of the town with the exception of one group of people. The group of people concerns not Lee Countians, but Sumpter Countians. People who work down in Dougherty County come right through Lee County and they use 377 or Lee Street. They also use 118 a short distance and they come down Smithville Road. I went that way for years every day working in the school and I guarantee you there's half the people coming from Americus, Sumpter County, come down Lee Street, the other turn, go down 118 to old Smithville Road.*

There are problems, and not Lee Countians. You need to find a way to stop the out-of-county people using those roads, which is difficult I know, but it can be done by letting them use 119. They built that beautiful road and it should be used and I know they can use it.

You see the map the way it was, it just never clicked before especially for the farmers and the farmers, and we're one of them, we do cattle, we have a big trucks loading up the peanuts in wagons and double wagons with the trucks and making turns, it's almost impossible.

And then there is an issue there at 195 especially. We are up at the top of the county and we have a truck coming in that come and take our animals and they have to use the best roads possible. So the farmers bring the most money in for the community, not only us in Lee County, but agriculture nationwide. They need to be thinking about them being very important people in getting the crops and the food to your table. Thank you.

Response: One of the purposes of the proposed project is to provide a west-to-east arterial highway from US 19/SR 3/Walnut Street and SR 195/Leslie Highway, north of Leesburg, GA. Several county and community assets including several schools are located in close proximity to the proposed bypass and the bypass is expected to improve access to the public resources from city and county residences.

The bypass should also alleviate some of the traffic in downtown Leesburg by providing regional traffic an alternate route around the downtown area. Sumpter County residents who work in Dougherty County and use SR 377/Lee Street, SR 118, and Smithville Road will be able to use the new bypass to access the existing Leesburg West Bypass and avoid congestion in downtown Leesburg. The new bypass would also provide regional traffic a grade separated crossing of the North/South Norfolk-Southern railroad tracks that bisect the region.

The proposed project has been designed to accommodate heavy truck traffic associated with existing and future projected agricultural, commercial and industrial land use in the region. The existing transportation network in Leesburg requires most traffic (including agricultural traffic) to pass through the highly-congested signalized intersection of US 19/SR 4/SR 195 and 4th Street and at-grade railroad crossing. The proposed project will provide an alternate route around this intersection for heavy trucks traveling on SR 195 to utilize.

- *My concern is safety at the intersection of Smithville Road and the bypass. When the traffic is traveling south on Smithville Road, the speed limit for that intersection right now is 55 miles an hour, and so they*

either need to bring the speed limit down or they need to put some kind of warning lights up there or some kind of rumble strips to let people know that there is a major intersection there. That's pretty much it.

Response: The proposed project would create a new intersection at Smithville Road. Vehicles traveling on Smithville Road would be required to stop at stop signs. Existing Smithville Road in the vicinity of the proposed intersection is posted as 55 mph. Under the build condition, the speed limit along Smithville Road at the approaches to the Leesburg North Bypass intersection would be lowered to 45 mph in advance of the crossing. Advanced warning signs for this new intersection would also be installed along Smithville Road.

- *I would like to make the comment on the existing right-of-way for the northbound and southbound lane of Old Smithville Road, that I understand that now the right-of-way will be taken only to the east and the west line will not be disturbed, and that would be a great help to the residents out there not to disturb the west line according to the drawing, and that's what it represents, and I would just like to just plead with designers to keep that to the east and not disturb the west line.*

Also, anything that can be done to slow down traffic so that we will never be – have pressure put on us by installing rumble strips on Old Smithville. With rumble strips, my home is only 88 feet from the road and I would be the second home from the intersection and it would greatly impact my quality of life if rumble strips ever go on that road. We will never rest again and so hopefully with the design and with modern technology, we can do things in the design whether it would be caution lights, traffic lights, or whatever is needed so that we do not have to fight rumble strips in our personal lives. Thank you.

- *I would like to voice my opinion on the bypass project. As the design is stated now, we would like to keep all of the road widening to the east side on the agricultural side and keep the homeowner's land intact, the residential area as it is now.*

And if there are any changes in the plan, that we be notified well in advance that there is a change there. And we were against the project to start with, but if we can be user friendly, then we would welcome that idea. Thank you.

Response: Originally, the proposed design included widening Smithville Road along both sides of the existing pavement. However, from comments received at the February 25, 2010 Public Information Open House, the proposed design was revised to only include widening along the east side of the road. The existing edge of pavement along the west side of Smithville Road would not change. This current design minimizes impacts to the residence along the west side of Smithville Road.

The proposed project does not include rumble strips in advance of the stop signs on Smithville Road. Advanced warning signs for this new intersection will be placed prior to the new stop signs on Smithville Road.

- *We are very concerned with the proposed plans for the bypass (STP00-0001-00(420), P.I. No. 0001420. The road and ditch will prevent us from using our garage and parking pad. There will not be enough room to exit the garage and pad before we will back into the ditch. It will require driving forward over the parking pad just to go down the driveway. We will never be able to leave our car and truck parks on the pad and grass. The drive thru gate will also have to be moved closer to the house. This will require us to drive or back over the parking pad to go in and out the gate, again preventing us from parking on the parking pad. This whole situation will make it impossible to access our garage. We already have to use every inch of space to enter and exit. The proposed turnout for the bypass will also cut into our driveway near Smithville Rd. In every way you are limiting us access from our home. Every aspect of this bypass will be a great inconvenience to us. The bypass just keeps taking and taking from us with no regard to our health, welfare, privacy, or feelings. You wrote in your letter that the bypass will be taking 0 residences. This is not true, you are taking ours, but we will still be living there. We are very opposed to this plan.*

Response: In response to comments received during the PHOH, the required right-of-way has been reduced at this location. The revised design will not require additional right-of-way in the vicinity of the house or driveway. Right-of-way would still be required from the northeast corner of the property beyond the four (4) foot chain-link fence in the back yard of the residence.

Thank you again for your comments. Should you have any questions, please call the Georgia DOT project manager, Douglas Fadool, at (404) 308-1353 or Alexis John, at (404) 631-1407 of my staff.

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/ahj/eb

cc: Douglas Fadool, Georgia DOT Project Manager

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT STP00-0001-00(420), Lee County

P. I. NUMBER 0001420

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is **Nov. 30, 2011**

STP00-0001-00(420) is a new 1.8 mile bypass located just north of the Leesburg City limits and runs east-west between SR3/US 19 and SR 195. The project will provide a grade-separated crossing of the Norfolk-Southern Railroad tracks. This project is located in Land District 2.

Project P.I. 0001420 proposes a two lane rural facility with one 12-foot lane in each direction and a 10-foot outside shoulder (4.0 feet paved and 6.0 feet grassed). Turn lanes would be added at intersections where warranted. The project includes a bridge over SR3/US 19 and Norfolk-Southern railroad. The proposed Leesburg North Bypass would be designated SR 195 once a local government agreement is made; the existing SR 195 would then become a local road.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Zach Crumley
District 4 Area 5 Engineer
sonja.thompson@dot.state.ga.us
120 Veterans Parkway North
Moultrie, GA 31768
(229) 891-7130

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Douglas Fadool, AVS
Office of Program Delivery
dfadool@dot.ga.gov
One Georgia Center
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
(404) 308-1353

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.