

Over the three-year period evaluated for accident data, 86 of the 174 accidents, or 49 percent of all accidents on Forest Hill Road occurred north of Wimbish Road and south of Northside Drive. Over the same period, 46 of the 85 injuries, or 54 percent of all injuries occurred on the portion of Forest Hill Road north of Wimbish Road and south of Northside Drive. Two of the three fatalities that occurred during this time frame occurred between Wimbish Road and Northside Drive.

### **Other Road Improvements in the Area**

Other road improvement projects in the immediate area of the proposed improvements to Forest Hill Road include STP-3213(4) and STP-3214(3). Project STP-3214(4) is a proposal to construct Northwest Parkway, mostly on new location, from Log Cabin Drive north of Mercer University Drive to Vineville Avenue. This proposed project would construct a four-lane urban road with a raised median. Project STP-3214(3) is a proposal to reconstruct Northside Drive from Wesleyan Drive to Forest Hill Road. This proposed project would reconstruct Northside Drive from a two-lane rural road to a five-lane urban road. This lane configuration would match the typical section of the completed improvements to Northside Drive east of Forest Hill Road.

The proposed improvements to Forest Hill Road are included in the Macon Area Transportation Study=s (MATS) Adopted Transportation Plan and the Transportation Improvement Program (TIP). Project STP-3213(1), the proposed widening of Forest Hill Road from Vineville Avenue to Wimbish Road, is in the TIP as MCN-22. Project STP-3213(3), the proposed widening of Forest Hill Road from north of Wimbish to south of Northside Drive, is in the TIP as MCN-25. Project BRMLB-3213(5), the proposed replacement of the bridge culvert over Sabbath Creek, is in the TIP as MCN-59. These projects are also in the current Macon-Bibb County Road Improvement Program. Local funding for this proposed project would be derived from a one percent local sales tax, which was passed in a referendum in 1994 for the purpose of road improvements.

### **Summary**

The LOS, particularly on Forest Hill Road from Vineville Avenue to Wimbish Road, indicates the need to add capacity to the road to maintain desirable operating conditions. The LOS evaluation indicated that some portions of Forest Hill Road presently operate at unacceptable levels of service. Without capacity improvements to Forest Hill Road from Vineville to Wimbish Road, the level of service would continue to decline until the LOS on this section of road would be unacceptable. The LOS evaluation of Forest Hill Road to the north of Wimbish Road also revealed the need for improvements to the corridor. The analysis showed that intersection improvements and the addition of a center turn lane would improve the safety and operational efficiency of this section of Forest Hill Road.

The evaluation of the operation of three intersections on Forest Hill Road indicate the need for improvements as the LOS for some peak times during the day are already at an unacceptable LOS F. Improvements to Forest Hill Road and to these intersections as discussed would assure an acceptable LOS through the design year 2024. One intersection north of Wimbish Road that would be

signalized under the proposed project would operate at LOS F before the design year 2024 if it were not signalized.

The accident data for Forest Hill Road strongly suggests the need for improvements to enhance safety of the corridor. Although the accident rate is only slightly higher than the statewide accident rate on similar roads, the injury and fatality rates are excessive. With the high percentage of rear-end collisions, it is apparent that turn lanes are needed. The proposed divided road on Forest Hill Road from Vineville Avenue to Wimbish Road would serve to prevent future head-on collisions and sideswipe accidents with vehicles traveling in opposite direction. Implementation of the proposed project would greatly improve traffic safety in the project area.

## **II. DESCRIPTION OF ALTERNATIVES**

### **The Preferred Alternative**

The existing Forest Hill Road is a rural two-lane facility with 22 feet of pavement and 6-foot shoulders with drainage ditches. The existing right-of-way varies between 50 and 90 feet. The preferred alternative proposes to reconstruct Forest Hill Road with two different typical sections. From Vineville Avenue to Wimbish Road, Forest Hill Road would be reconstructed to an urban four-lane road with two 12-foot traffic lanes in each direction, a 15-foot raised, grassed median, curb and gutter, with 5-foot sidewalks on both sides (see Figure 3a, Typical Section from Vineville to Wimbish Road). The proposed right-of-way for this portion of Forest Hill Road would be widened to 100 feet. On this portion of the project, Wimbish Road would be slightly realigned to form a T-intersection with Forest Hill Road.

The alignment of the centerline of the proposed improvements varies along the preferred alternative. From Vineville Avenue to Overlook Avenue the centerline of the road shifts 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 includes the upgrade of the existing traffic signals at Vineville Avenue, Ridge Avenue, and Wimbish Road. Drury Drive, The Prado, and Overlook Avenue would become *cul-de-sacs*.

From Wimbish Road to 650 feet south of Northside Drive, Forest Hill Road is a rural two-lane facility with 22 feet of pavement and 6 foot shoulders with drainage ditches. The proposed improvements consist of upgrading the existing roadway to a 3-lane urban section with two 13-foot travel lanes, a 14-foot flush center median for left turns, curb and gutter, and a 4-foot wide sidewalk on the east side of the road (see Figure 3b, Typical Section). The majority of the existing houses, an elementary school, and two apartment complexes are located on the east side of Forest Hills Road. A lane width of 13 feet is proposed to enhance safety and capacity as well as facilitate right turns.

In addition appropriate access to these sidewalks would be provided from the west side of the road as part of the proposed intersection improvements. The existing right-of-way varies along the length of the road from 60 to 70 feet. The proposed right-of-way would be 70 feet.

This portion of the Forest Hill Road improvements would include the realignment of the Old Lundy Road approach to Forest Hill Road to align it across from Lokchapee Drive. A traffic signal would be installed at this realigned intersection (see Figure 1, Project Location Map). Newport Road and Forest Lake Drive would be realigned to create a four-way intersection. Normandy Road and Glenn Hill Court would also be realigned to create a four-way intersection. The existing triple box culvert at Sabbath Creek would be replaced and extended with a bridge culvert structure (see Figure 1, Project Location Map). Georgia DOT would do the design of this culvert. The pipe culvert at the unnamed tributary of Sabbath Creek would be extended to accommodate the widening of the roadway.

The existing right-of-way on the portion of Forest Hill Road from Vineville Avenue to Wimbish Road varies between 50 and 100 feet. The proposed right-of-way on this portion of the road would be 100 feet. The existing right-of-way on Forest Hill Road from Wimbish Road to 650 feet south of Northside Drive varies from 60 to 70 feet. The proposed right-of-way for this portion of the road is 70 feet.

### **Other Alternatives Under Consideration**

**Four-lane with Raised Median from Vineville Avenue to south of Northside Drive.** From Vineville Avenue to Wimbish Road, this alternative would be the same as the preferred alternative with four traffic lanes, a raised median, and sidewalks on both sides. From Wimbish Road to south of Northside Drive a four-lane road with two 12-foot traffic lanes in each direction and a 15-foot raised, grassed median, with sidewalks on both sides was evaluated as an alternative to the proposed 3-lane road with a traffic lane in each direction and a flush median for left turns. In the consideration of this alternative it was noted that the area between Wimbish Road and south of Northside Drive is exclusively residential. Informal discussions with local residents, city and county officials detected substantial opposition to a four-lane road with a raised median in this area. Citizens were concerned that a 4-lane facility was more road than was necessary to serve the transportation needs of the area. It was also believed that a four-lane road with a raised median would have an adverse effect on the residential nature of the area. It was determined that a three-lane road with a traffic lane in each direction and a flush median for turns would better serve the community in this area. The center turn lane would lower the number of rear-end collisions. The use of 13-foot travel lanes was thought to be safer than 12-foot travel lanes. The 13-foot travel lanes would also be more bicycle-friendly than 12-foot lanes. Subsequently, a new Concept Report was approved with a three-lane section from Wimbish Road to 650 feet south of Northside Drive.

**The No-Build Alternative.** This alternative would result in no action by the Macon-Bibb County Road Improvement Program or the Georgia Department of Transportation (GDOT) to construct this project, which would alleviate traffic congestion and improve safety on Forest Hill Road. The no-build alternative would greatly increase the congested traffic conditions that already exist, resulting in an unacceptable LOS. This alternative also ignores the need for a safer facility, which would lower the injury and fatality rates on Forest Hill Road.

### **III. ENVIRONMENTAL CONSEQUENCES**

#### **Archaeological Resources**

In compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments, the proposed project has been surveyed with respect to archaeological resources, especially those in or eligible for inclusion in the National Register of Historic Places (National Register). The purpose of the survey was to locate, identify, and evaluate any archaeological resources, which may be present in the area. The survey was conducted within the proposed project corridor in accordance with the Georgia Department of Transportation (GDOT)/Federal Highway Administration (FHWA) A Cultural Resources Survey Guidelines.® These guidelines were developed by the GDOT staff archaeologists in consultation with the State Historic Preservation Officer (SHPO) and the FHWA, and agreed upon by the SHPO and the FHWA. These guidelines provide general survey boundaries and methodological approaches to archaeological surveys based on the type/scope of proposed highway projects and are followed during the initial identification of archaeological resources.

The Georgia Archaeological site files at the University of Georgia and existing survey reports were consulted to locate previously identified archaeological sites along the project corridor. Review of topographic maps and aerial photographs to identify high site probability areas within and along the corridor was also conducted.

A Phase I Archaeological Survey conducted on the proposed project found no archaeological sites. It was concluded, therefore, that the construction of this proposed project would not affect known archaeological resources in or eligible for inclusion in the National Register. It was recommended that further archaeological research on the proposed project would not be required for compliance with Section 106 of the National Historic Preservation Act of 1966 (see correspondence in Appendix A).

#### **Historic Resources**

In compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments, the proposed project has been surveyed with respect to historic resources, especially those in or eligible for inclusion in the National Register. The survey boundary and methodology were established using the GDOT/FHWA "Cultural Resources Survey Guidelines." These guidelines were established as a result of past interaction with the SHPO and his staff.

The Department of Natural Resources' Bibb County survey for historic resources was consulted in the preliminary identification of historic resources. Lists of current and pending National Register properties and aerial photographs along the length of the project were consulted. In addition, the Middle Georgia Regional Development Center was contacted in an effort to identify known historic



resources in or eligible for inclusion in the National Register. A field survey for historic structures was conducted along the project corridor. As a result of these efforts five historic resources eligible for the National Register were identified on the proposed Forest Hill Road project. These include the **Coleman House**, the **Nesbit House**, the **Prado Gates**, the **Overlook Avenue Gates**, and the **Davidson House** (see Figure 4, Historic Resource Location Map). The Historic Preservation Division of the Georgia Department of Natural Resources concurred that these properties were eligible for the National Register (see correspondence in Appendix A).

**The Coleman House** is a two story c. 1929 Mission style resource located at 209 Forest Hill Road (see Figure 4, Historic Resource Location Map). Architectural details include a pyramid roof with four curvilinear parapets, 6/1 double-hung windows, asymmetrical fenestration, a front door with sidelights, wide overhanging eaves, one interior brick chimney, a red brick exterior, and louver windows within the parapets. There is a decorative wrought iron fence surrounding the property on two sides with a front entry gate. Landscape features include mature pine trees and screening hedge comprised of various shrubbery. 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 a representative example of the Mission style.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 1.01 acres (see Figure 5, Proposed Improvements in the Area of the Coleman House). All significant and character defining features of the property are included within the legal boundary.

A finding of **No Adverse Effect** is anticipated for the Coleman House. In the area of the resource, project implementation would consist of the widening of Forest Hill Road from a two-lane rural section to a four-lane urban section with a raised grassed median, sidewalks, and curb and gutter. The existing width of Forest Hill Road is 22 feet and is comprised of two 11-foot lanes located within the existing 60-foot right-of-way. The proposed project would expand Forest Hill Road to four 12-foot through lanes with a 15-foot raised grassed median, a total of 10 feet in curb and gutter, and 5-foot sidewalks with 4.5-foot shoulders on either side of the roadway (see Figure 3a, Typical Section). In the area of this resource project implementation would also consist of the removal of part of Drury Drive and the construction of a *cul-de-sac*. The implementation of the proposed project would include grassing the area where the pavement was removed. The proposed project would require an additional 40 feet of right-of-way for a total of 100 feet of right-of-way. The proposed construction would require the acquisition of right-of-way outside the eligible National Register boundary opposite the resource on the west side of the existing road.

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 implementation (see Figure 5, Proposed Improvements in the Area of the Coleman House). There would be no physical destruction or damage to the buildings or landscape features within the eligible National Register boundary.

Project implementation would not result in a change in the character of the property's use. There are no direct or indirect effects anticipated to the Coleman House that would alter the character of the continued residential use of the property. Project implementation would improve the Forest Hill Road/Ridge Road/Drury Drive intersection, which is located directly adjacent to the resource. Drury Drive, which is currently located along the southern edge of the eligible National Register boundary of the Coleman House, would become a *cul-de-sac* upon project implementation (see Figure 5, Proposed Improvements in the Area of the Coleman House). The homeowner would continue to have driveway access from the top of the *cul-de-sac* of Drury Drive; however, Drury Drive would no longer continue to the Ridge Road/Forest Hill Road intersection. The existing asphalt roadbed of Drury Drive in the area between the new *cul-de-sac* and the intersection would be removed and become an additional side yard for the Coleman House. This would further encourage continued residential use of the property by moving the side street further away while indirectly benefiting the current homeowner with the addition of green space. Property would be made available to the house residents and would be maintained with the raised grassed median. In addition, residential use of the property is consistent with the long-term land use plan for the city of Macon. Therefore, 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 contributes to its historic significance. The character of the setting within the eligible National Register boundary consists of the house, a garage and informal landscaping. The character of the setting outside the boundary is comprised of other residences, of which only two are considered eligible for the National Register. The adjacent residences primarily date from 1950 onwards. The proposed project would not alter any characteristics that contribute to the Coleman House and is therefore considered to have no adverse effect on the resource.

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 existing facility always has been and would continue to be an element of the visual character of the property. The distance from the property to the transportation facility would not change. In the area of the resource, the central grassed median would also be landscaped with compatible vegetation and small-scale trees and shrubs, thereby enhancing the viewshed from the resource. The visual character of the surrounding area of the resource has been compromised by modern residential development. The enlargement of the existing transportation facility would not further compromise the visual character of the property.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not result in the introduction of audible elements that diminish the integrity of the property's significant historic characteristics or features. The existing noise level at the property is 70 dBA L10. The no-build noise level (year 2024) at the property is 72 dBA L10.

The build noise level (design year 2024) at the resource is 72 dBA L10. This two-decibel increase would occur over twenty years and would not be perceptible to the human ear. The build noise level exceeds the FHWA noise abatement criterion of 70 dBA L10 established for residential land use. However, this is not considered an adverse effect because the current noise level at the resource already meets the FHWA noise abatement criterion as well as the no-build noise level exceeds the criterion by two decibels. Therefore, the resource is already impacted regardless of project implementation.

Project implementation is anticipated to indirectly affect the Coleman House. No change in traffic patterns would result from project implementation. No additional access to the existing transportation facility would be provided. Existing access to the facility would be removed; however, this action is anticipated to have a positive affect on the resource by reducing the amount of traffic and noise on the adjacent side street. The addition of grassed space where once an asphalt roadbed was should further encourage continue residential use of the resource. The area is currently zoned residential, which is consistent with the long-term land use goals for the city of Macon. The proposed project would increase the capacity of the existing roadway to meet current and anticipated future traffic.

**The Nesbit House** is a one-story c. 1934 Queen Anne style resource located at 227 Forest Hill Road (see Figure 4, Historic Resource Location Map). Architectural details include a hipped roof with lower cross gables, two interior brick chimneys, 1/1 double-hung windows, decorative wood shingles in two gables, half timbering in the front facing gable, and a brick pier foundation with concrete block infill. Decorative Queen Anne elements include floor-to-ceiling windows across the front facade, a double front entry with pilasters and corner blocks, turned columns on square bases for porch supports, and paterae repeated within the cornice of the roof and gables as well as at the corner of the windows. The landscaping consists of mature hardwoods and shrubbery. 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 a representative example of the Queen Anne style.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.81 acre (see Figure 6, Proposed Improvements in the area of the Nesbit House). All significant and character defining features of the property are included within the legal boundary.

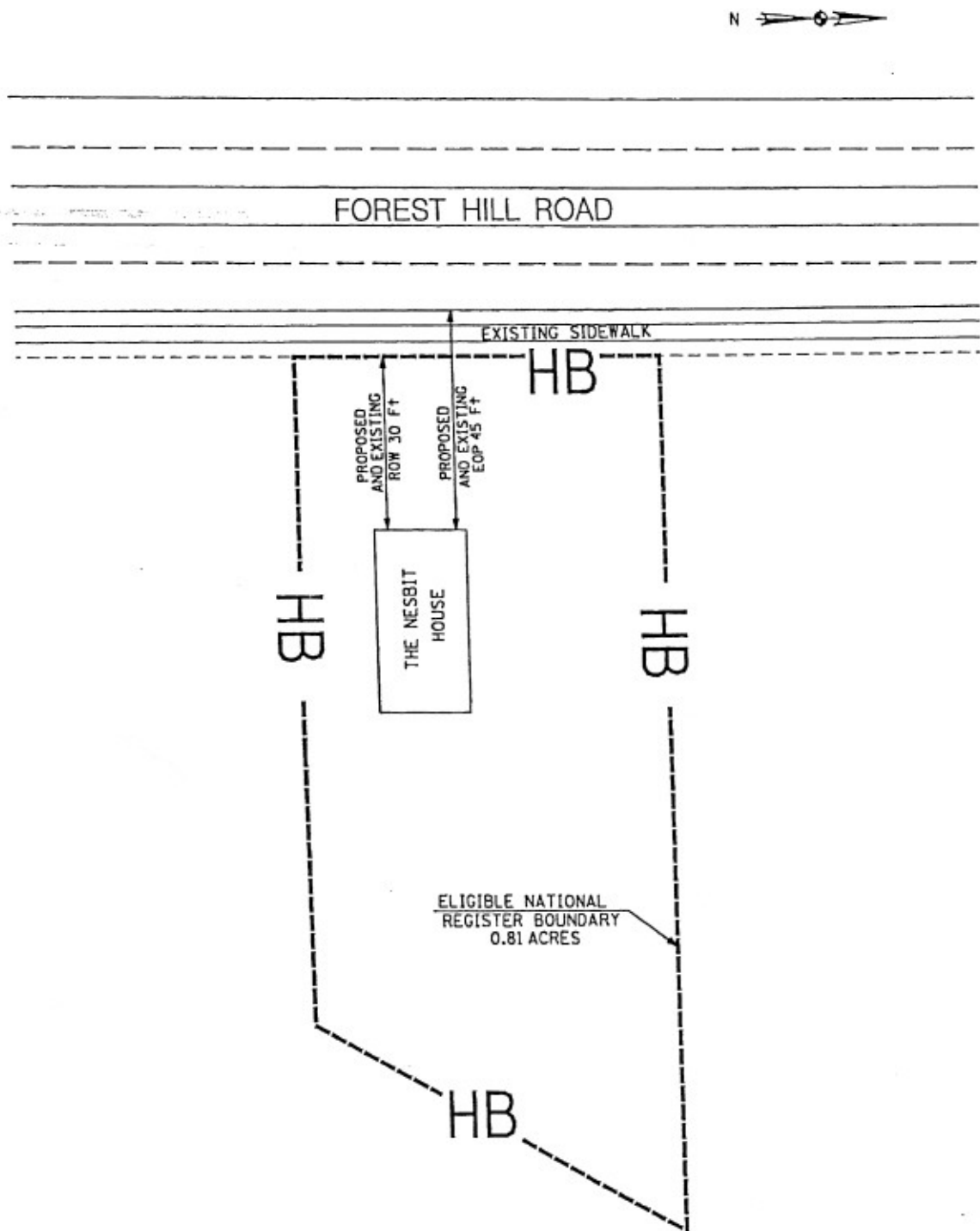
A finding of **No Adverse Effect** is anticipated for the Nesbit House. In the area of the resource, project implementation would consist of the widening of Forest Hill Road from a two-lane rural section to a four-lane urban section with a raised grassed median, sidewalks, and curb and gutter. The existing width of Forest Hill Road is 22 feet and is comprised of two 11 foot lanes located within the existing 60-foot right-of-way. The proposed project would expand Forest Hill Road to four 12-foot through lanes with a 15-foot raised grassed median, a total of 10 feet in curb and gutter, and 5-foot sidewalks with 4.5-foot shoulders on either side of the roadway (see Figure 3a, Typical

Section). The proposed project would require an additional 40 feet of right-of-way for a total of 100 feet of right-of-way. The proposed construction would require the acquisition of right-of-way



## FIGURE 6

Proposed Improvements in the Area of the Nesbit House  
STP-3213(1) & STP-3213(3)/BHMLB-3213(5), Bibb County and P.I. Nos. 350520 &  
351130/351135



outside the eligible National Register boundary opposite the resource on the west side of the existing road.

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 implementation (see Figure 6, Proposed Improvements in the Area of the Nesbit House). There would be no physical destruction or damage to the buildings or area within the eligible National Register boundary.

Project implementation would not result in a change in the character of the property's use. There are no direct or indirect effects anticipated to the Nesbit House that would alter the character of the continued residential use of the property. In addition, residential use of the property is consistent with the long-term land use plan for the city of Macon. The property would not be isolated from the character of its setting since access to the property would be maintained. Therefore, 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 contributes to its historic significance. The character of the setting within the eligible National Register boundary consists of the house, a garage and informal landscaping. The character of the setting outside the boundary is comprised of other residences, of which only two are considered eligible for the National Register. The adjacent residences primarily date from 1950 onwards. The proposed project would not alter any characteristics that contribute to the Nesbit House and is therefore considered to have no adverse effect on the resource.

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 existing facility always has been and would continue to be an element of the visual character of the property. The distance from the property to the transportation facility would not change. In the area of the resource, the central grassed median would also be landscaped with compatible vegetation and small-scale trees and shrubs, thereby enhancing the viewshed from the resource. The visual character of the surrounding area of the resource has been compromised by modern residential development. The enlargement of the existing transportation facility would not further compromise the visual character of the Nesbit House.

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.

Project implementation would not result in the introduction of audible elements that diminish the integrity of the property's significant historic characteristics or features. The existing noise level at the property is 69 dBA L10. The no-build noise level (year 2024) at the property is 71 dBA L10. The build noise level (design year 2024) at the resource is 71 dBA L10. This two-decibel increase

would occur over twenty years and would not be perceptible to the human ear. The build noise level exceeds the FHWA noise abatement criterion of 70 dBA L10 established for residential land use. However, this is not considered an adverse effect because the no-build noise level exceeds the FHWA noise abatement criterion by two decibels. Therefore, the resource is already impacted regardless of project implementation.

Project implementation is not anticipated to indirectly affect the Nesbit House. No change in traffic patterns would result from project implementation. No additional access to the existing transportation facility would be provided. Existing access to the facility would be removed; however, this action is anticipated to have a positive effect on the resource by reducing the amount of traffic and noise on the adjacent side streets of Drury Drive and The Prado. The area is currently zoned residential, which is consistent with the long-term land use goals for the city of Macon. The proposed project would only increase the capacity of the existing roadway to meet current and anticipated future demand.

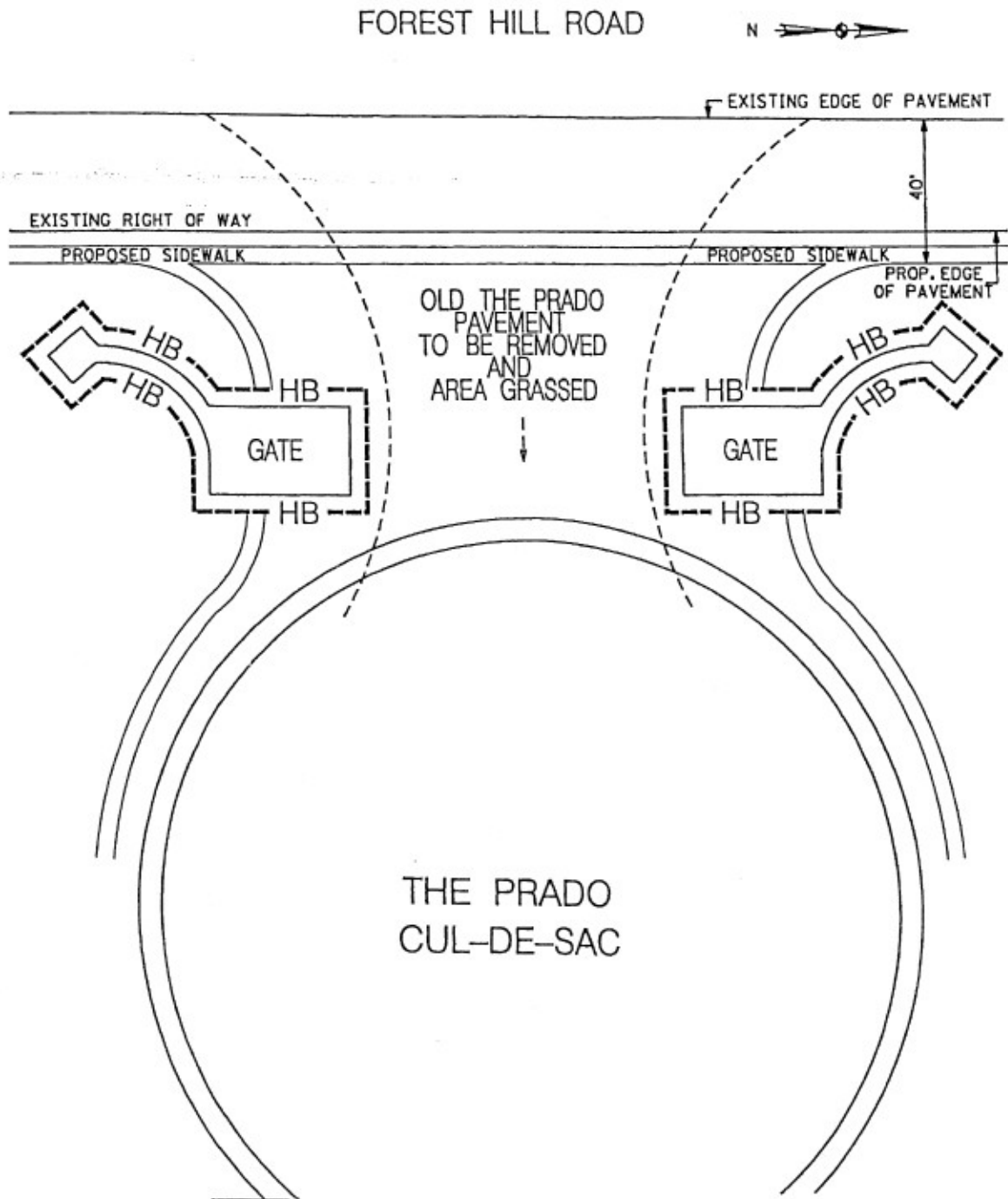
**The Prado Gates** are c. 1926 Spanish Colonial archways located at Forest Hill Road and the Prado (see Figure 4, Historic Resource Location Map). Architectural details include red Spanish tile on the roof, decorative wrought iron panels, pedestrian archways, and a sloping wall that curves out and away from the entrance. They appear to be constructed of concrete block and faced in rough, pink-hued stucco. There is evidence that there once were wrought-iron gates across the pedestrian archways. These properties were evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of landscape architecture.

The eligible National Register boundary of the property reflects only the area within the footprint of each gate (see Figure 7, Proposed Improvements in the Area of The Prado Gates). The boundary is discontinuous because the gates flank the existing roadway of The Prado and therefore the gates have two individual footprints. All significant and character defining features of the property are included within the boundary.

A finding of **No Adverse Effect** is anticipated for The Prado Gates. In the area of the resource, project implementation would consist of the widening of Forest Hill Road from a two-lane rural section to a four-lane urban section with a raised grassed median, sidewalks, and curb and gutter. The existing width of Forest Hill Road is 22 feet and is comprised of two 11-foot lanes located within the existing 60-foot right-of-way. The proposed project would expand Forest Hill Road to four 12-foot through lanes with a 15-foot raised grassed median, a total of 10 feet in curb and gutter, and 5-foot sidewalks with 4.5-foot shoulders on either side of the roadway (see Figure 3a, Typical Section). The proposed project would require an additional 40 feet of right-of-way for a total of 100 feet of right-of-way. (In the area of the resource, the roadbed of The Prado would become a *cul-de-sac* in order to restrict traffic entering the Ingleside neighborhood from Forest Hill Road.) The proposed construction would require the acquisition of right-of-way outside the eligible National Register boundary.

## FIGURE 7

Proposed Improvements in the Area of the Prado Gates  
STP-3213(1) & STP-3213(3)/BHMLB-3213(5), Bibb County and P.I. Nos. 350520 &  
351130/351135



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 implementation (see Figure 7, Proposed Improvements in the Area of The Prado Gates). There would be no physical destruction or damage to the buildings or area within the eligible National Register boundary. The area outside the National Register boundary to be used for project implementation consists of the grassed lawns of the adjacent residences. The Prado Gates are located within the legal property boundaries of the two homeowners who flank the entrance to The Prado. The existing edge of pavement on Forest Hill Road would remain the same in the area of the resource, with the exception of the addition of sidewalks that would join the existing sidewalks located along either side of The Prado. The addition of the sidewalks would take place within the existing right-of-way and outside of the resource=s eligible National Register boundary. The Prado itself will become a *cul-de-sac* and the area between Forest Hill Road and the end of The Prado will become grassed space with sidewalks leading through the gates. Project implementation would not result in the removal of The Prado Gates from its historic location, resulting in a finding of No Adverse Effect.

Project implementation would not result in a change in the character of the property=s use. The resource is currently being used as ornamental pedestrian gates that mark the entrance to The Prado. The gates would continue to be in use upon project implementation. However, the alteration of The Prado from a through street to a *cul-de-sac* is expected to affect the resource. The effect is not considered to be adverse. The implementation of the *cul-de-sac* would preserve the gates in place and with the addition of the grassed space where The Prado=s paving would be removed. It would continue to keep the gates in an informal landscaped setting. Although The Prado Gates would no longer function as markers to the entrance of the street, they will continue to serve in their primary function of pedestrian gateways. There are no direct or indirect effects anticipated to The Prado gates that would alter the character of the continued use of the property as elements of landscape architecture.

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 only of the gates. The character of the setting outside the boundary is comprised of residences and a concrete road running between them. The residences located immediately adjacent to the resource are non-historic, although much of the Ingleside neighborhood dates from the same period as the gates. The residences that have a direct view of the gates are non-historic. The proposed project would not alter any characteristics that contribute to the resource and is therefore considered to have no adverse effect on the resource.

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 existing facility always has been and would continue to be an element of the visual character of the property. The distance from the property to the edge of pavement of Forest Hill Road would not change. In the area of the resource, The Prado would become a *cul-de-sac*; however, the gates would continue to function in their same capacity upon project implementation.



The Prado Gates are not a resource in which the viewshed from the resource is required to be considered. Because the residents of Ingleside can view the alteration of The Prado, consideration would be given to keeping the design of the *cul-de-sac* as unobtrusive as possible. The visual character of the area surrounding the resource has been compromised by modern residential development. Therefore, the enlargement of the existing transportation facility and the creation of The Prado *cul-de-sac* would not further compromise the visual character of the property.

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.

Project implementation would not result in the introduction of audible elements that diminish the integrity of the property=s significant historic characteristics or features because The Prado Gates are not a noise sensitive resource.

Project implementation is anticipated to indirectly affect The Prado Gates. A change in traffic patterns would result from project implementation in that traffic will no longer be able to proceed directly between Forest Hill Road and The Prado but will instead have to use a side street to exit the neighborhood. This is not considered an adverse effect because the indirect effect to the gates is to help further preserve them in place for the future rather than lose them to potential road improvements of The Prado. Also, the additional grassed space where once was an asphalt roadbed will also enhance the surroundings of the gates. No additional access to the existing transportation facility would be provided. The proposed project would increase the capacity of Forest Hill Road to meet current and anticipated future demand.

**The Overlook Avenue Gates** are c. 1935 stone battlement archways with merlons and embrasures located at Forest Hill Road and the entrance to Overlook Avenue (see Figure 4, Historic Resource Location Map). Each gate is comprised of two crenellated stone towers with a segmented arch between to form a simple pedestrian gateway. They appear to be constructed of concrete block and faced in irregular, rusticated granite blocks. These properties were evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of landscape architecture.

The eligible National Register boundary of the property reflects only the area within the footprint of the resource (see Figure 8, Proposed Improvements in the Area of the Overlook Avenue Gates). The boundary is discontinuous because the gates flank the existing roadway of Overlook Avenue and therefore the gates have two individual footprints. All significant and character defining features of the property are included within the boundary.

A finding of **No Adverse Effect** is anticipated for the Overlook Avenue Gates. In the area of the resource, project implementation would consist of the widening of Forest Hill Road from a two-lane rural section to a four-lane urban section with a raised grassed median, sidewalks, and curb and

gutter. The existing width of Forest Hill Road is 22 feet and is comprised of two 11-foot lanes located within the existing 60-foot right-of-way. The proposed project would expand Forest Hill Road to four 12-foot through lanes with a 15-foot raised grassed median, a total of 10 feet in curb and gutter, and 5-foot sidewalks with 4.5-foot shoulders on either side of the roadway (see Figure 3a, Typical Section). The proposed project would require an additional 40 feet of right-of-way for a total of 100 feet of right-of-way. In the area of the resource, the roadbed of Overlook Avenue would become a *cul-de-sac* in order to restrict traffic entering the Ingleside neighborhood from Forest Hill Road. The proposed construction would require the acquisition of right-of-way outside the eligible National Register boundary.

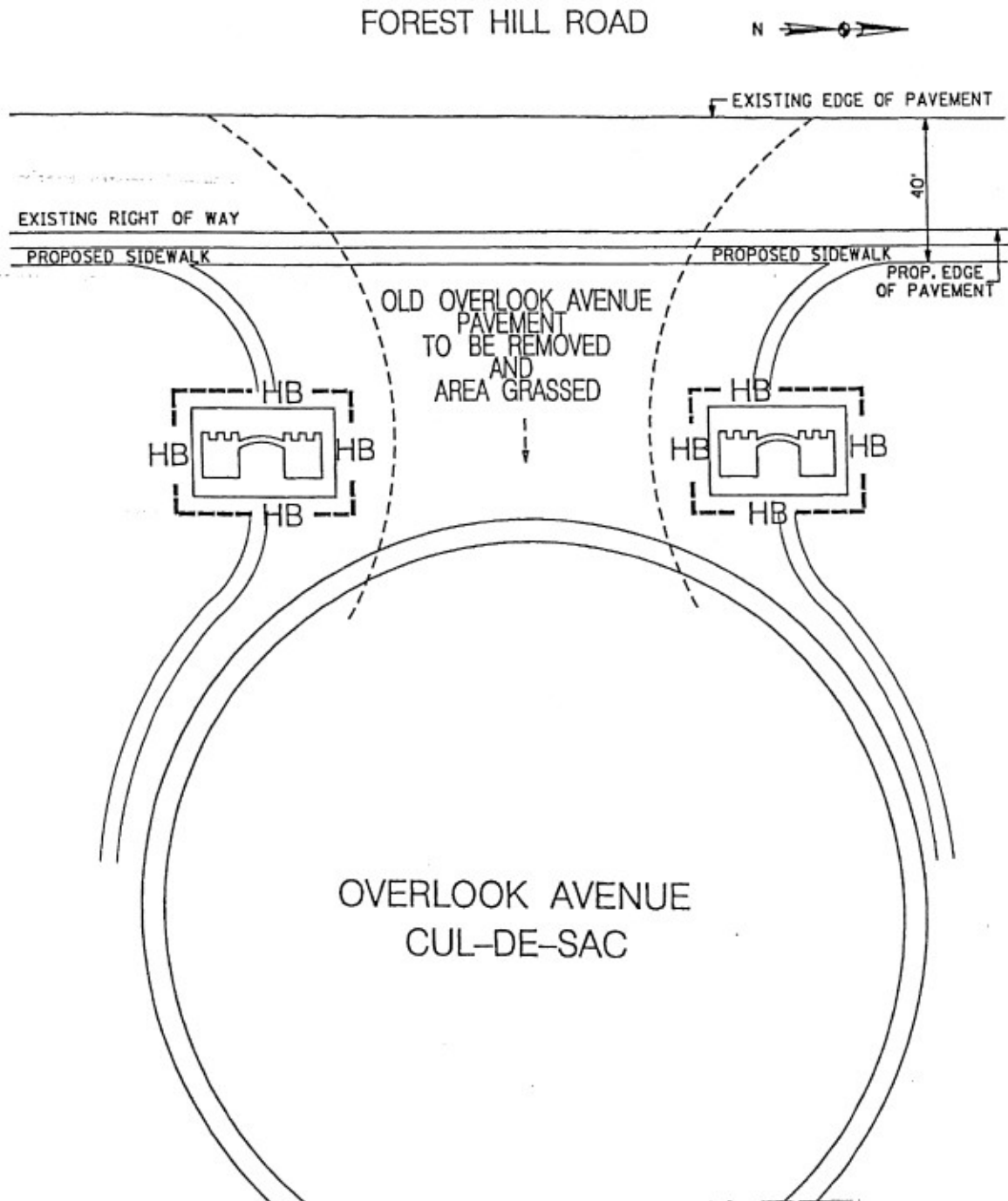
Physical destruction of or damage to all or part of the property would not occur. No property within the eligible National Register boundary would be acquired for project implementation (see Figure 8 Proposed Improvements in the Area of The Overlook Avenue Gates). There would be no physical destruction or damage to the buildings or area within the eligible National Register boundary. The area outside the eligible National Register boundary to be used for project implementation consists of the grassed lawns of the adjacent residences. The Overlook Avenue Gates are located within the legal property boundaries of the two homeowners who flank the entrance to Overlook Avenue. The edge of pavement on Forest Hill Road would move 17 feet closer to the resource, which includes the addition of sidewalks that would join the existing sidewalks located along either side of Overlook Avenue. The edge of pavement is changing on the east side of Forest Hill in order to avoid the Davidson House, a historic resource located directly opposite the Overlook Avenue gates. The change in edge of pavement is not considered an adverse effect because the change will take place outside of the eligible National Register boundary and will not disturb the setting of the resource. The addition of the sidewalks would also take place outside of the resource=s eligible National Register Boundary. Overlook Avenue itself will become a *cul-de-sac* and the area between Forest Hill Road and the end of Overlook Avenue will become grassed space with sidewalks leading through the gates. Project implementation would not result in the removal of the Overlook Avenue Gates from its historic location, resulting in a finding of No Adverse Effect.

Project implementation would not result in a change in the character of the property=s use. The resource is currently being used as ornamental pedestrian gates that mark the entrance to Overlook Avenue. The gates would continue to be in use upon project implementation. However, the alteration of Overlook Avenue from a through street to a *cul-de-sac* is expected to affect the resource.

The effect is not considered to be adverse. The implementation of the *cul-de-sac* would preserve the gates in place and with the addition of the grassed space where Overlook Avenue=s paving would be removed, it would continue to keep the gates in an informal landscaped setting. Although the Overlook Avenue Gates would no longer function as markers to the entrance of the street, they will continue to serve in their primary function of pedestrian gateways. There are no direct or indirect effects anticipated to The Overlook Avenue Gates that would alter the character of the continued use of the property as elements of landscape architecture.

## FIGURE 8

Proposed Improvements in the Area of the Overlook Gates  
STP-3213(1) & STP-3213(3)/BHMLB-3213(5), Bibb County and P.I. Nos. 350520 &  
351130/351135



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 only of the gates. The character of the setting outside the boundary is comprised of residences. The residences located immediately adjacent to the resource are non-historic, although much of the Ingleside neighborhood dates from the same period as the gates. The residences that have a direct view of the gates are non-historic. The proposed project would not alter any characteristics that contribute to the resource and is therefore considered to have no adverse effect on the resource.

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 existing facility always has been and would continue to be an element of the visual character of the property. The distance from the property to the edge of pavement of Forest Hill Road would not change. In the area of the resource, Overlook Avenue would become a *cul-de-sac*; however, the gates would continue to function in their same capacity upon project implementation. The Overlook Avenue Gates are not a resource in which the viewshed from the resource is required to be considered. Because the residents of Ingleside can view the alteration of Overlook Avenue, consideration would be given to keeping the design of the *cul-de-sac* as unobtrusive as possible. The visual character of the area surrounding the resource has been compromised by modern residential development. Therefore, the enlargement of the existing transportation facility and the creation of the Overlook Avenue *cul-de-sac* would not further compromise the visual character of the property.

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.

Project implementation would not result in the introduction of audible elements that diminish the integrity of the property=s significant historic characteristics or features because the Overlook Avenue Gates are not a noise sensitive resource.

Project implementation is anticipated to indirectly affect the Overlook Avenue Gates. A change in traffic patterns would result from project implementation in that traffic will no longer be able to proceed directly between Forest Hill Road and Overlook Avenue but will instead have to use a side street to exit the neighborhood. This is not considered an adverse effect because the indirect effect to the gates is to help further preserve them in place for the future rather than lose them to potential road improvements of Overlook Avenue. Also, the additional grassed space where once was an asphalt roadbed will also enhance the surroundings of the gates. No additional access to the existing transportation facility would be provided. The proposed project would increase the capacity of Forest Hill Road to meet current and anticipated future demand.

**The Davidson House** is a one-story c. 1929 Craftsman style resource located at 380 Forest Hill Road (see Figure 4, Historic Resource Location Map). Architectural details include a hipped roof

with a front projecting gable, painted brick foundation with lattice-like brickwork between the piers, clapboard siding, three interior brick chimneys, a central front entry tipped by a transom and pediment. Craftsman elements include a : front porch, ribbon windows in the gable, decorative knee braces and exposed rafter tails at the eaves, 6/1 double-hung windows with plain surrounds and shutters across the front facade, and 2/2 double-hung windows with plain surrounds and shutters on the sides and rear. The plan shape of the structure is a massed plan with three rooms wide and two rooms deep. There is a double row of mature hardwoods that run east/west throughout the property. 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 a representative example of the Craftsman style.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 3.69 acres (see Figure 9, Proposed Improvements in the Area of the Davidson House). All significant and character defining features of the property are included within the legal boundary.

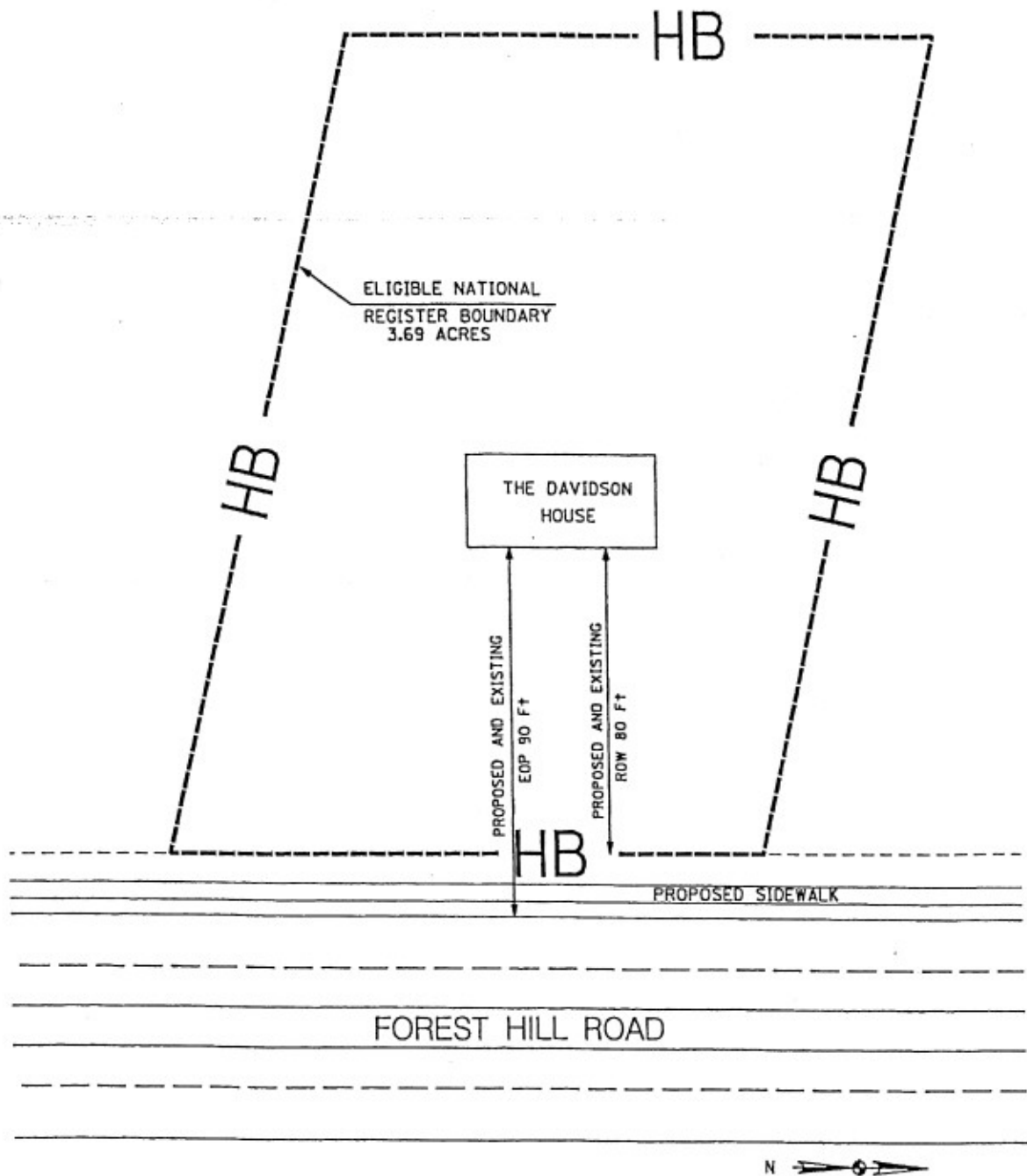
A finding of **No Adverse Effect** is anticipated for the Davidson House. In the area of the resource, project implementation would consist of the widening of Forest Hill Road from a two-lane rural section to a four-lane urban section with a raised grassed median, sidewalks, and curb and gutter. The existing width of Forest Hill Road is 22 feet and is comprised of two 11-foot lanes located within the existing 60-foot right-of-way. The proposed project would expand Forest Hill Road to four 12-foot through lanes with a 15-foot raised grassed median, a total of 10 feet in curb and gutter, and 5-foot sidewalks with 4.5-foot shoulders on either side of the roadway (see Figure 3a, Typical Section). The proposed project would require an additional 40 feet of right-of-way for a total of 100 feet of right-of-way. The proposed construction would require the acquisition of right-of-way outside the eligible National Register boundary opposite the resource on the east side of the existing road.

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 implementation (see Figure 9, Proposed Improvements in the Area of the Davidson House). There would be no physical destruction or damage to the buildings or area within the eligible National Register boundary. The area outside the National Register boundary to be used for project implementation consists of a dirt path and drainage ditch, a two-lane paved road and the front yard of residences located on the east side of Forest Hill Road. The existing edge of pavement on the east side of Forest Hill Road would not change upon project implementation. The resource would remain 90 feet from the edge of pavement. In the area between existing edge of pavement and edge of right-of-way, a sidewalk would replace the dirt path and drainage ditch. No landscaping features would be removed or altered. Project implementation would not result in the removal or alteration of the Davidson House and surrounds, resulting in a finding of No Adverse Effect.



## FIGURE 9

Proposed Improvements in the Area of the Davidson House  
STP-3213(1) & STP-3213(3)/BHMLB-3213(5), Bibb County and P.I. Nos. 350520 &  
351130/351135



Project implementation would not result in a change in the character of the property's use. There are no direct or indirect effects anticipated to the Davidson House that would alter the character of the continued residential use of the property. In addition, residential use of the property is consistent with the long-term land use plan for the city of Macon. The property would not be isolated from the character of its setting since access to the property would be maintained. Therefore, 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 contributes to its historic significance. The character of the setting within the eligible National Register boundary consists of the house, a garage and informal landscaping. The character of the setting outside the boundary is comprised of other residences, of which only two are considered eligible for the National Register. The adjacent residences primarily date from 1950 onwards. The proposed project would not alter any characteristics that contribute to the Davidson House and is therefore considered to have no adverse effect on the resource.

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 existing facility always has been and would continue to be an element of the visual character of the property. The distance from the property to the transportation facility would not change. A sidewalk would be added to the area between the existing right-of-way and the existing edge of pavement. However, this is not considered an adverse effect because that area is currently comprised of a dirt path and drainage ditch. In the area of the resource, the central grassed median would also be landscaped with compatible vegetation and small-scale trees and shrubs, thereby enhancing the viewshed from the resource. The visual character of the surrounding area of the resource has been compromised by modern residential development. The enlargement of the existing transportation facility would not further compromise the visual character of the Davidson House.

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.

Project implementation would not result in the introduction of audible elements that diminish the integrity of the property's significant historic characteristics or features. The existing noise level at the property is 69 dBA L10. The no-build noise level (year 2024) at the property is 71 dBA L10. The build noise level (design year 2024) at the resource is 71 dBA L10. This two-decibel increase would occur over twenty years and would not be perceptible to the human ear. The build noise level exceeds the FHWA noise abatement criterion of 70 dBA L10 established for residential land use. However, this is not considered an adverse effect because the no-build noise level exceeds the FHWA noise abatement criterion by two decibels. Therefore, the resource is already impacted regardless of project implementation.

Project implementation is not anticipated to indirectly affect the Davidson House. No change in traffic patterns would result from project implementation. No additional access to the existing transportation facility would be provided. Existing access to the facility would be removed; however, this action is anticipated to have a positive effect on the resource by reducing the amount of traffic and noise on the adjacent side streets of The Prado and Overlook Avenue. The area is currently zoned residential, which is consistent with the long-term land use goals for the city of Macon. The proposed project would only increase the capacity of the existing roadway to meet current and anticipated future demand.

### **Section 106 Coordination**

Section 106 compliance procedures have been completed for this project. The "Requests for Determination of Eligibility" (DOEs), and the Assessment of Effects (AOEs), for The Coleman House, The Nesbit House, The Prado Gate, The Overlook Gate, and The Davidson House have been submitted to the SHPO. The SHPO has concurred that the resources should be considered eligible for the National Register and that the project would result in a finding of no adverse effect to these resources. SHPO's concurrence letters, including a letter indicating that there are no National Register eligible archeological sites within the project's potential area of effect, are included in Appendix A.

### **Section 4(f) Applicability**

Section 4(f) refers to the temporary and/or permanent use and constructive use of publicly owned land, specifically significant recreational land, parkland and wildlife/waterfowl refuges, and historic sites. An investigation of the project corridor has identified no use of such lands or sites; therefore, no Section 4(f) Evaluation is required.

### **Threatened and Endangered Species**

Coordination with the U.S. Fish and Wildlife Service regarding potential impacts to threatened and endangered species has been completed. The federal list of species that have distributional ranges that include the project area has been reviewed. These species are the southern bald eagle (*Haliaeetus leucocephalus*), the woodstork (*Mycteria americana*), the red-cockaded woodpecker (*Picoides borealis*), the eastern indigo snake (*Drymarchon corais*), the green pitcher plant (*Sarracenia oreophila*), the fringed campion (*Silene polypetala*), and the relict trillium (*Trillium reliquum*). A survey for these species was conducted along the project corridor. None were found. Marginal habitat for one endangered species, the fringed campion (*Silene polypetula*) was found in the project corridor. No critical habitat for the listed species, as defined by the U. S. Fish and Wildlife Service, is designated in the state of Georgia. (Critical Habitat, as defined in the Endangered Species Act, is a term for habitat given special protection for the benefit of a listed species). Therefore, no further coordination with the Fish and Wildlife Service is necessary.

The threatened southern bald eagle needs suitable habitat for hunting and undisturbed lake-shore or coast with large trees for nesting. This habitat does not occur along the proposed project corridor. The endangered wood stork feeds in fresh and brackish wetlands and nests in cypress or other wooded swamps. This habitat does not occur along the proposed project corridor. The endangered red-cockaded woodpecker requires a nesting habitat of pine trees usually greater than 60 years of age with red heart disease. Foraging habitat for this species is open pine forest or pine-hardwood stands older than 30 years of age. Neither the nesting nor foraging habitat for this species are found along the corridor for the proposed project. The threatened eastern indigo snake during winter dens in xeric sandridge habitat preferred by gopher tortoises, and during warm months forages in upland forests and agricultural fields. Neither the nesting nor foraging habitat for the eastern indigo snake are found along the proposed project.

The endangered green pitcher plant requires a habitat of open seepy meadows along sandy, flushed banks of streams and in partially shaded red maple-blackgum woods or poorly drained oak-pine flatwoods. The endangered fringed campion requires a habitat of mature hardwood or pine-hardwood forests on river bluff, small stream terraces, moist slopes, and well shaded ridge crests. This habitat does not exist along the project corridor. The endangered relict trillium requires a habitat of hardwood forests on the Piedmont with either rich ravines or alluvial terraces. This habitat does not exist along the project corridor.

The endangered fringed campion requires a habitat of mature hardwood or hardwood-pine forests on river bluffs, small stream terraces, moist slopes, and well-shaded ridge crests. Marginal habitat was found for this species at the location of a tributary of Sabbath Creek and at Sabbath Creek. An intensive search for this species was undertaken on two occasions but no members of this species were found. The Georgia Department of Natural Resources noted in their correspondence (see Appendix A) that the fringed campion was known to exist approximately 1.5 miles southeast of the proposed project. The impact of the proposed project would be limited to the Forest Hill Road corridor. Impacts to protected species beyond the footprint of the project, particularly those 1.5 miles away would not occur.

The Ocmulgee skullcap, a federal species of concern, requires a habitat of forested terraces, hardwood slopes, and riverbanks of the tributaries to the Ocmulgee, Oconee, and Savannah Rivers. This habitat does not exist along the project corridor. An intensive search for this species was undertaken on two occasions but no members of this species were found. The Georgia Department of Natural Resources noted in their correspondence (see Appendix A) that the Ocmulgee skullcap was known to exist at three locations within 2 miles of the proposed project. Known occurrences of the Ocmulgee skullcap are approximately 1.5 miles southeast of the proposed project, approximately 2 miles east of the proposed project, and approximately 2 miles north of the proposed project. The impact of the proposed project would be limited to the Forest Hill Road corridor. Impacts to protected species beyond the footprint of the project, particularly those 1.5 to 2 miles away would not occur. See Appendix B for the complete Ecology Report

## **Invasive Species**

A survey for populations of invasive species that may be spread during constructions was conducted for this project as required by the provisions of Executive Order 13112. The invasive species for which the survey was conducted are those that have been identified by the Department as those having the highest priority due to environmental and economic impacts caused by those species. Both the selected species and the management practices specified will be re-evaluated and revised as appropriate as more information is obtained. The following invasive species were identified during field surveys of the project area:

<b>Common Name</b>	<b>Scientific Name</b>
Chinese Privet	<i>Ligustrum sinense</i>
Johnson grass	<i>Sorghum halepense</i>
Kudzu	<i>Pueraria montana</i>
Mimosa	<i>Albizia julibrissin</i>

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

## **Farmland**

The project would not involve farmland as defined in the National Farmland Protection Policy Act, 7 CFR Part 658.

## **Air Quality**

These projects were evaluated for their consistency with state and federal air quality goals. Results indicated that the projects would be consistent with the State Implementation Plan (SIP) for the attainment of clean air quality in Georgia and are in compliance with both state and federal air quality standards.

For both Forest Hill Road projects, the predicted peak one-hour concentration of carbon monoxide, 12.9 ppm, was below state and federal standards for one-hour averaging time (35 ppm). The peak predicted eight-hour concentration of carbon monoxide, 7.7 ppm, was below the state and federal standard of 9 ppm. See Appendix C for the complete Air Quality Impact Assessments.



This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of the Final Conformity Guidance do not apply to this project.

### **Noise**

The existing  $L_{10}$  noise levels within the study area along both Forest Hill Road projects range from 61 to 71 decibels (dBA), and they are predicted to increase by 1 to 5 dBA under the design year (2024) build conditions. Substantial increases (greater than 10 decibels) are considered impacts. No sites would be impacted on this basis.

Affected sites along the project corridor would have a maximum predicted  $L_{10}$  noise level of 74 decibels (design year build condition). Thirty-nine sites would be impacted on the basis of approaching or exceeding the 70 dBA exterior residential noise abatement criterion (see Figure 10 Noise Receptor Location Map). No businesses would be impacted on the basis of their 75 dBA exterior noise abatement criterion.

Noise abatement measures such as barriers, acquisition of right-of-way, traffic management, and alignment modifications were considered. Because of the driveways accessing properties along the road, sound barriers would not be feasible. The acquisition of additional right-of-way to mitigate noise impacts would result in the unnecessary displacement of homes and businesses. Measures such as traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types and modified speed limits would prevent the project from serving its intended purpose. Exclusive lane designation would be inappropriate for a project of this scope and would not reduce traffic noise levels. Horizontal and vertical alignment modifications as a means of noise abatement would not be feasible on this project, due to the close proximity of residential developments. To modify the alignment horizontally and/or vertically would cause additional environmental consequences including more extensive displacements, and greater impacts to wetlands and historic resources. No mitigation measures were found to be reasonable and feasible. The Noise Impact Assessments are included in Appendix D of this document.

### **Wetlands**

The proposed project corridor has been surveyed with respect to jurisdictional wetland involvement as required by the provisions of Executive Order 11990 and subsequent federal regulations. During environmental field surveys, no jurisdictional wetland impact sites were identified within the proposed project corridor.

### **Riverine Systems**

Riverine systems, which include associated riparian areas, were characterized based on estimated mean high water levels. During field surveys, two riverine systems were identified within the survey corridor. Research and field studies revealed that implementation of the proposed project would

result in approximately 180 l.f. of impacts to riverine systems. These impacts are unavoidable due to the linear nature of the streams located within the proposed project area. Riverine system characteristics and impacts are summarized in Tables 4 and 5.

**Table 4**

**Summary of Riverine System Characteristics**

**STP-3213(1), STP-3213(3), and BRMLB-3213(5)**

**P.I. Numbers: 350520, 351130, and 351135**

Site #	Name	Subsystem	Class	Subclass	Watershed Drainage Area	Est. Depth at Mean High Water
S1 & S2	Unnamed tributary of Sabbath Creek	Intermittent	Streambed	Sand / Gravel	Ocmulgee River Basin	3 foot
S3	Sabbath Creek	Perennial	Unconsolidated Bottom	Sand / Gravel	Ocmulgee River Basin	5 feet

**Table 5**

**Summary of Riverine System Estimated Impacts**

**STP-3201(8), BHMLB-3201(11), and STP-3213(4)**

**P.I. Numbers: 351100, 351105, and 351140**

Site #	Name	Type of Impact	Linear Length of Impact
S1	Unnamed tributary of Sabbath Creek	Pipe	53 ft.
S2	Unnamed tributary of Sabbath Creek	Pipe	40 ft.
S3	Sabbath Creek	Culvert	87 ft.
<b>Total Impacts =</b>			<b>180 Linear Feet</b>

## **Floodplains**

A survey of the projects= corridor for floodplains, as required by the provisions of Executive Order 11988, identified two transverse crossings of the 100-year floodplain (see Figure 11, Floodplain Location Map). Construction of the project would require the placement of fill material in the floodplains of Sabbath Creek (a.k.a. Savage Creek) and one of its unnamed tributaries. The project would be designed in such a way that it would have no significant encroachment on this floodplain. The project would not represent a significant risk to life or property; it would not support incompatible floodplain development; and it would not interrupt or terminate a transportation facility which is needed for emergency vehicles or provides a community=s only evacuation route. Macon-Bibb County is a member of the regular flood insurance program.

An encroachment on the regulatory floodway associated with Sabbath Creek may occur as a result of the construction of a bridge culvert (Project No. BRMLB-3213(5)) and the extension of two pipe culverts at the tributary of Sabbath Creek to accommodate the widening of the proposed Forest Hill Road from two lanes to three lanes and to realign the intersection of Old Lundy Road and Forest Hill Road. The culverts would be designed to minimize impacts to the regulatory floodway. Procedures for Coordinating Highway Encroachments on Floodplains with the Federal Emergency Management Agency would be followed.

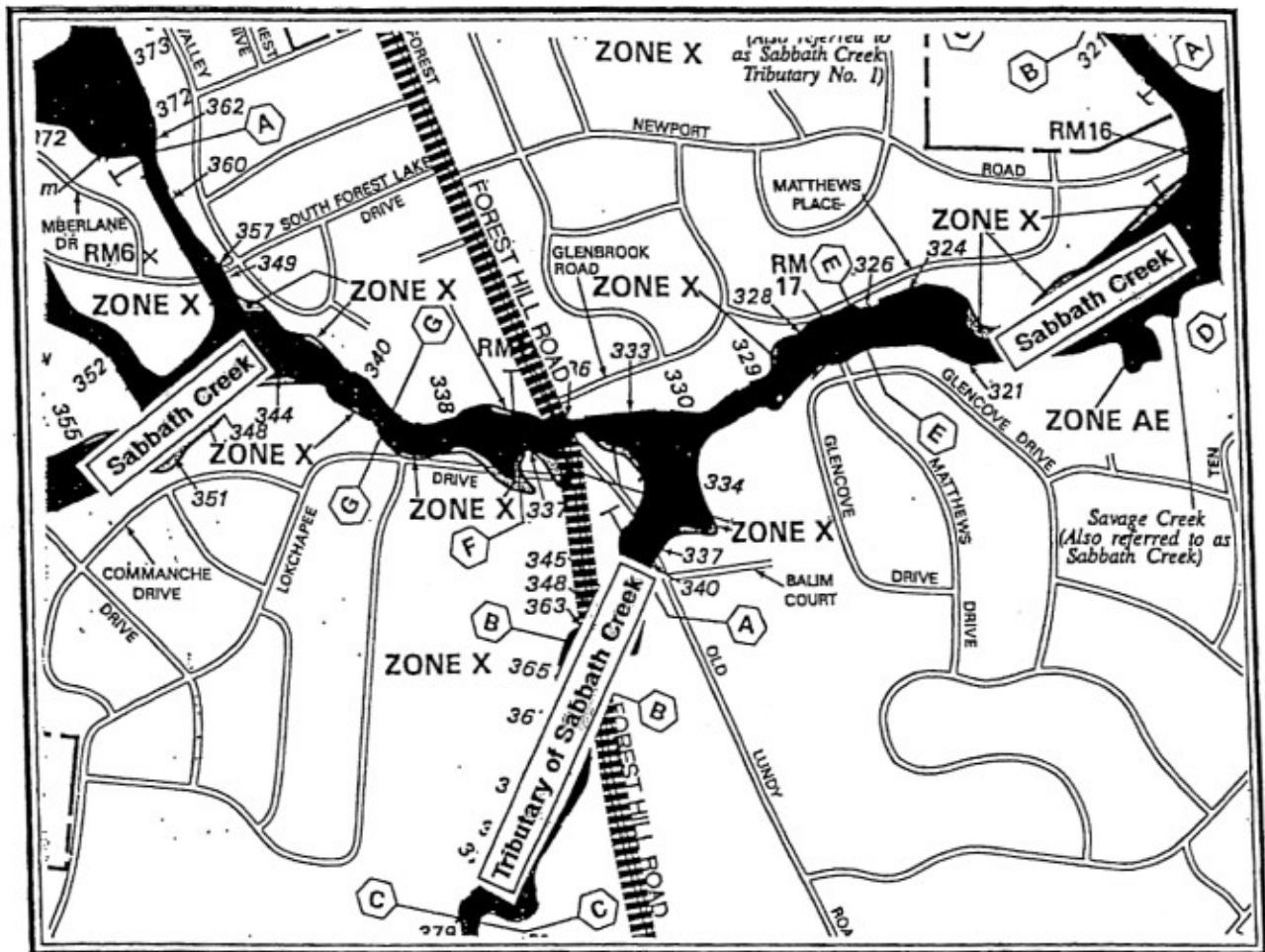
## **Water Quality**

The proposed improvements to Forest Hill Road would cross the perennial Sabbath Creek and an intermittent tributary of Sabbath Creek. Sabbath Creek drains into the Ocmulgee River (see Figure 12, Waters of the U.S.). Water Quality Management Unit #0503 of the Georgia Department of Natural Resources classifies Sabbath Creek in the category of "fishing" in the area of the proposed project. These crossings would require a minimal amount of fill in waters of the United States at the crossing locations. The Macon-Bibb County Water Authority operates a surface water intake on the Ocmulgee River for their system approximately 4.6 miles down stream of the project. The proposed project would be monitored closely during and after the construction phase of the project to ensure that all NPDES standards are met. Consequently, no significant impacts to the water quality in the project area or downstream are expected to occur as a result of the proposed project.

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

Additional contract provisions would require the use of temporary erosion control measures as shown on the construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel,

**FIGURE 11**  
**Floodplain Location Map**  
 STP-3213(1), STP-3213-(3), and BRMLB-3213(5)  
 Bibb County  
 P.L. Nos. 350520, 351130, and 351135



Source: FEMA, Flood Insurance Rate Map, Macon and Bibb County, GA, Community Panel Number 130011 0025 D, Revised August 2, 1990.

## LEGEND



**SPECIAL FLOOD HAZARD AREAS INUNDATE BY 100-YEAR FLOOD**

- ZONE A** No base flood elevations determined.
- ZONE AE** Base flood elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas ponding); base flood elevations determined.
- ZONE A0** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE A99** To be protected from 100-year flood by Federal flood protection system under construction; base elevations determined.
- ZONE V** Coastal flood with velocity hazard (wave action).



APPROXIMATE SCALE IN FEET

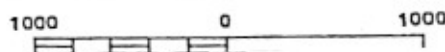
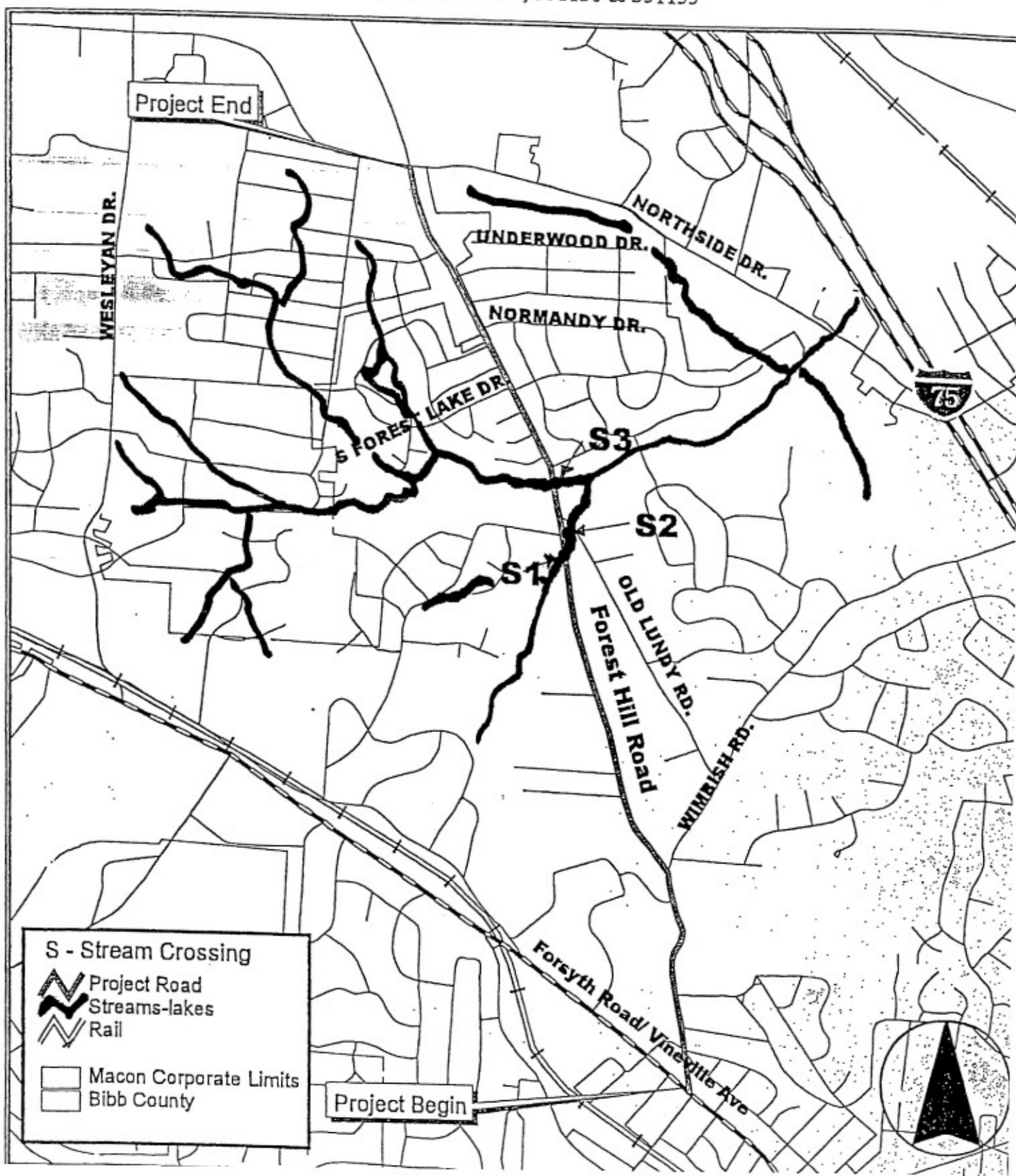


FIGURE 12  
WATERS OF THE U.S. LOCATION MAP  
Improvements to Forest Hill Road  
STP-3213 (1), STP-3213(3) and BRMBLB - 3213(5), Bibb County,  
P.I. Nos. 350520, 351130 & 351135





grasses, slope drains, and other erosion control devices or methods, as applicable. These provisions are coordinated with the permanent erosion control features insofar as practical to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods and are in accordance with the Federal-Aid Policy Guide, Part 650, Subpart B.

### **U.S. Coast Guard/U.S. Army Corps of Engineers Permit Applicability**

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

The placement of fill materials in wetlands/waters of the United States requires a permit from the USACE under Section 404 of the Clean Water Act of 1977. There are three levels of this permit, and the appropriate one is determined based primarily on the type of fill activity and the amount and location of fill involved. No wetlands were found in the project's area of impact. It is anticipated that a Nationwide 14 permit would be required for this project due to the crossing of waters of the U.S. at Sabbath Creek and its unnamed tributary. During the design phase of the project, design details and hydraulic data would be developed to determine the type of permit required.

### **Land Use**

The land use within the corridor for the proposed Forest Hill Road improvement project is a mixture of single-family residential, multi-family residential, commercial, churches, and institutional uses. The residential land use along Forest Hill Road is primarily single-family but there are several apartment complexes along the road. There are also several professional offices along the proposed project. Cohesive residential neighborhoods and subdivisions have developed away from the road frontage. There is one area of commercial development at the intersection of Vineville Avenue and Forest Hill Road. Beyond the northern terminus of the proposed project, land use is commercial. The project is consistent with the current land use plans for Macon-Bibb County and would not precipitate land use changes or change development patterns.

There are three churches located within the proposed project corridor (see Figure 1, Project Location Map). A church and a private preschool/elementary school are located on the west side of Forest Hill Road just north of Overlook Avenue. The implementation of the proposed project would have no impact on this property. A second church is located on the west side of the road just north of Old Lundy Road. At this location a minor amount of right-of-way would be acquired and a culvert installed on Forest Hill Road. There is a substantial area of undeveloped road frontage at this site and there would be no impact to the church or any facilities associated with this church. A third church is located on the east side of the road between Newport Road and Normandy Road. This church also houses a preschool program. Improvements to Forest Hill Road at this location would be implemented within the existing 70-foot right-of-way. As part of the Forest Hill Road improvement, a sidewalk would be constructed in front of this church. The implementation of the proposed project would have no impact on this property. This church is presently expanding its facilities on adjacent property. This expansion and access to the church property are being coordinated with the Macon-

Bibb County Road Improvement Program. Therefore, there would be no impact to this church or its planned facilities.

Macon Northside Hospital has a secondary access road known as Charter Northside Drive (see Figure 1, Project Location Map). The intersection of Charter Northside Drive would be relocated to the south so there would be 650 feet separating it from Wimbish Road. This would allow a median break at Charter Northside Drive and also at Wimbish Road. This would facilitate northbound access to Northside Hospital and associated medical offices located along Charter Northside Drive. The implementation of the preferred alternative would not adversely impact Macon Northside Hospital or the professional offices located nearby.

Lane Elementary School is a public school located on Newport Road approximately two blocks east of Forest Hill Road. A new school is presently under construction at this location. Presently, sidewalks along the south side of Newport Road provide pedestrian access to Forest Hill Road. As part of the improvements to the Forest Hill Road, a sidewalk would be constructed on the east side of the road.

Strips of right-of-way would be required throughout the project corridor. Approximately (6.0 acres) of new right-of-way would be required to implement the proposed project. Property owners would be compensated for all right-of-way acquisitions in accordance with applicable laws and regulations.

### **Relocations**

The implementation of the preferred alternative would result in the displacement of approximately 13 tenant occupied residences, 3 owner occupied residences, 1 owner occupied business, and one tenant occupied business (see Appendix E, Conceptual Stage Studies). Eight of the 13 tenant occupied residences are in an apartment complex where the proposed project would displace one building.

Based on the Conceptual Stage Study and other available information, there appears to be no large families, nonprofit organizations, historic sites, churches, handicapped individuals, or other special interest groups affected. Approximately 42 individuals would be displaced by the proposed project. Fourteen displacees or 33 percent of the displacees appear to be member of a minority group. None of the displacees appear to be elderly. All displacees appear to be capable of self-care. No special relocation assistance would be anticipated.

It can be assured that all relocatees would be offered decent, safe, and sanitary housing within their financial means. Within a reasonable time prior to displacement, a comparable replacement dwelling would be made available or provided for displaced individuals and families who are initial occupants. Adequate replacement dwellings would also be made available or provided for subsequent occupants.

Last Resort Housing procedures would be used when there is no replacement housing available for sale or rent within the GDOT's current limitations. If Last Resort Housing procedures are required, supplemental payments or other housing options, as determined by the GDOT, can be implemented through procedures included in the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970. Based on the review of the area, however, there appears to be comparable replacement housing in the general area of the proposed project (see Inventory of Available Housing in the Conceptual Stage Studies in Appendix E). Thus the use of last resort housing is not anticipated for this project.

Two businesses would be displaced by the proposed project. The displacement of the two businesses would affect approximately 14 employees. One business is a convenience store with gasoline pumps. This business draws some of its customers from the local area but also serves a larger market of customers who are passing through the area. Most of the customers for this business appear to arrive and leave by automobile with few pedestrian customers from the immediate area. The displacement of this business may prove an inconvenience for some individuals and families in the surrounding community but there are other similar businesses in the areas nearby.

The second business is a private provider of ambulance and paramedic services. This business serves a countywide market with their specialized services. Presently this business is in relative proximity to a Macon Northside Hospital. This proximity is not a necessity for this business. There should be a wide range of locations that would permit this business to continue its operations successfully. The displacement of this business would have little impact on the surrounding community.

Every effort would be made to assist the two businesses to be displaced in relocating in the same area. In the event there are no replacement sites available at the time of acquisition, the businesses may qualify for "in lieu of" payments (see Appendix E, Conceptual Stage Studies for a discussion of "in lieu" of payments).

### **Economic/Social**

The amount of additional right-of-way needed to implement the proposed project would be minimal and would not result in significant effects to the tax base of Bibb County. The value of the right-of-way required for the proposed project would be an insignificant fraction of the total tax digest for Macon-Bibb County. The proposed construction would be unlikely to have significant impacts on sale volumes of local businesses. Newly planned developments would be provided with appropriate access. The additional lanes and turn lanes would dramatically decrease the number of accidents occurring along the roadway. The wider lanes proposed would also help with the fluidity of the traffic at peak traffic volumes.

In accordance with Executive Order 12898, the project has been evaluated to determine if there would be any disproportionate effect to minority and low-income populations as a result of

implementation of the proposed project. According to the 1990 U.S. Census, Bibb County had a total population of 150,137. Of this population 63,885 individuals, or approximately 43 percent were minorities. Fourteen of the 42 individuals or 33 percent of the individuals potentially displaced by the proposed project would be minorities. This would not constitute a disproportionate number of minority displacements.

The proposed project would displace two businesses employing 14 individuals. Four, or 29 percent, of the individuals employed by these two businesses are members of a minority group. This would not constitute an adverse impact to a disproportionate number of minority individuals.

The proposed project would result in the displacement of 16 households. The 1990 Census of Population determined that median household income for Bibb County was \$25,813. Low-income households would have an annual income ranging from \$13,165 to \$20,650. Based on estimates made in the Conceptual Stage Study, 13 of the 16 displaced households would have an estimated household income above the threshold of \$20,650 for low-income households. Implementation of the proposed project would result in the displacement of three low-income households. Consequently, the proposed project would not constitute an impact to a disproportionate number of low-income households.

There would be no major adverse impacts to neighborhoods, services, and/or community facilities as a result of project implementation. The proposed improvements would enhance safety for the road user and increase accessibility to businesses, residences, and institutions.

### **Construction/Utilities**

Construction of the proposed project, which is scheduled to begin in late 2002 and continue for approximately two years, would create unavoidable inconveniences to motorists, but construction activities would be conducted in a manner that would maintain access and minimize conflict with traffic. The safety and convenience of the general public and residents of the area would be provided for at all times.

Any necessary relocation of utilities (i.e., water, sewer, telephone, etc.) would be accomplished with no long-term interruption of services. The utilities, which would require relocation, include those of the Macon Water Authority, Bell South, Georgia Power Company, Cox Cable TV, and Atlanta Gas Light Company. All other required construction functions would be accomplished in a timely and orderly fashion to keep disruptions minimal and to avoid compromising safety.

### **Underground Storage Tanks/Hazardous Wastes**

A Phase I Environmental Site Assessment for sites that may contain hazardous materials, including soil and/or water contaminated by underground storage tanks (USTs), has been conducted for this



project. One site containing USTs was identified directly on the proposed project, and three sites containing USTs were identified within 0.50 mile of the proposed corridor. The database search noted that there are two sites on the project which may have contained leaking USTs. Subsurface testing will be conducted to determine the presence/absence and extent of soil contamination at the sites known to contain leaking USTs. If contaminants are found in a parcel required for right-of-way, avoidance alternatives may be considered, or applicable laws and regulations concerning the removal of toxic or hazardous material will be coordinated with the Environmental Protection Division of the Georgia Department of Natural Resources. Implementation of the proposed project will not preclude any necessary site remediation to be performed by others. If any portion of a UST system is acquired, applicable laws and regulations will be followed.

#### **IV. COORDINATION AND COMMENTS**

No official public information meeting (PIM) was held for the proposed improvements to Forest Hill Road by the Georgia Department of Transportation or the Macon-Bibb County Road Improvement Program. In the 1997-98 timeframe, public input came via a number of other methods. A Macon City Councilman held an unofficial meeting with area citizens concerning the scope of the proposed improvements to Forest Hill Road. There were additional informal meetings with county officials. The Macon-Bibb County Road Improvement Program has a Technical Advisory Committee that holds meetings every two weeks. This committee is comprised of seven individuals from different Macon and Bibb County government agencies. Citizens were able to attend these meetings and voice their concerns about the proposed project. The Executive Committee of the Macon-Bibb County Road Improvement Program that includes a number of elected officials including the Chairman of the Bibb County Board of Commissioners, the Vice Chairman of the Bibb County Board of Commissioners, Mayor of the city of Macon, President of the Macon City Council, and a person appointed as the GDOT Board Member for the District. The Executive Committee holds monthly meetings that were also attended by local citizens to voice their concerns about the proposed improvements to Forest Hill Road.

Over the course of several years, the Technical Advisory Committee and the Executive Committee received a number of constructive suggestions that were evaluated and incorporated into the plans for improving Forest Hill Road. The suggestion to create *cul-de-sacs* at Drury Drive, The Prado, and Overlook Avenue came from these meetings. The decision to scale down improvements north of Wimbish Road from the initially proposed four-lane road to a three-lane road was also a product of these meetings. Citizens on the portion of Forest Hill Road north of Wimbish were concerned about the need for sidewalks on both sides of the street. Sidewalks were retained on the east side of the street as a concession to the location of Lane Elementary School two blocks east of Forest Hill Road. The 13-foot travel lanes on Forest Hill Road north of Wimbish Road were adopted as this typical section was deemed more "bicycle friendly" than a typical section with 12-foot travel lanes. During the early project development, a number of agencies, including local governments and local planning agencies, were contacted and asked for their comments on the proposed action. The Georgia Forestry Commission responded to the early coordination letter. They noted that there



would be no significant impact to timber resources and that erosion and sediment plans should minimize impacts to water quality and wetlands. The Natural Resources Conservation Service also responded and recommended that construction activities follow the Manual for Erosion and Sediment Control in Georgia. The U.S. Fish and Wildlife Service responded by sending the current list of protected species for Bibb County. They also indicated that care should be taken when replacing the culvert on the project and that the culvert should be of sufficient size to carry floodwaters.

The Georgia Department of Natural Resources responded that they knew of three locations of the Ocmulgee skullcap, a federal species of concern, within two miles of the proposed project. They also noted that the federally endangered fringed campion was found within one and one-half miles of the proposed project. A pedestrian survey was conducted for the listed species in Bibb County, including the Ocmulgee skullcap and the fringed campion. No listed species or species of concern were found to exist in the project corridor.

Copies of comments received from the Georgia Department of Natural Resources, State Historic Preservation Officer, Historic Preservation Division, Georgia Forestry Commission, United States Fish and Wildlife Service, and the United States Department of Agriculture appear in Appendix A.

The Georgia Department of Transportation will advertise the availability of this environmental assessment and will hold a public hearing. Any comments concerning this environmental assessment should be addressed to the following:

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

OR

Mr. Larry R. Dreihaupt, P.E.  
Division Administrator  
Federal Highway Administration  
Atlanta Federal Center  
61 Forsyth Street, SW  
Suite 17T100  
Atlanta, Georgia 30303

After review of comments received during the comment period, a decision will be made by the responsible officials concerning which alternative will be selected.