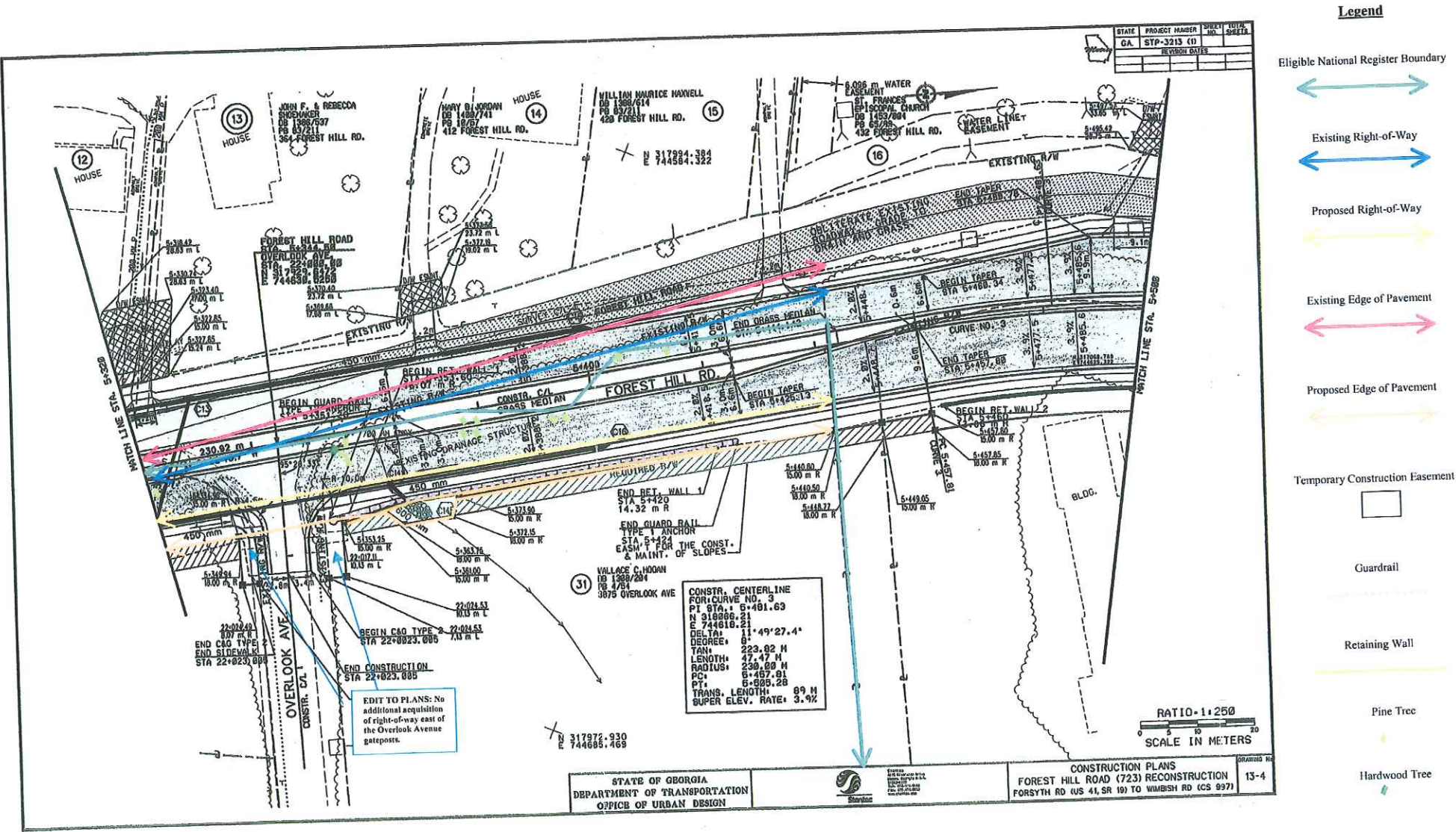


Figure 9: Proposed Improvements in the Area of the Overlook Avenue Historic District and Gates (Bi-11 and B-4)



houses at 3890 and 3875 Overlook Avenue and the edge of pavement on 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 result in a change in the character of the district's physical features within the district's setting that contribute 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. Shrubbery, pine trees and a hardwood tree would be removed during project implementation. Also a guardrail and retaining wall would be installed within the eligible National Register boundary. These changes would affect the character of the setting of the Overlook Avenue Historic District & Gates (Bi-11 and B-4) and are therefore considered to have an **Adverse Effect** on the district.

Project implementation would result in the introduction of visual elements that diminish the integrity of the district's significant historic characteristics or features. The edge of pavement would move approximately 24.6 to 65.6 feet, resulting in a 17% to 34.8% loss of setback. Approximately 0.53 acre, or 3% of the total area within the eligible National Register boundary would be acquired, resulting in an **Adverse Effect**. In addition, a five-foot sidewalk would be installed within the eligible National Register boundary along the western edge of the historic boundary. Although the transportation facility has been and would continue to be an element of the visual character of the district, the reduced setting and removal of shrubbery, pine trees and a hardwood tree shielding the road would affect the visual character of the district. Also, a guardrail and retaining wall would be constructed along the proposed right-of-way along Forest Hill Road at 3875 Overlook Avenue, within the eligible National Register boundary of the Overlook Avenue Historic District & Gates (Bi-11 and B-4). The guardrail would be visible to traffic from Forest Hill Road; the retaining wall would not. Both would be visible from within the district. Implementation of the proposed project would adversely affect the visual setting of the Overlook Avenue Historic District & Gates (Bi-11 and B-4).

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 Overlook Avenue Historic District & Gates (Bi-11 and B-4) would not be audibly affected as a result of project implementation. The existing noise level at the district is 64 dBA L10. The No-Build noise level at the district is 67 dBA L10. The Build noise level (design year 2026) would be 69 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 approach the FHWA noise abatement criterion of 70 dBA L10 established for residential land use. Implementation of the proposed project would result in no audible adverse effect to the Overlook Avenue Historic District & Gates (Bi-11 and B-4).

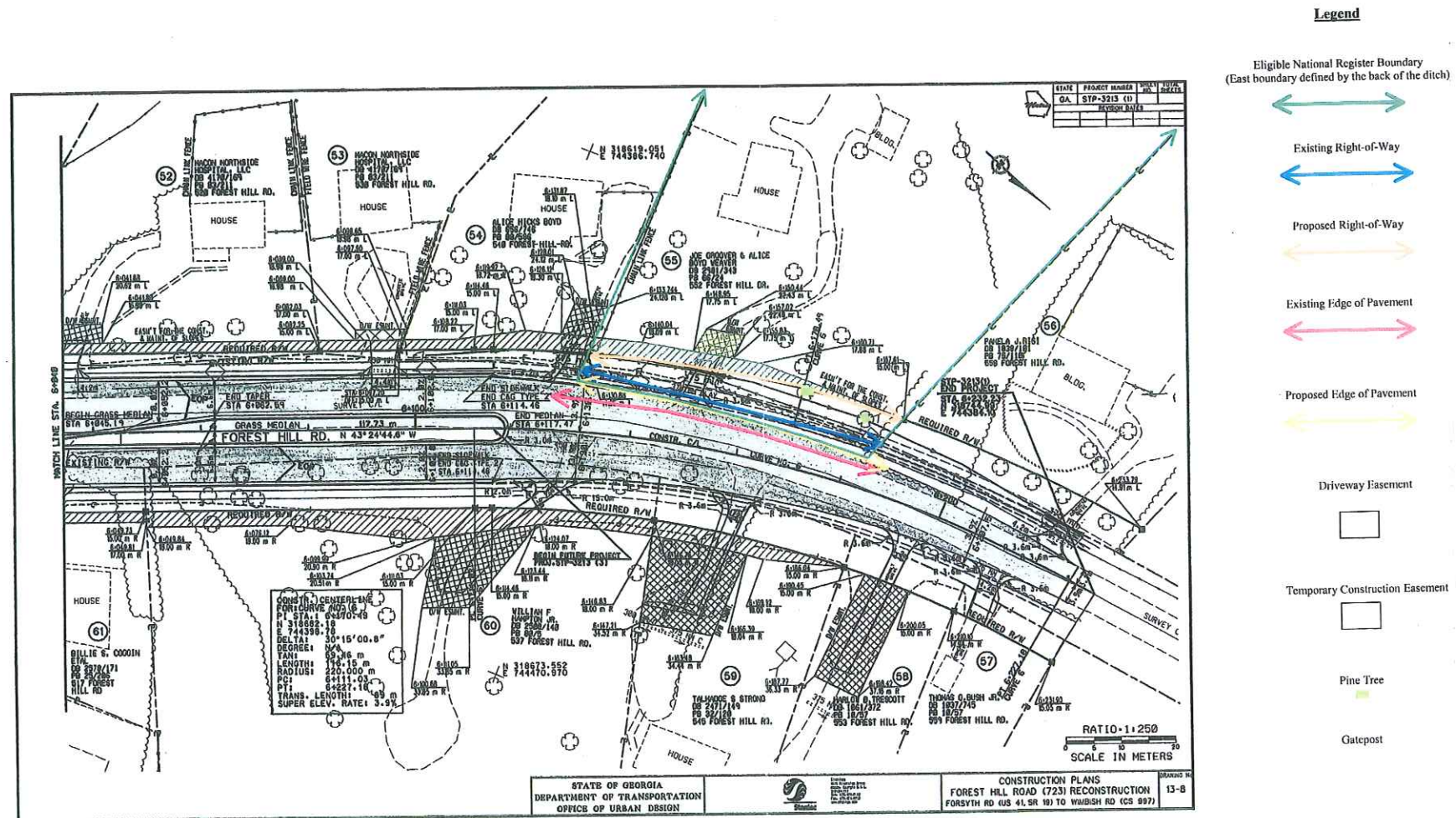
Project implementation would not indirectly affect the Overlook Avenue Historic District & Gates (Bi-11 and B-4). A grassed median would be installed along Forest Hill Road in the area of the Overlook Avenue Historic District & Gates (Bi-11 and B-4). Entrance into the district would be right-in, right-out 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.

Weaver House (Bi-46)

A finding of **Conditional No Adverse Effect** has been determined for the Weaver House (Bi-46). In the area of the resource, project implementation would consist of upgrading the existing two-lane roadway to a three-lane urban section with two 12-foot lanes, a 20-foot flush center median for left turns, curb and gutter, and 5-foot sidewalks on both sides of the road. The proposed project would require approximately 4 to 6 meters (13.1 to 19.7 feet) of additional right-of-way for a total of 29.5 meters (96.8 feet) right-of-way [see Figure 10, Proposed Improvements in the Area of the Weaver House (Bi-46)]. The proposed construction would require the acquisition of approximately 0.03 hectare (0.07 acre), or 1.8% of the total area within the eligible National Register boundary. Two temporary construction easements would be required during project implementation, one along the front of the property behind the proposed right-of-way and one to tie the driveway in with the proposed project.

Physical destruction of or damage to part of the property would occur. Though the resource is being impacted, the effect would not be considered adverse. Property within the eligible National Register boundary would be acquired for project

Figure 10: Proposed Improvements in the Area of the Weaver House (Bi-46)



implementation. While there would be no physical destruction or damage to the buildings within the eligible National Register boundary, part of the land fronting Forest Hill Road would be acquired for project implementation. Property within the eligible National Register boundary would be acquired for project implementation. The edge of pavement would move 2 meters (6.5 feet) closer to the house, resulting in a 5.3% loss of setback. Additional right-of-way [approximately 3.5 meters (11.5 feet)] within the eligible National Register boundary would be acquired for project implementation. This acquisition would require the relocation of stone gateposts (historic and contributing features of the resource) and the removal of features such as ornamental trees and shrubs (a non-historic and non-contributing feature of the resource). The removal of the gateposts would be conditionally not adverse due to the conditions imposed on the design of the project which would require the careful removal and re-installation of the gateposts. Since the vegetation is non-historic, its loss would have no physical effect on the resource. The relocation of the gateposts and the removal of the vegetation would result in a finding of no adverse effect.

A driveway easement would also be necessary during project implementation to tie in the existing driveway with the proposed roadway as well as an approximately 10-foot construction easement behind the proposed right-of-way to tie the project in with the property. After project construction, temporary easement areas would be returned to the original vegetative status.

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 Weaver House (Bi-46). The widening of the existing two-lane road in front of the house would not diminish the future desirability of the property for residential use because there would still be a substantial area remaining between the house and the edge of pavement. In addition, 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 its setting, because 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 setting within the eligible National Register boundary consists of the house, the immediate surrounding landscaping, and stone gateposts. The vegetation

along the front of the property (grassed area, ivy, trees, ornamental trees, shrubs) is non-contributing and is not a historic feature; however this screen forms a buffer that would be removed during project implementation. The stone posts, which are historic and contribute to the historic integrity of the resource, would need to be relocated to the altered driveway entrance. Other vegetation (grassed area, ivy, trees, ornamental trees, shrubs) would be removed and reinstalled. Implementation of the proposed project would have no adverse effect to the Weaver House (Bi-46).

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 edge of pavement would only move approximately 2 meters (6.5 feet) closer to the resource, resulting in a 5.3% loss of setback. A five-foot sidewalk would be installed approximately 33 meters (108.2 feet) from the house, outside of the eligible National Register boundary. To minimize the loss of the setback and the loss of the buffer that the non-historic vegetation provides, vegetation would be replanted and to maintain a buffer between the house, 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 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 Weaver House (Bi-46) would not be audibly affected as a result of project implementation. The existing noise level at the district is 65 dBA L10. The no-build noise level at the district is 67 dBA L10. The build noise level (design year 2026) would be 67 dBA L10. This two-decibel increase would occur over twenty years and would not be perceptible to the human ear. Also, the build noise level would not approach or exceed the FHWA noise abatement criterion of 70 dBA L10 established for residential land use.

Project implementation is not anticipated to indirectly affect the Weaver House (Bi-46). 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.

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

A finding of **No Adverse Effect** has been determined for the St. Francis Episcopal Church and Montessori of Macon (Bi-50). In the area of the resource, project implementation would consist of upgrading the existing 2-lane roadway to a 4-lane urban road with two 11-foot traffic lanes, a 16.4-foot grass median that tapers down to 9.8 feet, curb and gutter, and 5-foot sidewalks on both sides of the road. The proposed project would add an additional 29.5 - 42.7 feet of property in front of the church. This area of roadway would be obliterated and graded to drain and grass. Approximately 2,265 square feet (0.052-acre) of land would be acquired from the northeast corner of the resources. The north driveway of the property would be reconfigured in order to allow northbound traffic the ability to make a left turn through the proposed median break and into a proposed shared driveway between the church and adjacent apartment complex [see Figures 11A and 11B, Proposed Improvements in the Area of St. Francis Episcopal Church and Montessori of Macon (Bi-50)].

Physical destruction of or damage to all or part of the property would occur. Approximately 2,265 square feet of proposed right-of-way would be acquired from within the eligible National Register boundary of St. Francis Episcopal Church and Montessori of Macon (Bi-50). This area equals 0.8% of the total area within the eligible National Register boundary. The right-of-way acquisition is needed to construct the shared driveway between the St. Francis Episcopal Church and Montessori of Macon (Bi-50) and an adjacent apartment complex. The shared driveway is being constructed to allow church and school patrons heading north on Forest Hill Road the ability to make a left-turn at the median break being placed at the driveway between the St. Francis Episcopal Church and Montessori of Macon (Bi-50) and the apartment complex. Three to four trees would be removed from the northeast corner of the property as a result of the proposed right-of-way acquisition (refer to Figure 11B). According to the parish priest, the current driveway configuration is not original to the property and was laid out within the last 50 years. The three to four pine trees within the proposed right-of-way acquisition do not appear to be a part of the original landscape plan of the St. Francis Episcopal Church and Montessori of Macon (Bi-50) and are thought to be less than 50 years old. Also, one tree is located within the driveway easement of the southern driveway (refer to Figure 11A). This tree, a crepe myrtle, is within the proposed driveway easement of the southern driveway, and is also less than 50 years old. In

Figure 11A: Proposed Improvements in the Area of the St. Francis Episcopal Church and Montessori of Macon (Bi-50)

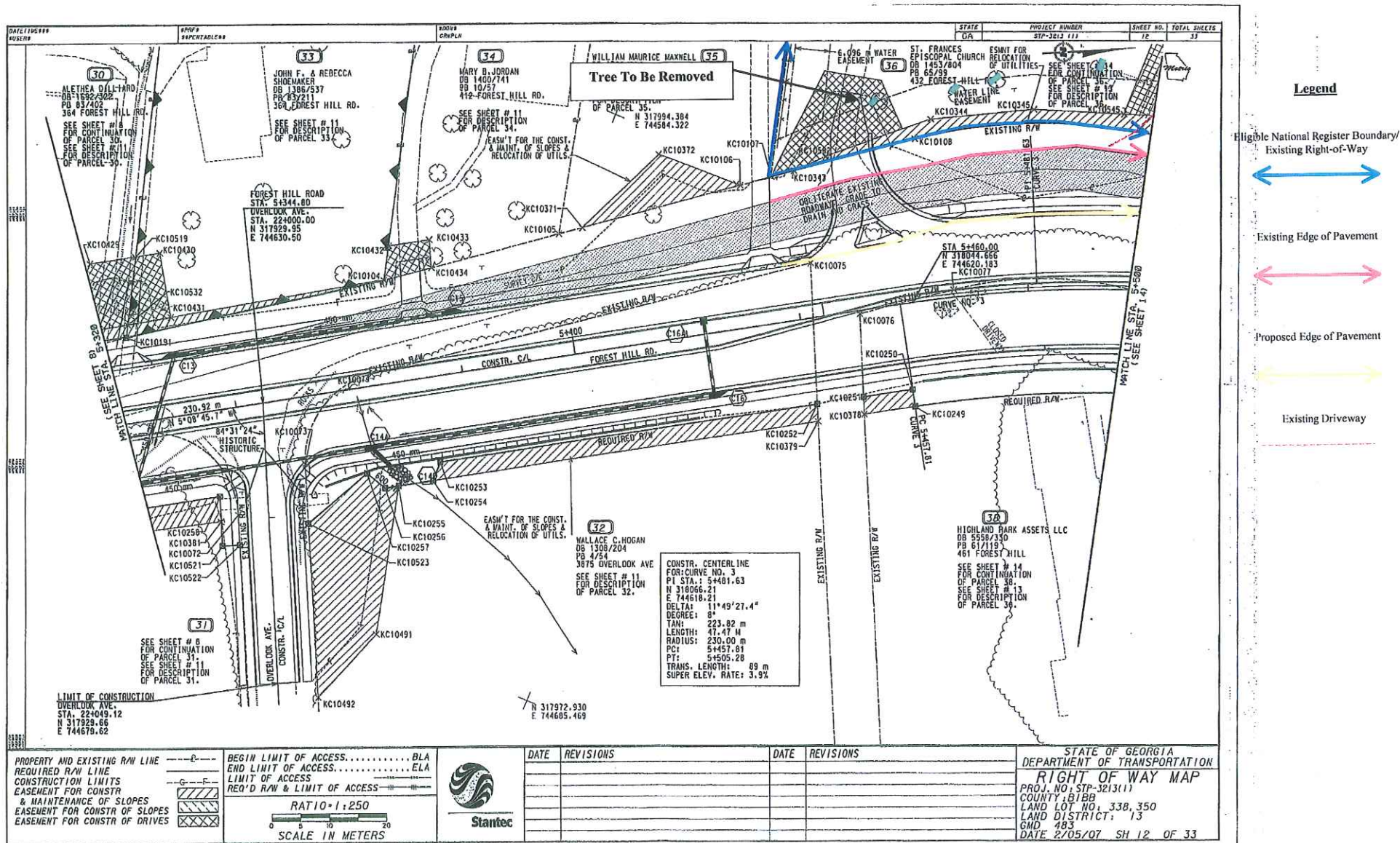
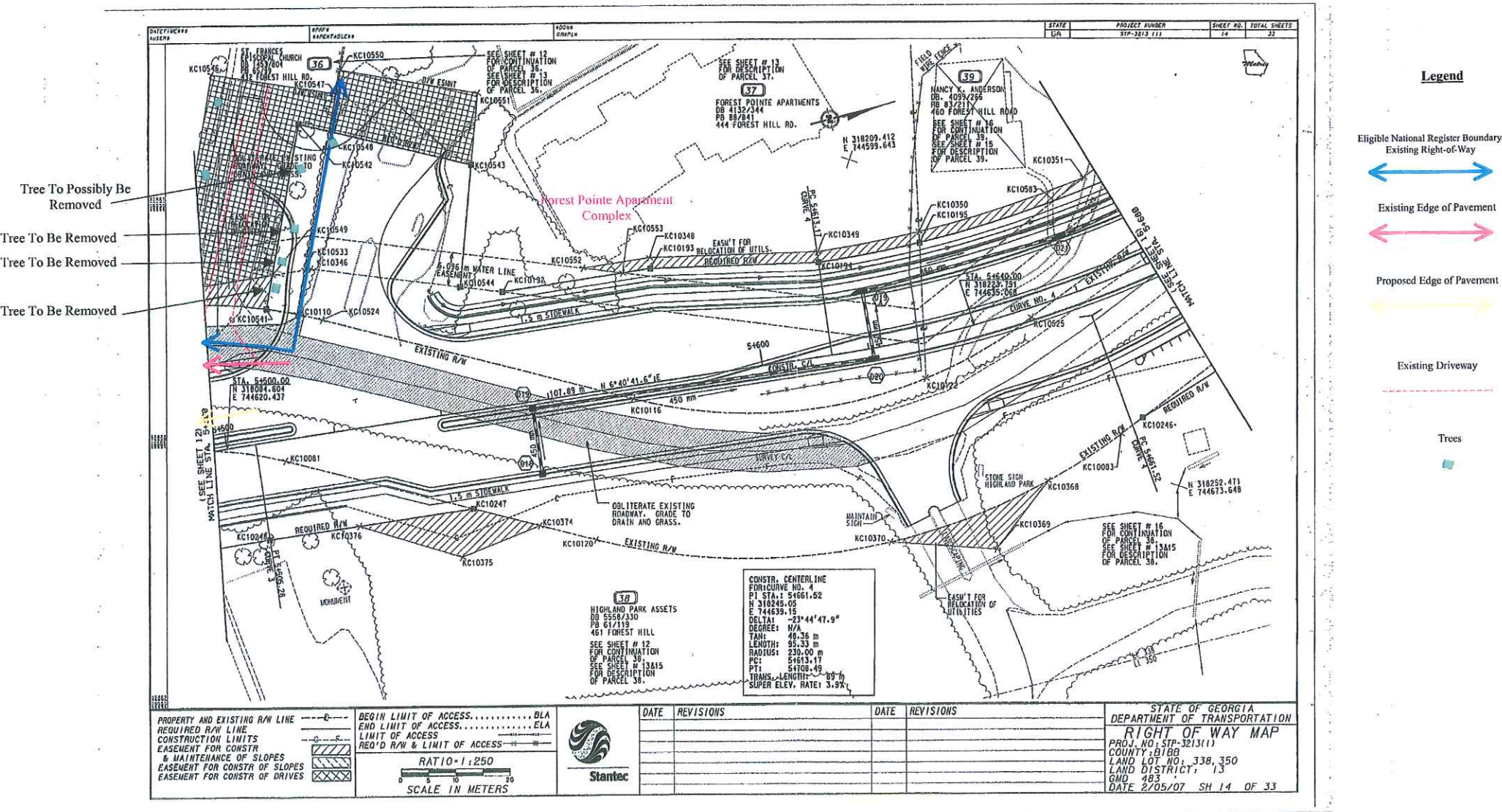


Figure 11B: Proposed Improvements in the Area of the St. Francis Episcopal Church and Montessori of Macon (Bi-50)



addition, the brick wall along the front property line of the resource would be removed for project implementation. The brick wall was built c. 1970 and is not a contributing feature of the character of the historic resource. Removal of the brick wall and the noted four to five non-historic trees would have **No Adverse Effect** to the resource.

The area immediately outside the eligible National Register boundary that would be used for project implementation consists of a two-lane paved road. The edge of pavement in front of the resource would move approximately 13 meters (42.7 feet) away from the resource adding front lawn area to the front of the property. This area would be grassed to match existing front lawn area and would include new sidewalk, curb, and gutter. Project implementation would have **No Adverse Effect** 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 religious or educational use of the St. Francis Episcopal Church (Bi-50) and Montessori of Macon. The project would not diminish the future desirability of the property's use. In addition, current use of the property is consistent with the long-term land use plan for the city of Macon. The buildings 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 buildings and informal landscaping. The noted non-historic trees and brick wall within the eligible historic boundary are not contributing features of the historic resource. The proposed project would not alter any characteristics that contribute to the St. Francis Episcopal Church and Montessori of Macon (Bi-50) 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 addition of the proposed shared driveway between St. Francis Episcopal Church and Montessori of Macon (Bi-50) and the apartment complex would not be a significant alteration because the current configuration of the driveways of St. Francis Episcopal Church and Montessori of Macon (Bi-50) is not original to the property. Also, the distance from the property to the transportation facility would increase, enlarging the front lawn area of the property. The edge of pavement would move approximately 42.7

feet away from the resource. While the sidewalk, curb, and gutter would be new elements to the setting, it would not be considered an adverse effect because no land would be acquired from within the eligible National Register boundary. Additionally, the transportation facility would increase in width from two lanes to four lanes with a grassed median; however, this is not considered an adverse visual effect because the transportation facility always has been and would continue to be an element of the visual character of the property. 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 St. Francis Episcopal Church and Montessori of Macon (Bi-50).

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the St. Francis Episcopal Church and Montessori of Macon (Bi-50)'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. A noise survey was not conducted at St. Francis Episcopal Church and Montessori of Macon (B-50). The resource is located approximately 320 feet from the edge of pavement. The resource would be located approximately 362.7 feet from the proposed edge of pavement. It has been determined that any increase in noise from the proposed roadway project would not approach or exceed the FHWA noise abatement criterion of 70 dBA L10 established for this resource.

Project implementation would not affect the St. Francis Episcopal Church and Montessori of Macon (Bi-50). 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.

Davidson House (B-8)

A finding of **No Effect** has been determined for the Davidson House (B-8). 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. 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. Also, a temporary driveway easement is needed to tie in the driveway with the roadway. A small area of fill approximately 4.9 feet by 16.4 feet, adjacent to the driveway along the eligible National Register boundary would be needed to tie the roadway in with the property [see Figure 12, Proposed Improvements in the Area of the Davidson House (B-8)]. The temporary driveway easement would be returned to the original preconstruction appearance after project construction is complete.

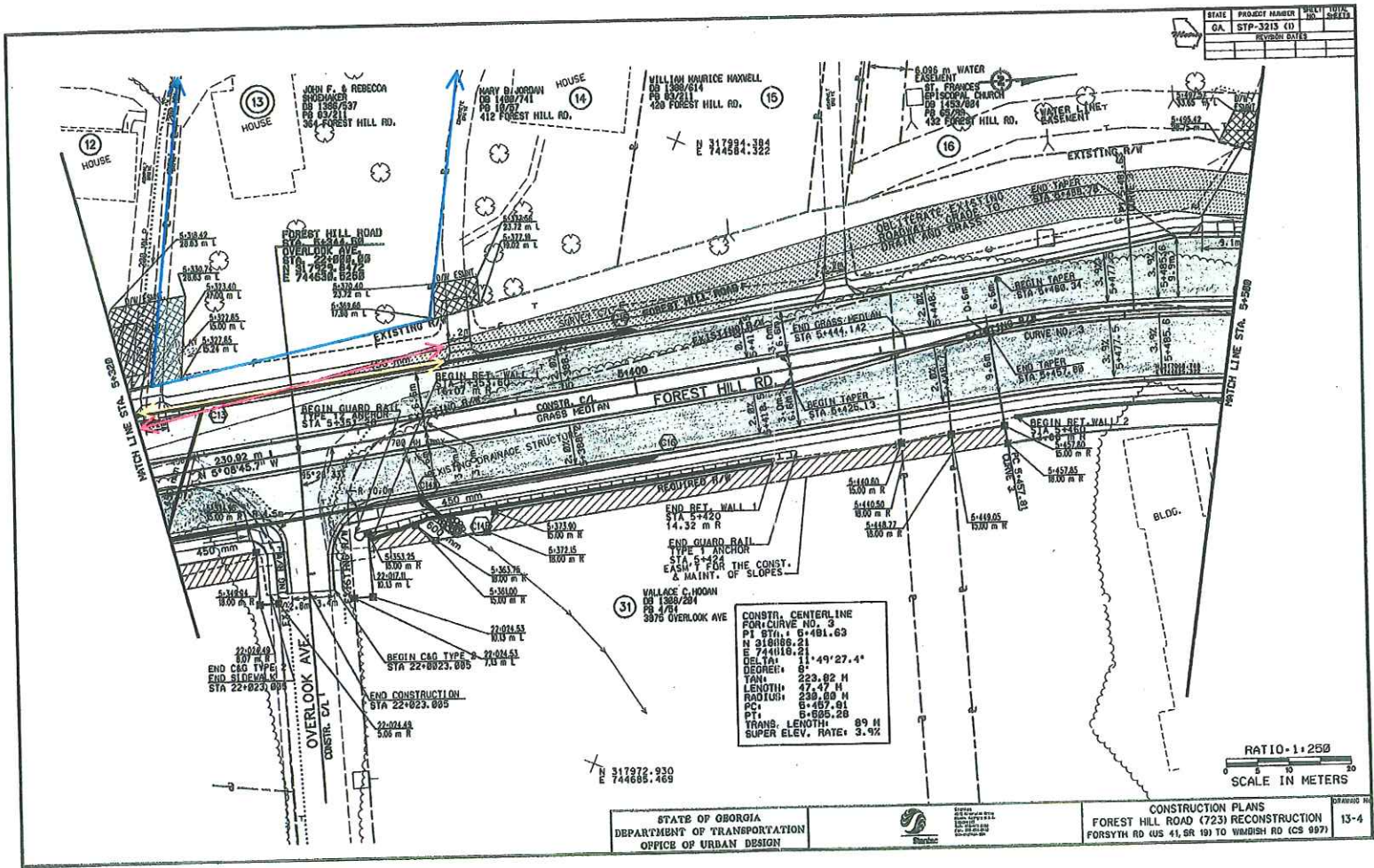
In the area of the resource, a temporary construction easement is needed during project implementation. Temporary easement is needed in the area of the driveway to tie the driveway in with the road. Although the temporary construction easement is within the eligible National Register boundary, the easement would not have an adverse effect on the resource. 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])

Since the acquisition of easement from the Davidson House (B-8) is not permanent, adverse or a constructive use, Section 4(f) is not applicable.

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. 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

Figure 12: Proposed Improvements in the Area of the Davidson House (B-8)



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 (B-8) and surrounds, resulting in a finding of **No Effect**.

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 Davidson House (B-8). 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 resource'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 houses along Forest Hill Road. All construction in conjunction with the roadway project would take place outside of the eligible National Register boundary of the district. The readjustment of the slope of the driveway and the small fill area would not affect any contributing characteristics of the resource. The proposed project would not alter any characteristics that contribute to the Davidson House (B-8).

Project implementation would not result in the introduction of visual elements that diminish the integrity of the district's significant historic characteristics or features. No land would be acquired from within the eligible National Register boundary. The enlargement of the existing transportation facility would not further compromise the visual character of the Davidson House (B-8).

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 audibly affect the Davidson House (B-8); however, this effect would not be adverse. The existing noise level at the property is 61 dBA L10. The no-build noise level at the property is 68 dBA L10. The build noise level (2026) at the resource is 70 dBA L10. This 2-decibel increase would occur over twenty years and would not be perceptible to the human ear. Also, the build noise level would reach the FHWA noise abatement criterion of 70 dBA L10 established for residential land use.

Project implementation would not indirectly affect the Davidson House (B-8). 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.

Linkous House (Bi-46)

A finding of **Adverse Effect** has been determined for the Linkous House (Bi-46). In the area of the resource, project implementation would consist of upgrading the existing two-lane roadway to a four-lane urban section with two 11-foot traffic lanes in each direction, a 20-foot raised median, curb and gutter, and 5-foot wide sidewalks on both sides of the roadway. The proposed project would require approximately 32.8 to 49.2 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 0.05- acre, or 7% of the total area within the eligible National Register boundary. The Linkous House (Bi-46) is located directly across the street from two other National Register eligible resources on Forest Hill Road: The Prado Historic District & Gates (Bi-10 and B-3) and the Overlook Avenue Historic District & Gates (Bi-11 and B-4). Two temporary construction easements would be required during project implementation: one along the front of the property behind the proposed right-of-way and another easement, which would tie the driveway in with the proposed project [see Figure 13, Proposed Improvements in the Area of the Linkous House (Bi-46)].

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. The edge of pavement would move approximately 23 feet closer to the house, resulting in a 27% loss of setback. While there would be no physical destruction or damage to the buildings within the eligible National Register boundary, additional right-of-way, approximately 32.8 to

Legend

Eligible National Register Boundary/
Existing Right-of-Way



Proposed Right-of-Way



Existing Edge of Pavement



Proposed Edge of Pavement



Driveway Easement



Temporary Construction Easement



Pine Tree



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49.2 feet, would be acquired from within the eligible National Register boundary. Approximately 0.05 acre, or 7% of the total area within the eligible National Register boundary would be acquired. This acquisition would also alter the circular driveway and remove trees that contribute to the historic character of the resource. Project implementation would result in a finding of **Adverse Effect**.

Project implementation would not result in a change in the character of the property's use as a doctor's office. No direct or indirect effects would alter the character of the continued commercial use of the Linkous House (Bi-46). 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 still be a substantial area left between the house and the edge of pavement. In addition, commercial 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 its 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 result in a change in the character of the property's physical features within the property's setting that contribute to its historical significance. The character of the setting within the eligible National Register boundary consists of the house and informal landscaping. The proposed project would require the acquisition of a portion of the property along Forest Hill Road, altering the circular driveway and a portion of the landscape that contributes to the Linkous House (Bi-46). The project is therefore considered to have an **Adverse Effect** on the resource.

Project implementation would result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The edge of pavement would move approximately 39.3 feet closer to the resource, resulting in a 27% loss of setback. Approximately 0.05-acre, or 7% of the total area within the eligible National Register boundary, would be acquired, resulting in an **Adverse Effect**. A 5-foot sidewalk would be installed approximately 124.7 feet from the resource. Although the transportation facility has been and would continue to be an element of the visual character of the house, the reduced proximity and removal of trees shielding the road would affect the visual character of the house. Implementation of the proposed project would adversely affect the visual setting of the Linkous House (Bi-46).

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 68 dBA L10. The No-Build noise level at the property is 70 dBA L10. The Build noise level (design year 2026) at the resource is 73 dBA L10. This 5-decibel increase would occur over twenty years and would be perceptible to the human ear, but not substantial. Also, the Build noise level would not exceed the FHWA noise abatement criterion of 75 dBA L10 established for commercial land use.

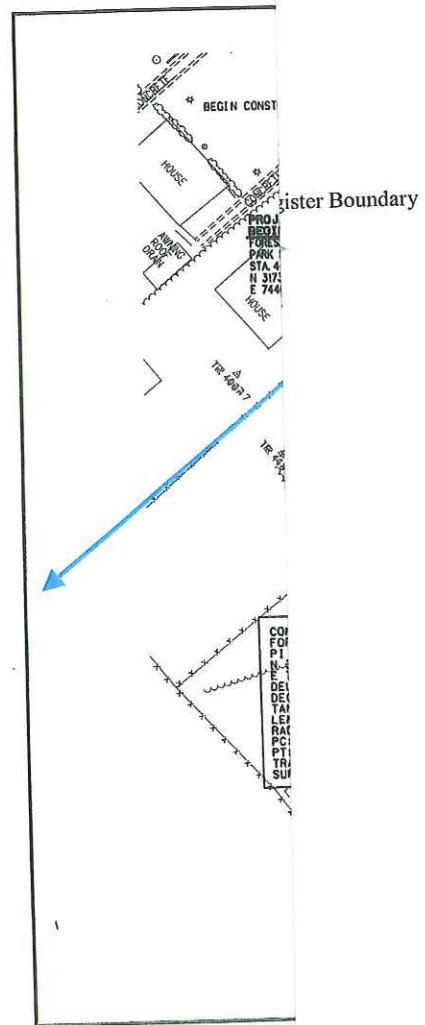
Project implementation would not indirectly affect the Linkous House (Bi-46). A grassed median would be installed along Forest Hill Road in the area of the Linkous House (Bi-46). Entrance into the driveway would be right-in, right-out only. However, this would not adversely affect the resource. No additional 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.

Park Street Historic District (Bi-59)

A finding of **No Adverse Effect** has been determined for the Park Street Historic District (Bi-59). In the area of the resource, project implementation would consist of the widening of Park Street and the addition of a sidewalk on the northeast side of the street just up to the edge of the northern boundary of the Park Street Historic District (Bi-59) [see Figure 14, Proposed Improvements in the Area of the Park Street Historic District (Bi-59)].

Physical destruction of or damage to all or part of the district would not occur. No property within the eligible National Register boundary would be acquired for project implementation. There would be no physical destruction or damage to the structures or area within the eligible National Register boundary. All construction would take place outside of the eligible National Register boundary. No landscaping features would be removed.

Project implementation would not result in a change in the character of the district's use. No direct or indirect effects to the Park Street Historic District (Bi-59) would alter the character of the district. The project would not diminish the future



desirability of the district's use. In addition, current use of the district is consistent with the long-term residential land use plan for the City of Macon. The buildings 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 district's use.

Project implementation would not result in a change in the character of the property's physical features within the district's setting that contribute to its historic significance. The character of the setting within the eligible National Register boundary consists of the houses and informal landscaping.

The character of the setting outside the boundary is comprised of houses and commercial buildings along Vineville Avenue. All construction in conjunction with the roadway project would take place outside of the eligible National Register boundary of the district. The proposed project would not alter any characteristics that contribute to the Park Street Historic District (Bi-59).

Project implementation would not result in the introduction of visual elements that diminish the integrity of the district's significant historic characteristics or features. No land would be acquired from within the eligible National Register boundary. Additionally, the visual character of the surrounding area of the district has been compromised by modern residential development. The expansion of the existing transportation facility would not further compromise the visual character of the Park Street Historic District (Bi-59).

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the Park Street Historic District (Bi-59)'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 Park Street Historic District (Bi-59) would be audibly affected as a result of project implementation. However this effect would not be adverse. The existing noise level within the district ranges from 67 to 72 dBA L10. The no-build noise level at the district ranges from 68 to 73 dBA L10. The Build noise level (design year 2026) at the district ranges from 70 to 73 dBA L10. This one to three-decibel level increase would occur over twenty years and would not be perceptible to the human ear. The build noise level would reach and exceed 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 Park Street Historic District (Bi-59).

Project implementation would not indirectly affect the Park Street Historic District (Bi-59). 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.

Summary

Implementation of the proposed project would result in a finding of **No Effect** for the Davidson House (B-8), **No Adverse Effect** for the Nesbit House (B-2), St. Francis Episcopal Church and Montessori of Macon (Bi-50), and the Park Street Historic District (Bi-59); **Conditional No Adverse Effect** to The Prado Historic District & Gates (Bi-10 and B-3) and the Weaver House (Bi-46); and an **Adverse Effect** for the Coleman House (B-1), Overlook Avenue Historic District & Gates (Bi-11 & B-4), and the Linkous House (Bi-52).

Indirect Effects

With regard to the aforementioned resources, indirect effects may occur. It is anticipated that all of the historic resources would receive some indirect effects from the implementation of the Forest Hill Road project. There would be minor increases in noise levels above the current levels adjacent to each historic resource. These noise level increases would be associated with increased volumes of traffic traveling at higher average speeds. Similarly, air quality is expected to degrade slightly in the short-term immediately adjacent to the project roadway, but will improve in the long-term as federal regulations and standards reduce air emissions emitted by all passenger vehicles.

In accordance with the Macon-Bibb County Long Range Transportation Plan (LRTP) 2030, Bibb County is still a major employment center with the growth occurring in the north east area of the county along I-75 in between Bass Road and Arkwright Road area. There is a possibility that residents may convert or sell their homes for commercial and office uses, especially those houses located near the intersection of US 41 where many houses have already been converted to commercial use. For example, the Linkous House (Bi-52), a 1940s English Revival Cottage, currently serves as a doctor's office and has had this use since the mid-1990s. However, local ordinances

and land use plans will help control extreme changes to the corridor, which could ensure the continued single-family residential use of properties such as the Coleman House (B-1), the Nesbit House (B-2), the Davidson House (B-8), the Weaver House (Bi-46), and houses within The Prado Historic District & Gates (Bi-10 and B-3).

Cumulative Impacts

Much of the land in this area was undeveloped prior to Post World War II, therefore the majority of the structures 50 years old or older located along the project corridor were built in the mid-1940s to late 1950s. Over the years, there has been very little new construction in the area that has impacted eligible historic structures. Within the last 20 years, there have been some residential properties converting to commercial use along the first block north of US 41 on Forest Hill Road and on Ridge Avenue west of Forest Hill Road. Though this project would not be the sole cause of this continued change, it could, in combination with other area projects such as the completed Northside Drive and Napier Avenue projects, advance the conversion of properties near other existing commercial businesses on Forest Hill Road near Vineville Avenue, Ridge Avenue, and Wimbish Road.

Over the next ten years, additional Post World War II housing, mid-century modern and ranch houses, prevalent within the area of influence, may also qualify for listing on the National Register of Historic Places. It is possible that further conversion in the area of influence may spur eligible historic districts such as Park Street, The Prado and Overlook Avenue, other historic neighborhoods yet identified, to apply for nomination to the National Register of Historic Places and/or apply for a historic zoning designation under local city ordinance to distinguish their neighborhoods from other surrounding properties. Future impacts to resources are possible if development trends continue.

3. Section 4(f)

Section 4(f) of the 1966 U.S. Department of Transportation Act (49 USC 1653, now 49 USC 303) declared a national policy that special efforts be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may approve projects that require the use of significant publicly owned parks, recreation areas, or

wildlife and waterfowl refuges, or any significant historic site protected under Section 4(f) only if:

1. There is no prudent and feasible avoidance alternative to using that land; and
2. The program or project includes all possible planning to minimize harm to the resource resulting from such use.

When such resources are affected, documentation of no feasible and prudent avoidance alternative and planning to minimize harm is included in the federal environmental document. A Section 4(f) use occurs:

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

Of the nine identified Section 4(f) resources found within the area of potential effect of this proposed project, the acquisition of right-of-way would be required from within the eligible National Register boundaries of six historic resources. The six historic resources are: the Coleman House (B-1), The Prado Historic District & Gates (Bi-10 and B-3), the Overlook Avenue Historic District & Gates (Bi-11 & B-4), the Weaver House (Bi-46), the St. Francis Episcopal Church and Montessori of Macon (Bi-50), and the Linkous House (Bi-52). Of these six resources, the proposed project would have a de minimis impact on The Prado Historic District & Gates (Bi-10 and B-3), the Weaver House (Bi-46), and the St. Francis Episcopal Church and Montessori of Macon (Bi-50). No Section 4(f) Evaluation is required for these resources. The project would have a Conditional No Adverse Effect to The Prado Historic District & Gates (Bi-10 and B-3) and the Weaver House (Bi-46). Temporary easements to reconstruct driveways within The Prado Historic District & Gates (Bi-10 and B-3) and the Davidson House (B-8) are needed for project implementation. There would be no constructive or permanent use of land, and no features contributing to the historic integrity of the resources would be affected. Because the project would adversely affect contributing features of the Coleman House (B-1), the Overlook Avenue Historic District & Gates (Bi-11 & B-4), and the Linkous House (Bi-52), a Section 4(f) Evaluation is required for these three

resources. The draft Section 4(f) Evaluation was approved for circulation to the officials having jurisdiction over the Section 4(f) properties and to the Department of the Interior on December 7, 2007. The final Section 4(f) Evaluation was approved by FHWA on June 30, 2008. A copy of the approval is provided in Attachment 2.

C. NATURAL ENVIRONMENT

1. Water Quality **Indirect Effects**

The effects of various changes in land use and land cover, including the types and degrees of contamination found in urban watersheds, are major contributors to watershed degradation. Any indirect effects to waters as a result of project construction would be associated with changes in potential development or land use as a result of the project. The area evaluated for potential indirect effects to waters is the same area evaluated for potential land use changes, which was identified in Figure 2.

The proposed project would be constructed in an area that is already highly urbanized and developed, and runoff from the proposed project would continue to recharge into adjacent upland areas or flow into existing storm water collection systems rather than discharging directly into streams or wetlands. Any land disturbance activities would require compliance with Macon and Bibb County development ordinances, which would require treatment of storm water. It is unlikely that the construction of the proposed project would alter the development patterns within the project study area. Therefore, it is anticipated that indirect impacts as a result of project construction, such as increased sedimentation of streams in the project area of influence or increased nonpoint source pollution would be minimal.

Cumulative Impacts

Bibb County is entirely within the Upper Ocmulgee River Sub-basin (HUC 03070103). The area of potential cumulative effects analysis includes Sabbath Creek and its tributaries to the north, Bowmans Branch to the southeast, and Wolf Creek and several of its associated unnamed tributaries to the west. Both Wolf Creek and Sabbath Creek are systems categorized for aquatic life harvesting, and fully support their designated state use of fishing. Bowmans Branch is not listed on the GA EPD 2008 draft 305(b)/303(d) list of rivers and streams. Water quality has been affected by years of development in the project area. Urban areas with large parking lots, rooftops, and lawn care practices have allowed vast amounts of nonpoint source pollution and

sedimentation to flow into area streams. Past construction activities in the study area have contributed to water quality degradation throughout the project area.

The design of the project and implementation of stormwater Best Management Practices (BMP) would serve to mitigate to some degree for the past impacts from development activities and transportation projects and would contribute towards improvement of water quality in the future. Upon preliminary evaluation of the project, the following roadway BMPs for water quality treatment options have been identified for runoff leading to waters within the project corridor. During the construction phase, the project would be expected to produce some increased siltation within streams in the immediate area. Environmental harm would be minimized by standard sedimentation, erosion and hydrologic control measures, including the following:

- Preservation of roadside vegetation beyond the limits of construction, where possible.
- Early revegetation of disturbed areas so as to minimize soil erosion.
- The use of slope drains, detention/retention structures, surface, subsurface, and cross-drains, designed as appropriate or needed, so that discharge would occur in locations and in such a manner that surface and subsurface water quality would not be affected (outlets may require aprons, bank protection, silt basins, and energy dissipaters).
- Inclusion of construction features for control of predicted erosion and water pollution in the plans, specifications and contract pay items (Georgia Standard Specifications of Transportation Construction – 2001, Section 160 through 171 and 700 through 720 identify the pollution control measures which may be used).
- Dumping of chemicals, fuels, lubricants, bitumens, raw sewage, other harmful waste into or alongside of streams or impoundments, or into natural or man-made channels leading thereto, would be prohibited.
- Compliance with terms of the National Pollutant Discharge Elimination System (NPDES) permit for construction activities to include preparation and submittal of project Notice of Intent (NOI) and Notice of Termination (NOT). The NPDES permit also requires preparation and implementation of an Erosion, Sedimentation, and Pollution Control Plan as well as a Comprehensive Monitoring Program. Best management practices outlined in the Erosion, Sedimentation, and Pollution Control Plan must be consistent with, and no less

stringent than practices set forth in the *Manual for Erosion and Sedimentation Control in Georgia*.

In addition to water quality impacts, increased sedimentation leads to the degradation of stream/lake bed habitat. The surface water drainage area for Sabbath Creek, which would be the representative monitoring point on this project, is approximately 2.37 square miles. Water samples would be collected and tested for turbidity levels as part of a comprehensive sediment and pollution control plan for this project. In summary, while conventional non-point source runoff would increase, degradation of water quality within the project area would be minimized through the use of the various storm water management techniques as described previously.

3. Waters of the U.S./Streams

Indirect Effects

Indirect effects to wetlands and streams in the study area would occur as a result of land use changes associated with the project. Because the changes to land use and development as a result of the proposed Forest Hill Road improvements project are anticipated to be minimal, adverse indirect effects to streams are also anticipated to be minimal. The area evaluated for potential indirect effects to streams is the same area evaluated for potential land use changes; based on a comparison between the existing land use and future land use, little to no growth is predicted for this area of Macon, and the project is not anticipated to induce significant additional development in the area. Therefore, additional stream impacts from encroachment are also not anticipated. It is not likely that the construction of the proposed project would alter the development patterns within the project area of influence. Any additional development in the future could indirectly impact water resources by activities such as the removal of riparian habitat/vegetation, culverts or other similar structures being built, fill or rip-rap from development projects, and new stream crossings. Impacts to Jurisdictional Waters would require coordination with the USACE and possible mitigation.

Other potential indirect impacts could include increased erosion and sedimentation, an increase in nonpoint source pollution draining into the streams from the increase in impervious roadway surface area adjacent to the streams. Increases in heavy metals and petroleum products within the streams could adversely impact streams.

Cumulative Impacts

Effects to streams and other water resources in the area of cumulative effects for the proposed project include their aggregate loss due to land development, transportation and utility infrastructure, and growth in general. If a development boom occurred in the future, these losses would be greater. Increased avoidance and mitigation requirements of the Clean Water Act (CWA) Section 404 program has reduced fill materials into jurisdictional waters. Any future impacts to Jurisdictional Waters would require coordination with the United States Army Corps of Engineers (USACE) and possible mitigation.

7. Floodplains

Indirect Effects

Indirect effects to floodplains along the main step of Sabbath Creek could occur as a result of the redevelopment of currently developed land along Forest Hill Road. The same could also occur under the No-Build Alternative. Bibb County requires all land development activities be permitted prior to development near or within the 100-year floodplain.

Cumulative Impacts

Increased growth and development could serve to further increase the transport of eroded sediments into the floodplain, thereby reducing available flood storage volume. Increased sedimentation would increase peak rates of runoff, potentially increasing backwater floodplain elevations. Bibb County enacted a Flood Damage Prevention Ordinance, whose objectives are to protect the public and to minimize public and private losses due to flood conditions, in 1991. Macon-Bibb County is also a member of the regular program of the National Flood Insurance Program. No regulatory floodway encroachment would occur as a result of the proposed project; however, Procedures for Coordinating Highway Encroachments on Floodplains with the Federal Emergency Management Agency (FEMA) would be followed for future projects.

8. Endangered/Threatened Species

Changes to Direct Effects

As discussed in the EA/FONSI approved in June 2004, the project corridor was surveyed for threatened and endangered species; no species or habitat were found to exist within the project corridor. The project corridor was surveyed again in January 2006 as a result of one additional species added to the list of protected species for the project area. The proposed project would have no effect on any of the listed species.

The U. S. Fish and Wildlife Service (USFWS) County Listing of Threatened and Endangered Species in Bibb County, Georgia; the Georgia Department of Natural Resources (GDNR) County Listing of Locations of Special Concern Animals, Plants and Natural Communities in Bibb County, Georgia; and the GDNR Listing of Locations of Special Concern Animals, Plants and Natural Communities by Quarter Quad for the Macon NW and Macon West USGS 7.5-Minute Topographic Quads were reviewed to determine the proposed project's potential impact to protected species in Bibb County.

Correspondence with the USFWS indicated the Wood Stork (*Mycteria americana*) had been added to the list of species for the project area since the last approved ecology report. Pursuant to the Endangered Species Act of 1973, a field survey was conducted on January 4, 2006 to identify the potential presence of species and its potential habitat, as well as protected species listed for the project area and their habitats. Neither the Wood Stork, nor any other protected species or their habitats were identified during fieldwork. Below is the description for the Wood Stork.

Wood Stork (*Mycteria americana*)

The Wood Stork is both state and federally endangered. They are large water birds that stand 2 to 4 feet tall and weigh 7 to 10 lbs. They are mostly white, but have a black tail and many black feathers under their wings. They have no feathers on their head and neck. The Wood Stork inhabits freshwater and brackish wetlands, primarily nesting in cypress or mangrove swamps. They feed in freshwater marshes, narrow tidal creeks, or flooded tidal pools (USFWS website 2005).

According to information received from the USFWS, the Wood Stork is a transient forager in Bibb County. The USFWS indicated the lack of foraging habitat within the project area would warrant a **No Effect** determination for this species. Field surveys for the Wood Stork confirmed their assessment. No individuals or populations within the project area were identified. The project area does not have habitat to support this species. There were no large forested wetlands identified on this project. The project would have **No Effect** on the Wood Stork.

Indirect Effects

The proposed project is consistent with the current land use and the future land use plans for Bibb County and would not precipitate any unplanned land use changes or change development patterns, which would have the potential to fragment or disrupt ecosystems throughout the Forest Hill Road corridor. Furthermore, individual species or potential habitat were not identified within the project corridor, the proposed project would not have any indirect effects to threatened or endangered species.

Cumulative Impacts

The proposed project would not result in direct or indirect effects to protected species or their potential habitat; therefore, the proposed project would not result in cumulative impacts.

D. PHYSICAL ENVIRONMENT

2. Air

Changes to Direct Effects

This project was evaluated for its consistency with state and federal air quality goals, including Carbon Monoxide (CO), Ozone, Particulate Matter (PM) 2.5, and Mobile Source Air Toxics (MSATs) as part of this assessment. Results indicated that the project is consistent with the State Implementation Plan (SIP) for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards. 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 Avenue 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 proposed project is consistent with the current land use plan for Bibb County and would not precipitate any unplanned land use changes or change development patterns throughout the Forest Hill Road corridor, such that additional vehicle traffic would be added to the roadway beyond what is projected for the Build and No-Build alternatives. As a result of operational improvements, the proposed project would reduce congestion, improve safety, and provide better traffic flow. Improving traffic conditions in this area would lower the high accident rate within the project area. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the No-Build alternative.

Carbon Monoxide

Carbon Monoxide concentrations were predicted for the anticipated first year of operation, 2008, and the design year 2028. The State of Georgia and the federal government set the maximum acceptable average CO concentrations at 35 ppm for a one-hour period and 9 ppm for a continuous eight-hour period. One-hour CO concentrations were predicted for the Build Year, 2008, and the Design Year, 2028. The highest concentration to occur in the project area was the Build Year (2008) PM one-hour concentration of **4.8 ppm**, located at the northeast corner of Forest Hill Road at Vineville Avenue. This value is lower than the National Ambient Air Quality Standards (NAAQS) for the one-hour level of 35 ppm.

The eight-hour concentrations, derived by multiplying the one-hour results by a persistence factor of 0.6, were also within the NAAQS for both the build and design year traffic volumes. The highest eight-hour average concentration of **2.9 ppm** was also identified at the same location as above in the Build Year (2008) PM condition. This value is lower than the NAAQS for the eight-hour level of 9 ppm.

The results of the microscale analysis of the project area demonstrated that CO concentrations would not exceed state or federal air quality standards through the predicted design year traffic estimates. It is concluded that this project is consistent with region wide air quality goals and with the SIP on air quality.

Ozone

The NAAQS for 8-hour ozone is 0.08 ppm. Bibb County has recently been designated as a non-attainment area for 8-hour ozone. The Clean Air Act (CAA) contains two sets of provisions--subpart 1 and subpart 2-- that address planning and control requirements for non-attainment areas. Subpart 1, which is referred to as "basic" non-attainment, contains general, less prescriptive requirements for non-attainment areas for any pollutant, including ozone, governed by a NAAQS. Subpart 2, which is referred to as "classified" non-attainment, provides more specific requirements for ozone non-attainment areas. Bibb County is classified as subpart 1, or "basic" non-attainment. Section 172(a)(1) provides that Environmental Protection Agency (EPA) has the discretion to classify areas subject only to subpart 1, and control requirements are linked to each classification. Areas with more serious ozone pollution are subject to more prescribed requirements. The requirements are designed to bring areas into attainment by their specified attainment dates. Conformity was addressed in the June, 2005 transportation plan for the area and it has been determined that the 2030 LRTP demonstrates compliance with the Clean Air Act (CAA) as amended in 1990, in accordance with all the conformity requirements detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in TEA-21).

Mobile Source Air Toxics

Based upon a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, the vehicle-miles traveled and level of traffic congestion are the most important factors affecting emission differences. The amount of MSATs emitted would increase with more vehicle miles traveled (VMT) and heavier traffic congestion, assuming that other variables, such as fleet mix, are the same for each alternative. In this project, the VMT will increase in the future regardless of the improvements because the traffic volumes will increase due to growth in the region. Therefore, the impact brought by the increase of VMT will be the same in the No-Build Alternative as in the Selected Alternative. The proposed project will relieve traffic congestion in this area by adding a continuous center-turn lane and traffic control at intersections, which will reduce MSAT emissions. Moreover, emission will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to

reduce MSAT emissions by 57 to 87 percent from 2000 to 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

In summary, under the Selected Alternative in the design year, it is expected that there would be reduced MSAT emissions in the immediate area of the project, relative to the No-Build Alternative, due to the reduced traffic congestion, and due to EPA's MSAT reduction programs. In analyzing the project, MSAT levels could be higher in some locations than others, but current tools and science are not adequate to quantify them. However, on a regional basis, the EPA's vehicle and fuel regulations will over time cause substantial reductions, that in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Particulate Matter 2.5

On March 10, 2006, the EPA published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impact in PM 2.5 nonattainment areas. Transportation conformity is required under the CAA section 176(c) (42 U.S.C. 7506 (c)) to ensure that federally supported highway and transit project activities are consistent with the purpose of the SIP. Conformity to the purpose of the SIP means that a transportation activity will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. Bibb County is one of 28 Georgia counties designated by EPA as nonattainment for PM 2.5.

To meet satisfactory requirements set out by the CAA, the March 10, 2006 final rule requires PM 2.5 hot-spot analyses to be performed for projects of air quality concern. The EPA specifies in 40 CFR 93.123(b)(1) of the final rule that projects of air quality concern are certain highway and transit projects, which involve significant levels of diesel vehicle traffic or any other project that is identified in the PM 2.5 SIP as a localized air quality concern.

On June 16, 2006, the EPA's interagency team, which includes representatives from the EPA, Federal Transit Administration (FTA), Georgia Environmental Protection Division (EPD), GDOT and the Macon-Bibb MPO, concurred with FHWA's determination that this project was not of air quality concern per the Transportation Conformity rule.

Since this project was not of air quality concern, a qualitative PM 2.5 hotspot analysis was not required. The Clean Air Act and 40 CFR 93.116 requirements were met without a hotspot analysis, since this project has been found not to be of air quality concern under 40 CFR 93.123(b)(1).

In order to comply with the public involvement requirements of 40 CFR 93.1059e), the interagency team and FHWA determinations that this project was not of air quality concern per the Transportation Conformity rule, was advertised in the Macon Telegraph on June 29, 2006. Per the Secretary of State for the State of Georgia, the Macon Telegraph is the legal organ for the City of Macon and Bibb County. The advertisement opened a 15-day comment period in which any member of the public was allowed comment on the determination that this project was not of air quality concern and thus did not require a qualitative PM 2.5 hotspot analysis. At the end of the comment period on July 14, 2006, a total of nine comments were received (see Attachment 3).

Overall, the concerns raised by the nine comments were in regards to air quality issues, project design, disagreement with the need for the project, or the effect of the project on landscaping along Forest Hill Road. The response letters detailed the background information for PM 2.5 Air Quality Analysis and the background of the final rule. The letters also explained that a review of the project regarding air quality concern per the Transportation Conformity rule was conducted by FHWA and the EPA's interagency team. The letters discussed that the Forest Hill Road widening project is not a project of localized air quality concern that requires a PM 2.5 hotspot analysis according to specific categories listed in 40 CFR 93.123(b)(1). It was noted that project design, need, and other environmental issues were reviewed and addressed during the National Environmental Policy Act (NEPA) process and documented in the Finding of No Significant Impacts (FONSI).

All comments received were made part of the official transcript. A complete set of the comments are on file and open for public inspection at the Georgia Department of Transportation's Office of Environment and Location, 3993 Aviation Circle, Atlanta, GA 30336.

Indirect Effects

At the planning stage, regulatory requirements for air quality principally address the cumulative impacts of all reasonably foreseeable projects in a region. Specifically,

under the Conformity Regulations of the CAA, any highway or transit project in an air quality nonattainment or maintenance area must come from a conforming transportation plan and TIP. As part of the conformity process, a regional emissions analysis is conducted, in which emissions from the plan must be shown not to exceed the mobile source emissions budget contained within the SIP for air quality, or simply must pass emissions tests for various years projected into the future. The purpose of the conformity process is to ensure that projects and plans do not adversely affect a region's ability to meet or maintain air quality standards. Consequently, the conformity process essentially ensures that cumulative impacts of highway and transit projects on air quality are considered earlier in the planning process. As a project included in the conforming transportation plan and TIP for Bibb County, the proposed project would not involve indirect and cumulative impacts.

The traffic analysis completed as part of the reevaluation of this project utilized traffic projections that account for existing and planned development for this region over the next 20 years. Therefore, the air quality impact analysis considered both direct and indirect effects to air quality. Based on this analysis, it has been determined that air quality effects as a result of the proposed project are not predicted to be significant, even when combined with other indirect air impacts from existing, on-going and planned development in the area.

Cumulative Impacts

The current air quality assessment provides data on current and future conditions, but does not reflect past conditions. Based on the development trends for the area, it is reasonable to assume air quality has degraded over time. The human land uses that potentially affect air quality include, but are not limited to, transportation uses, waste and water treatment infrastructure, and manufacturing and industrial uses. Improved transportation infrastructure has facilitated all of the uses listed here and others.

The cumulative increase in mass transit and alternative modes of transportation, which are considered "clean" vehicles, would likely prevent air quality thresholds being exceeded. Energy consumption and associated greenhouse gas emissions are also expected to decrease as a result of cleaner modes of transportation and a decrease in demand for fossil fuels. Therefore, there would be no adverse cumulative effects associated with the proposed project. There are no anticipated cumulative air impacts upon the land use within the project's area of influence.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Projects STP-3213(1)

Bibb County

PI No. 350520

REEVALUATION

ATTACHMENT 2

CORRESPONDENCE

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

**MEMORANDUM OF AGREEMENT
BETWEEN
FEDERAL HIGHWAY ADMINISTRATION
GEORGIA DEPARTMENT OF TRANSPORTATION
AND
GEORGIA DEPARTMENT OF NATURAL RESOURCES, HISTORIC
PRESERVATION DIVISION
FOR
GDOT PROJECT STP-3213 (1)
BIBB COUNTY, GEORGIA**

WHEREAS, the Federal Highway Administration (FHWA) has determined that Georgia Department of Transportation (GDOT) Project STP-3213(1), Bibb County, Georgia, will have an effect upon nine properties eligible for inclusion in the National Register of Historic Places (NRHP), and has consulted with the Georgia State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470F); [and Section 110(f) of the same Act (16 U.S.C. 470h-2(f)] and,

WHEREAS, the proposed project would reconstruct Forest Hill Road between US 41 and Wimbish Road, 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; and,

WHEREAS, nine NRHP listed or eligible properties were identified in the project's area of potential effects; and,

WHEREAS, an Assessment of Effects was completed in August 2007 for these resources with findings of No Adverse Effect for the Davidson House, Nesbit House, St. Francis Episcopal Church and Montessori and the Park Street Historic District and Adverse Effect for the Coleman House, Overlook Avenue District & Gates, and the Linkous House; and Conditional No Adverse Effect for the Prado District & Gates and the Weaver House (this is a conditional agreement based on implementation of the Statement of Conditions for No Adverse Effect); and,

WHEREAS, if GDOT Project STP-3213 (1) is not implemented by August 2014, this agreement shall be considered null and void, and the FHWA, if it chooses to continue with the undertaking, shall reconsider the terms of this agreement; and,

WHEREAS, if the SHPO should object within thirty (30) days to any plans provided for review pursuant to this Memorandum of Agreement (MOA), the FHWA shall consult with the SHPO to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request further comments or recommendations of the Advisory Council on Historic Preservation (Council) concerning the dispute pursuant to 36 CFR Part 800. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR Part 800 with reference only to the subject of the dispute. The FHWA's responsibility to carry out all actions under this MOA that are not the subject of the dispute will remain unchanged; and,

NOW, THEREFORE, the FHWA and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on the historic properties.

STIPULATIONS

The FHWA will ensure the following measures are carried out:

1. Prior to project implementation, FHWA will ensure that 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 Guidelines for Establishing a Permanent Archival Record. The photography and accompanying documentation will be submitted to the Georgia SHPO for its acceptance and retention.
2. Prior to project implementation, FHWA will ensure that 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 retaining 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.
3. FHWA will ensure that a landscape plan is 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.
4. FHWA will 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.

Execution of this MOA by the FHWA and the SHPO, its subsequent filing with the Council, and implementation of its terms, evidence that the FHWA has afforded the Council an opportunity to comment on GDOT Project STP-3213(1), Bibb County, Georgia, and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on historic properties.

GDOT Project STP-3213(1), Bibb County
Memorandum of Agreement
Page Three

FEDERAL HIGHWAY ADMINISTRATION

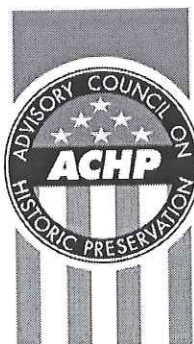
BY: Katy L. Allen, P.E. DATE: 6-30-08
for Rodney N. Barry, P.E., Division Administrator

GEORGIA STATE HISTORIC PRESERVATION OFFICER

BY: W. Ray Luce DATE: 9-19-07
for W. Ray Luce, Division Director

GEORGIA DEPARTMENT OF TRANSPORTATION

BY: Glenn Bowman DATE: 9-05-07
Glenn Bowman, P.E., State Environmental/Location Engineer



Preserving America's Heritage

June 27, 2008

Ms. Katy Allen, P.E.
Environmental Team Leader
Federal Highway Administration
Georgia Division
61 Forsyth Street, SW., Suite 17T100
Atlanta, GA 30303

Ref: *Proposed Widening of Forest Hill Road*
Bibb County, Georgia
GDOT Project No. STP-3213(1)

Dear Ms. Allen:

The Advisory Council on Historic Preservation (ACHP) has received the additional documentation transmitted in response to our letter of February 14, 2008, regarding the referenced undertaking. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. Should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Georgia State Historic Preservation Office (SHPO) and other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect and the additional information we requested. If you have any questions or require our further assistance, please contact Carol Legard at 202-606-8522 or clegard@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Federal Permitting, Licensing and Assistance Section
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

**61 Forsyth St. SW
Suite 17T100
Atlanta, GA 30303**

In Reply Refer To:
HPD-GA

December 7, 2007

Dr. Willie R. Taylor
Director, Office of Environmental Policy and Compliance
Department of the Interior
Main Interior Building, MS 2342
1849 C Street, NW
Washington, DC 20240

Dear Dr. Taylor:

We have reviewed the draft Section 4(f) Evaluation for Georgia projects STP-3213(1)(3) and BRMLB-3213(5) (P.I. Nos. 350520, 351130 and 351135), which consists of the widening of Forest Hill Road from US 41/Vineville Ave. to Northside Drive in Macon, Bibb County, Georgia. Project BRMLB-3213(5) proposes the replacement of the existing bridge culvert structure over Sabbath Creek within this corridor.

We are transmitting twelve copies of the document to you for your review and comment as required by 23 CFR §771.135(i). We would appreciate your response within 45 days from receipt of this letter.

If you have any questions or require further information about this project, please contact Ms. Katy L. Allen, P.E. at (404) 562-3657.

Sincerely,

/s/KA

Rodney N. Barry, P.E.
Division Administrator

File: STP-3213(1)(3) and BRMLB-3213(5)
Reader File: ks/L1178884.ka

**MOVING THE
AMERICAN
ECONOMY**



Department of Transportation

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EARL L. MAHFUZ
TREASURER
(404) 656-5224

May 26, 2006

Dr. W. Ray Luce, Director and
Deputy State Historic Preservation Officer
Historic Preservation Division/DNR
34 Peachtree Street, NW
Suite 1600
Atlanta, GA 30303-2316

RE: GDOT Projects STP-3213(3) and BRMLB-3213(5), Bibb County
P.L.#'s 351130/351135 and HP#981103-001
Section 106 Compliance - Federal Highway Administration
Assessment of Effects

Dear Dr. Luce:

Projects STP-3213(3) and BRMLB-3213(5), Bibb County consist of improvements to Forest Hill Road. Please find enclosed the revised Section 106 documentation for the Holliday House, a National Register eligible historic property located within the proposed projects' area of potential effects (APE). The revisions to this document were made based on the results of a field review made by members of the Georgia State Historic Preservation Office, the Georgia Department of Transportation and Moreland Altobelli Associates, Inc. on May 24, 2006.

The enclosed documentation was prepared for use by Moreland Altobelli Associates, Inc. of Norcross, Georgia in compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments. The Department concurs with this report. The documentation consists of the revised Effects Assessment and a copy of the Survey Report Property Information Form for the property. The Survey Report was previously submitted to your office and to the Federal Highway Administration (FHWA) and to all other consulting parties in the Section 106 process for this project. In


compliance with 36 CFR 800.4(c)(2), the Holliday House was considered an eligible National Register property by the FHWA and the SHPO.

In accordance with Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109-59, the FHWA and GDOT intend to make a *de minimis* finding based on your concurrence with the Section 106 determination of "No Adverse Effect" for the Holliday House. The Department requests the SHPO's acknowledgement of this finding at this time.

A copy of the enclosed documentation has been forwarded to the FHWA and to all consulting parties. Please notify this office of the scheduled consultation date, if any, with the FHWA to discuss this project. We also request an expedited review of this documentation and a response no later than June 2, 2006.

If additional information is required, please contact Sandy Lawrence (404-699-4425 or sandy.lawrence@dot.state.ga.us) of the Office of Environment and Location. We appreciate your assistance in this matter.

Sincerely,


Harvey D. Keepler
State Environmental/Location Engineer

HDK/WRB
Enclosure

cc: Robert M. Callan, P.E., FHWA, w/attachment (Attn: Katy Allen)
Middle Georgia RDC, w/attachment
Lisa Westberry, GDOT Permitting, w/attachment
Jennifer Mathis, GDOT NEPA, w/attachment
Elaine Bolton, Historic Macon Foundation, w/attachment
~~Landmarks, Moreland, and Archibald Associates, Inc.~~

Georgia Department of Natural Resources

Historic Preservation Division

Noel Holcomb, Commissioner

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
34 Peachtree Street, Suite 1600, Atlanta, Georgia 30303-2316
Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

May 30, 2006

Harvey D. Keepler
State Environmental/Location Administrator
Office of Environment & Location
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, Georgia 30336-1593

RE: **Assessment of Effects/*de minimis* Acknowledgement**
Reconstruct Forest Hill Road
GDOT Projects STP-3213(3) and BRMLB-3214(5); PI #s 351130/351135
Bibb County, Georgia
HP-981103-001

Dear Mr. Keepler:

The Historic Preservation Division (HPD) has reviewed the information submitted concerning the above-referenced project. Our comments are offered to assist the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided in the May 25, 2006 Assessment of Effects prepared by Moreland Altobelli Associates, Inc. and the results of a site visit made by HPD, GDOT, and Moreland Altobelli Associates, Inc. on May 24, 2006, HPD agrees with GDOT's determination that the proposed undertaking will have **no adverse effect** to the Holliday House, as defined in 36 CFR Part 800.5(d)(1). Furthermore, HPD acknowledges that, based on this concurrence, GDOT and FHWA intend to make a *de minimis* finding in accordance with Section 6009(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

If we may be of further assistance, please do not hesitate to contact Amanda Schraner, Transportation Projects Coordinator, at (404) 463-6687.

Sincerely,



Richard Cloues
Deputy State Historic Preservation Officer

RC:als

cc: Robert M. Callan, P.E., FHWA (Attn: Katy Allen)
Planner, Middle Georgia RDC
Linda Cooks, Moreland Altobelli Associates, Inc.

Georgia Department of Natural Resources

Historic Preservation Division

Noel Holcomb, Commissioner

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
34 Peachtree Street, N.W., Suite 1600, Atlanta, Georgia 30303
Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

September 18, 2007

Glenn Bowman, P.E.
State Environmental/Location Administrator
Office of Environment & Location
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, Georgia 30336-1593

RE: **Assessment of Effects and Memorandum of Agreement**
GDOT Project STP-3213(1); PI# 350520
Proposed Improvements to Forest Hill Drive
Bibb County, Georgia
HP-980421-002

Dear Mr. Bowman:

The Historic Preservation Division (HPD) has received the documentation for the above-referenced project. Our comments are offered to assist the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) in complying with the provisions of Section 106 of the National Historic Preservation Act, as amended.

Based on the information provided in the September 2007 Assessment of Effects (AOE) document prepared by Moreland Altobelli Associates, HPD concurs with GDOT's determination that the proposed project will have an **adverse effect** to the Coleman House (B-1); Overlook Avenue Historic District & Gates (Bi-11 & B-4); and the Linkous House (Bi-52), as defined in 36 CFR Part 800.5(d)(1). HPD concurs that the proposed project will have **no adverse effect** to the Nesbit House (B-2); St. Francis Episcopal Church and Montessori of Macon (Bi-50); and Park Street Historic District (Bi-59), as defined in 36 CFR Part 800.5(d)(1).

HPD also concurs that the proposed project will have a conditional **no adverse effect** to the Prado Historic District & Gates (Bi-10 & B-3) and the Weaver House (Bi-46), provided the implementation of conditions for no adverse effect, which are detailed in the Statement of Conditions for No Adverse Effect submitted with the AOE.

Furthermore, HPD agrees that the stipulations proposed in the Memorandum of Agreement (MOA) are appropriate to address the adverse effects associated with this undertaking. I am forwarding the signed agreement to your office for review and further processing.

HPD acknowledges that, based on the concurrence of No Adverse Effect and Conditional No Adverse Effect to the St. Francis Episcopal Church and Montessori of Macon (Bi-50), the Prado Historic District & Gates (Bi-10 & B-3) and the Weaver House (Bi-46), GDOT and FHWA intend to make a *de minimis* finding for these properties, in accordance with Section 6009(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Letter to Bowman
Page 2
September 18, 2007

If we may be of further assistance, please contact Amanda Schraner, Transportation Projects
Coordinator, at (404) 463-6687 or Amanda_Schraner@dnr.state.ga.us.

Sincerely,



for W. Ray Luce
Division Director and
Deputy State Historic Preservation Officer

WRL:als

cc: Rodney N. Barry, P.E., FHWA, (Attn: Katy Allen)
Kristina Harpst, Middle Georgia RDC
Linda Cooks, Moreland Altobelli Associates, Inc.
MOA file

5/22/07

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. # 350520 OFFICE Environment/Location
DATE May 18, 2007
FROM Sandy Lawrence
TO Files
SUBJECT GDOT Project STP-3213(1), Bibb County;
P.I. # 350520 and HP #980421-002 & 981103-001:
Second Survey Report Addendum.

Attached is the Second Survey Report Addendum prepared by Moreland Altobelli Associates, Inc. of Norcross, Georgia for the subject project. The attached report evaluates the eligibility of a newly identified resource and re-evaluates the National Register eligible boundary for the Park Street Historic District, a resource identified as eligible as part of another GDOT project (STP-3213(4); PI#351140; HP#990402-006). This document describes the Department's efforts to identify historic properties located within the proposed project's area of potential effects and the evaluation of all identified properties through the application of the Criteria of Eligibility to determine eligibility for inclusion in the National Register of Historic Places. The Department has reviewed and concurs with the findings of this report.

SJL/

cc: Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Katy Allen)
W. Ray Luce, Deputy SHPO, w/attachment
Middle Georgia Regional Development Center, w/attachment
Elaine Bolton, Historic Macon Foundation, w/attachment

CONCUR:


for W. Ray Luce, Deputy SHPO

DATE: 5/29/07

cc: Jennifer Mathis, GDOT NEPA, w/attachment
Linda Cooks, Moreland Altobelli Associates, Inc.

**MEMORANDUM OF AGREEMENT
BETWEEN
FEDERAL HIGHWAY ADMINISTRATION
GEORGIA DEPARTMENT OF TRANSPORTATION
AND
GEORGIA DEPARTMENT OF NATURAL RESOURCES, HISTORIC
PRESERVATION DIVISION
FOR
GDOT PROJECT STP-3213 (1)
BIBB COUNTY, GEORGIA**

WHEREAS, the Federal Highway Administration (FHWA) has determined that Georgia Department of Transportation (GDOT) Project STP-3213(1), Bibb County, Georgia, will have an effect upon nine properties eligible for inclusion in the National Register of Historic Places (NRHP), and has consulted with the Georgia State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470F); [and Section 110(f) of the same Act (16 U.S.C. 470h-2(f)] and,

WHEREAS, the proposed project would reconstruct Forest Hill Road between US 41 and Wimbish Road, 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; and,

WHEREAS, nine NRHP listed or eligible properties were identified in the project's area of potential effects; and,

WHEREAS, an Assessment of Effects was completed in August 2007 for these resources with findings of No Adverse Effect for the Davidson House, Nesbit House, St. Francis Episcopal Church and Montessori and the Park Street Historic District and Adverse Effect for the Coleman House, Overlook Avenue District & Gates, and the Linkous House; and Conditional No Adverse Effect for the Prado District & Gates and the Weaver House (this is a conditional agreement based on implementation of the Statement of Conditions for No Adverse Effect); and,

WHEREAS, if GDOT Project STP-3213 (1) is not implemented by August 2014, this agreement shall be considered null and void, and the FHWA, if it chooses to continue with the undertaking, shall reconsider the terms of this agreement; and,

WHEREAS, if the SHPO should object within thirty (30) days to any plans provided for review pursuant to this Memorandum of Agreement (MOA), the FHWA shall consult with the SHPO to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request further comments or recommendations of the Advisory Council on Historic Preservation (Council) concerning the dispute pursuant to 36 CFR Part 800. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR Part 800 with reference only to the subject of the dispute. The FHWA's responsibility to carry out all actions under this MOA that are not the subject of the dispute will remain unchanged; and,

GDOT Project STP-3213 (1) Bibb County
Memorandum of Agreement
Page Two

NOW, THEREFORE, the FHWA and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on the historic properties.

STIPULATIONS

The FHWA will ensure the following measures are carried out:

1. Prior to project implementation, FHWA will ensure that 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 Guidelines for Establishing a Permanent Archival Record. The photography and accompanying documentation will be submitted to the Georgia SHPO for its acceptance and retention.
2. Prior to project implementation, FHWA will ensure that 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 retaining 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.
3. FHWA will ensure that a landscape plan is 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.
4. FHWA will 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.

Execution of this MOA by the FHWA and the SHPO, its subsequent filing with the Council, and implementation of its terms, evidence that the FHWA has afforded the Council an opportunity to comment on GDOT Project STP-3213(1), Bibb County, Georgia, and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on historic properties.