

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

GEORGIA PROJECT STP-7063(1) COLUMBIA, PI# 250470

The Widening of Old Petersburg Road and Old Evans
Road

An Environmental Assessment of the referenced project has been prepared by the Georgia Department of Transportation in consultation with the Federal Highway Administration. The document was made available for public inspection as announced in a public notice, and comments were invited from all interested parties. Subsequent to the availability of the Draft Environmental Assessment and the comment period, a Final Environmental Assessment was prepared and has been furnished to the Federal Highway Administration by the Georgia DOT with the recommendation for a "Finding of No Significant Impact."

The Federal Highway Administration, after reviewing the Environmental Assessment, finds that the project will have no significant impact on the human environment.

The Finding of No Significant Impact is based on the Environmental Assessment, which has been evaluated by FHWA and determined to adequately and accurately discuss the environmental issues and effects of the proposed project. The Environmental Assessment also provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment.

06/03/2002

DATE

Katy Allen, P.E.

FOR: ~~LARRY R. DREIHAUP, P.E.~~ ROBERT M. CALLAN
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
P.E.

Certificate of Compliance
Project STP-7063(1), Columbia County
P.I. No. 250470

I hereby certify that the Georgia Department of Transportation has considered the social, economic and environmental effects of the project and has fulfilled the requirements of 23 USC 128 relating to public hearing requirements.

Georgia Department of Transportation

By: *Harvey D. Kessler, Jr.*

Title: State Environmental/Location Engineer

Date: *Dec 17, 2001*

PROJECT NO. & COUNTY: STP-7063(1), Columbia
 P.I. NO.: 250470
 PROJECT STATUS: Environmental Assessment/FONSI
 DATE UPDATED: 5/28/02
 PAGE 1 of 1

ENVIRONMENTAL COMMITMENTS/REQUIREMENTS

COMMITMENTS/ REQUIREMENTS	DOCUMENT STIPULATED IN	RESPONSIBLE OFFICE	PLACE ON PLANS?	REQUIRES A SPECIAL PROVISION?	STATUS OF COMMITMENT/ REQUIREMENT
Noise Barrier	EA/FONSI	Office of Environment/Location to provide plans to Consultant Design, Consultant Design to place on plans, Area Engineer's Office to construct	Yes	No	Pending Pending To be Completed during Construction
Section 404 NW 14 with PCN	EA/FONSI	Office of Environment/Location	No	No	Pending
Streams placed on plans	Ecology Memo to Design	Office of Environment/Location and Consultant Design	Yes	No	Pending
Mitigation for stream impacts	EA/FONSI	Office of Environment/Location	No	No	Pending

STP-7063(1)

COLUMBIA COUNTY

P.I. Number 250470

The proposed widening of Old Petersburg Road and Old Evans Road

ENVIRONMENTAL ASSESSMENT

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

GEORGIA DEPARTMENT OF TRANSPORTATION

SUBMITTED PURSUANT TO 42 USC 4321 et. seq.

APPROVAL FOR ADVANCEMENT TO AVAILABILITY/PUBLIC HEARING PHASE

7/12/01

DATE

Katy J. Allen, P.E.

FOR: LARRY R. DREIHAUP, P.E.

APPROVAL OF ENVIRONMENTAL ASSESSMENT

06/03/2002

DATE

Katy J. Allen, P.E.

FOR: LARRY R. DREIHAUP, P.E. ROBERT M. CALLAN, P.E.
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

TABLE OF CONTENTS

	djb PAGE
I. NEED AND PURPOSE.....	1
II. DESCRIPTION OF ALTERNATIVES.....	4
III. ENVIRONMENTAL CONSEQUENCES	7
IV. ENVIRONMENTAL COMMITMENTS/MITIGATIONS	22
V. COORDINATION AND COMMENTS	22

APPENDICES

Appendix A - Correspondence

Appendix B – Public Information Meetings Summaries of Comments

Appendix C – Public Hearing Summary of Comments

LIST OF FIGURES

Figure 1, Project Location Map	2
Figure 2, Typical Section	3
Figure 3a, Alternatives Location Map.....	5
Figure 3b, Aerial Map.....	6
Figure 4, Noise Impact Location Map	11
Figure 5, Stream Location Map.	13
Figure 6, Floodmap	14
Figure 7, Census Block Groups	19

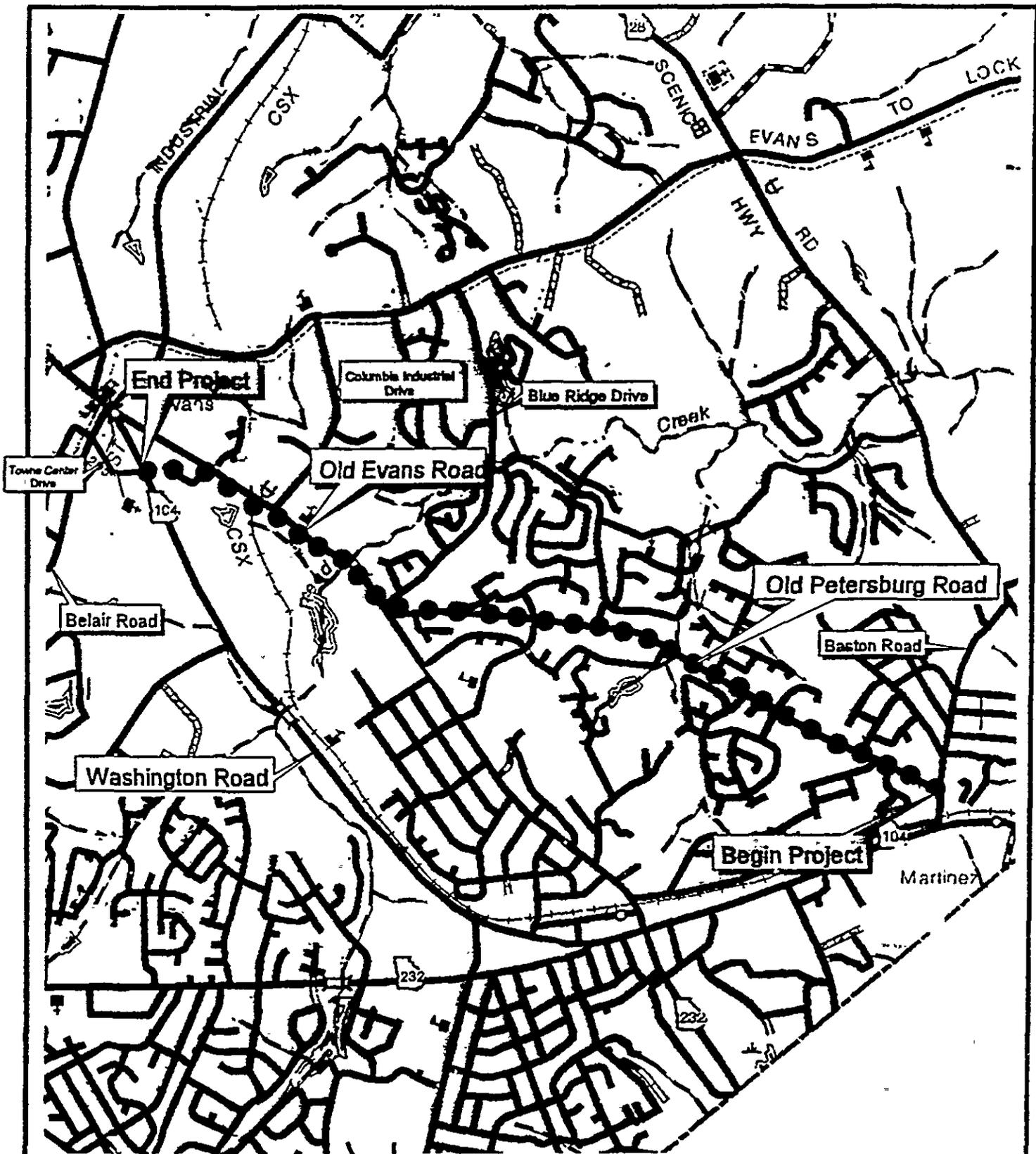
I. NEED AND PURPOSE

STP-7063(1) would widen Old Petersburg Road westward from Baston Road to Old Evans Road and then Old Evans Road would be widened northwestward from Old Petersburg Road to Columbia Industrial Road. Then the project would extend Old Evans Road on new location to the Towne Center Drive intersection with SR 104/Washington Road, a five-lane roadway (Figure 1, Project Location Map). The alignment includes a typical section of a four-lane roadway (two 12-foot lanes in each direction) with sidewalks, a 20-foot raised median and bike lanes (Figure 2, Typical Section).

The predicted traffic volume for the year 2004 is 23,750 average daily traffic (ADT). Traffic is predicted to be even greater in 2024, with an ADT of approximately 41,500. Extending and widening Old Evans Road from Old Petersburg Road to Towne Center Drive would accommodate the flow of traffic in the near and distant future. The proposed improvements to Old Petersburg Road would also provide an alternate route for traffic utilizing Washington Road to downtown Augusta and the Regional Medical complex.

The ending terminus connects to the community's planned development of Evans Town Center, which is near the intersection of Washington Road and Belair Road. The development plans include retail stores, government buildings and other commercial developments as well as recreational developments such as walking trails. The community has expressed interest in locating a performing arts/cultural center in the area as well as a new public library. Plans for a courthouse annex/judicial center are also being considered. Several of the business community's leaders are actively encouraging the concept of a town center by relocating their offices or planning commercial development in the specified area around Washington Road, Old Evans Road, Towne Center Drive and Belair Road. The development of this town center would increase the traffic volumes in the area of the Washington Road and Belair Road intersection. Thus, this project would benefit the development needs of the area and encourage more of a community atmosphere for the area's populace.

During the 1997 update of the Augusta Regional Transportation Study's (ARTS) Transportation Plan, local and State planners sought public comment on two proposed alignments for this project. As a result of public input, computer analyses forecasting growth and travel characteristics for the year 2015, the ARTS planning process and committees identified the proposed alignment as best for meeting the area's growing transportation needs. The proposed project's alignment (the selected alternative) was thus included in the ARTS Adopted 2020 Plan. The proposed improvement is in the FY 2002 - 2004 ARTS Transportation Improvement Program (TIP).

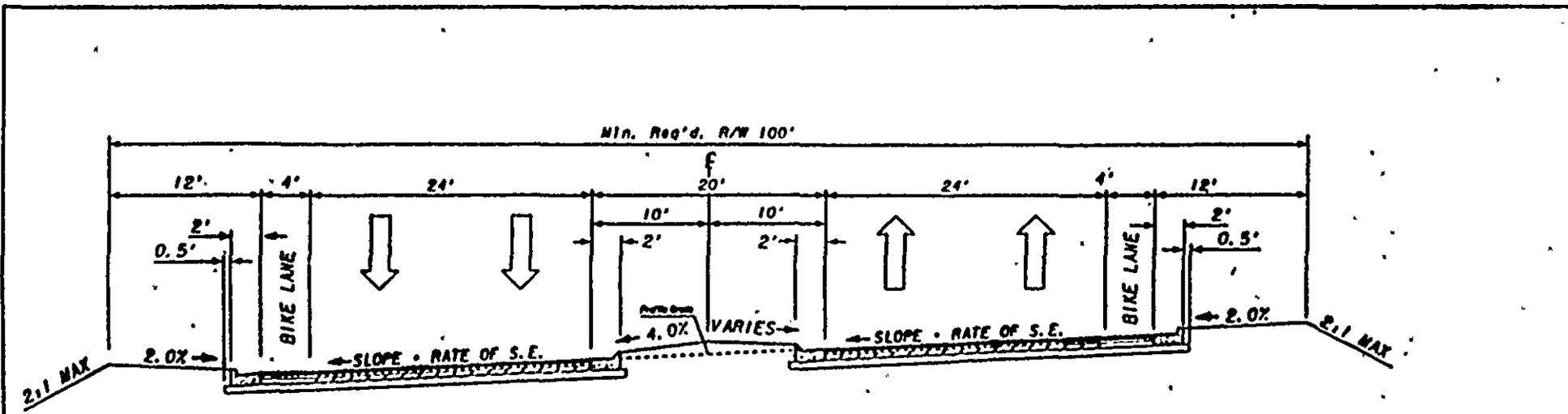


PROJECT LOCATION MAP

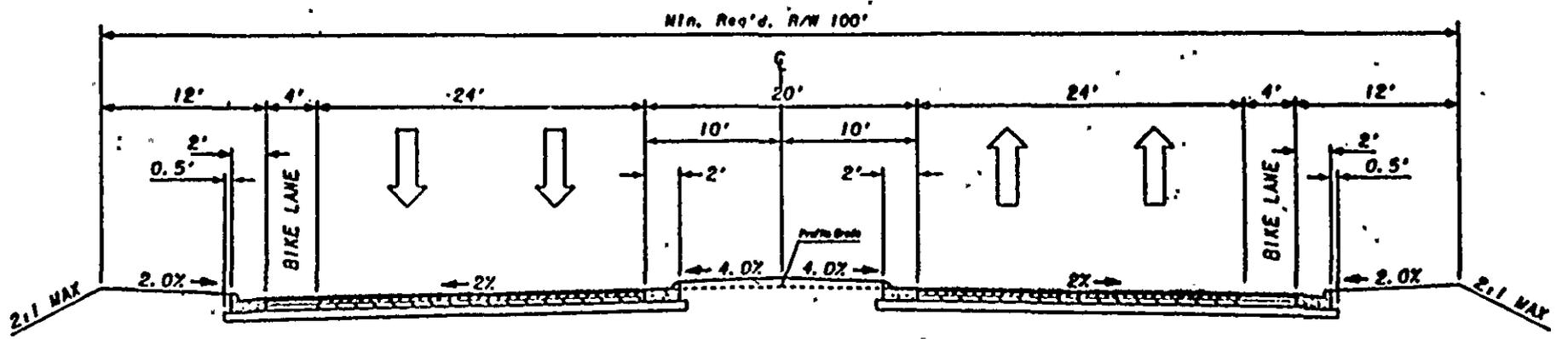


FIGURE 1
 STP-7063(1)
 P.I. 240570
 Columbia County
 Old Petersburg Road Widening





SUPERELEVATION SECTION



TANGENT SECTION

FIGURE 2
TYPICAL SECTION

II. DESCRIPTION OF ALTERNATIVES

The Selected Alternative

Project STP-7063(1) consists of the widening and improving of Old Petersburg Road and Old Evans Road. The proposed concept would consist of a four-lane (two lanes in each direction) roadway with bike lanes and a 20-foot raised median on a minimum of 150 feet of right-of-way. The roadway would have urban shoulders including curb and gutter, and sidewalks (Figure 2, Typical Section).

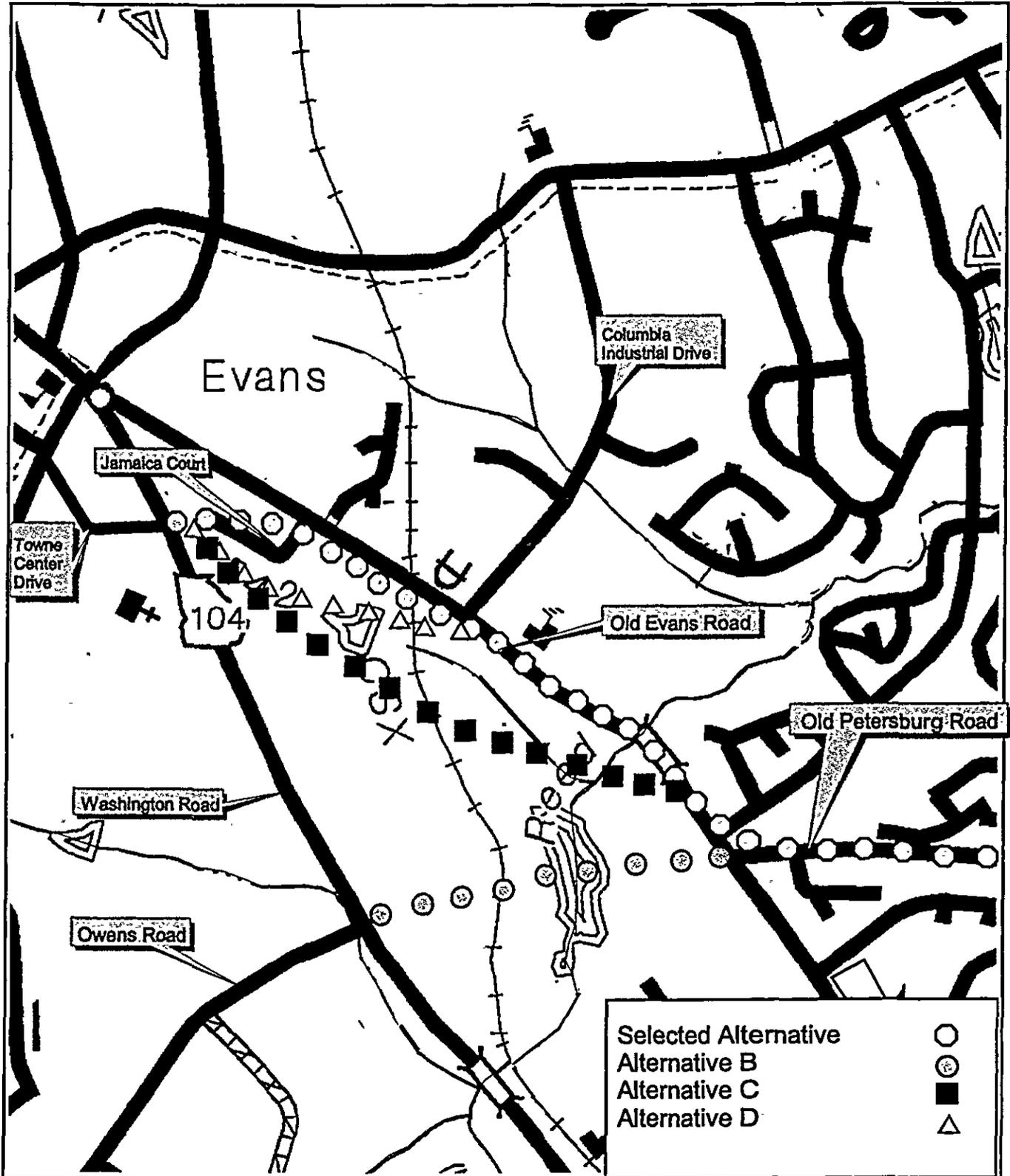
The widening of Old Petersburg Road would start on existing location beginning approximately 1,400 feet west of the intersection of Baston Road and extending to the intersection with Old Evans Road. From this point, the project would follow Old Evans Road in a northwesterly direction on existing location to Columbia Industrial Boulevard and then extend westward on new location to tie into Washington Road at the intersection with Towne Center Drive and Washington Road (Figure 1, Project Location Map). A new bridge would be constructed to grade separate the roadway over the CSX Railroad. The project length would be approximately 2.92 miles.

Other Alternatives Considered

The No-Build Alternative: The no-build alternative would be one in which the Georgia Department of Transportation would take no action to widen Old Petersburg Road and Old Evans Road. This alternative would not satisfy the need and purpose of the project.

Alternative B: This alternative would widen Old Petersburg Road from Baston Road to Old Evans Road, the same as the selected alternative. However, this alternative would extend Old Petersburg Road on new location from Old Evans Road to Washington Road at the intersection of Washington Road and Owens Road (Figure 3a, Alternatives Location Map and Figure 3b, Aerial Map). The typical section would be identical to the build alternative. A new bridge would be constructed to grade separate the new location roadway from the CSX Railroad. This alternative would be approximately 2.6 miles. This alternative was the original proposed alignment in the Augusta Regional Transportation Study's (ARTS) Adopted 2010 Plan. However, due to citizen opposition and updated studies of forecasted growth and travel patterns for the year 2015, studies showed a greater need to connect Old Petersburg Road/Old Evans Road to Towne Center Drive. The ARTS Adopted 2020 Plan modified Alternative B to create the Selected Alternative, which would connect to Towne Center Drive instead of Owens Road. Alternative B would also displace apartment residences at a new apartment complex built on Old Evans Road just east of Reed Creek, and place a large amount of fill in Mullins Pond, a small body of water along Reed Creek.

Alternative C: Alternative C would also widen Old Petersburg Road from Baston Road to Old Evans Road. This alternative would also extend Old Petersburg Road westward on new location, bridging over the CSX Railroad. Then it would turn to run north between Old Evans Road and Washington Road and then turn again westward just south of the Jamaica Court subdivision and connect



**ALTERNATIVES
LOCATION MAP**



FIGURE 3a
STP-7063(1)
P.I. 250470
Columbia County
Old Petersburg Rd Widening



STP-7063(1)
Columbia County
PI 250470

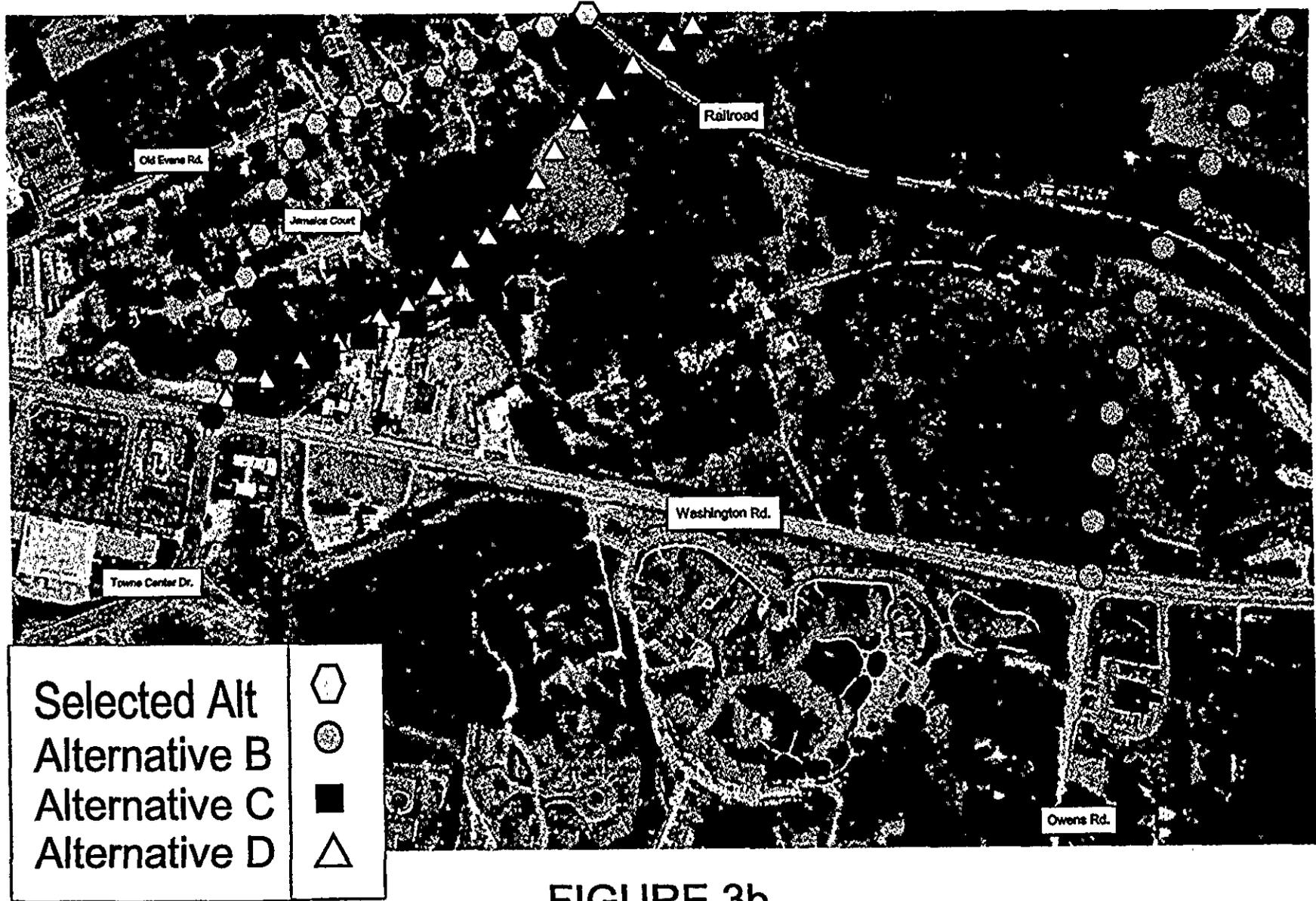


FIGURE 3b
AERIAL MAP

to Towne Center Drive (Figure 3a, Alternatives Location Map and Figure 3b, Aerial Map). The typical section would be the same as for the selected alternative. This alternative would avoid displacing residents of Jamaica Court. However, the skew angle of the new location road's intersection with Washington Road would be at 40°. The American Association of State Highway and Transportation Officials (AASHTO) standards recommend that "intersection legs that operate under stop conditions preferably should be 90° if possible, but in no case less than 60°." Therefore, by AASHTO guidelines, it is not possible to align the intersection of the new location road with Washington Road without disturbing a major portion of Jamaica Court due to its proximity to the proposed intersection. This alternative is not viable from a road engineering viewpoint. Alternative C would still have longitudinal encroachment on a stream and would place fill within a small pond.

Alternative D: This alternative would widen Old Petersburg Road from Baston Road to Old Evans Road, with the same typical section as the selected alternative. It would then widen Old Evans Road to Columbia Industrial Road. From Columbia Industrial Drive, the alignment would go on new location westward, crossing over the CSX Railroad and passing south of Jamaica Court. Then the alignment would turn northwestward to connect to Towne Center Drive at Washington Road (Figure 3a, Alternatives Location Map and 3b, Aerial Map). Again, this would avoid displacing Jamaica Court residents while producing a skew angle of approximately 40°, which does not comply with AASHTO guidelines for intersection angles. Thus, GDOT engineers do not recommend this alternative. This alternative would also have longitudinal encroachment on a stream and would require the placement of fill in two small ponds.

III. ENVIRONMENTAL CONSEQUENCES

Archaeologic/Historic

The proposed project has been surveyed for historic and archaeological resources in compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto. The survey boundary and methodology were established using the GDOT/Federal Highway Administration (FHWA) Cultural Resource Survey Guidelines. These guidelines were established as a result of past interaction with the State Historic Preservation Officer (SHPO) and his staff and were agreed upon by the FHWA and the SHPO.

No archaeological or historic resources were identified during surveys as being located within the area of potential impact. It is concluded, therefore, that the construction of this project would not affect known historic or archaeological resources in or eligible for inclusion in the National Register of Historic Places. This conclusion has been coordinated with the State Historic Preservation Officer (Appendix A, Correspondence).

Section 4(f) Applicability

Section 4(f) refers to the temporary and/or permanent use and constructive use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site. Investigation of the project corridor has identified no use of such lands or sites; therefore, no Section 4(f) Evaluation is required.

Threatened and Endangered Species

Coordination with the U.S. Fish and Wildlife Service regarding potential impacts to threatened and endangered species has been completed. The federal list of species that have distributional ranges that include the project area has been reviewed. These species are the bald eagle, the wood stork, the red-cockaded woodpecker, the little amphianthus, the mat-forming quillwort, the Michaux' sumac, and the relict trillium. A survey for these species was conducted along the project corridor. None of the species were found nor was any appropriate habitat sighted along the project corridor during the field surveys. No critical habitat for the listed species, as defined by the U.S. Fish and Wildlife Service, is designated in the State of Georgia ("Critical habitat," as defined in the Endangered Species Act, is a term for habitat given special protection for the benefit of a listed species). Therefore, the project will have no effect on the listed species and no further coordination with the US Fish and Wildlife Service is necessary for these species.

The bald eagle prefers primarily riparian habitats associated with coastal waters, rivers, and lakes, and usually nests near bodies of water where foraging habitat occurs. No eagles were observed during the field survey and there is no suitable nesting or foraging habitat along the project corridor. The proposed project would not impact the bald eagle.

The wood stork (*Mycteria americana*) primarily feeds in fresh and brackish wetlands and nests in cypress or other wooded swamps. No fresh-water wetlands are located within the project corridor. In addition, the Georgia Natural Heritage Program has not inventoried any wood storks in Columbia County. The project will not affect the wood stork.

Red-cockaded woodpeckers nest in pine trees. Before a cavity tree would be selected, the woodpeckers require red-heart diseased pine trees that are 60 years old or older with relatively clear understory. Suitable red-cockaded woodpecker foraging habitat is described as pine or pine/hardwood stands 30 years of age or older. Although pine trees exist within the project corridor, the individual trees are not mature enough to provide nesting habitat for the woodpecker and the stands are not expansive enough to provide foraging habitat. The project will not affect the protected woodpecker.

Both little amphianthus (*Amphianthus pusillus*) and the mat-forming quillwort (*Isoetes tegetiformans*) grow in shallow pools (less than 1 foot deep) on granite outcrops, where water collects

after a rain. No granite outcrops were found within the project corridor; therefore, no impacts to these species are expected.

Michaux's sumac grows in sandy or rocky open woods, usually on ridges with a disturbance history (periodic fire, prior agriculture, and maintained rights-of-way). Because the area of the proposed project is urbanized, only remnants of forested habitat are left. The fragmented woodlands standing near the project corridor have been impacted by Chinese privet (*Ligustrum sinense*) and no longer exhibit open understories. Habitat suitable for Michaux's sumac was not found near the proposed construction area. The project will not impact the protected sumac.

Relict trillium is found in Piedmont hardwood forests in either rich ravines or adjacent alluvial terraces. No ravine or alluvial terrace habitat exists within the project corridor. Construction of the proposed project will not impact the protected trillium.

Invasive Species

In accordance with Executive Order 13112, a survey for populations of targeted invasive species that may be spread during construction of this project was conducted. The invasive species for which the survey was conducted are those which have been identified by the Department as those having the highest priority due to environmental and economic impacts caused by those species. Both the selected species and the management practices specified will be reevaluated and revised as appropriate as more information is obtained.

Japanese honeysuckle (*Lonicera japonica*) and Chinese privet (*Ligustrum sinense*) were found in forest remnants throughout the project corridor.

During the construction process, the Department will take measures during project construction to prevent or minimize the spread of these species as appropriate for the time of the year. These measures will include removal and disposal of vegetative parts in the soil that may reproduce by root taking prior to moving the soil, burning on site any such parts and aboveground parts that bear fruit, controlling or eradicating infestations prior to construction, and cleaning vehicles and other equipment prior to leaving the infested site. These measures will be those which are appropriate for the particular species and the specific site conditions which exist on the project, as described in Georgia Standard Specifications Section 201. Clearing and Grubbing Right-of-Way.

Farmland

The proposed project area is primarily urban; consequently, the project would not involve farmland as defined in the Farmland Protection Policy Act, 7 CFR Part 658.

Air Quality

This project was evaluated for its consistency with state and federal air quality goals. Results indicated that the project is consistent with the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

For this project, the predicted peak one-hour concentration of carbon monoxide (CO), 5.8 ppm (parts per million), is below state and federal standards for one-hour averaging time (35 ppm). Also, because this CO concentration is less than the eight-hour standard of 9 ppm, an eight-hour concentration was not calculated. This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of the Final Conformity Guidance do not apply to this project.

Noise

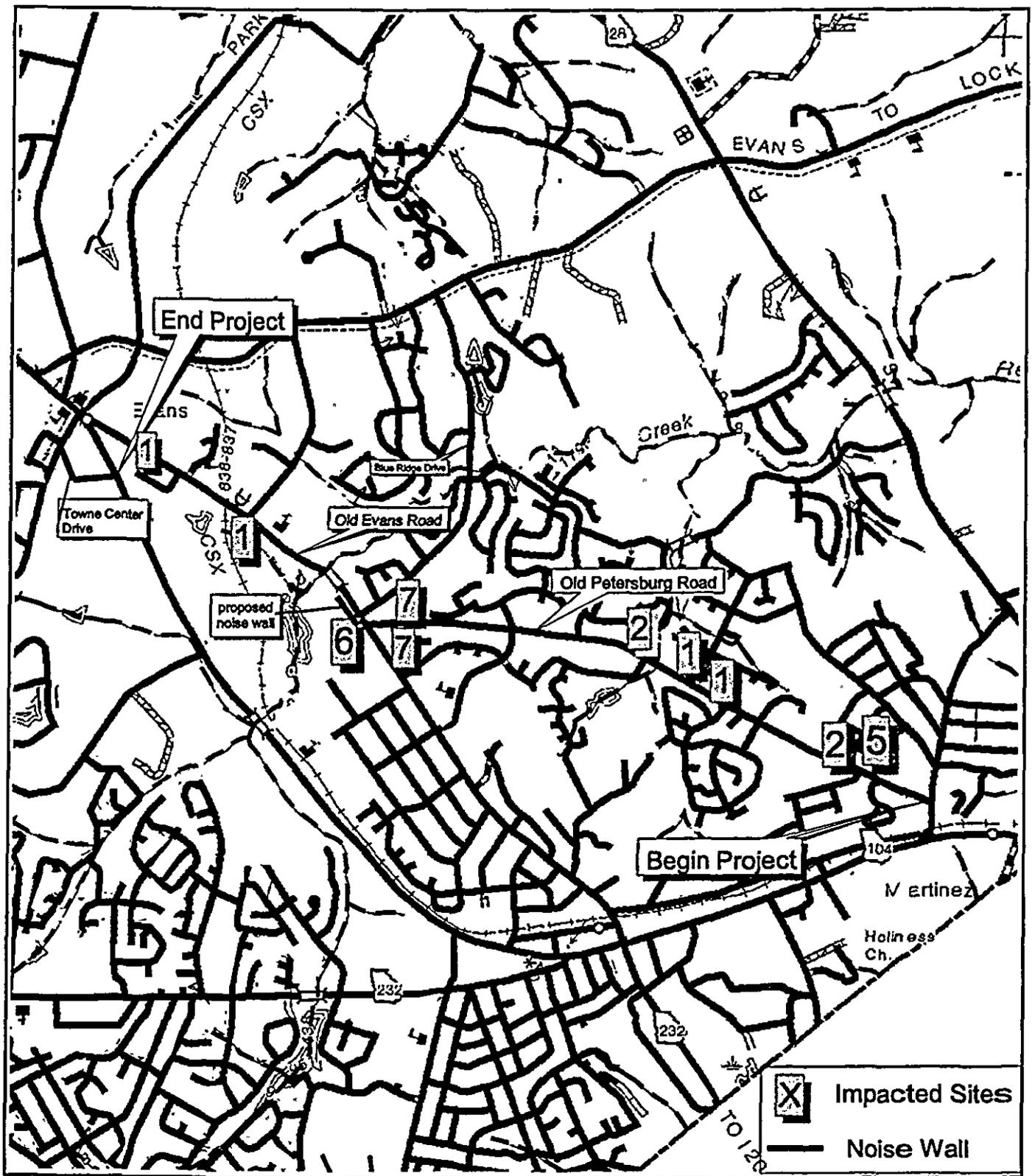
The existing L10 noise levels in decibels (dBA) along Old Petersburg Road and Old Evans Road within the study area range from 62 to 65 dBA, and they are predicted to increase by 5 to 8 dBA under the design year build condition. Substantial increases (greater than 10 decibels) are considered impacts. No impacts of this type are predicted.

Affected sites along the project corridor would have a maximum predicted L10 noise level of 70 decibels (design year build condition). Thirty-three sites (28 homes and 5 apartments) would be impacted on the basis of approaching or exceeding the 70 dBA exterior residential noise abatement criterion. No businesses would be impacted on the basis of their 75 dBA exterior noise abatement criterion. See Figure 4, Noise Impact Location Map for impact sites.

Noise abatement measures such as barriers and acquisition of rights-of-way were considered. It was determined that one effective free-standing noise barrier located just west of Blue Ridge Drive would be both reasonable and feasible. This proposed barrier would be approximately 600 feet in length and approximately 10 to 12 feet in height, and would protect approximately five apartments (the 6th impacted residence in this area is a house with a driveway opening, thus the barrier cannot be extended to protect the house). A noise barrier was considered for the remaining impacted sites, however, due to openings required for access (i.e. driveways and cross streets) the barriers would be rendered ineffective due to the nature of sound waves. Therefore only one noise barrier is recommended.

Wetlands

The proposed project corridor has been surveyed with respect to jurisdictional wetland involvement as required by the provisions of Executive Order 11990 and subsequent federal regulations. No wetlands were observed within the area of the project.



NOISE IMPACT MAP

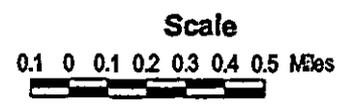


FIGURE 4
 STP-7063(1)
 P.I. 250470
 Columbia County
 Old Petersburg Road Widening



Streams

There are four stream crossings on this project, three unnamed tributaries of Reed Creek and Reed Creek (Table 1, Stream Impacts) (Figure 5, Stream Location Map).

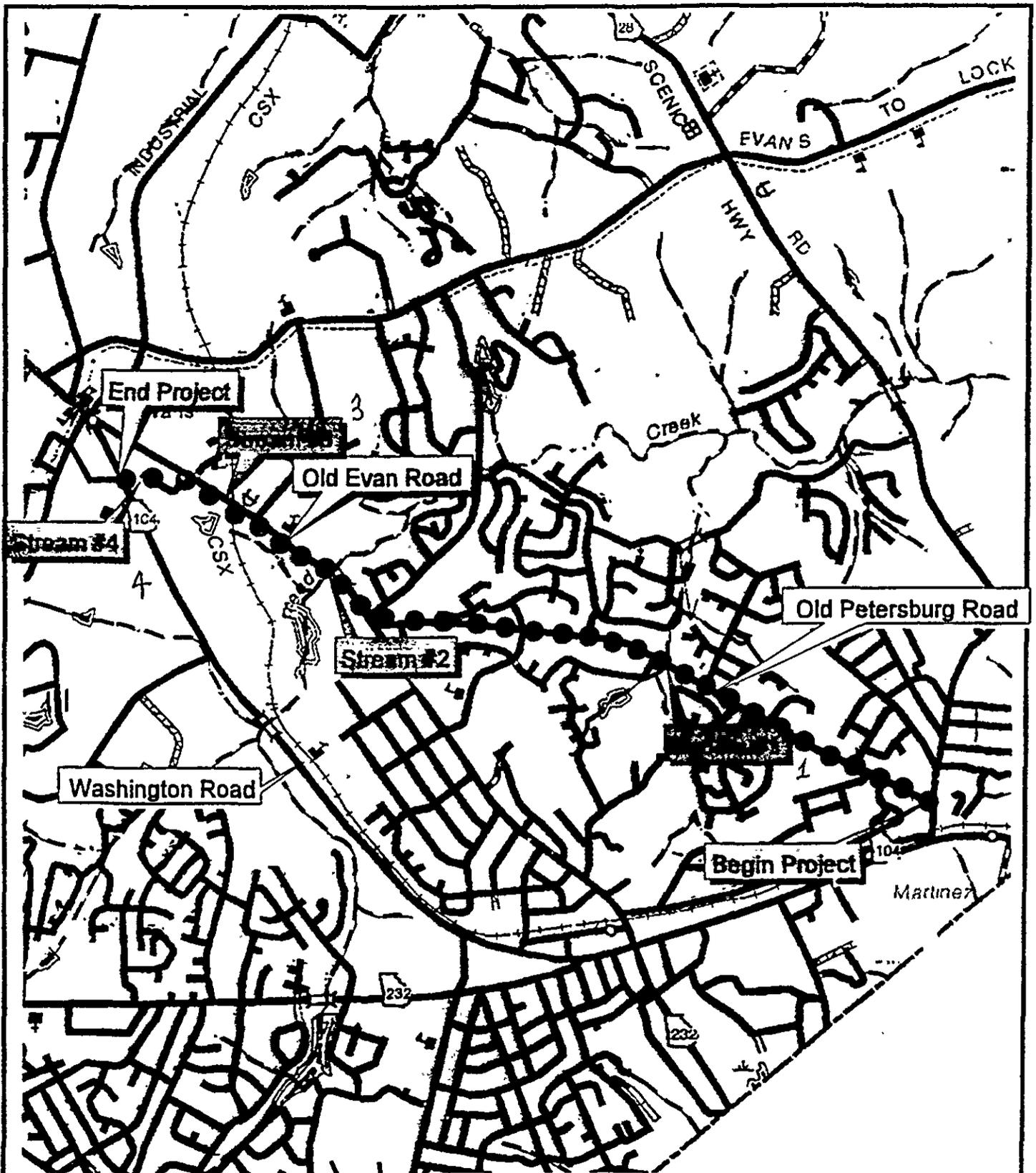
Table 1
STREAM IMPACTS

1	Perennial	Culvert extension	35 feet
2 (Reed Creek)	Perennial	Bridging	No impact
3	Intermittent	Bridging	No impact
4	Perennial	Culvert	150 feet

Stream #1 is located approximately 4,000 feet west of Baston Road. Approximately 35 linear feet would be impacted by a culvert extension. Reed Creek (stream #2) is located approximately 2,000 feet southeast of the intersection of Old Evans Road and the Seaboard Coast Line railroad. The proposed roadway would bridge over Reed Creek on new location, removing a bend in the existing roadway. Since Reed Creek would be bridged, no impacts will occur. Stream #3 is an intermittent tributary located adjacent to the Seaboard Coast Line railroad. The stream will not be impacted because a bridge that will grade separate the roadway from the railroad will also cross over the stream. Stream #4 is located approximately 500 feet from the intersection of the proposed Old Evans Road tie-in with Washington Road. A culvert is proposed at this stream. Approximately 150 linear feet would be impacted, including the removal of a 75-foot bend in the stream channel. The project would have a total of 185 feet of stream impacts. A stream mitigation search is ongoing.

Floodplains

A survey of the project corridor for floodplains as required by the provisions of Executive Order 11988 has identified transverse crossings of the 100-year floodplain associated with Reed Creek and the Wynngate Tributary (stream #1) (Figure 6, Floodmap). Construction of the project could require the placement of fill material in the floodplains. The project would be designed in such a way that it would have no significant encroachment on these floodplains. The project would not represent a significant risk to life or property; it would not have a significant impact on natural and beneficial floodplain values; it would not support incompatible floodplain development; and it would not interrupt or terminate a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route.



STREAM LOCATION MAP

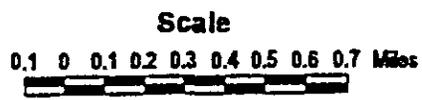
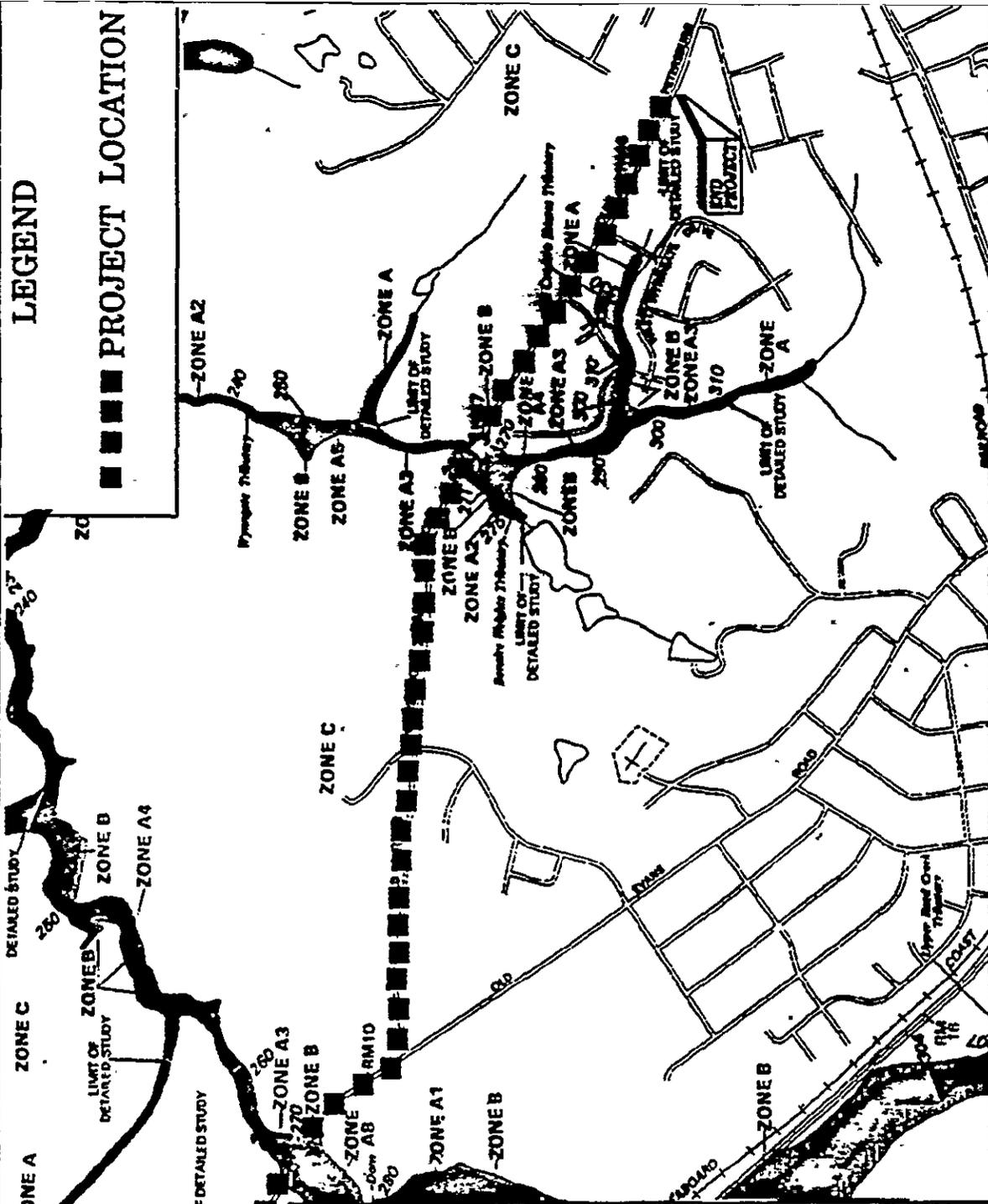


FIGURE 5
 STP-7063(1)
 P.I. 240570
 Columbia County
 Old Petersburg Road Widening



LEGEND

PROJECT LOCATION



KEY TO MAP



- 500-Year Flood Boundary
- 100-Year Flood Boundary
- Zone Delineations* With Date of Identification 6-4, 12/27/76
- 100-Year Flood Boundary
- 500-Year Flood Boundary
- Sea Flood Elevation Line With Slovation to Future
- Sea Flood Elevation to Flood Where Uniform Within Zone
- Elevation Reference Mark
- River Mile

- 813
- 161.007
- RM7 X
- MI.5

*Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
A1	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-300	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A20	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood on certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (No firm dating)
C	Areas of minimal flooding. (No shading)
D	Areas of unshaded, but possible, flood hazards.
V	Areas of 100 year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

FLOOD MAP
STP-7063(1)
WIDENING OF OLD PETERSBURG RD.
COLUMBIA COUNTY
P.I. # 258478



FIGURE 6

Columbia County is a member of the FIRM Program of the National Flood Insurance Program. No regulatory floodway encroachment would occur; however, Procedures for Coordinating Highway Encroachments on Floodplains with the Federal Emergency Management Agency would be followed.

Water Quality

This project lies within Water Quality Management Unit (WQMU) # 0110, which is located in the Savannah River Basin. WQMU # 0110 is in the physiographic province known as the Upper Coastal Plain and comprises a drainage area of approximately 494 square miles. The principle streams in this WQMU are Kiokee Creek, Reed Creek, Uchee Creek, Butler Creek, Spirit Creek and Little Spirit Creek. These streams are classified for fishing and are designated as warm water bass streams. Ground water is available in small to modest quantities and serves as the supply source for five municipal systems; Evans is served by wells. Municipal Wastewater Treatment Facility #01008505 (Reed Creek WTF) is located in this WQMU, east of the proposed project.

Reed Creek is on the 303(d) list for fecal coliforms. Columbia County is currently addressing this problem by upgrading the sewer system and reducing combined sewer overflows during storm events. The section of Reed Creek that is polluted is between Bowen Pond and the Savannah River. This is several miles east of the project area. Roadway runoff will not increase the level of fecal coliforms in Reed Creek.

Provisions in the construction contract would require the contractor to exercise every reasonable precaution during construction to prevent the pollution of streams in the project vicinity. Where possible, early revegetation of disturbed areas would be accomplished so as to hold soil movement to a minimum. Dumping of chemicals, fuels, lubricants, bitumens, raw sewage, or other harmful wastes into or alongside of streams or impoundments, or natural or manmade channels leading thereto, would be prohibited.

The Department will incorporate additional contract provisions that would require the use of temporary erosion control measures as shown on the construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control devices or methods, as applicable. These provisions are coordinated with the permanent erosion control features insofar as practical to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods and are in accordance with the Federal-Aid Policy Guide, Part 650, Subpart B.

No significant impacts to the water quality in the project area are expected to occur as a result of the proposed project.

U.S. Corps of Engineers/Coast Guard Permits

A U.S. Coast Guard Permit is not required for this project because no waters under Coast Guard jurisdiction are involved.

The placement of fill material in waters of the United States requires a permit from the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act of 1977. There are three levels of this permit, and the determination of the appropriate one is based primarily on the type of fill activity and the amount and location of fill involved. It is anticipated that a Section 404 Nationwide 14 permit would be required for this project due to the crossing of Reed Creek and the unnamed tributaries. During the design phase of the project, design details and hydraulic data would be developed to determine the type of permit required.

Land Use

Land use in the proposed project area is a mixture of residential and commercial. The project is consistent with the current land use plan and would not precipitate land use changes or change development patterns. The proposed project is an integral part of the Augusta Regional Transportation Study.

Relocations

The proposed alignment would displace 23 owner occupied, single family residences, 6 tenant occupied residences, 1 owner occupied business and 4 tenant occupied businesses. Based on available information, no handicapped persons, large families, elderly or other special interest groups appear to be affected. Approximately 107 individuals would be required to move: approximately 88 residential and 19 businesses. The acquisition and relocation program will be conducted in accordance with the uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

The Georgia Department of Transportation can assure that all relocatees would be offered decent, safe, and sanitary housing within their financial means. Available housing for sale within the general project area appears to be in adequate supply. Approximately nine residents would require the use of Last Resort Housing funds. In the utilization of Last Resort Housing, five possibilities exist. These are 1) moving the existing structure onto remaining land or other lots within the area; 2) utilization of available housing for rent/sale and making supplementary payments in excess of \$5,250 or \$22,500; 3) purchasing existing housing available for sale and renting to the displacees at a rental amount comparable to their existing rent; 4) purchasing existing housing available for sale and deeding it to the displacee; 5) construction of new housing on vacant lots in the area and relocating the displacees into them. Of these options, item 2 (utilizing existing available rental/sale housing and making supplemental payments in excess of \$5,250 or \$22,500) would appear to be the most feasible, although none of the others would be ruled out completely. Each of these displacees' financial situations would be evaluated on an individual basis. A specific solution to each case would be based on this evaluation and other known factors.

Every effort would be made to assist the displaced businesses in relocating in the same area, rather than other areas or simply going out of business entirely. There are two types of businesses to be

displaced. First, there is the type that does not serve the individual needs of the residents in the area in which they are located. The second type of displaced business is of a nature that a lot of their business does come from the neighborhoods in which they are located but they are not unique. Their relocation should they elect to do so would not adversely affect the nearby neighborhoods, as there are other businesses of similar natures within close proximity to serve the area residents. In the event there are no replacement sites available at the time of acquisition, or if relocation is not within their financial means, the businesses may qualify for "in lieu of" payments. An "in lieu of" payment is defined as payment to be made to a business that, 1) cannot be relocated without substantial loss of its existing patronage, and 2) is not part of a commercial enterprise having at least three other establishments not being acquired by the Department, engaged in the same or similar business. "Existing patronage" is the average net annual dollar volume of business during the two taxable years immediately proceeding the taxable year in which the business is displaced. Any such payment would not be less than \$1,000 or more than \$20,000.

Economic

The amount of additional right-of-way needed to implement the proposed project would be minimal and would not result in significant effects on the tax bases for Columbia County. Sales volumes for some area businesses may temporarily drop during the actual construction of the project; however, following construction, area businesses should benefit from the expected improvement in access and increases in traffic volumes. Newly planned developments would be provided with appropriate access.

Since the present roadway has no median, driveways to residences or businesses on Old Petersburg Road and Old Evans Road may be entered or exited from either direction. Although the 20-foot wide, raised median included in the proposed widening would have crossovers at major intersections and where otherwise deemed necessary, movements at most business and private driveways would be limited to one way entering and exiting. However, the median would enhance safety for the highway user and ensure that the capacity improvements are not offset in the future by heavy left turn movements.

Environmental Justice

Title VI of the 1964 Civil Rights Act protects persons from discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) requires federal agencies to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations. No low-income groups were identified during the Conceptual Stage Study or as a result of the public involvement process.

The average household income of the 88 displacees is approximately \$39,760. Of the nine households possibly requiring Last Resort Housing, five are white and four are minority. However, the average household income for the minorities identified as possibly needing Last Resort Housing, is \$38,500, greater than the average household income for the non-minorities which is \$34,000. The lowest household income of all displacees is \$28,000 according to the 1999 Conceptual Stage Study. For a household of four persons, poverty level, as indicated by the 1999 poverty guidelines, is \$16,700. The project would not result in disproportionately high or adverse effects on low-income groups.

Census data for Columbia County shows the population is made up of approximately 81% whites and 19% minorities. Census block group data for the project area are consistent with the County data (Table 2, Census Data). The block group data does not identify any minority communities or predominant minority areas in the project area (Figure 7, Census Block Groups).

Table 2
CENSUS DATA

130730301011	77%	23%
130730731012	84%	16%
130730301013	83%	17%
130730301014	80%	20%
130730306033	84%	16%
130730303032	84%	16%
130730302011	85%	15%

The western half of a single street neighborhood, Jamaica Court, will be displaced due to the selected alignment of the project. Of the 25 homes, 15 would be removed and the street would be made into a cul-de-sac for the remaining 10 homes. The neighborhood is comprised of both white and minority residents with incomes that average about \$39,700. Some residents have lived in their homes for approximately 20 years, while some residents have been in the neighborhood for only 2 years. The entrance to Jamaica Court would remain in approximately the same location and would have right and left turn lanes into Jamaica Court from Old Evans Road.

A small, scattered minority population was found along the project during the Conceptual Stage Study. Of the displacees from Jamaica Court, approximately 33% are white and 67% are minority. The relocation of these persons is not considered a disproportionately high and adverse impact because the entire neighborhood is not entirely minority, and not all the displacees from Jamaica Court are minority.

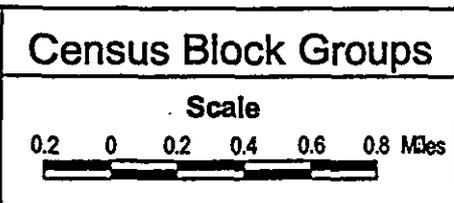
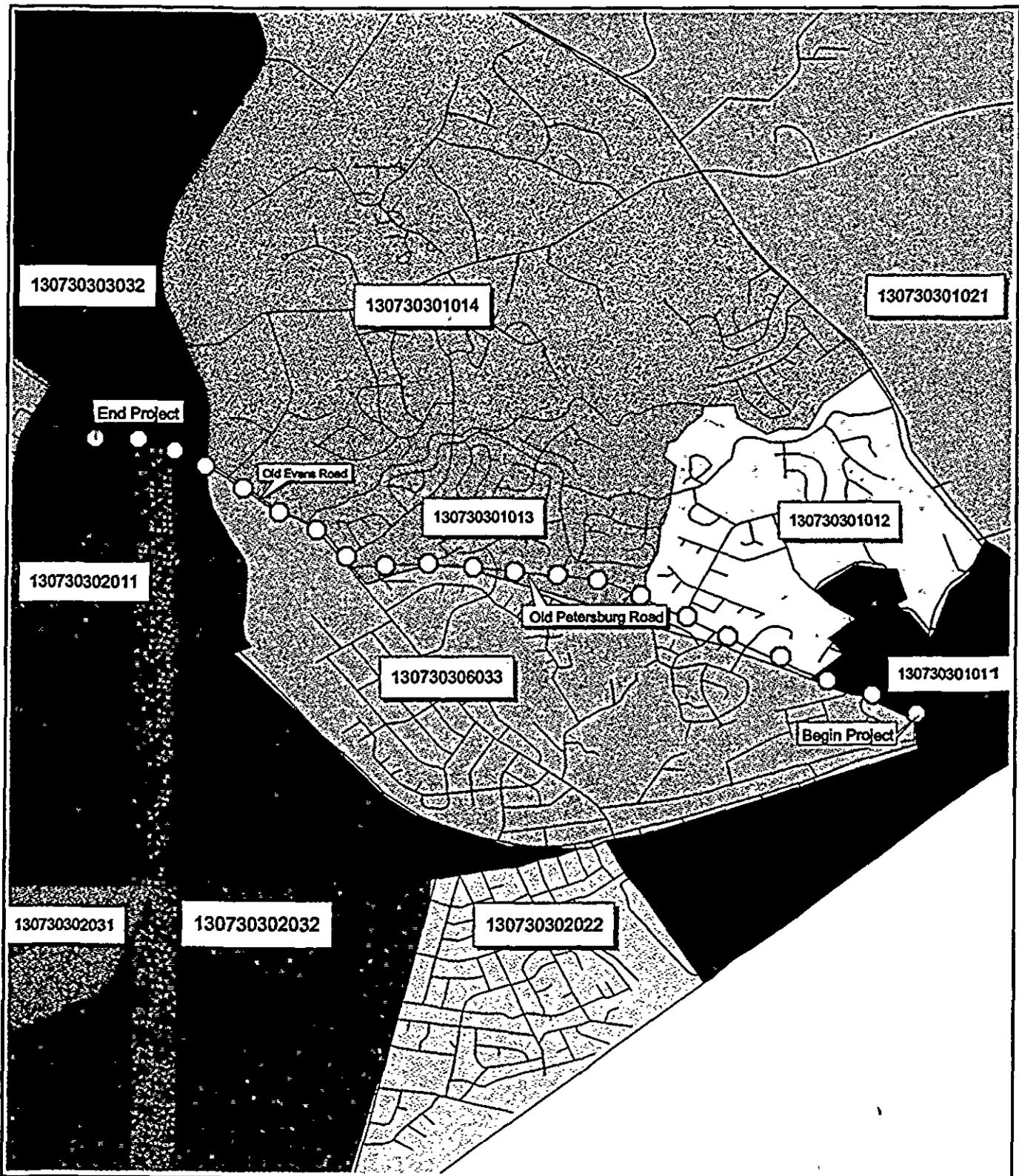


FIGURE 7
STP-7063(1)
Columbia County
PI 250470
Old Petersburg Road Widening



The displacements are required due to the design of the project and have been reduced as much as possible while remaining consistent with the need and purpose and design of the project. No disproportionately high or adverse effects will be borne by a minority population as a result of project implementation.

Churches and Institutions

There are five churches and one school located within the proposed project's area of potential effect. They are the Old Line Primitive Baptist Church, the Central Church of Christ, the Cathedral of Praise, the Prince of Peace Evangelical Lutheran Church, and the First Baptist Church of Evans. Walden Hall is an age 1 to kindergarten Montessori school.

The Old Line Primitive Baptist Church is located in the southwest quadrant of the intersection of Baston Road and Old Petersburg Road. Approximately 13 feet to 25 feet of right-of-way would be required from the front of the church grounds. Parking and use of the church would not be adversely affected. Access to the church would be changed due to the implementation of the 20-foot median, causing the entrances to be right-in, right-out only. Many of the members would have to perform U-turns at median breaks to get to and from services. However, the addition of bike lanes and sidewalks would make walking and cycling to services another safe and viable option for nearby church members. A few representatives, including an Elder, from this church attended the April 26, 2000 Public Information Meeting and commented on the project (Attachment B, Public Information Meetings). Those comments were mostly favorable about the project with the main concern regarding access to the churches.

The Central Church of Christ is located on Old Petersburg Road, approximately 600 feet north of Baston Road. Approximately 13 feet of right-of-way would be required from the front grounds. Parking and use of the church would not be adversely affected. Access to the church would be changed due to the implementation of the 20-foot median, causing the entrances to be right-in, right-out only. Many of the members would have to perform U-turns at median breaks to get to and from services. However, the addition of bike lanes and sidewalks would make walking and cycling to services another safe and viable option for nearby church members.

The Cathedral of Praise is located on Old Petersburg Road, approximately 250 feet north of Stephens Road. The required right-of-way is approximately 25 feet. This church is set far back from the road, so parking and use of the church would not dramatically change. However, access to the church would be changed due to the implementation of the 20-foot median, causing the entrances to be right-in, right-out only. Many of the members would have to perform U-turns at median breaks to get to and from services. However, the addition of bike lanes and sidewalks would make walking and cycling to services another safe and viable option for nearby church members.

The Prince of Peace Evangelical Lutheran Church is located approximately 600 feet north of Stephens Road, along Old Petersburg Road. The required right-of-way is approximately 25 feet. This church is set far back from the road, so parking and use of the church would not dramatically change. However, access to the church would be changed due to the implementation of the 20-foot median, causing the entrances to be right-in, right-out only. Many of the members would have to perform U-turns at median breaks to get to and from services. However, the addition of bike lanes and sidewalks would make walking and cycling to services another safe and viable option for nearby church members.

The First Baptist Church of Evans is located on Washington Road, approximately 475 feet south of Belair Road. The required right-of-way is approximately 13 feet and would require the removal of one small building. This building appears to be a former parsonage or small building perhaps used for community activities or Sunday school classes. However, the removal of this building would not hinder the religious function and aspect of the church. The sanctuary/worship hall will not be affected and there are several other buildings on the church property that could serve the same function as the removed building. Access to the church would be changed at the entrance on Washington Road due to the implementation of the 20-foot median, causing the entrances to be right-in, right-out only, but the main entrance, on Belair Road, will not change. The addition of bike lanes and sidewalks would make walking and cycling to services another safe and viable option for nearby church members.

Walden Hall Montessori School is located approximately 400 feet south of Candlewood Drive. The required right-of-way is approximately 25 feet. The school building is set far back from the road, so parking and use of the school would not dramatically change. However, access to the school would be changed due to the implementation of the 20-foot median, causing the entrances to be right-in, right-out only. Many of the parents would have to perform U-turns at median breaks to drop off and pick up their children. However, the addition of sidewalks would make walking another safe and viable option for nearby students and their parents.

Construction/Utilities

Construction of the proposed project would create unavoidable inconveniences to motorists, but construction activities would be conducted in a manner that would maintain access and minimize conflict with traffic. The safety and convenience of the general public and residents of the area would be provided for at all times.

Any necessary relocation of utilities (i.e., water, sewer, telephone, etc.) would be accomplished with no long-term interruption of services. All other required construction functions would be accomplished in a timely and orderly fashion so as to keep disruptions minimal, for short duration and so as not to compromise safety.

UST's/Hazardous Waste

A survey for sites which may contain hazardous materials, including soil and/or water contaminated by leaking underground storage tanks, has been conducted for this project. Two sites containing underground storage tanks (UST's) were identified and investigated. No contamination was encountered at the first site. However, a Public Notice of Corrective Action Plan Part A (dated October 13, 2000) was received by the GDOT for this site. This corrective action plan was prompted by the discovery of a release of petroleum fuel at the former Crown GA-500 Service Station located at 444 Old Evans Road. The UST system has already been removed from this site. This plan was accepted by the Georgia Environmental Protection Division's Underground Storage Tank Management Program in December 2000 and site remediation has been completed. The second site contains four UST's, but no contamination was encountered during testing. Avoidance alternates may be considered, or applicable laws and regulations concerning the removal of toxic or hazardous material will be followed and the removal coordinated with the Environmental Protection Division. Implementation of the proposed project will not preclude any necessary site remediation to be performed by others. Both sites will be acquired.

IV. ENVIRONMENTAL COMMITMENTS/MITIGATIONS

A. ECOLOGICAL COMMITMENTS

Stream mitigation is required. A stream mitigation site search is ongoing. A Nationwide 14 permit is required under Section 404 of the Clean Water Act.

B. OTHER COMMITMENTS

Noise abatement measures such as barriers and acquisition of rights-of-way were considered. It was determined that one effective free-standing noise barrier located just west of Blue Ridge Drive would be both reasonable and feasible. This proposed barrier would be approximately 600 feet in length and approximately 10 to 12 feet in height, and would benefit approximately five apartments.

V. COORDINATION AND COMMENTS

During the early project development, a number of agencies, including local governments and local planning agencies, were contacted and asked for their comments on the proposed action. Copies of comments received from the responding agencies appear in Appendix A, Correspondence.

Two Public Information Meetings have been held for this project; the first on November 19, 1998 and the second on April 26, 2000, both at Evans Middle School, Evans, Georgia. A total of 256 people attended the November 1998 meeting and 175 comments were received. This meeting showed two alternatives; the Selected Alternative (presented as Alternative #2) and Alternative B (presented as

Alternative #1). From the comments, 39 people supported Alternative B, 79 supported the Selected Alternative, 34 were totally opposed to the whole project and 15 supported the whole project in general. The second meeting held in April 2000 showed the Selected Alternative only and garnered a total of 72 comments, with 19 citizens supporting the project, 39 opposed to the project and 11 conditionally supporting it. Most of the comments at both meetings were concerned with the loss or devaluation of private property or a preference for a center-turn lane rather than a 20-foot median. The Summaries of Comments, as well as the comments, are in Appendix B, Public Information Meetings.

A Public Hearing was held on August 30, 2001, again at Evans Middle School, Evans, Georgia. A total of 132 people attended the hearing and a total of 33 comments were received. From these comments, 10 persons oppose the project, 11 persons support the project, 8 are uncommitted and 4 are conditionally in favor of the project. The major concerns include damage to or loss of property or a decline in property value, noise impacts and the location of traffic signals. The Summary of Comments from this Public Hearing is included in Appendix C, Public Hearing Summary of Comments. One commenter claimed to have planted threatened and endangered plant species in her backyard. An ecology field survey discovered that the plants are state "unusual" species, but they are not federally listed species. The species planted in her yard are the Callaway Ginger (*Hexastylis shuttleworthii* var. *harperi*), and the Pink Lady's Slipper (*Cypripedium acaule*). All of the issues and comments raised during the public comment period were either answered at the hearing or sent to the appropriate office within the Georgia Department of Transportation for further attention.

Any comments concerning this environmental assessment should be addressed to the following:

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

or Mr. Robert M. Callan, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
Suite 17 T100
61 Forsyth Street, S.W.
Atlanta, GA 30303-3104

After review of the comments received during the comment period, the decision was made by the responsible officials to proceed with the selected alternative.

APPENDICES

APPENDIX A

Correspondence



CSRA REGIONAL DEVELOPMENT CENTER

2123 WRIGHTSBORO ROAD • AUGUSTA, GEORGIA 30904-0800
P. O. BOX 2800 • AUGUSTA, GEORGIA 30914-2800
(706) 737-1823 • FAX (706) 737-1459

JUN 28 1999

June 25, 1999

Mr. David E. Studstill, PE
State Environmental/Location Engineer
Georgia Department of Transportation
Office of Environment/Location
3993 Aviation Circle
Atlanta, GA 30336-1593

RE: Early Coordination Request for Project STP-7063(1), Columbia County; P.I.
#250470: The proposed widening of Old Petersburg Road.

Dear Mr. Studstill:

Anne Floyd, Regional Historic Preservation Planner, and I have reviewed the above referenced project for potential impacts to historic or archaeological resources. We concur that no historic or archaeological resources will be affected by the proposed widening of Old Petersburg Road. Thus, we support this project.

Thank you for this opportunity to comment.

Sincerely,
CSRA Regional Development Center

William H. Buckhannan
Senior Planner

MAY 03 1999

RECEIVED

DEPARTMENT OF TRANSPORTATION

APR 12 1999

STATE OF GEORGIA

OFFICE OF HISTORIC PRESERVATION DIVISION

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 250470 OFFICE Environment/Location
 DATE April 5, 1999

FROM ^{ELS} Erica Schoeneberg, Archaeologist
 TO Darby Beach, NEPA Specialist
 SUBJECT Archaeological Reassessment of Project STP-7063(1), Columbia County

The following is being furnished to you for inclusion as written, in the appropriate environmental document:

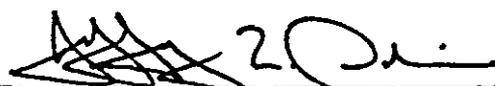
"In compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto, project STP-7063(1) in Columbia County has been surveyed with respect to archaeological resources, especially those on or eligible for inclusion in the National Register of Historic Places (NRHP). The purpose of the survey was to locate, identify and evaluate the significance of any archaeological resources within the proposed project's area of potential environmental effect.

Proposed project STP-7063(1) in Columbia County consists of the widening of and improvements to Old Petersburg Road. The project design has recently changed to include the widening of a portion of Old Evans Road and a new location section to connect Old Evans Road to Washington Road since the proposed project was surveyed by GDOT archaeologists in 1992. The current proposed project alignment would start on existing location beginning approximately 1400 feet west of the intersection of Old Baston Road and extending westward to the intersection of Old Evans Road. From this point, the project now follows Old Evans Road to the intersection of Columbia Industrial Boulevard and then extend westward at its intersection with Towne Center Drive. A new bridge would be constructed over the CSX Railroad as part of this project. Existing right-of-way along the project corridor varies from 50 to 60 feet, and an additional 50 to 250 feet of right-of-way would be required. The project length is approximately 2.92 miles.

An archaeological survey (Level II) was conducted in accordance with "GDOT/FHWA Cultural Resource Survey Guidelines" developed by the GDOT Staff Archaeologists in consultation with DNR Historic Preservation Division Staff and concurred in by the Federal Highway Administration and State Historic Preservation Officer. These guidelines provide general survey boundaries and methodological approaches to archaeological surveys based on the type/scope of work of proposed highway projects and are followed during the initial identification of archaeological resources.

One archaeological site (9CB523) was located within the project's area of potential effect, but it is not recommended as eligible for inclusion to the National Register of Historic Places. It is concluded, therefore, that the project will have no effect upon archaeological resources on or eligible for inclusion in the NRHP provided that the project conforms to that described above."

cc: Dr. W. Ray Luce, Acting Division Director and SHPO (with attachments)

CONCUR:  DATE: 4/30/99
 For Dr. W. Ray Luce, Acting Division Director and SHPO

JUL 14 1999

RECEIVED

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

JUN 17 1999

OFFICE OF HISTORIC PRESERVATION DIVISION

INTERDEPARTMENT CORRESPONDENCE

FILE PI# 250470

OFFICE Environment/Location

DATE June 14, 1999

FROM Andrea Emanuele *AE*

TO Files

SUBJECT Project STP-7063(1), Columbia County: Proposed widening of Old Petersburg Road.

The subject project proposes to widen and improve Old Petersburg Road (see attached map). The widening of Old Petersburg Road would start on existing location beginning approximately 1,400 feet west of the intersection of Baston Road and extending to the intersection with Old Evans Road. From this point, the project would follow Old Evans Road in a northwesterly direction on existing location to Columbia Industrial Boulevard and then extend westward on new location to tie into Washington Road at its intersection with Towne Center Drive. A new bridge would be constructed to separate the roadway from the CSX Railroad. The existing two 12 foot lane section would be widened to four 12 foot travel lanes with bike lanes and a 20 foot raised median. The roadway would have urban shoulders including curb and gutter and sidewalks. Proposed right-of-way would be a minimum of 100 feet.

The proposed project begins in a commercial area on Washington Road and branches off on new location through a residential subdivision composed of c. 1970's homes. The project continues through residential areas along Old Evans Road to Old Petersburg Road made up of 1950 to 1980's homes.

A total of four properties 50 years of age or older were identified within the project's area of potential effect (please refer to attached map). None of these were identified on the DNR Survey for this county. Each is discussed on the following pages with a recommendation regarding eligibility made. Photographs of all resources, regardless of eligibility, also have been appended.

Of the four resources identified, none have been recommended eligible.

cc: Larry R. Dreihaup, P.E., FHWA, w/attachments
W. Ray Luce, Acting SHPO, w/attachments

CONCUR: *[Signature]* DATE: 7/13/99
for W. Ray Luce, Acting SHPO

cc: Joe Wheeler, GDOT, w/attachments
David Meshberger, GDOT, w/attachments
✓Darby Beach, NEPA, GDOT



Department of Transportation
State of Georgia
2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

WAYNE SHACKELFORD
COMMISSIONER

G. CHARLES LEWIS
DEPUTY COMMISSIONER

FRANK DANCHETZ
CHIEF ENGINEER

ARTHUR A. VAUGHN
TREASURER

August 10, 1995

Project STP-7063(1), Columbia County
Widening and Extension of Old Petersburg Road
from Owens Road to Baston Road
P.L. # 250470

Mr. Charles Allen, Jr.
Allen's Country Store
4277 Washington Road
Evans, Georgia 30809

Dear Mr. Allen:

David Griffith of the Department's District 2 headquarters in Tennille has recently forwarded your comments and a map showing an alternate alignment for the westernmost section of this project. We appreciate your interest in this project. For your information, the Augusta Regional Transportation Study (ARTS) Policy Committee adopted a long-range (year 2010) Transportation Plan on December 13, 1988, which included the currently proposed project alignment, with a tie-in to Owens Road. The ARTS Policy Committee adopted an updated long-range (year 2015) Transportation Plan on December 8, 1994, which also included the currently proposed alignment. Since that time Scott Godefroy, Director of Columbia County Engineering Services, has asked the Department to study another alignment which is essentially the same as your recent proposal. The Department will study this alternate alignment and offer its comments and recommendations to ARTS within the next six months. Scott Godefroy is a member of the ARTS Technical Coordinating Committee (TCC), and you may wish to call him at 706-868-3420 about the resolution of this manner.

For any additional information, you may also call Neal Wilkes, GDOT Office of Planning, at 404-657-6689.

Yours truly,

Walker W. Scott, Jr., P.E.
State Urban Design Engineer

WWS:JRC

cc: Toni Dunagan (attn.: Neal Wilkes)
Charles Norris (attn.: David Griffith)
Darrell Church
Scott Godefroy





CSRA REGIONAL DEVELOPMENT CENTER

January 7, 1992

Mr. David E. Studstill
Georgia Department of Transportation
Office of Environment/Location
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Subject: Early Coordination Response for Project MR-7063(1), Columbia County - P.I. No. 250470 - Widening and extension of Old Petersburg Road.

Dear Mr. Studstill:

I would like to thank the Georgia Department of Transportation for the opportunity to identify the environmental concerns for the above referenced project.

Following the standardized DOT format, our responses and comments are organized into three categories; Natural, Social, and Cultural concerns.

Natural

Air - The proposed project should not cause any significant change in air quality levels of the area.

Ecology - The proposed project alignment bisects two segments of the Reed Creek floodplain, and may impact jurisdictional wetlands.

Noise - There should not be an immediate increase in ambient noise levels along the existing portion of the project. However, there should be significant noise increases along the extended segment.

Burke
Columbia
Emanuel
Glascock
Jefferson
Jenkins
Lincoln
McDuffie
Richmond
Screven
Taliaferro
Warren
Wilkes

Social

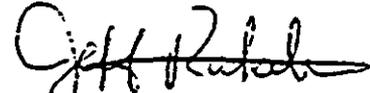
The predominant land uses are currently low and medium density residential. This project should not adversely affect these land use activities. Columbia County does have a Comprehensive Zoning Ordinance.

Cultural

There are no historical or cultural sites or structures known to exist within the project area.

I hope these comments are helpful to you as the Georgia DOT continues to design the Old Petersburg Road widening and extension project. Please let me know if I can be of further assistance.

Sincerely,



Jeff Ricketson, AICP
Chief of Planning

INFORMATION FOR ENVIRONMENTAL IMPACT STATEMENT
 GEORGIA FORESTRY COMMISSION
 P. O. BOX 819
 MACON, GA 31298-4599

COUNTY Columbia PROJECT NO. MR-7063(1)
 THIS STATEMENT SHOULD BE RETURNED TO THE MACON FOREST MANAGEMENT DEPARTMENT BY January 7, 1992

ACRES IN TOTAL PROJECT 25 ACRES IN FOREST LAND 5.25
 FOREST LAND OWNERSHIP (EST. %): PERCENTAGE OF FOREST LAND IN:
100% PRIVATE INDIVIDUAL URBAN STANDS
 PRIVATE CORPORATE PLANTED STANDS
 PUBLIC NATURAL STANDS
100%
 (100%) (100%)

MAJOR TREE SPECIES PRESENT pine, sweetgum, various oaks
 AVG. TREE DIAMETER AT BREAST HEIGHT (DBH): PINE 6.2" picea HARDWOOD 9 in.
 ESTIMATED VOLUMES PER ACRE: 12 in diameter area
 PINE SAITIMBER negligible HARDWOOD SAITIMBER _____
 PINE PULWOOD 2 cords per acre HARDWOOD PULWOOD _____
 AVERAGE SITE INDEX: 75-85 AVERAGE BASAL AREA: 90

TREE(S) OF URBAN <input checked="" type="checkbox"/> OR HISTORIC <input type="checkbox"/> IMPORTANCE	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
U. S. OR GEORGIA CHAMPION TREE(S)	<input type="checkbox"/>	<input type="checkbox"/>
VIRGIN STAND OF TIMBER	<input type="checkbox"/>	<input type="checkbox"/>
SEED ORCHARD(S) <input type="checkbox"/> CLONE BANK(S) <input type="checkbox"/> SUPERIOR TREE(S) <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PRESENCE OF EXISTING OR POTENTIAL RED COCKADED WOODPECKER DEN TREE(S)	<input type="checkbox"/>	<input type="checkbox"/>
PRESENCE OF EXISTING BALD EAGLE NEST TREE(S)	<input type="checkbox"/>	<input type="checkbox"/>
PRESENCE OF ENDANGERED PLANT SPECIES	<input type="checkbox"/>	<input type="checkbox"/>
UNUSUAL STAND OF TIMBER	<input type="checkbox"/>	<input type="checkbox"/>

IF CHECKED YES ON ANY OF THE ABOVE, PLEASE EXPLAIN IN DETAIL: Many are trees in people's yards and therefore of value as shade and ornamental.

IMPACT OF PROPOSED PROJECT ON EXISTING WATERSHED: 1. NONE 3. MODERATE
 2. SLIGHT 4. SEVERE

IF 2, 3, or 4, EXPLAIN: Crosses two major streams. Most of the impact would occur during actual construction. Once finished should have very little impact on watershed. Project is proposed to go through a 2.5 ac pond. will need some remedy for this. Wetlands probably.

OTHER COMMENTS ON AFFECTED IMPACT: All land along the existing portion of Old Peterburg Rd. is in residential development. A great impact on these people is expected.

FILLED OUT BY: John A. Welberg
 DATE: 1/5/92

APPENDIX B

Public Information Meetings

Summaries of Comments

