



Department of Transportation

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February 8, 2008

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17 T100
Atlanta, Georgia 30303-3104

ATTN: Katy Allen, P.E.

Dear Mr. Barry:

Re: Reevaluation of Project STP-3213(1), Bibb County, P.I. No. 350520 – Widening of Forest Hill Road

In accordance with 23 CFR 771.129(c), the subject project has been reevaluated with respect to changes to the social, environmental, and economic effects of the proposed action. Enclosed are three (3) copies of the reevaluation and final section 4(f) evaluation for the above noted project.

Based on the enclosed reevaluation, it has been determined that the change in project design and environmental effects would not significantly alter the conclusions reached in the approved environmental document. The Department has received approval of the Memorandum of Agreement (MOA) for Section 106 compliance from the State Historic Preservation Officer (SHPO) but is awaiting approval of the MOA by FHWA. Your concurrence in this determination is requested. In addition, an expedited review is requested because of the current right-of-way authorization date of March 2008. Please provide approval or comments no later than March 7, 2008 so that the project can proceed as scheduled.

If you need further information, please contact Jennifer Mathis at (404) 699-4408.

Sincerely,

Glenn Bowman, P.E. / JB

Glenn Bowman, P.E.
State Environmental/Location Engineer

GB/jem
Enclosures

cc: Commissioner Gena L. Abraham, Ph.D

  REC
2/11/08

Project STP-3213(1), STP-3213(3) & BRMLB-3213(5)

Bibb County

P.I. Number 350520, 351130 & 351135

STP-3213(1) proposes to widen Forest Hill Road from a two-lane road to a four-lane road with a 20-foot raised median, curb and gutters, and sidewalks on both sides of the road from US 4/Vineville Avenue to Wimbish Road, a total distance of approximately 0.73 mile. STP-3213(3) proposes to widen Forest Hill Road from a two-lane road to a three-lane road which includes a 14-foot flush median, curb and gutters, and sidewalks on both sides of the road from Wimbish Road to approximately 650 feet south of Northside Drive, a total distance of approximately 1.8 miles. BRMLB-3213(5) proposes to replace the existing bridge culvert structure over Sabbath Creek with a new bridge culvert structure.

Section 4(f) Evaluation

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

GEORGIA DEPARTMENT OF TRANSPORTATION

SUBMITTED PURSUANT TO 49 USC 303

APPROVAL OF DRAFT DOCUMENT

12/7/2007

DATE

Katy L. Allen, P.E.

FOR: RODNEY N. BARRY, P.E.
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

APPROVAL OF FINAL DOCUMENT

6/30/08

DATE

Katy L. Allen, P.E.

FOR: RODNEY N. BARRY, P.E.
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

ENVIRONMENTAL COMMITMENTS/REQUIREMENTS

Project No. : STP-3213(1)
 County : Bibb County
 P.I. No. : 350520
 Status: Right-of-Way
 Date Updated : June 23, 2008

Specialist Review/Date
 404
 Air/Noise
 Archaeology
 Ecology
 History

COMMITMENT/REQUIREMENT	DOCUMENT STIPULATED IN	RESPONSIBLE OFFICE (Concurrence date; if other than OEL)	PLACE ON PLANS? (Yes or No)	REQUIRES A SPECIAL PROVISION? (Yes or No)	STATUS (Pre-Construction: Complete/Incomplete) (During Construction: ECB Signature upon completion) (Post Construction: Complete/Incomplete)
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Pre-Construction Commitments

STP-3213(3) and BRMLB-3213(5) Jurisdictional Waters to be delineated on plans.	11/2000 memo to the engineer	GDOT Office of Urban Design and Bibb County	Yes	No	Complete
All Units Historic site boundaries shown on the plans. Notes stating no staging of equipment within the boundaries on the plans.	11/2000 memo to the engineer	GDOT Office of Urban Design and Bibb County	Yes	No	Complete
All Units A landscape plan would be developed, due to coordination with local citizens of the area, which would be implemented after construction of the roadway.	FONSI	Macon-Bibb County Road Program	No	No	Incomplete
All Units The County will review the landscape plans with members of the stakeholders group, comprised of citizen and community representatives as listed in Appendix A.	FONSI	Macon-Bibb County Road Program	No	No	Complete

ECB – Please Return Signed Green Sheet to OEL upon completion.

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All Units Landscaping plans should be included with the contract.	Reevaluation	GDOT Office of Urban Design	No	No	Incomplete
All Units Bibb County will determine if flat landing areas where the driveway interfaces with roadway are preferred by residents.	07/17/02 letter to Bibb County from GDOT & 08/01/02 letter to GDOT from Bibb County	Bibb County	No	No	Incomplete; will take place during right-of-way negotiations with residents.
STP-3213(3) and BRMLB-3213(5) Coordinate with the Federal Emergency Management Agency during culvert design phase.	EA	Bibb County	No	No	Incomplete
STP-3213(3) and BRMLB-3213(5) All stream buffers associated with jurisdictional waters to be delineated on plans.	Ecology Report Addendum	GDOT Office of Urban Design and Bibb County	Yes	No	Incomplete
STP-3213(3) and BRMLB-3213(5) Coordinate with Georgia EPD concerning the stream buffer associated with stream I.	EA	GDOT Office of Environment/Location (OEL)	No	No	Incomplete
STP-3213(3) and BRMLB-3213(5) Obtain a stream buffer variance from the Georgia Department of Natural Resources for encroachment within the buffer of Stream I.	Reevaluation	Bibb County	No	No	Incomplete

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<p>STP-3213(3) and BRMLB-3213(5) A Nationwide Permit 14 would be obtained from the U.S. Army Corps of Engineers (USACE).</p>	EA	Bibb County	No	No	Incomplete
<p>STP-3213(3) and BRMLB-3213(5) 230 feet of stream impacts would be mitigated in accordance with the USACE Standard Operating Procedures for Compensatory Mitigation and would include the restoration, relocation, and/or preservation of streams and/or stream riparian areas or the purchase of credits from an approved mitigation bank. Approximately 790.1 stream mitigation credits would be required.</p>	EA/FONSI	Bibb County	Yes, if on-site locations are selected	Yes, if on-site locations are selected	Incomplete

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<p>All Units Macon and Bibb County are currently developing "Guidelines for Traffic Calming." Once in place, neighborhoods will be able to request a traffic study through the procedures contained in the approved guidelines.</p>	FONSI	City of Macon / Bibb County	No	No	Incomplete
<p>All Units Context-sensitive lighting will be designed for the project by GDOT as part of the project construction; Macon and Bibb County will be responsible for its maintenance.</p>	07/17/02 letter to Bibb County from GDOT & 08/01/02 letter to GDOT from Bibb County	GDOT Office of Urban Design and Bibb County	Yes	No	Incomplete: the Lighting Design Consultant is 85% complete with the lighting plans.
<p>STP-3213(1) Subsurface testing will be completed at one UST site where right-of-way is required and if contamination is found, any excavated soil from sites with UST contamination will remain on site or will be disposed of at a permitted lined municipal solid waste landfill. The appropriate notes will be added to the plans, including the need to remove any UST's if encountered during construction.</p>	Reevaluation	GDOT, Materials and Research, and Urban Design	Yes, if contaminated soils are found	Yes, if contaminated soils are found	Complete

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<p>STP-3213(1) Prior to project implementation, the setting of the Coleman House, Overlook Avenue District & Gates, and Linkous House will be documented with medium format photography per the guidelines set forth in the GDOT and Georgia SHPO's <i>Guidelines for Establishing a Permanent Archival Record</i>. The photography and accompanying documentation will be submitted to the Georgia SHPO for its acceptance and retention.</p>	<p>Memorandum of Agreement (MOA)</p>	<p>Bibb County and GDOT/OEL</p>	<p>No</p>	<p>No</p>	<p>Incomplete</p>

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<p>STP-3213(1) Prior to project implementation, an individualized landscape plan will be created for the Overlook Avenue District & Gates. A screen of vegetation will be planted to replace the mature vegetation that will be removed at the western boundary of 3888 Overlook Avenue. Shrubs removed along Overlook Avenue at 3875 will be replaced in-kind, and a screen of vegetation will be planted in front of the proposed wall at 3875 Overlook Avenue. In addition, the existing vegetation located in areas disturbed by work conducted within the temporary easements will be replaced in-kind.</p>	<p>Memorandum of Agreement (MOA)</p>	<p>Bibb County and GDOT/OEL</p>	<p>No</p>	<p>No</p>	<p>Incomplete</p>
<p>STP-3213(1) A landscape plan will be developed for the southern boundary of the Linkous House where trees will be removed as a result of project implementation. The plan will include specimen street trees and compatible understory plantings.</p>	<p>Memorandum of Agreement (MOA)</p>	<p>Bibb County and GDOT/OEL</p>	<p>No</p>	<p>No</p>	<p>Incomplete</p>

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<p>STP-3213(1) Explore the feasibility and desirability in coordination with SHPO and the property owner of reconfiguring the circular drive which has historically been a feature of the Linkous House.</p>	<p>Memorandum of Agreement (MOA)</p>	<p>Bibb County and GDOT/OEL</p>	<p>No</p>	<p>No</p>	<p>Incomplete</p>
<p>STP-3213(1) An individualized landscape plan will be created for the Prado District & Gates. The following landscape plan will contain directions for the placement of appropriate landscape materials within GDOT right-of-way that will replace the existing non-historic vegetative buffer that would necessarily be removed during project implementation: Specifically, a screen of evergreen vegetation such as cherry laurels, holly, or other ornamental shrubs will be proposed to replace vegetation that would be removed as a result of project implementation at the west boundary of 3888 and 3897 The Prado. Existing vegetation at the gateposts and attached walls will be left intact.</p>	<p>Statement of Conditions for No Adverse Effect</p>	<p>Bibb County and GDOT/OEL</p>	<p>No</p>	<p>No</p>	<p>Incomplete</p>

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STP-3213(1) At the Weaver House, crepe myrtles, magnolia and nandena would be replaced in-kind. The stone gateposts at the driveway would be removed, stored, and re-installed.	Statement of Conditions for No Adverse Effect	Bibb County and GDOT/OEL	No	No	Incomplete

During Construction Commitments

All Units The median and shoulders will be landscaped by GDOT as part of the project construction; Macon and Bibb County will be responsible for their maintenance.	7/17/02 letter to Bibb County from GDOT & 08/01/02 letter to GDOT from Bibb County	GDOT Office of Urban Design and Bibb County	Yes	No	ECB signature upon completion
STP-3213(1) Any disturbance to the temporary easements associated in the area of historic resources will be returned to their original appearance after construction.	Reevaluation/ 2007 Assessment of Effects (AOE)	GDOT Construction	Yes	No	ECB signature upon completion

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All Units All sidewalk construction will be ADA compliant.	Reevaluation.	GDOT Construction	Yes	No	ECB signature upon completion
Context-sensitive lighting will be installed by GDOT.	7/17/2002 letter to Bibb County from GDOT and 8/1/2002 letter to GDOT from Bibb County	GDOT Construction	Yes	No	Incomplete

Post Construction Commitments

STP-3213(1) All utilities would be placed underground on Forest Hill Road between Vineville Avenue (US 41) and Wimbish Road.	7/17/2002 letter to Bibb County from GDOT and 8/1/2002 letter to GDOT from Bibb County	Macon-Bibb County Road Program	Yes	No	Incomplete
The landscape plan would be implemented after the construction of the roadway and would be maintained by Macon-Bibb County.	Reevaluation	Macon-Bibb County Road Program	No	No	Incomplete
Macon and Bibb County will be responsible for maintaining the context sensitive lighting.	7/17/2002 letter to Bibb County from GDOT and 8/1/2002 letter to GDOT from Bibb County	City of Macon / Bibb County	No	Yes	Incomplete

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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

ENVIRONMENTAL REEVALUATION

I. GENERAL INFORMATION

Project ID STP-3213(1)
County Bibb
P.I. Number 350520
Project Name Forest Hill Road Widening and Improvement Project
Project Limits The proposed project would widen and reconstruct Forest Hill Road from Vineville Avenue (US 41/SR 19) to Wimbish Road.

II. DESCRIPTION OF PROJECT IN MOST RECENTLY APPROVED ENVIRONMENTAL DOCUMENT:

A. Existing

The existing Forest Hill Road between Vineville Avenue and Wimbish Road is a rural two-lane facility with two 11-foot travel lanes (22 feet of pavement) with 6-foot shoulders and drainage ditches). The existing right-of-way varies between 50 and 90 feet.

B. Proposed

The proposed project would widen and reconstruct Forest Hill Road from Vineville Avenue to Wimbish Road. Forest Hill Road would be reconstructed to an urban four-lane road with two 11-foot travel lanes in each direction, a 20-foot raised grass median, curb and gutter, and 5-foot sidewalks on both sides. The proposed right-of-way for this portion of Forest Hill Road would be 100 feet. Right-of-way widens to approximately 213 feet in areas where existing substandard curves need to be straightened. Wimbish Road would be slightly realigned to form a T-intersection with Forest Hill Road (see Figure 1: Project Location Map*). Total project length for this section would be approximately 0.73 mile.

III. TYPE OF ENVIRONMENTAL DOCUMENT: EA/FONSI

Actions Requiring Concurrences	YES	NO
Section 4(f) Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 106/Assessment of Effects Required	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Endangered Species/Section 7 Consultation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USFWS Coordination for Longitudinal Stream Encroachments	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- IV. FHWA DOCUMENT APPROVAL DATE:** 6/15/2004
- V. DATE(S) OF PRIOR REEVALUATION(S):** 9/25/2006 for STP-3213(3) and BRMLB-3213(5)
- VI. PROJECT DEVELOPMENT STAGE:** Right-of-Way
- VII. HAS PROJECT, PROJECT LIMITS, OR ROW CHANGED SINCE THE LAST APPROVAL:** Yes

VIII. DESCRIPTION OF PROJECT, PROJECT LIMITS, OR ROW CHANGES: There have been no design or right-of-way changes since the approved EA/FONSI in 2004. Additional historic resources have become eligible, 1 additional protected species was listed for the study area, and traffic data have been updated. Additionally, public controversy and public involvement activities have occurred since 2004, details of which are included in Attachment 1 and 3.

IX. HAVE THE ENVIRONMENTAL STUDIES BEEN UPDATED SINCE THE LAST PROJECT APPROVAL: Yes

X. HAVE THERE BEEN SIGNIFICANT CHANGES IN THE AFFECTED ENVIRONMENT: Yes

XI. REVIEW OF EFFECTS
 "Yes" or "No" denotes whether the review of effects is being updated in this reevaluation.

A. SOCIAL ENVIRONMENT	HAVE EFFECTS CHANGED?		REMARKS OR REFERENCE TO ATTACHMENT
	YES	NO	
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Churches and Institutions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Parks/Recreation Areas/Wildlife Refuges	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Title VI/E.O. 12898	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Public Controversy Potential	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
8. Public Involvement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
9. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

B. CULTURAL ENVIRONMENT	HAVE EFFECTS CHANGED?		REMARKS OR REFERENCE TO ATTACHMENT
	YES	NO	
1. Historic Sites	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
2. Archaeological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Section 4(f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

C. NATURAL ENVIRONMENT	HAVE EFFECTS CHANGED?		REMARKS OR REFERENCE TO ATTACHMENT
	YES	NO	
1. Water Quality/303(d) List	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, for ICI Analysis
2. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Streams	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, for ICI Analysis
4. Wild or Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Essential Fisheries Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Farmland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, for ICI Analysis
8. Endangered/Threatened Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, for ICI Analysis
9. Invasive Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Migratory Birds	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

D. PHYSICAL ENVIRONMENT	HAVE EFFECTS CHANGED?		REMARKS OR REFERENCE TO ATTACHMENT
	YES	NO	
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Air	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 & 3
3. Energy/Mineral Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Construction/Utilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. USTs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Hazardous Waste Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

E. PERMITS/VARIANCES/ COMMITMENTS REQUIRED	REVIEW OF EFFECTS UPDATED?		REMARKS OR REFERENCE TO ATTACHMENT
	YES	NO	
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Section 404	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Stream Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Green Sheet

XII. NEED FOR PUBLIC INVOLVEMENT:

- A Public Hearing Open House was held on June 11, 2001.
- There have been no changes in the project design or environmental effects that would require an additional Public Information Open House.

XIII. FINDINGS/CONCLUSIONS

- Based on the analysis contained in this reevaluation, it has been determined that the changes in project design and/or environmental effects would not significantly alter the conclusions reached in the approved environmental document and/or previous reevaluations.
- There have been no changes in the design/ROW of this project nor have there been changes in project effects or the affected environment. Therefore, the conclusions reached in the approved environmental document and/or previous reevaluations remain valid.

PREPARED BY: *Davey M. Dobbs*
Davey M. Dobbs
Moreland Altobelli Associates, Inc.

06.23.2008
Date

APPROVED BY: *Glenn Bowman, P.E.*
Signature (GDOT)
For: Mr. Glenn Bowman, P.E.

6/24/08
Date

CONCURRED: *Katy L. Allen, P.E.*
Signature (FHWA)
For: Mr. Rodney N. Barry, P.E.
Division Administrator

06/30/2008
Date

Attachments appear in the following order:

1. Effects Evaluation
2. Correspondence
3. Public Involvement

Purpose for Reevaluation: Change/ROW

ENVIRONMENTAL REEVALUATION

ATTACHMENT 1:

DESCRIPTION OF PROJECT, PROJECT LIMITS, OR ROW CHANGES AND

REVIEW OF EFFECTS

PROJECT NO. STP-3213(1)

BIBB COUNTY

P.I. NO. 350520

VIII. DESCRIPTION OF PROJECT, PROJECT LIMITS, OR ROW CHANGES

Introduction

The Environmental Assessment (EA)/Finding of No Significant Impacts (FONSI) for this project was approved June 15, 2004 and included projects STP-3213(1), STP-3213(3)/BRMLB-3213(5); P.I. Nos. 350520 and 351130/351135, Forest Hill Road from Vineville Avenue/Forsyth Road (US 41/SR 19) to approximately 650 feet south of Northside Drive (CR 79). Project STP-3213(3)/BRMLB-3213(5); P.I. Nos. 351130/351135, Forest Hill Road from Wimbish Road to just south of Northside Drive was the subject of the approved reevaluation dated September 25, 2006 and is currently in the right-of-way phase of development. No changes have occurred to the design or right-of-way along the section of the project since 2006; therefore, this reevaluation only considers changes to impacts for project STP-3213(1); P.I. No. 350520.

Project STP-3213(1), Forest Hill Road from Vineville Avenue to Wimbish Road, is the subject of this reevaluation which is being submitted for authorization of right-of-way funding. There have been no changes to design since the approved FONSI. The purpose of this reevaluation is to present updated traffic data and all changes that have occurred to impacts. Updated traffic data are included because the 2004 FONSI used 1998 as the base year for traffic projections. The updated traffic data include level of service figures and the most recent vehicle crash statistics. The changes to impacts presented in this document have resulted from events other than design modifications and is discussed in Section XI beginning on page 7. The updated traffic data are presented in this section.

Planning Basis for the Action

The purpose of this project is to provide additional traffic capacity while also improving the safety and operational efficiency of Forest Hill Road throughout the length of the project. Forest Hill Road is classified as an urban minor arterial that connects to and augments the surrounding principal arterial system, providing mobility for commuter traffic to Northside Drive and Riverside Drive to the north via Wimbish Road and to Vineville Ave to the south. Both

Riverside Drive and Vineville Avenue are urban principal arterials that provide primary access in and out of Macon and which connect to I-75. Forest Hill Road also provides access to adjacent commercial and residential areas along the project corridor. The proposed improvements to Forest Hill Road would help to improve through traffic mobility, while also providing safer access to side streets through the provision of separate turn lanes and median openings at major intersections.

The existing Forest Hill Road between Vineville Avenue and Wimbish Road is currently a two-lane facility with two 11-foot travel lanes (22 feet of pavement) with 6-foot shoulders and drainage ditches. The existing right-of-way varies between 50 and 90 feet. The proposed project would widen and reconstruct Forest Hill Road from Vineville Road to Wimbish Road. Forest Hill Road would be reconstructed to an urban four-lane road with two 11-foot traffic lanes in each direction, a 20-foot raised grassed median, curb and gutter, and 5-foot sidewalks on both sides. The proposed right-of-way for this portion of Forest Hill Road would be 100 feet. Right-of-way widens to approximately 213 feet in areas where existing substandard curves need to be straightened. Wimbish Road would be slightly realigned to form a T-intersection with Forest Hill Road (refer to Figure 1: Project Location Map). Total project length for this section would be approximately 0.73 mile.

The alignment of the centerline of the proposed improvements varies along the preferred project alternative. From Vineville Avenue to Overlook Avenue, the centerline of the road would shift approximately 51 feet to the west in order to improve two substandard horizontal curves. From Overlook Avenue to Wimbish Road, the alignment would be symmetrical about the existing centerline. This project would include the upgrading of the existing traffic signals at Vineville Avenue, Ridge Avenue, and Wimbish Road. Due to the placement of a raised median in this section, it was determined that The Prado and Overlook Avenue would be maintained as right-in/right-out only. Drury Drive would become a cul-de-sac.

Average Daily Traffic Volumes and Levels of Service

The traffic analysis in the approved EA/FONSI was based on the 2025 design year traffic from the Macon Area Transportation Study (MATS) travel demand model for the Macon-Bibb planning area. The travel demand model used by MATS is a regional model that only studied major roadways. Thus, only major roadway segments were included in the traffic analysis.

Due to scheduling reasons, the construction year for this project was delayed and thus the opening and design year were also delayed. In order to accurately predict the future traffic conditions along the project corridor, the traffic analysis was updated to represent a 2028 design year. In 2004, traffic counts were taken on Forest Hill Road and at all major intersections. In

order to predict 2028 traffic volumes, the MATS 2030 model was analyzed. This analysis revealed that the MATS 2030 traffic volumes along Forest Hill Road were lower than those predicted by the 2025 model. The MATS staff explained that the 2030 model was based on 2000 census data, which had unusually high residential vacancy rates throughout Bibb County. Upon review of the MATS 2030 volumes, it was apparent that several of the 2030 traffic volumes on Forest Hill Road were lower than the actual 2004 traffic counts. Due to the inaccuracy of the most recent MATS 2030 model, it was decided that historical GDOT traffic count data within the study area would be utilized to forecast 2028 traffic along Forest Hill Road. Analysis of this data revealed a growth rate of 2%. This growth rate was applied to the existing traffic volumes to develop future (2028) design traffic along the corridor.

The 2004 daily traffic and 2028 projected traffic data were analyzed to determine the Level of Service (LOS). The LOS designations were determined using procedures from the 2000 Highway Capacity Manual (HCM), published by the Transportation Research Board in Washington, D.C. The results of the analysis are shown in Table 1: LOS Analysis Results, which includes the Average Annual Daily Traffic (AADT), the number of continuous lanes, and the resulting LOS for each roadway section.

There are three future scenarios shown in Table 1: 2028 No-Build with other projects constructed in the area, 2028 Build network with no other projects constructed and 2028 Build network with other projects constructed. It should be noted that these numbers do not reflect the construction of the Northwest Parkway among the other projects to be built.

The first section of Forest Hill Road from Vineville Avenue to Ridge Avenue is currently operating at LOS C. This is due to additional turn lanes that are provided on the approach to the Vineville Avenue intersection along this short section of roadway (650 feet). However, this section would decline to LOS F under the no-build condition and would improve to LOS B under the build condition. The level of service along Forest Hill Road from Ridge Avenue to Wimbish Road is currently operating at LOS F and would improve to LOS D under both future Build conditions as compared to remaining at LOS F under the future No-Build condition. The section of Forest Hill Road north of Wimbish Road currently operates at LOS B and would continue to operate at LOS B under both of the future Build network scenarios, but would fall to LOS F under the No-Build network scenario.

At the southern terminus, the results indicate that increasing the capacity on Forest Hill Road would not attract sufficient traffic volumes to change future traffic conditions on Vineville Avenue east or west of the project and south of the project on Park Street. Vineville Avenue immediately east and west of Forest Hill Road, currently operates at LOS C under existing conditions and would operate at LOS D in the build condition. However, as traffic increases in

Table 1: LOS Analysis Results

Forest Hill Road	2004 Base Network			2028 No-Build Network, with other projects			2028 Build Network, no other projects			2028 Build Network, with other projects		
	ADT	No. of Lanes	LOS	ADT	No. of Lanes	LOS	ADT	No. of Lanes	LOS	ADT	No. of Lanes	LOS
Forest Hill Rd – Vineville Ave to Ridge Ave	11,900	2	C	19,900	2	F	19,900	4	B	19,900	4	B
Forest Hill Rd – Ridge Ave to Wimbish Rd	17,000	2	F	28,500	2	F	28,500	4	D	28,500	4	D
Forest Hill Rd – Wimbish Rd to Northside Drive	11,600	2	C	18,900	2	F	18,900	4	B	18,900	4	B
Vineville Ave – Forest Hill Rd to W. Ridge Cir.	19,700	5	C	33,800	5	C	33,800	5	C	33,800	5	C
Vineville Ave – Forest Hill Rd to Pierce Ave	21,000	3	E	35,300	5	D	35,300	3	F	35,300	5	D
Wimbish Rd – Forest Hill Rd to Riverside Drive	8,000	2	C	13,800	2	C	13,800	2	C	13,800	2	C
Park Street – Vineville Ave to Napier Ave	9,400	2	C	19,400	2	F	19,400	2	F	19,400	2	F

the area the LOS on Vineville Avenue east of Forest Hill Road along the three-lane section (from 500 feet east of Forest Hill Road to Pierce Avenue) would deteriorate to LOS F under the No-Build and Build network scenarios independent of the Forest Hill Road project. There is a proposed project to widen this section of Vineville Avenue from 3 lanes to 5 lanes.

Park Street, which currently operates at LOS C, would operate at LOS F in the no-build and build conditions independent of this project. However, turn lanes on Park Street on the approach to the intersection at Vineville Avenue/Forest Hill Road will be provided in the build scenario that would allow for traffic to operate at LOS D at the intersection. The proposed Northwest Parkway improvement project would improve Park Street to LOS C; however, this project is no longer considered a viable project because of environmental impacts. For Wimbish Road, the results in Table 1 indicate substantially lower traffic volumes, and that conditions would remain at LOS C; therefore, no improvements are necessary.

Operational Efficiency

Intersection levels of service were determined at all of the major intersections of the project and are shown in Table 2: Summary of Intersection LOS Results. Existing intersection levels of service range from LOS C to LOS D. The projected levels of service are anticipated to decline from these levels to LOS E and LOS F at the intersections by the 2028 design year if no action is taken. The intersections will maintain LOS D or better in the design year (2028), if the project is implemented as proposed.

Table 2: Summary of Intersection LOS Results

Forest Hill Road Intersections	Existing Year 2004		No-Build Year 2028		Proposed Build Year 2008		Proposed Design Year 2028	
	AM	PM	AM	PM	AM	PM	AM	PM
Vineville Ave	D	D	E	F	C	C	D	D
Ridge Avenue	C	C	F	F	B	B	C	C
Wimbish Road	C	C	F	F	B	B	B	B

Safety

An inventory of crash data from 2004 through 2006 is provided in Table 3: Crash and Injury Rates for Forest Hill Road. The table lists the total number of crashes and injuries occurring on Forest Hill Road within the project limits. The calculated crash and injury rates are shown in comparison to the statewide rates for an urban minor arterial roadway, which is the assigned functional class of Forest Hill Road. The crash and injury rates provided are in units of 100 million vehicle miles.

Table 3: Crash and Injury Rates for Forest Hill Road

Year	No. of Crashes	No. of Injuries	Crash Rate	Statewide Crash Rate	Injury Rate	Statewide Injury Rate
2004	33	10	768	509	233	127
2005	50	14	1,222	554	342	140
2006	50	20	1,343	548	537	137

Source: Georgia DOT Office of Public Safety.

As shown in Table 3, the calculated crash and injury rates are higher than the statewide averages. Of the 133 total crashes reported during this time period, 80 (60%) were rear-end collisions. Rear-end collisions are the result of traffic volumes that exceed capacity coupled with motorists turning left and right into driveways and side streets without turn lanes. The

frequency of crashes would decrease with the addition of appropriate turn lanes and increased capacity on Forest Hill Road. The high percentage of rear-end collisions indicates the need to separate through traffic from turning movements to reduce the number of crashes and injuries. The current crash and injury rates are higher when compared to the crash and injury rates used in the EA/FONSI.

The proposed project, which includes construction of a 20-foot raised median south of Wimbish Road with separate left-turn lanes and a two-way left-turn lane median north of Wimbish Road, would improve safety by helping to remove slowing or stopped vehicles from the traffic stream that are waiting to turn left. This would reduce the occurrence of rear-end collisions, and would help prevent head-on and sideswipe collisions by separating opposing vehicles. The proposed median will also improve operational efficiency by separating left turns from through traffic, thereby reducing delay caused by these slowing or stopped vehicles.

XI. REVIEW OF EFFECTS

Direct, Indirect, and Cumulative Impacts

The Council on Environmental Quality (CEQ) regulations (40 CFR §§ 1500 -1508) define the impacts and effects that must be addressed and considered by Federal agencies in satisfying the requirements of the NEPA process. This includes direct, indirect and cumulative impacts:

Direct effects are caused by the action and occur at the same time and place (40 CFR § 1508.8).

Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR § 1508.8).

Cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR § 1508.7).

The terms "effect" and "impact" are used synonymously in the CEQ regulations (40 CFR §1508.8). "Secondary impact" does not appear, nor is it defined in either the CEQ regulations or related CEQ guidance. However, the term is used in the Federal Highway Administration's (FHWA) *Position Paper: Secondary and Cumulative Impact Assessment In the Highway Project Development Process* (April, 1992) but is defined with the CEQ definition of indirect impact (40 CFR § 1508.8). Some authors on this subject have distinguished secondary impacts from indirect impacts, while others; including the FHWA have used the terms interchangeably. For purposes of this guidance, secondary and indirect impacts are used synonymously.

The subject of this reevaluation, as stated previously, is Project STP-3213(1), Forest Hill Road from Vineville Avenue to Wimbish Road. No changes have occurred to the project design since the FONSI was approved in 2004, but direct impacts to historic resources have changed. Resources directly affected by the proposed project or located within the project study area include land use, historic resources, streams, water quality, and floodplains. Land use was assessed for indirect effects in the FONSI and no changes have occurred; therefore, it is not addressed in this reevaluation. The following resources have been assessed for indirect and cumulative impacts: Historic Resources, Water Quality, Streams, Floodplains, and

Endangered/Threatened Species. The passage of time has revealed additional properties as eligible for inclusion in the National Register of Historic Places; therefore, historic resources were reassessed as a part of this reevaluation. Water quality, streams, and floodplains are resources directly affected by the proposed project, but were not assessed for indirect and cumulative impacts in the 2004 FONSI. Endangered/threatened species is included in this reevaluation because indirect and cumulative impacts were not assessed in 2004 and because the list of protected species for the project area has changed since the last approved ecology report.

The environmental effects of the proposed project have been evaluated in accordance with the National Environmental Policy Act (NEPA) and associated laws and regulations. The effects of the proposed project on these resources are discussed below. Indirect and cumulative effects analysis has not been included for the following subsections: churches and institutions, parks/recreation areas/wildlife refuges, archaeological, wetlands, wild or scenic rivers, essential fisheries habitat, farmland, invasive species, migratory birds, energy/mineral resources, construction/utilities, USTs, hazardous waste sites, and Forest Service/Corps Land.

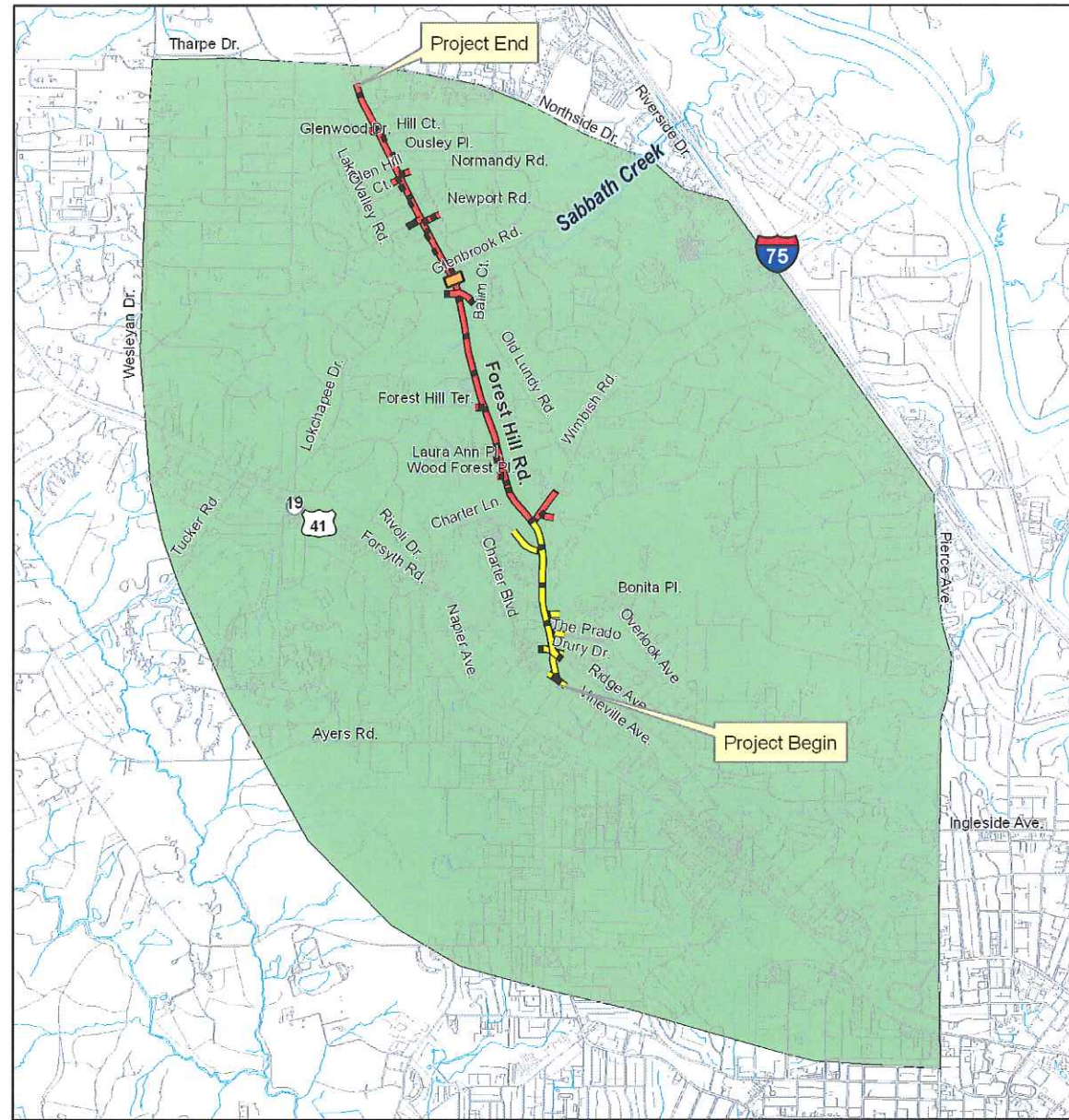
This project is located in northern Bibb County. The area of evaluation to assess potential cumulative effects of this project is bounded by the parallel I-75 and Riverside Drive corridors and the north-south oriented Pierce Avenue corridor on the east, Wesleyan Drive on the west, and extends approximately 1¼ miles beyond the southern terminus of the project just beyond Vineville Avenue, and along Northside Drive at the northern terminus of the project (see Figure 2: Area of Cumulative Effects of the Forest Hill Road Project). This area incorporates the surrounding residential neighborhoods and commercial centers, which could be affected by the proposed project.

A. SOCIAL ENVIRONMENT

1. Land Use

The project is consistent with the current and future land use plans for Bibb County and would not precipitate land use changes or change development patterns (See Figure 3: Existing Land Use Plan for Bibb County and Figure 4: Future Land Use Plan for Bibb County). The land use changes indicated are consistent with those evaluated as part of the FONSI, the conclusions of which still remain valid.

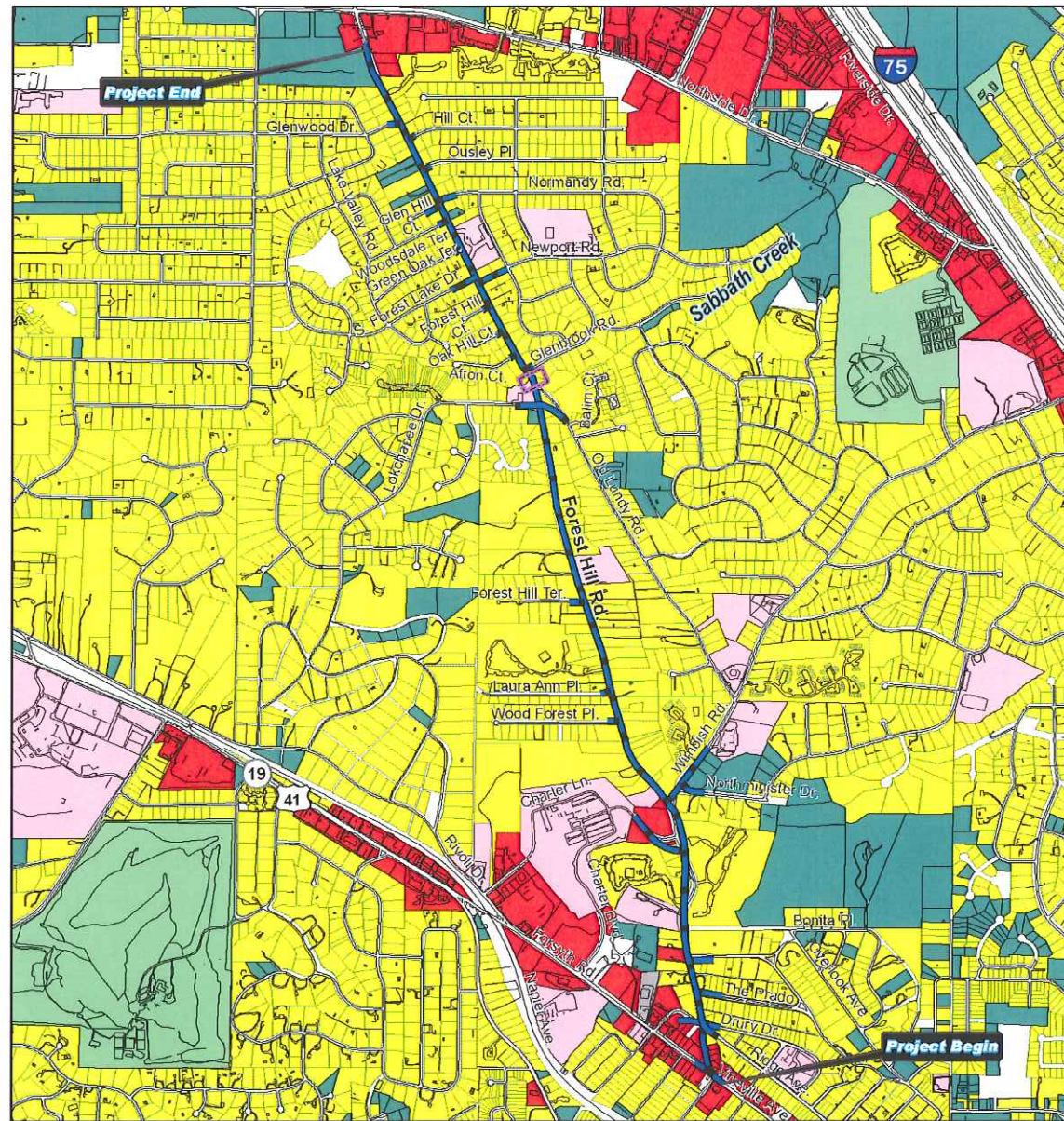
Figure 2: Area of Cumulative Effects of the Forest Hill Road Project



SOURCES - USGS TOPO - MACON NW, MACON WEST & MACON/BIBB COUNTY GIS DEPT 1-24-08

	<p>Area of Cumulative Effects</p> <ul style="list-style-type: none"> GDOT Project STP-3213(1) GDOT Project STP-3213(3) Area of Cumulative Effects Analysis GDOT Project BRMLB-3213(5) <p>0 3,000 6,000 Feet</p>	<p>Forest Hill Road Improvement GDOT Projects STP-3213(1), STP-3213(3), & BRMLB-3213(5) PI# - 350520, 351130 & 351135 Bibb County, Georgia</p>
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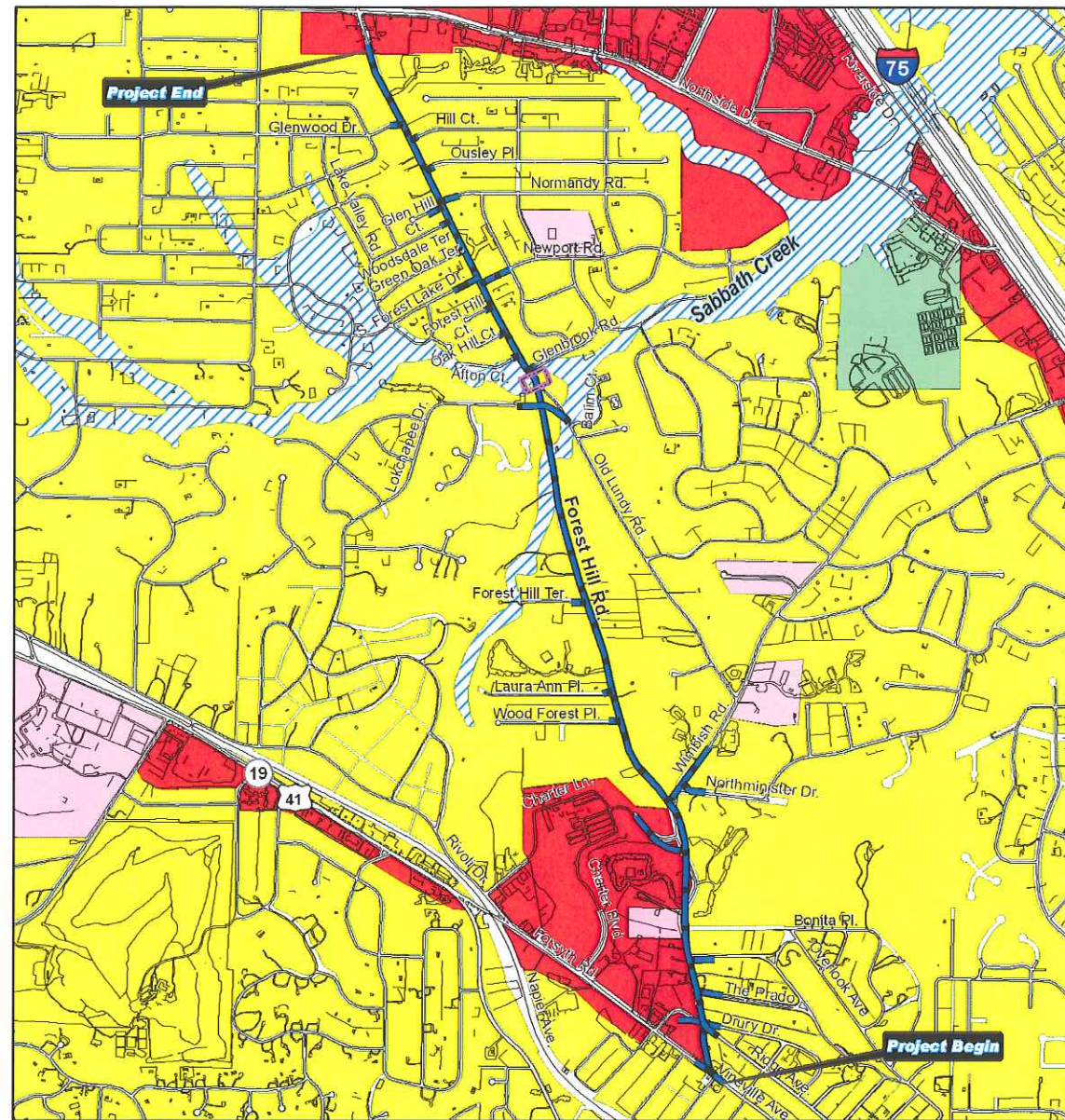
Figure 3: Existing Land Use Plan for Bibb County



SOURCES - USGS TOPO - MACON NW, MACON WEST & MACON/BIBB COUNTY GIS DEPT. 7-12-07

	<p>Existing Land Use</p> <ul style="list-style-type: none"> Residential Commercial Agricultural Public/Institutional Industrial Parks/Recreation Trans./Comm./Util. 	<p>Forest Hill Road Improvement GDOT Projects STP-3213(1), STP-3213(3), & BRMLB-3213(5) PI# - 350520, 351130 & 351135 Bibb County, Georgia</p>	
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Figure 4: Future Land Use Plan for Bibb County



SOURCES - USGS TOPO - MACON NW, MACON WEST & MACON/BIBB COUNTY GIS DEPT.

7-12-07

	<p>Future Land Use - 2025</p> <ul style="list-style-type: none"> Residential Commercial Parks/Recreation Industrial Trans./Comm./Util. 100 Year Floodplain Public/Institutional 		<p>Forest Hill Road Improvement GDOT Projects STP-3213(1), STP-3213(3), & BRMLB-3213(5) PI# - 350520, 351130 & 351135 Bibb County, Georgia</p>

Indirect Effects

The nature of the current land use along the project corridor serves as an impediment to intense land use changes in the future. The majority of the parcels throughout the project corridor are currently devoted to residential uses. A 2007 meeting with land use planners and specialists from the Macon-Bibb County Planning and Zoning Commission indicated that the only land use changes, which are permitted to occur within the immediate project area, are the conversion of homes from single-family use to use as neighborhood commercial oriented units, such as professional offices and locally owned restaurants and retail units.

As a result of additional traffic capacity and improved safety and operational efficiency along Forest Hill Road, there is a possibility that more residents throughout the project corridor may transaction their homes to potential business owners, for conversion to neighborhood commercial and office uses. The Linkous House (Bi-52), for example, has been a commercial unit since the mid-1990s. Similarly, it is also reasonable to conclude that the roadway improvements along Forest Hill Road and the combination of improvements to Forest Hill Road coupled with other Bibb County projects, may advance the conversion of properties, as interested parties realize a greater and better land use along Forest Hill Road, as a result of improved mobility throughout the area. However, in order to preserve the character of the well-established Forest Hill community, local ordinances and land use plans do not allow for extreme changes to these properties, of which would prevent their successive use as single-family homes. In other words, despite the commercial designation of some parcels in the Future Land Use Plan for Bibb County (refer to Figure 4), particularly nearest to the Vineville Avenue corridor, it is currently impermissible to demolish any of the residential structures along the Forest Hill Road corridor and replace the structure with a standard commercial structure, such as a strip mall. Therefore, the most likely indirect effect to land use would be the conversion of uses.

Cumulative Impacts

Historically, the study area has supported low-density residential uses, similar to the uses presented in Figure 3. Residential properties along Forest Hill Road have changed hands over generations, as properties are inherited and/or sold, which has diminished their importance as homesteads. Cohesive neighborhoods and subdivisions

have developed away from the frontage of Forest Hill Road, leaving a buffer of single-family homes. Homes that are on the frontage of Forest Hill Road are more likely to undergo a conversion to commercial uses. If the current trend continues, it is likely more conversions would take place in the future. However, the existing commercial node at Vineville Avenue and Forest Hill Road is the location where most of the conversions would likely occur. It is reasonable to conclude that conversion of properties from single-family uses to commercial uses would occur incrementally without the improvements to Forest Hill Road.

7. Public Controversy Potential

Since the June 11, 2001 Public Hearing, several residents within the study area have requested that some design changes, such as roundabouts, be made to the Forest Hill Road improvement project (P.I. Nos. 350520 & 351135). These requests were formalized by a City of Macon resolution that requested that the "Georgia Department of Transportation reconsider their current design for improvements on Forest Hill Road" (see Attachment 3). This resolution, which was adopted by the Macon City Council on February 21, 2006, requested that roundabouts be considered at five intersections along the project corridor because of the residential and pedestrian friendly elements of the existing Forest Hill Road corridor.

In a letter dated February 3, 2006, the Georgia Department of Transportation (GDOT) State Urban Design Engineer was asked by the Macon Public Works and Engineering Committee to attend a February 15, 2006 meeting to address the requests of the proposed resolution (see Attachment 3). A specific item on the resolution requested the implementation of five roundabouts within the proposed Forest Hill Road project design. Roundabouts were suggested at the intersections of Forest Hill Road and Vineville Avenue, Ridge Avenue, Wimbish Road, Lokchapee Drive/Old Lundy Road, and Forest Lake Drive/Newport Road. This proposal was reviewed by the GDOT and the use of roundabouts was considered. On February 10, 2006, the State Urban Design Engineer responded to this request and resolution by explaining that the GDOT policy for roundabout implementation requires that the average daily volumes be less than 16,000 vehicles and that peak hour volumes be less than 1,800 vehicles per hour for this type of facility to function at a desirable LOS. The projected volumes on Forest Hill Road exceed these thresholds in the 2028 design year. Table 4 presents the predicted average daily traffic and peak hour traffic on Forest Hill Road in 2028. This table shows that, while one roadway segment does have less than 16,000 vehicles, the segments on

either side exceed 16,000 vehicles. Therefore, there are no intersections with less than 16,000 daily vehicles and less than 1,800 vehicles in a peak hour. It was also stated that any redesign of the project would threaten the Fiscal Year (FY) 2006 right-of-way funds as well as potentially the FY 2008 construction funds for the project. For these two reasons, the GDOT was not willing to incorporate roundabouts into the design of the project.

Table 4: 2028 Traffic Volumes on Forest Hill Road

Roadway Segment	2028 Design ADT	2028 Design DHV
Vineville Ave to Ridge Ave	19,900	1,820
Ridge Ave to Charter Northside	24,200	2,305
Charter Northside to Wimbish Rd	28,500	2,660
Wimbish Rd to Lokchapee/Old Lundy	15,500	1,475
Lokchapee/Old Lundy to Newport Rd/Forest Lake	18,900	1,750
Newport Road/Forest Lake to Northside Dr.	18,700	1,705

In addition, on April 5, 2006, the MATS Policy Committee voted to proceed with the Forest Hill Road improvement project as currently planned and designed in the MATS Transportation Improvement Program (TIP). MATS is the Metropolitan Planning Organization (MPO) that is responsible for the transportation planning process for the City of Macon, Bibb County, and the southern part of Jones County which results in plans and programs consistent with comprehensively planned development of the urbanized area. The primary function of the MATS Policy Committee is to provide a forum for cooperative transportation decision-making by locally elected officials in the Macon urban area.

Residents on Forest Hill Road and other concerned citizens represented by *CAUTION Macon* are currently in mediation with the City of Macon/Bibb County regarding the proposed project. Mediation between *CAUTION Macon* and local government began in February 2008 and is ongoing. No agreement has been reached as of yet between parties. The judge in the mediation process has ordered that no information from the meetings be disseminated. Any information resulting from the mediation will be reviewed once it is released to the public to determine if there are any changes to the environmental document needed.

8. Public Involvement

Two meetings were held with the Forest Hill Road Stakeholders to discuss the lighting and landscaping plans associated with the project. The first meeting was held on April 14, 2005. There were approximately 52 signed-in at the meeting, including Stakeholders and area citizens. Each Stakeholder was invited to comment at any time during the presentation. A few attendants, not listed as Stakeholders, felt compelled to speak and were given the opportunity though this was not the meeting format. Of those Stakeholders attending the meeting, five (5) written comments were received in addition to the verbal comments taken by the court reporter. The second meeting was held on December 12, 2005. The meeting included Stakeholders and area citizens. Approximately 50 citizens were in attendance and each was given an opportunity to comment on the project. Road program staff and local officials stayed after the meeting to discuss the project and answer questions of all attendees on an individual basis. See Stakeholder comments are documented in the meeting transcript (see Attachment 3).

At the April 14, 2005 meeting, the landscape designer discussed preliminary ideas and recommendations for the design of context sensitive landscape plans with respect to the natural and cultural qualities of the corridor, in compliance with federal, state and local standards to protect public safety, health and welfare. The lighting designer suggested lighting for the various sections of the project appropriate to the scale of the project. Stakeholders and other participating citizens suggested vegetation for the median and along sidewalk areas in regard to safety, maintenance by public works and fiscal limitations along the corridor and commented on level of illumination and design of poles. Specific comments from the April 14, 2005 meeting were discussed at the December 12, 2005 meeting and design plans were presented which reflected that feedback.

Design plans used naturalistic, xeric (low water usage), and low maintenance vegetation customized to the specific character of the area (suburban, rural in character, or urban). Lighting plans were presented which meet the following criteria (reflective of public comments and City Code): does not overly illuminate the night sky, keeps the light down on the ground and shielded off of the properties, and efficiently lights the roadway. Illumination of lighting varied based on the residential and commercial context of the area on the project being lit. Comments reflected a desire for lower illumination along the entire project and not just in certain sections.

As a result of comments regarding lighting, a lighting variance will be applied for with the City of Macon to reduce illumination in sections along the project corridor designated as urban zones. After these meetings, the majority of the Stakeholders were in agreement with the design chosen and the decisions made.

B. CULTURAL ENVIRONMENT

1. Historic Sites

Changes to Direct Effects

As mentioned, the EA/FONSI document for this project was approved in 2004 and originally included projects STP-3213(1) and STP-3213(3)/BRMLB-3213(5); P.I. Nos. 350520 and 351130/351135, Forest Hill Road from Vineville Avenue to approximately 650 feet south of Northside Drive. The 1998 history survey findings were included in the approved FONSI. Prior to the 2006 reevaluation for STP-3213(3)/BRMLB-3213(5), Forest Hill Road from Wimbish Road to just south of Northside Drive, an addendum to the history survey report was prepared. The resurvey for historic resources was conducted for the entire corridor. Due to newly identified historic resources and finalization of roadway and signalization plans, the effects to historic resources was reanalyzed and documented in a Revised Assessment of Effects document in April of 2007.

Existing data on previously identified historic properties were checked to determine if any are located within the area of potential effect (APE) of this undertaking. This review included National Register listed properties, proposed National Register nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). The Department of Natural Resources (DNR) Bibb County survey dated 1988 was consulted.

The review of existing information on previously identified historic properties revealed that no National Register listed properties, proposed National Register nominations, National Historic Landmarks, or bridges determined eligible for inclusion in the National Register in the updated GHBS were identified within the proposed project's APE. In addition, no properties 50 years old or older were identified within the proposed project's APE in the 1988 DNR Bibb County survey.

Following the review of existing information on previously identified historic properties, potential consulting parties in the Section 106 process were identified. In addition to the Georgia State Historic Preservation Officer (SHPO), other potential consulting parties were identified based on the nature of the undertaking and the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines. The other potential consulting party invited to participate in the Section 106 process was the Macon Heritage Foundation. The Macon Heritage Foundation was informed of our efforts to locate previously identified historic properties and the results of those efforts, and the Heritage Foundation was also asked to provide information on any unidentified National Register listed or potentially eligible historic properties within the proposed project's APE by a Notification dated February 1, 1999. No response was received from the Foundation to become a consulting party in the Section 106 process.

A 1998 Historic Resources Survey Report completed for the project identified eleven (11) resources over 50 years old (see Table 5, Identification of Eligible Resources). Those resources were: the Coleman House (B-1) at 209 Forest Hill Road; the Nesbit House (B-2) at 227 Forest Hill Road; The Prado Gates (B-3); the Overlook Gates (B-4); B-5 at 509 Forest Hill Road; B-6 at 460 Forest Hill Road; B-7 at 420 Forest Hill Road; the Davidson House (B-8) at 380 Forest Hill Road; B-9 at 364 Forest Hill Road; B-10 at 330 Forest Hill Road; and the Linkous House (Bi-52) at 320 Forest Hill Road. Of the identified resources, five (5) were determined eligible for inclusion in the National Register of Historic Places (see Table 5). The resources determined eligible for inclusion were the Coleman House (B-1), the Nesbit House (B-2), The Prado Gates (B-3), the Overlook Gates (B-4), and the Davidson House (B-8). In an Assessment of Effects document completed in May of 2000, a finding of **No Adverse Effect** was found for all five resources.

In 2005, it was found that the 1998 history survey report was over five years old and needed to be updated. During the 2005 resurvey of the project alignment, the five (5) resources originally identified during the 1998 survey were determined to still exist and remain eligible. Of the six (6) resources that were determined not eligible in the 1998 Historic Resource Survey, all were determined to remain ineligible, with the exception of the Linkous House (Bi-52) at 320 Forest Hill Road. In the 1998 Historic Resources Survey Report, the Linkous House (Bi-52) was listed with an incorrect date of

Table 5: Identification of Eligible Resources

Resource Name	Identified By
Coleman House (B-1))	1998 Survey Report
Nesbit House (B-2)	1998 Survey Report
The Prado Gates (B-3)*	1998 and 2005 Survey Report
The Overlook Gates (B-4) **	1998 and 2005 Survey Report
Davidson House (B-8)	1998 Survey Report
The Prado Historic District (Bi-10)*	2005 Survey Report
The Overlook Avenue Historic District (Bi-11)**	2005 Survey Report
Weaver House (Bi-46)	2005 Survey Report
St. Francis Episcopal Church and Montessori of Macon (Bi-50)	2005 Survey Report
Linkous House (Bi-46)	1998 and 2005 Survey Report
Park Street Historic District (Bi-59)	2006 Survey Report Addendum

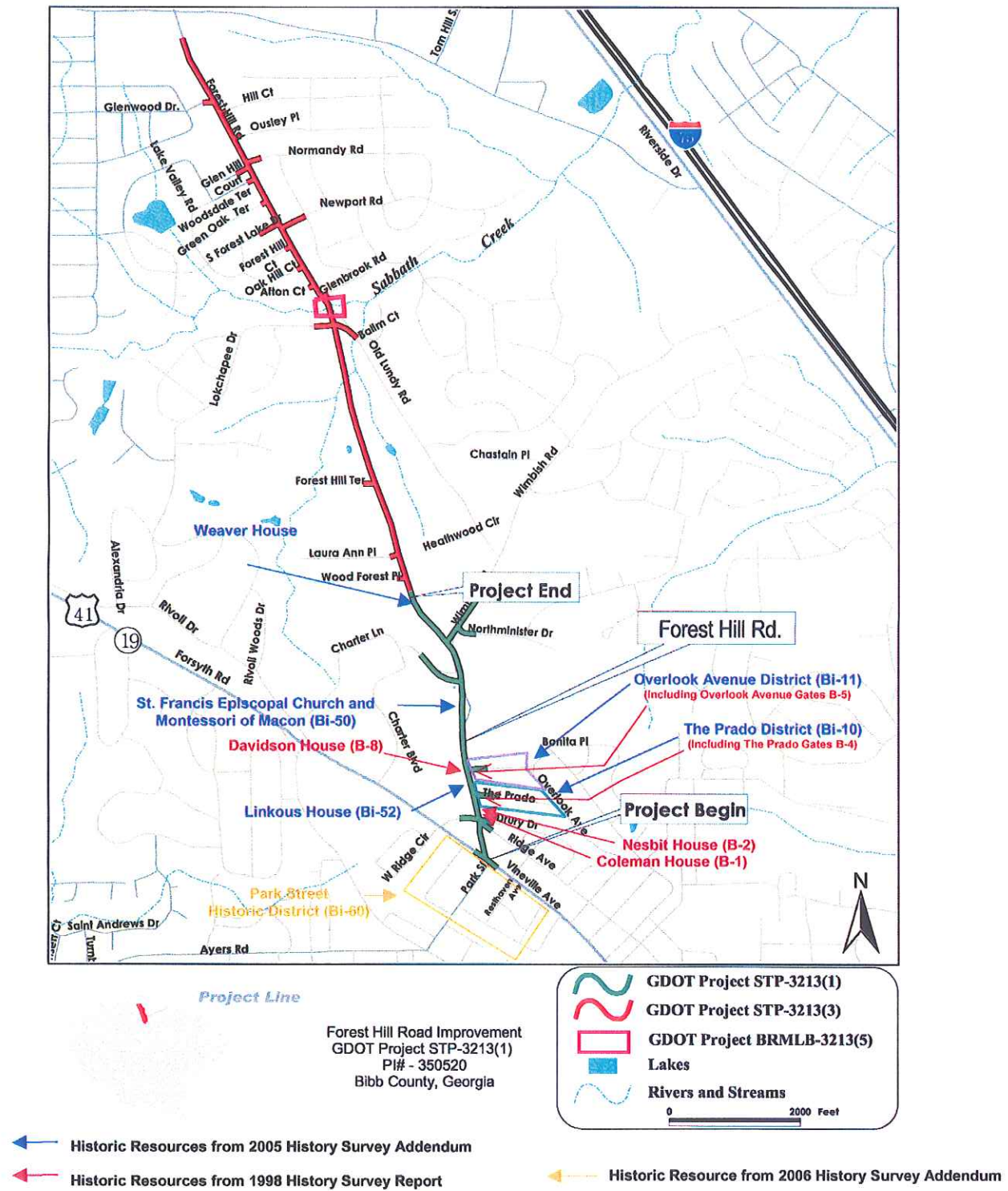
* The Prado Gates have been combined with The Prado District as one resource in this report.

** The Overlook Gates have been combined with the Overlook Avenue District as one resource in this report.

construction and was at that time thought to be less than 50 years old and therefore not eligible. However, this resource was over 50 years old at the time of the 1998 survey, and should have been identified as eligible in that report. It was subsequently included in the 2005 Historic Resources Survey Report Addendum. In total, five (5) additional National Register eligible historic properties were identified within the proposed project's APE in the 2005 report (see Figure 5, Historic Resources Map). These historic properties are The Prado Historic District (Bi-10), the Overlook Avenue Historic District (Bi-11), the Weaver House (Bi-46), St. Francis Episcopal Church and Montessori of Macon (Bi-50), and the Linkous House (Bi-52) (refer to Table 5). The 2005 Historic Resources Survey Report Addendum was approved by the SHPO on January 30, 2006. In accordance with 36 CFR 800.4(c)(2), these properties were considered eligible for listing in the National Register by FHWA and the SHPO.

As a result of a public comment submission to the SHPO and comments made at the project stakeholder meeting on April 15, 2005, it was discovered that a historic resource in the vicinity of the proposed project exists behind a complex of apartment buildings at 461 Forest Hill Road. The resource identified is the Retreat of the Catholic Society. This site was not covered in the 1998 History Survey Report or the 2005 History Survey Report Addendum. A 2006 field survey and further research revealed that the property is not eligible. The resource has been documented in the 2006 Historic Resource Survey Addendum. Also on the southern end of the project is the Park Street

Figure 5: Historic Resources Map



Historic District (Bi-59) (included in the 2002 History Survey Report for the proposed Northwest Parkway project GDOT Project # STP-3213(4); P.I. #. 351140; HP # 990402-006). This site was not covered in the 1998 History Survey Report or the 2005 History Survey Report Addendum. The Park Street Historic District (Bi-59) is within the APE of this project and was also included in the 2006 Historic Resource Survey Addendum.

There are a total of nine (9) eligible National Register resources within the APE of this project: the Coleman House (B-1), Nesbit House (B-2), The Prado Historic District (Bi-10) and Gates (B-3), Overlook Avenue Historic District (Bi-11) and Gates (B-4), Weaver House (Bi-46), Davidson House (B-8), St. Francis Episcopal Church and Montessori of Macon (Bi-50), Linkous House (Bi-52), and the Park Street Historic District (Bi-59).

Due to finalization of the roadway plans, the design details have changed (driveway apron, miter installation) in the area of two of the resources listed in the 1998 History Survey Report: the Coleman House (B-1) at 209 Forest Hill Road and the Davidson House (B-8) at 380 Forest Hill Road. Also, signalization plans have been finalized, affecting the Nesbit House (B-2) at 227 Forest Hill Road, another 1998 identified resource. Though the details have changed in the area of the Coleman House, Davidson House and Nesbit House, the project continues to have a no adverse effect to these resources. The description of effects to these three historic resources, taken from the Assessment of Effects (AOE) Addendum dated September 2007, is discussed further in this report.

Description of Newly Identified Historic Resources

The Prado Historic District & Gates (Bi-10 & B-3)

The Prado Historic District & Gates (Bi-10 & B-3) is a single, divided, residential street with a variety of early twentieth century single-family homes (refer to Figure 5). Spanish revival style gateposts with stucco cladding and tile roofs mark the entrance to the neighborhood. The tree-lined street has a landscaped, central median, and typical examples of house styles including Colonial Revival, Mediterranean Revival, English Vernacular Revival, Dutch Colonial Revival, and Neoclassical Revival. The majority of the houses do not appear to have been greatly altered by additions or other changes. This property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses a local level of significance in the areas of architecture and local community development. The district remains an intact example of an early twentieth century suburban neighborhood reflecting a variety of revival styles.

The houses create a cohesive district of homes that reflect the early twentieth century suburban development of the city of Macon.

The Prado Historic District & Gates (Bi-10 & B-3) is comprised of individual, privately owned houses surrounded by other residential neighborhoods. Its existing and planned use is residential. The eligible National Register boundary of the property corresponds to the legal property boundaries of the homes on either side of the street from the Prado Gates (at the western edge at Forest Hill Road) to The Prado/Overlook Avenue intersection (at the eastern edge), and contains approximately 16.8 acres.

Overlook Avenue Historic District & Gates (Bi-11 & B-4)

The Overlook Avenue Historic District & Gates (Bi-11 and B-4) is a residential street comprised of a variety of early-to-mid twentieth century single-family homes (refer to Figure 5). Two castellated stone gateposts mark the entrance to the neighborhood. Typical examples of house styles include Colonial Revival, English Vernacular Revival, and French Vernacular Revival. There is a large, natural ravine with a small stream running through it located on the north side of the street approximately one lot east of the stone gatepost. This property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses a local level of significance in the areas of architecture and local community development. The district remains an intact example of an early to mid twentieth century suburban neighborhood reflecting a variety of revival styles. The houses create a cohesive district of homes that reflect the early twentieth century suburban development of the city of Macon.

The Overlook Avenue Historic District & Gates (Bi-11 and B-4) is comprised of individual, privately owned houses surrounded by other residential neighborhoods. Its existing and planned use is residential. The eligible National Register boundary of the Overlook Avenue Historic District (Bi-11 and B-4) corresponds to the legal property boundaries of the homes on either side of the street from the Overlook Avenue Gates (at the western edge) to Overlook Avenue/Bonita Place intersection (at the eastern edge), and contains approximately 15.5 acres.

Weaver House (Bi-46)

The Weaver House (Bi-46) is a one-and-a-half story Georgian cottage located at 552 Forest Hill Road (refer to Figure 5). The side-gabled roof is covered with asphalt sheet with two interior stone chimneys and three dormers along the front façade. The house is of frame construction and clad with brick on a pier foundation with a stone

skirting along the perimeter. There is a small, gabled, brick front stoop with replacement wooden supports and iron railings, and there is a stone facing around the doorframe. Windows are original 4/4 sashes on the front façade and original 6/6 sashes on the sides and rear of the house. The south side addition has a stone foundation, a half wall of brick along the three façades, and wide, horizontal wood siding on the upper half of the walls. What appear to be original wooden porch posts are visible at the corners. Both the large rear addition and the small, shed-roof north side addition are clad with brick and have 6/6 sash windows. A wooden garage with a shed-roof addition is located in the north side yard. Landscaping is casual with a very large magnolia tree in the front yard, and the row of multiple crepe myrtles near the right-of-way line was planted over 50 years ago by the current owner's grandparents. Two original stone gateposts are located at the head of the driveway near the front property line and are approximately 24 feet from the edge of pavement. This property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture as an intact example of a Georgian cottage.

The Weaver House (Bi-46) is an occupied, privately owned house surrounded by other residential houses. Its existing and planned use is residential. The eligible National Register boundary of the property consists of a visual boundary, corresponding to the legal boundary of the smaller, eastern section of the property for the northern, eastern, and southern edges. The northern boundary extends west from the right-of-way line approximately 540 feet, the eastern boundary extends south from the northern boundary along the right-of-way line approximately 280 feet, and the southern boundary extends west from the right-of-way line approximately 450 feet. The western boundary is a visual line extending from the end of the eastern section of the northern legal boundary south to the end of the eastern section of the southern legal boundary. The property lot is approximately 3.8 acres.

St. Francis Episcopal Church and Montessori of Macon (Bi-50)

St. Francis Episcopal Church and Montessori of Macon (Bi-50) is a c.1923 complex of three hipped-roof "cottages" connected by enclosed corridors located at 432 and 436 Forest Hill Road on the west side of the street (refer to Figure 5). The roofs are covered with asphalt sheet. There are exposed rafter tails and several brick chimneys, and each cottage has a central, gabled front porch along its front façade. The buildings are of brick construction and clad with stucco on brick pier foundations with brick skirtings along the perimeter that have also been clad with stucco. The porches have

low, stucco-clad brick sidewalls, central brick steps with stuccoed brick sidewalls and iron railings, and wooden column supports that do not appear to be original. Each of the front entrances has original transoms and sidelights, and the front doors appear to be original. Windows are original 6/1 sashes, and tinted storm windows have been added on the exterior. Windows in the connecting corridors are smaller original 6/6 sashes. The three buildings were originally two dormitories and a dining hall for Appleton Children's Home. One dormitory is now the Montessori of Macon, the other the church office, and the former dining hall is now the Parish Hall. A chapel was added next to the dining hall c.1960 and later expanded into a larger church. There are two brick gateposts that appear to date from c.1970 at the driveway entrance, and they are topped with ornamental concrete urns. This property was evaluated for eligibility for listing in the National Register under Criteria A and C as part of Macon's local history and as an intact example of an early twentieth-century building complex.

The eligible National Register boundary of the property corresponds to the legal property boundary, and contains approximately 6.08 acres. All significant and character defining features of the property are included within the legal property boundary. The right-of-way line along Forest Hill Road is the eastern border of the eligible boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

Linkous House (Bi-46)

The Linkous House (Bi-46) is an English Cottage located at 320 Forest Hill Road and is being used as a dentist's office (refer to Figure 5). The cross-gabled roof is covered with asphalt sheet, and there is one exterior brick chimney on the front façade. The house is of frame construction and clad with brick. The pier foundation has a brick skirting along the perimeter of the house, and there is a full basement with an exterior staircase along the rear façade. There is a gabled projection at the front entrance with brick steps, iron railings, a fabric awning, and an original front door. There is a second uncovered stoop at the north end of the front façade that appears to be original. Windows are original 6/6 sashes with modern exterior storm windows. A concrete wheelchair ramp with wooden railings has been added to the rear façade. There is a detached, front-gabled, two-car brick garage in the rear yard that is original. Landscaping is casual with grass, ornamental shrubs, and a row of four trees near the right-of-way line. This property was evaluated for eligibility for listing in the National

Register under Criterion C. The property possesses a local level of significance in the area of architecture as intact example of an English Cottage.

The eligible National Register boundary of the property corresponds to the legal property boundary and contains approximately 0.7 acres. All significant and character defining features of the property are included within the legal boundary.

Park Street Historic District (Bi-59)

The Park Street Historic District (Bi-59) is representative of the federally-sponsored suburban neighborhoods of the 1940s created to satisfy the increased demand for housing, pay homage to soldiers returning from the armed services, and shift the focus of major industry from wartime production to the production of consumer goods (refer to Figure 5). The Park Street Historic District (Bi-59) features a variety of house styles including Ranch, Craftsman, and other bungalow type homes, some with neoclassical features reminiscent of houses seen by veterans returning from Europe. These architectural characteristics include widow walks, ionic columns, side porches, quoins, dormer windows, arched doorways and massive front chimneys found on English Cottages. Many of the homes display shrubbery and trimmed hedges along the front façades. The overall landscape of the neighborhood features a variety of mature pines and hardwoods species including, oak, walnut, and crepe myrtle. The resource is a mid-twentieth century subdivision located just south of a heavily trafficked road. The Park Street Historic District (Bi-59) was evaluated for listing in the National Register under Criterion A and C and appears to possess a local level of significance in the areas of history and architecture as a good example of a post-war neighborhood.

The eligible National Register boundary of the Park Street Historic District (Bi-59) is a visual boundary. The district contains approximately 58 acres.

Discussion Of Effects To Historic Resources

Coleman House (B-1)

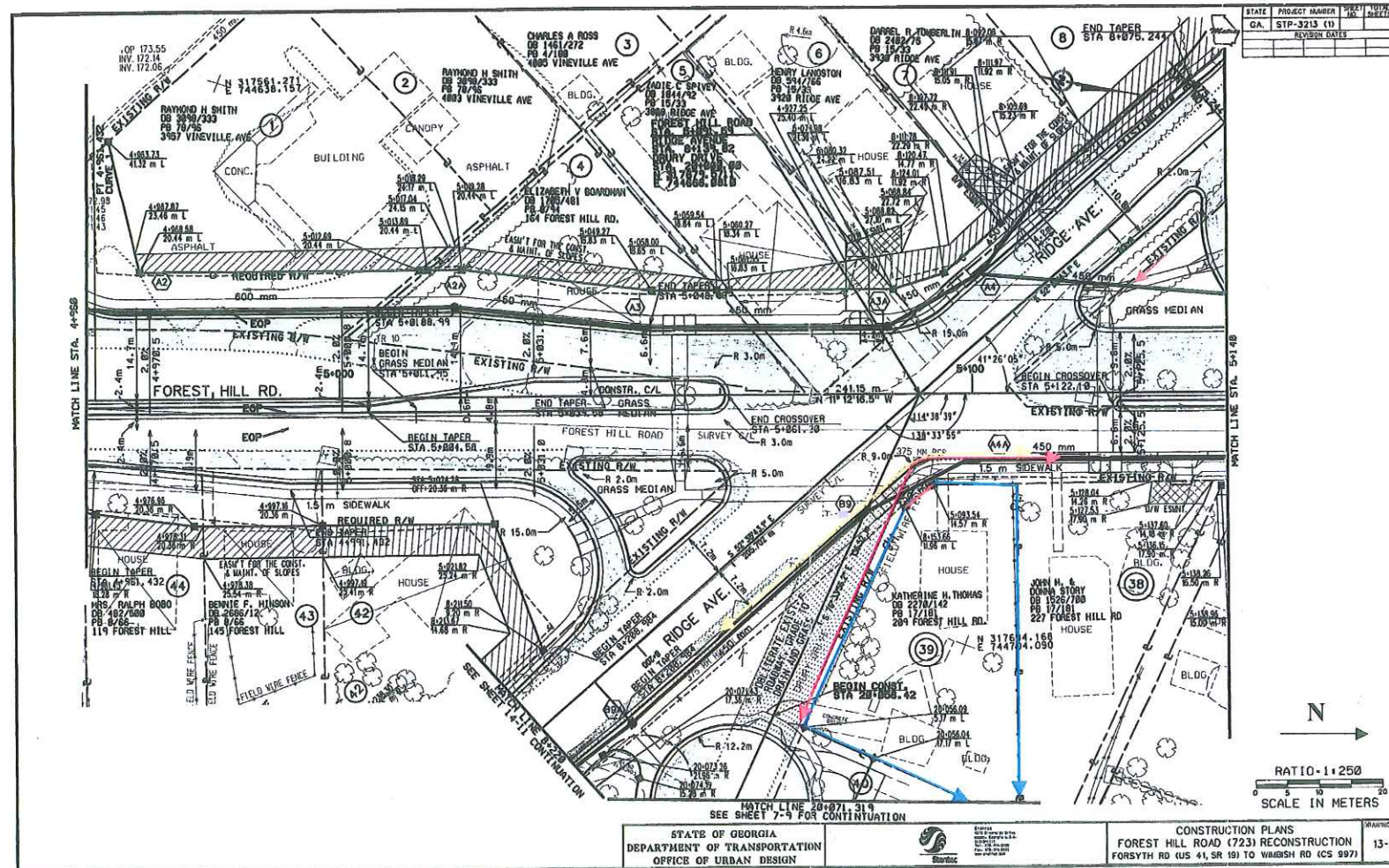
A finding of **Adverse Effect** has been determined for the Coleman House (B-1). In the area of the resource, project implementation would consist of upgrading the existing two-lane roadway to an urban four-lane road with two 11-foot traffic lanes in each direction, a 20-foot raised grassed median, curb and gutter, and 5-foot sidewalks on both sides of the roadway. Along Drury Drive on the south border of the Coleman House (B-1), the edge of pavement would be moved 0 to 66 feet away from the resource. Drury Drive would be reconstructed into a cul-de-sac. The asphalt would be

obliterated and graded to grass area. The drainage line would be moved, running across the southwest corner of the eligible National Register boundary using directional boring, requiring right-of-way from within the eligible National Register boundary. Underground utilities would also be placed in this same area, cutting across the southwest corner of the historic boundary of the Coleman House (B-1). The proposed project would require approximately 0.0015 acre of right-of-way, or 0.15% of the total area within the eligible National Register boundary. The traffic signal, currently located within existing right-of-way on the southeast corner of Ridge Avenue and Forest Hill Road adjacent to the Coleman House (B-1), would be relocated further east alongside the property, outside the eligible National Register boundary [see Figure 6, Proposed Improvements in the Area of the Coleman House (B-1)].

Physical destruction of or damage to part of the property would occur and would result in an **Adverse Effect** to the resource. Property within the eligible National Register boundary would be acquired for project implementation. While there would be no physical destruction or damage to the buildings within the eligible National Register boundary, part of the land located at the southwest corner of the property and adjacent to Forest Hill Road (approximately 0.0015 acre) would be acquired for project implementation (see Figure 6). Shrubbery and lawn growing in this corner of the property is non-historic and non-contributing and its loss would not be physically adverse. Also, a low brick retaining wall is on this same corner and is not a contributing or historic feature of the resource. However, decorative fencing (a contributing and historic feature of the resource) would be removed and reinstalled along the miter. This alteration would be considered an **Adverse Effect** on the resource.

Project implementation would not result in a change in the character of the property's use as a residence. No direct or indirect effects would alter the character of the residential use of the Coleman House (B-1). The widening of the existing two-lane road in front of the house would not diminish the future desirability of the property's use because there would no significant acquisition of land within the eligible National Register historic boundary. Along the southern boundary of the resource, the distance between the resource and the edge of pavement would increase. Movement of the traffic light signal pole would not affect the property's use because the pole has been near the property for many years and would continue to be located outside of the eligible National Register boundary. The house would not be isolated from the character of its

Figure 6: Proposed Improvements in the Area of the Coleman House (B-1)



setting since access to the property would be maintained. The project would not diminish the future desirability of the property's use. In addition, current residential use of the property is consistent with the long-term land use plan for the city of Macon. Project implementation would not result in a change in the character of the property's use.

Project implementation would result in a change in the character of the property's physical features within the property's setting that contribute to its historic significance. The character of the setting within the eligible National Register boundary consists of the house, the fencing, and informal landscaping. Shrubbery and lawn growing in this corner of the property is non-historic and non-contributing and the minimal amount that would be loss would not be physically adverse. A low brick retaining wall on this same corner (not a contributing or historic feature of the resource) and decorative fencing (a contributing and historic feature of the resource) would be removed. Though the fence would be reinstalled in a similar fashion along the miter on the corner of the property, this would change the layout of the fencing (a contributing feature) on that corner of the property. This alteration is considered to have an **Adverse Effect** on the resource.

Project implementation would result in the introduction of visual elements that would impact the property's significant historic characteristics or features. These alterations, however, would not be considered significant. The following visual alterations in the area of the Coleman House (B-1) would not be adverse:

- The edge of pavement along Drury Drive would move approximately 0 to 66 feet away from the resource. Asphalt would be obliterated and turned to grass.
- The pedestrian signal pole would move 30 feet eastward and closer to the Coleman House (B-1). This would not cause a visual impact to the resource because the pole would be located outside the eligible National Register boundary. Also the pedestrian signal pole has been a part of the view shed of the property for a number of years.

Approximately 67.4 square feet, or 0.15% of the total area within the eligible National Register boundary would be acquired. The fencing (contributing visual feature) and low brick wall (non-contributing visual feature) would be reinstalled along the miter at the southwest corner of the eligible National Register boundary at Drury Drive and

Forest Hill Road. The acquisition of land within the eligible boundary would be minimal and the alteration of the fencing would be reinstalled in a similar fashion. However, these changes would be considered to have an **Adverse Effect** to the Coleman House (B-1).

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features. There would be no atmospheric effect to this property as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

The Coleman House (B-1) would be audibly affected as a result of project implementation. However, this effect would not be adverse. The existing noise level at the property is 66 dBA L10. The no-build noise level at the property is 68 dBA L10. The build noise level (design year 2026) at the resource is 71 dBA L10. This 5-decibel increase would occur over twenty years and would be perceptible to the human ear, but not substantial. The build noise level would reach the FHWA noise abatement criterion of 70 dBA L10 established for residential land use. Implementation of the proposed project would result in a finding of no adverse effect to the Coleman House (B-1).

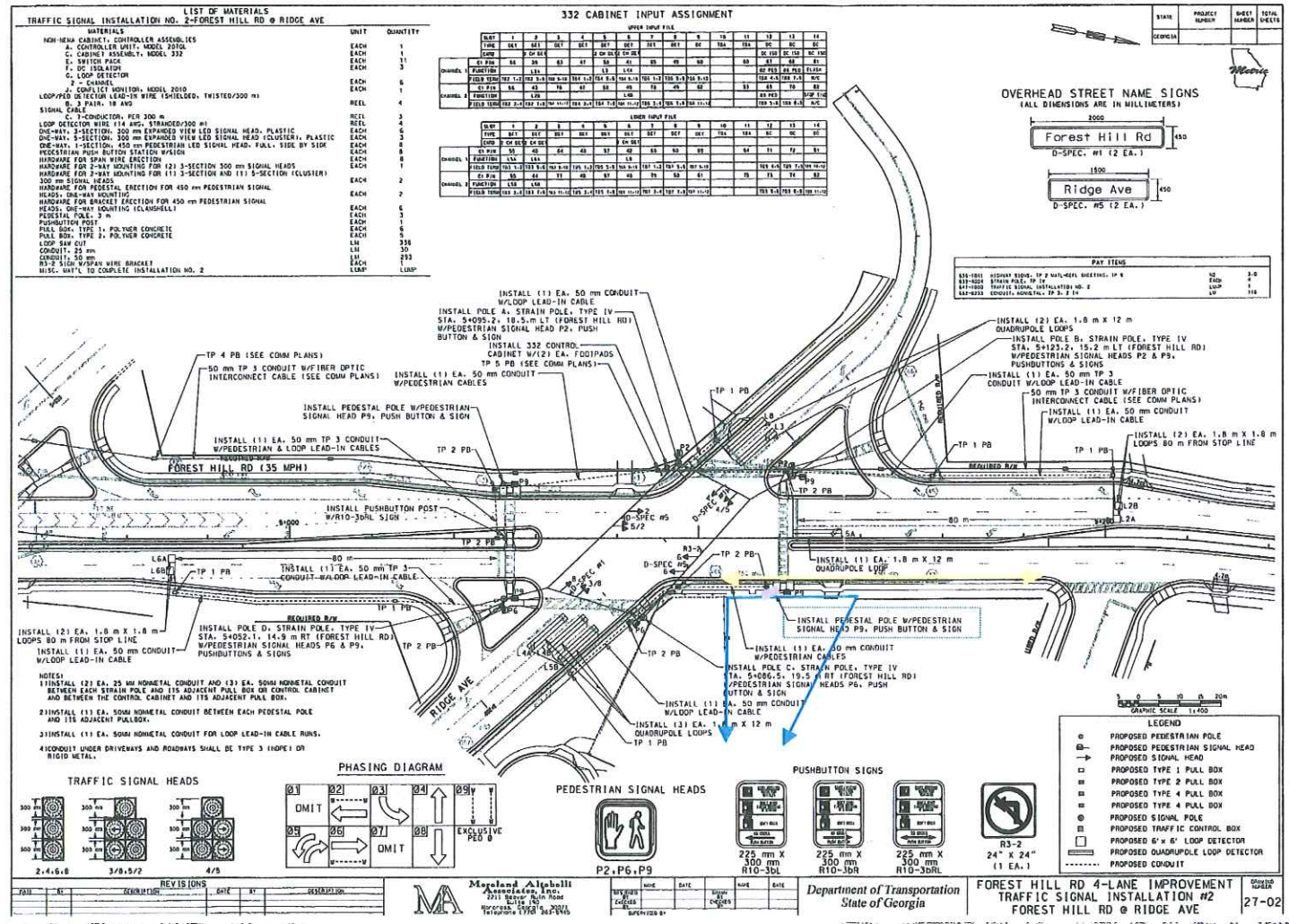
Project implementation would not indirectly affect the Coleman House (B-1). No significant change in traffic patterns would result from project implementation. Drury Drive would be made into a cul-de-sac adjacent to the Coleman House (B-1). However this would not have an impact to traffic levels near the Coleman House (B-1).

Nesbit House (B-2)

A finding of **No Adverse Effect** has been determined for the Nesbit House (B-2). In the area of the resource, project implementation would consist of upgrading the existing two-lane roadway to an urban four-lane road with two 11-foot traffic lanes in each direction, a 20-foot raised grassed median, curb and gutter, and 5-foot sidewalks on both sides of the roadway. The edge of pavement in front of the resource would move approximately 5 feet away from the resource. A pedestal pole with pedestrian signal head would be placed in front of the resource within the existing right-of-way and outside of the eligible National Register boundary [see Figure 7, Proposed Improvements in the Area of the Nesbit House (B-2)].

Physical destruction of or damage to all or part of the property would not occur. No property within the eligible National Register boundary would be acquired for project

Figure 7: Proposed Improvements in the Area of the Nesbit House (B-2)



Legend

- Eligible National Register Boundary & Existing/Proposed Right-of-Way
- Existing/Proposed Edge of Pavement
- Pedestal Pole with Pedestrian Signal Head

implementation. There would be no physical destruction or damage to the structures or area within the eligible National Register boundary. The area immediately outside the National Register boundary would be used for installation of a pedestal pole with a pedestrian signal head. All construction would take place outside of the eligible National Register boundary. Project implementation would not cause physical destruction or damage to the property.

Project implementation would not result in a change in the character of the property's use. No direct or indirect effects would alter the character of the continued residential use of the Nesbit House (B-2). The project would not diminish the future desirability of the property's use. In addition, current residential use of the property is consistent with the long-term land use plan for the city of Macon. The house would not be isolated from the character of the setting since access to the property would be maintained. Project implementation would not result in a change in the character of the property's use.

Project implementation would not result in a change in the character of the property's physical features within the property's setting that contribute to its historic significance. The character of the setting within the eligible National Register boundary consists of the house and informal landscaping. The character of the setting outside the boundary is comprised of other houses and utility poles. All construction in conjunction with the roadway project would take place outside of the eligible National Register boundary of the resource. The proposed project would not alter any characteristics that contribute to the eligibility of the Nesbit House (B-2).

Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The distance from the property to the transportation facility would increase 4.9 feet. A pedestrian pole with a signal head would be placed in front of the Nesbit House (B-2), outside the eligible National Register boundary.

The visual character of the surrounding area of the resource has been compromised by modern residential development. While the pedestrian pole would be a new element to the setting, it is not considered an **Adverse Effect** because other traffic-related objects are in the viewshed of the resource (traffic signal poles, traffic-related signage) and would continue to be elements in the viewshed of the resource.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the resource's significant historic characteristics or

features. There would be no atmospheric effect to this property as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

The Nesbit House (B-2) would be audibly affected as a result of project implementation. The existing noise level at the property is 65 dBA L10. The no-build noise level at the property is 67 dBA L10. The build noise level (design year 2024) at the resource is 70 dBA L10. This 5-decibel increase would occur over twenty years and would be perceptible to the human ear, but not substantial. However, the build noise level would reach the FHWA noise abatement criterion of 70 dBA L10 established for residential land use. Implementation of the proposed project would cause an **Adverse Effect** to the Nesbit House (B-2).

The construction of a noise abatement wall was considered to minimize the audible impact. However, this wall would be 10 feet tall and located 39 feet from the front of the residence. The visual intrusion of this wall would introduce an element adversely out of character with the visual setting of this historic house. Also, the driveway opening required to permit access to the Nesbit House (B-2) would diminish the effectiveness of this barrier. Therefore, this wall is not a prudent means of minimizing project effects.

Project implementation would not indirectly affect the Nesbit House (B-2). No change in traffic patterns would result from project implementation. No additional access to the existing transportation facility would be provided and no existing access to the facility would be removed. The proposed project would only increase the capacity of the existing roadway to meet current and anticipated future demand.

The Prado Historic District & Gates (Bi-10 and B-3)

A finding of **Conditional No Adverse Effect** has been determined for The Prado Historic District & Gates (Bi-10 and B-3). In the area of the resource, project implementation would consist of upgrading the existing two-lane roadway to an urban four-lane road with two 11-foot traffic lanes in each direction, a 20-foot raised grassed median, curb and gutter, and 5-foot sidewalks on both sides of the roadway. Additional right-of-way would be acquired along Forest Hill Road from the west side yards of 3888 and 3897 The Prado within The Prado Historic District. The proposed project would require approximately 4.9 to 26.2 feet of additional right-of-way for a total of approximately 100 feet of right-of-way. The proposed construction would require the

acquisition of approximately 0.21 acre, or 1.3% of the total area within the eligible National Register boundary. A temporary construction easement would be required during project implementation to tie the project in with the district. Also, a driveway easement at 3897 The Prado would be necessary to tie the northeast driveway in with the proposed project [see Figure 8, Proposed Improvements in the Area of The Prado Historic District & Gates (Bi-10 and B-3)].

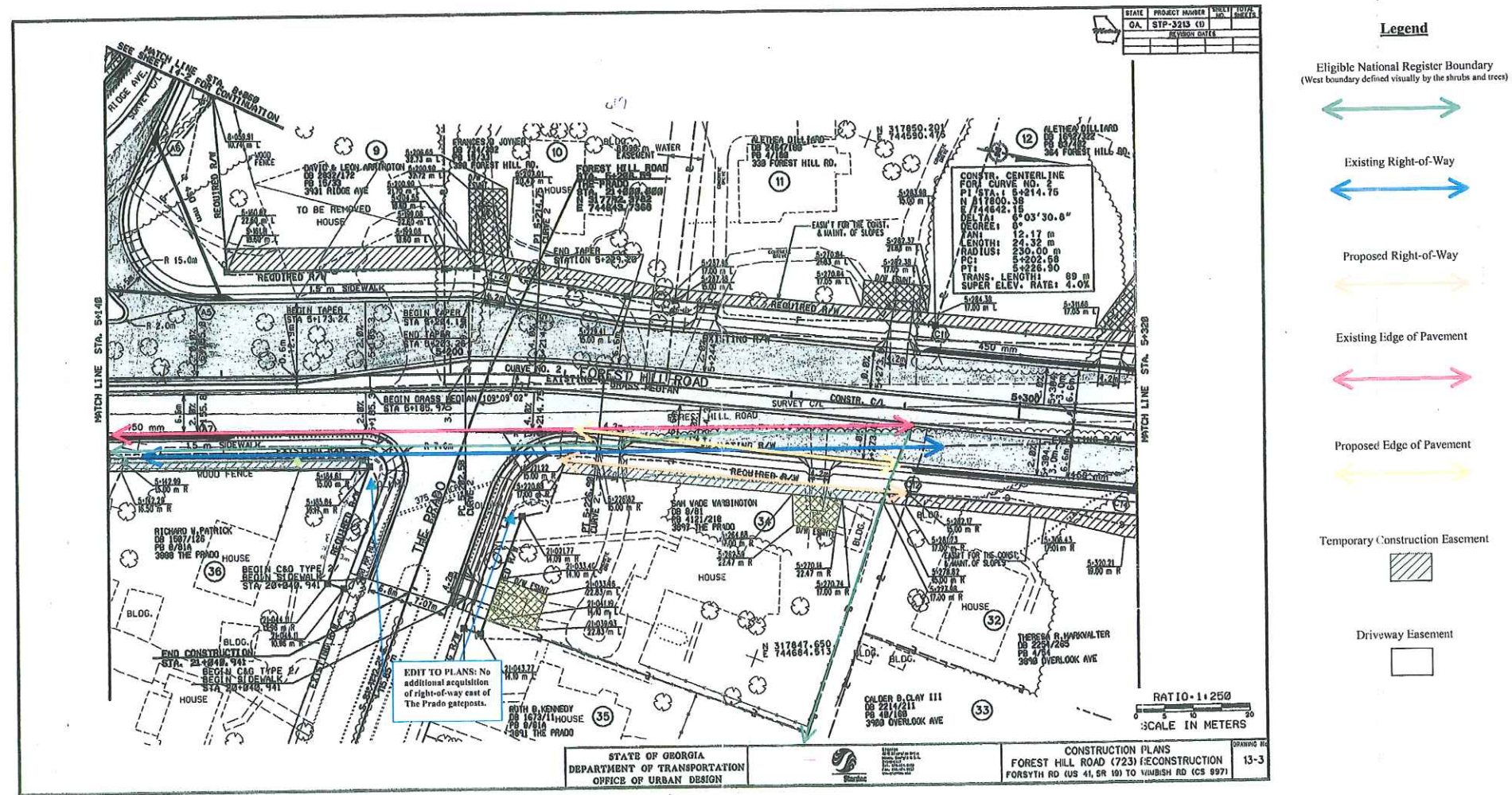
In the area of the district, a temporary construction easement is needed during project implementation. Approximately 6.5 feet of temporary easement is needed for the construction of slopes and maintenance along the west side of the eligible National Register boundary line. Also temporary easement is needed in the area of the driveways to tie the driveways in with the road. Although the temporary construction easements are within the eligible National Register boundary, the easements would not have an adverse effect on the district. A Section 4(f) use occurs:

- When land is permanently incorporated into a transportation facility;
- Where there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purposes; or
- When there is a constructive use of land (23 CFR 771.135[p])

Because acquisition of easement from The Prado Historic District & Gates (Bi-10 and B-3) is not permanent, adverse or a constructive use, Section 4(f) is not applicable.

Physical destruction of or damage to part of the district would occur. Though the district is being impacted, the effect would not be considered adverse. The east side of Forest Hill Road borders the western boundary of The Prado Historic District & Gates (Bi-10 and B-3). The western boundary consists of the entrance gateposts and the western borders of two parcels within The Prado Historic District & Gates (Bi-10 and B-3): 3888 and 3897 The Prado. While there would be no physical destruction or damage to the contributing buildings or entrance gateposts, additional right-of-way (approximately 4.9 to 26.2 feet) would be acquired from within the eligible National Register boundary. The edge of pavement would move 9.8 feet closer to contributing resources located on Forest Hill Road. This would result in a 21% loss of setback along the side yard of 3897 The Prado. Approximately 0.21 acre or 1.3% of the total area within the eligible National Register boundary would be acquired. Though 0.21 acre of land would be acquired, the resources would only be 9.8 feet closer to the proposed

Figure 8: Proposed Improvements in the Area of The Prado Historic District and Gates (Bi-10 and B-3)



roadway. This acquisition would remove ornamental trees and shrubbery that are non-historic and not contributing features of the district. Since the vegetation is non-historic and non-contributing, its loss would have no physical effect on the resource. Implementation of the project would result in a finding of no adverse effect.

Project implementation would not result in a change in the character of the district's use. No direct or indirect effects would alter the character of the continued residential use of The Prado Historic District & Gates (Bi-10 and B-3). The widening of the existing two-lane road and the installation of curb and gutter along Forest Hill Road within the district would not diminish the future desirability of the houses for residential use because there would be no change in the distance from the proposed roadway to 3888 The Prado, and a minor distance of 9.8 feet between 3897 The Prado and the edge of pavement along Forest Hill Road. In addition, residential use of the district is consistent with the long-term land use plan for the city of Macon. The district would not be isolated from the character of its setting since access to the district would be maintained. Project implementation would not result in a change in the character of the district's use.

Project implementation would not result in a change in the character of the district's physical features within the district's setting that contributes to its historic significance. The character of the setting within the eligible National Register boundary consists of the houses and informal landscaping of the district. Vegetation (trees and shrubbery) and a fence along the western boundary of the district are non-contributing and not historic features; however this screen forms a buffer that would be removed during project implementation. This vegetation and fence would be replaced. Other features such as the sidewalk and grassed areas would be removed and reinstalled. Implementation of the proposed project would have **No Adverse Effect** on The Prado Historic District & Gates (Bi-10 and B-3).

Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features based on the conditions imposed on the project design. The distance from the edge of pavement to 3888 The Prado would not change, however, the edge of pavement would move 9.8 feet closer to the house at 3897 Forest Hill Road. This would result in a 21% loss of setback along the side yard of 3897 The Prado. Also, approximately 0.21 acre, or 1.3% of the total area within the eligible National Register boundary within the west side yards of 3888 and 3897 The Prado would be acquired for right-of-way. In addition,

a five-foot sidewalk would be installed within the eligible National Register boundary and non-historic ornamental trees and shrubbery would be removed within the existing right-of-way of 3888 and 3897 The Prado. A non-historic fence at 3897 The Prado would also be removed. To minimize the loss of the setback and the loss of the buffer that the non-historic vegetation and non-historic fence provide, vegetation would be replanted and the fence would be replaced to maintain a buffer between the houses, and the roadway and sidewalk. Based on the re-establishment of these features, the project would have a **Conditional No Adverse Effect** on the district.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the district's significant historic characteristics or features. There would be no atmospheric effect to the district as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

The Prado Historic District & Gates (Bi-10 and B-3) would be audibly affected as a result of project implementation. However, this effect would not be adverse. The existing noise level at the district is 66 dBA L10. The no-build noise level at the property is 68 dBA L10. The build noise level (design year 2026) at the resource is 71 dBA L10. This 5-decibel increase would occur over twenty years and would be perceptible to the human ear, but not substantial. The build noise level would exceed the FHWA noise abatement criterion of 70 dBA L10 established for residential land use. Implementation of the proposed project would have **No Adverse Effect** to The Prado Historic District & Gates (Bi-10 and B-3).

Project implementation would not indirectly affect The Prado Historic District & Gates (Bi-10 and B-3). A grassed median would be installed along Forest Hill Road in the area of the district. Entrance into the district would be right-in, right-out only. However this would not adversely affect the district. No additional access to the existing transportation facility would be provided and no existing access to the facility would be removed. The proposed project would only increase the capacity of the existing roadway to meet current and anticipated future demand.

Overlook Avenue Historic District & Gates (Bi-11 and B-4)

A finding of **Adverse Effect** has been determined for the Overlook Avenue Historic District & Gates (Bi-11 and B-4). In the area of the resource, project implementation would consist of upgrading the existing two-lane roadway to an urban

four-lane road with two 11-foot traffic lanes in each direction, a 20-foot raised grassed median, curb and gutter, and 5-foot sidewalks on both sides of the roadway. A retaining wall and guardrail would be constructed within the eligible National Register boundary of the (Bi-11 and B-4) Avenue Historic District & Gates, at 3875 Overlook Avenue parallel to Forest Hill Road. The proposed project would require approximately 9.8 to 78.7 feet of additional right-of-way for a total of approximately 98 to 128 feet of right-of-way. The proposed construction would require the acquisition of approximately 0.53-acre, or 3% of the total area within the eligible National Register boundary. A temporary construction easement would be required along Forest Hill Road at 3890 and 3875 Overlook Avenue, to tie the proposed roadway in with these properties [see Figure 9, Proposed Improvements in the Area of the Overlook Historic District (Bi-11 & B-4)].

Physical destruction of or damage to part of the district would occur and would result in an **Adverse Effect** to the district. The east side of Forest Hill Road borders the western boundary of the Overlook Avenue Historic District & Gates (Bi-11 and B-4). The western boundary consists of the entrance gateposts and the western borders of two parcels: 3890 Overlook Avenue and 3875 Overlook Avenue. While there would be no physical destruction or damage to the contributing buildings or entrance gateposts, part of the land within the district would be acquired for project implementation, and contributing features such as the shrubbery, pine trees and a hardwood tree would be removed as a result. Additional right-of-way (3.3 to 78.7 feet) would be acquired from within the eligible National Register boundary. The edge of pavement would move 24.6 to 65.6 feet closer to contributing resources located on Forest Hill Road. This would not only result in a 17% to 34.8% loss of setback, but the loss of contributing features as well. Approximately 0.53 acre, or 3% of the total area within the eligible National Register boundary, would be acquired. This acquisition would remove shrubbery, pine trees and a hardwood tree, which contribute to the historic character of the district. This would result in a finding of **Adverse Effect**. The proposed project would not affect the actual The Prado Gates.

Project implementation would not result in a change in the character of the district's use. No direct or indirect effects would alter the character of the continued residential use of the Overlook Avenue Historic District & Gates (Bi-11 and B-4). The widening of the existing two-lane road and the installation of curb and gutter along Forest Hill Road within the district would not diminish the future desirability of the houses for residential use because there would still be a substantial area left between the