

DEPARTMENT OF TRANSPORTATION

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Haley

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #0006840 **OFFICE** Environment/Location
DATE December 7, 2006
FROM Chad Carlson
TO Files
SUBJECT GDOT Project CSSTP-0006-00(840), Henry County;
P.I. #0006840 and HP #060227-001; *HP. 060303.001*
Finding of No Adverse Effect – Streamlined Assessment of Effects for Sidewalk
Improvement and Wheel Chair Ramp Installation Projects.

Attached is the Assessment of Effects document with a finding of No Adverse Effect for the subject project. The documentation consists of the combined Survey Report and Effects Assessment for the Historic Resource Areas, the Griffin Road Corridor and the Indian Creek Road Corridor. For the purposes of this proposed project, these geographic areas were determined to be historic areas and were evaluated for effects within the proposed Area of Potential Effects. In coordination with SHPO, the enclosed documentation was determined adequate in light of the scope of this proposed project. The enclosed documentation was prepared for use by Annette Loomis of Annette Loomis Historic Preservation of Suwanee, Georgia, in compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments. The Department concurs with this report.

This finding fulfills the Department's responsibilities under Section 106 of the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments. A report which fulfills the Department's responsibilities under Section 106 for archaeological sites will be submitted separately.

CBC/

cc: Robert M. Callan, P.E., FHWA, w/attachment (Attn: Katy Allen)
W. Ray Luce, Deputy SHPO, w/attachment
Atlanta Regional Commission, w/attachment

CONCUR: *Charles Schum* DATE: *12/20/06*
W. Ray Luce, Deputy SHPO

cc: Lisa Westberry, GDOT Permitting, w/attachment
Quinn Hazelbaker, GDOT NEPA, w/attachment
Annette Loomis

**ASSESSMENT OF EFFECTS
FOR SIDEWALK IMPROVEMENT AND WHEELCHAIR RAMP
INSTALLATION PROJECTS**

GDOT PROJECT CSSTP-0006-00(840), HENRY COUNTY

P.I. # 0006840

HP # 060303-001

FINDING OF NO ADVERSE EFFECT TO

**GRIFFIN ROAD CORRIDOR
INDIAN CREEK ROAD CORRIDOR**

January 3, 2007

**This document has been produced for use in compliance with Section 106 of the National
Historic Preservation Act of 1966 and subsequent amendments.**

INTRODUCTION

This document has been prepared for use in completion of applicable Section 106 procedures in compliance with the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments. The documentation has been developed in accordance with the GDOT/FHWA Cultural Resource Survey Guidelines and 36 CFR Part 800. As such, this document assesses the effects to historic properties identified within the area of potential effects of GDOT Project CSSTP-0006-00(840), Henry County.

The design of the proposed project was developed by GDOT engineering personnel who, as a standard procedure, include environmental parameters as a part of the initial investigations prior to laying out a proposed design. Basic data of the project area that was gathered and studied included aerial photography, topographic maps, traffic (existing and projected), previous studies, wetland inventory maps, soil survey maps, flood plain maps, and Georgia Department of Natural Resources' historic resource survey maps.

That data was used to delineate wetland or hydric soil boundaries, flood plains, parks and recreational facilities, known or suspected historic properties and archaeological sites, existing rights-of-way, possible UST/landfill/hazardous waste sites, and areas of possible endangered species habitat on the aerial photography prior to laying out an alignment. In addition, other "controls" such as churches, cemeteries, schools, hospitals, and any other noise sensitive areas were also identified.

Only at this point was the proposed alignment developed with every attempt being made to avoid sensitive ecological, historic and archaeological areas. In the event that avoidance was not possible, every attempt was made to minimize harm to such resources. The proposed alignment, once laid out, was then field checked and additional refinements were made to further minimize harm to both the natural and built environment.

NEED AND PURPOSE

Due to its location within the greater Atlanta Metropolitan Statistical Area (MSA), the City of Locust Grove is expected to remain a high growth area well into the future. The demands created by population and economic growth will require expansion of the transportation network. Due to the poor air quality of the region, alternatives to polluting, auto-oriented transportation are mandated by the United States Environmental Protection Agency (USEPA). The proposed project would provide an environmentally benign alternative to auto travel.

A mixture of single family residences, retail stores, and commercial businesses are located along the project corridor. The destinations located within the project limits are within a walkable distance to each other and to surrounding neighborhoods. However, due to the limited sidewalk network, awkward crosswalks, and increasing traffic on local roads, access to these destinations can be difficult for pedestrians.

The City of Locust Grove is within the 13 County Atlanta non-attainment area for air quality. The proposed project would support efforts to reduce dependence upon automobile-oriented development by investing in a developed area where no pedestrian infrastructure presently exists, which is connected to neighborhoods, schools, businesses, and parks via a local street network. The proposed project would support Atlanta Regional Commission (ARC), USEPA, and regional efforts to "foster greater livability in activity and employment centers in our region." The project would provide funding to enhance livability and mobility for residents, and support the fundamental concepts of:

- Connecting homes, shops, and offices;
- Enhancing streetscapes and sidewalks; and
- Emphasizing the pedestrian.

In accordance with the Georgia Planning Act, the improvements are consistent with the City/County Comprehensive Plan and approved by the Locust Grove City Council. The proposed improvements have been added to the five year Short Term Work Program (STWP). The Comprehensive Plan policies provide a framework to facilitate and encourage coordinated comprehensive planning and development. The City of Locust Grove Comprehensive Plan currently calls for institutional, retail, services, and residential uses in the project area and community facilities where the institutional uses are located. These uses would be accentuated by the implementation of the proposed project, which would provide substantial improvement to the pedestrian network and would support the density and development types the city desires for the area.

The No Build Alternative is one in which the City of Locust Grove would take no action to construct the project. This was the only alternative considered. The No Build Alternative would not provide any pedestrian, safety or handicap access improvements in the project area. In addition, this alternative would not provide the social, economic, environmental and alternative transportation improvements provided by the Build Alternative.

DESCRIPTION OF THE UNDERTAKING

GDOT Project is federally funded. Therefore, Section 106 compliance is being processed through the Federal Highway Administration (FHWA).

The proposed project would construct sidewalk improvements (on one side of road) along: Tanger Boulevard, beginning at Gardner Parkway and ending at Griffin Road; Griffin Road, beginning at Tanger Boulevard and ending at Cleveland Street; and, Indian Creek Road, beginning at Frances Ward Drive and ending at Cleveland Street (see Figure 1). The Locust Grove area currently lacks adequate or enhanced pedestrian facilities, handicap access, and improved linkage to the multimodal system. The project would provide pedestrian improvements such as new and/or improved sidewalks and handicap improvements. The completed project would make Locust Grove more pedestrian oriented and improve safety. The project would comply with all ADA requirements. No historic properties were found along

Tanger Boulevard. A small number of historic properties were found along Griffin Road and Indian Creek Road within the Area of Potential Effect of the project.

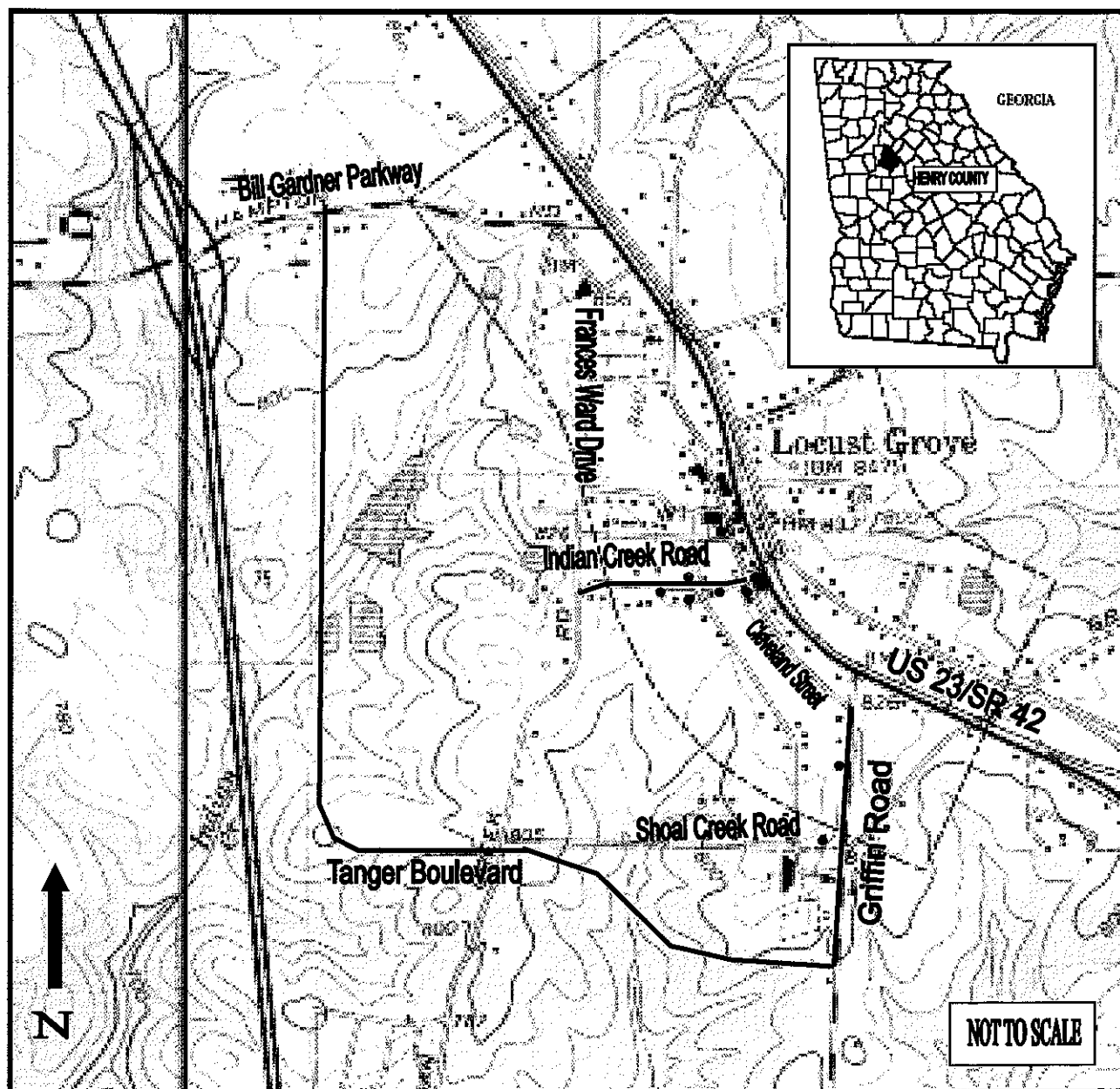


Figure 1 Project Location Map, GDOT CSSTP-0006-00(840), P.I. #0006840, Henry County.

As defined in 36 CFR 800.16(d), the area of potential effects (APE) of an undertaking is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist". Based on this definition, the nature and scope of the undertaking, the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines and past experience with similar projects, the APE was defined, in

consultation with the Georgia SHPO, as the existing right-of-way and viewshed of the proposed project, within which all construction and ground disturbing activity would be confined

IDENTIFICATION OF HISTORIC PROPERTIES

Existing information on previously identified historic properties was checked to determine if any are located within the APE of this undertaking. This review included National Register listed properties, proposed National Register nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). The Department of Natural Resources (DNR) Henry County survey dated 1998 was consulted. The state archaeological site files at the University of Georgia and existing survey reports were consulted to locate previously identified archaeological sites within the APE. Also topographic maps and aerial photography were reviewed to identify areas of high archaeological site potential within the APE.

Following the review of existing information on previously identified historic properties, potential consulting parties in the Section 106 process were identified. In addition to the Georgia SHPO, other potential consulting parties were identified based on the nature of the undertaking and the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines. The other potential consulting parties invited to participate in the Section 106 process were the Atlanta Regional Commission and the Henry County Commission. These consulting parties were informed of our efforts to locate previously identified historic properties and the results of those efforts and were asked to provide information on any unidentified National Register listed or potentially eligible historic properties within the proposed project's APE by a Notification dated March 1, 2006 (see Notification in Appendix A). A response was received from the Georgia SHPO by a letter dated March 8, 2006.

Finally, after reviewing any additional information received from consulting parties, field surveys and background research were conducted within the APE of the proposed project to identify any historic properties or archaeological sites eligible for listing in the National Register. Following a windshield survey of the corridor to determine the effects of the sidewalk improvements it was determined that individual resource identification was not required.

DESCRIPTION OF HISTORIC PROPERTIES

Griffin Road Corridor

The corridor along the project area is comprised of a mixture of historic and non-historic residential and institutional development. Griffin Road is comprised of two travel lanes, one in each direction (see Appendix B). The area is primarily comprised of non-historic resources; however, there are a few historic buildings scattered along the corridor which are early and mid twentieth century residences and one mid twentieth century school. Historic resources were noted at the following locations: 79 Griffin Road, 89 Griffin Road, and 95 Griffin Road.

Indian Creek Road Corridor

The corridor along the project area is comprised of a mixture of historic and non-historic commercial, residential, and institutional development. Indian Creek Road is comprised of two travel lanes, one in each direction, (see Appendix B). The area is primarily comprised of non-historic resources; however, there are a few historic buildings scattered along the corridor which include early-twentieth century residences, commercial buildings, and a church. Historic resources were noted at the following locations: 3940 Highway 42, 230 Cleveland Street, 29 Indian Creek Road, 52 Ridge Street, 60 Ridge Street, and 89 Indian Creek Road.

ASSESSMENT OF EFFECTS

Griffin Road Corridor

A finding of No Adverse Effect is anticipated for the corridor. In the area of the resource, project implementation would consist of the installation of sidewalks and handicap ramps (see Appendix C). All work would occur within existing right-of-way.

Physical destruction of or damage to all or part of the properties would occur; however, this effect would not be adverse. The sidewalks and handicap ramps would be constructed within existing right-of-way, only at locations where there are no contributing features such as retaining walls, stairs, or historic vegetation that would be affected by project implementation.

Project implementation would not result in a change in the character of the properties' use. There are no direct or indirect effects anticipated to the corridor that would alter the character of the continued residential, commercial, and institutional use of the area. The sidewalks would be constructed without altering any physical features of the historic resources located along the corridor.

Project implementation would not result in a change in the character of the properties' physical features within the properties' setting that contribute to its historic significance. No contributing features would be removed or altered as a result of project implantation. Retaining walls, stairs, and historic vegetation would be left in place without alteration.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the historic area's significant historic characteristics or features. In many cases the visual character of the area has been compromised by modern commercial development. In addition, SHPO has agreed in meetings with GDOT that the construction of sidewalks and handicap ramps in and of themselves does not constitute an effect.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the properties' 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 properties' significant historic characteristics or features. The proposed project is not a noise generating project; therefore, no noise studies were required.

Project implementation is not anticipated to indirectly affect the project corridor area. The construction of sidewalks would not create the potential for any indirect effects to the area.

Indian Creek Road Corridor

A finding of No Adverse Effect is anticipated for the corridor. In the area of the resource, project implementation would consist of the installation of sidewalks and handicap ramps (see Appendix C). All work would occur within existing right-of-way.

Physical destruction of or damage to all or part of the properties would occur; however, this effect would not be adverse. The sidewalks and handicap ramps would be constructed within existing right-of-way, only at locations where there are no contributing features such as retaining walls, stairs, or historic vegetation that would be affected by project implementation.

Project implementation would not result in a change in the character of the properties' use. There are no direct or indirect effects anticipated to the corridor that would alter the character of the continued residential, commercial, and institutional use of the area. The sidewalks and handicap ramps would be constructed without altering any physical features of the historic resources located along the corridor.

Project implementation would not result in a change in the character of the properties' physical features within the properties' setting that contribute to its historic significance. No contributing features would be removed or altered as a result of project implantation. Retaining walls, stairs, and historic vegetation would be left in place without alteration.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the historic area's significant historic characteristics or features. In many cases the visual character of the area has been compromised by modern commercial development. In addition, SHPO has agreed in meetings with GDOT that the construction of sidewalks and handicap ramps in and of themselves does not constitute an effect.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the properties' 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 properties' significant historic characteristics or features. The proposed project is not a noise generating project; therefore, no noise studies were required.

Project implementation is not anticipated to indirectly affect the project corridor area. The construction of sidewalks would not create the potential for any indirect effects to the area.

SUMMARY

Implementation of the proposed project would result in a finding of No Adverse Effect for resources in the Griffin Road or Indian Creek Road Corridors.

PLANNING TO MINIMIZE HARM

Planning to minimize harm was taken into consideration to the extent possible during project development. In the vicinity of one of the historic resources (60 Ridge Street), located on the southwest corner of the intersection of Indian Creek Road and Ridge Street, the sidewalk and handicap ramp will be positioned and sized in a manner to avoid a retaining wall located on the property.

APPENDICES

APPENDIX A
NOTIFICATION
AND
EARLY CONSULTATION CORRESPONDENCE



Department of Transportation

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TREASURER
(404) 656-5224

NOTIFICATION

**Initiation of Section 106 Process for
GDOT Project CSSTP-0006-00(840), Henry County**

P.I. # 0006840

March 1, 2006

The Georgia Department of Transportation is in the beginning stages of project development for this proposed transportation project. In compliance with Section 106 of the National Historic Preservation Act, the Department has determined that because of the nature and the scope of this undertaking, the proposed project has the potential to cause effects to historic properties if any such properties exist in the project area. The Department is attempting to identify historic properties already listed in the National Register of Historic Places and any properties not already listed that would be considered eligible for listing that are located within the geographic area of potential effects (APE) of the proposed project.

The proposed project would construct trail improvements (on one side of road) along: Tanger Boulevard, beginning at Gardner Parkway and ending at Griffin Road; Peeksville Road, beginning at US 23 and ending at Grove Road; Grove Road, beginning at Sims Street and ending at Peeksville Road; Griffin Road, beginning at Tanger Boulevard and ending at Cleveland Street; Indian Creek Road, beginning at Frances Ward Drive and ending at Cleveland Street; and US 23, beginning at Gardner Parkway and ending at Cottonfields Road. The Trail improvements include a minimum 5 foot wide hard surface trail, lighting, signage, traffic light mast arms, ped heads, benches, trash receptacles, landscaping, improved pedestrian crossings at intersections and bicycle parking racks (see attached location map). Existing right-of-way varies between 60 and 80 feet. No additional right-of-way is anticipated.

Because of the nature and scope of the undertaking, the APE is limited to the existing right-of-way and viewshed of the proposed project, within which all construction and ground disturbing activity would be confined (refer to attached location map). No potential for indirect effects outside of the existing right-of-way and viewshed of the proposed project exists. No change in traffic patterns would result from project implementation. No additional access to the existing

facility would be provided and no existing access to the facility would be removed. The project would provide streetscape improvements only.

Section 106 of the National Historic Preservation Act requires the Federal Highway Administration and the Georgia Department of Transportation, in consultation with the Georgia State Historic Preservation Officer, to identify potential consulting parties and to invite them to participate in the Section 106 process. This Notification letter is one of several methods the Department uses to encourage public participation in this process and it serves as your invitation to participate as a consulting party in the Section 106 process for this project.

A written request to become a consulting party for cultural resources for this project should be directed to:

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

Attn: Annette Loomis
Annette Loomis Historic Preservation

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification number (P.I. # 0006840) in your response. The potential consulting parties identified and invited to participate in the Section 106 process for this project are the Atlanta Regional Commission, Georgia SHPO and the Henry County Commission. If you are aware of other organizations or individuals interested in cultural resources in the project area not already identified, please forward their names to the Department.

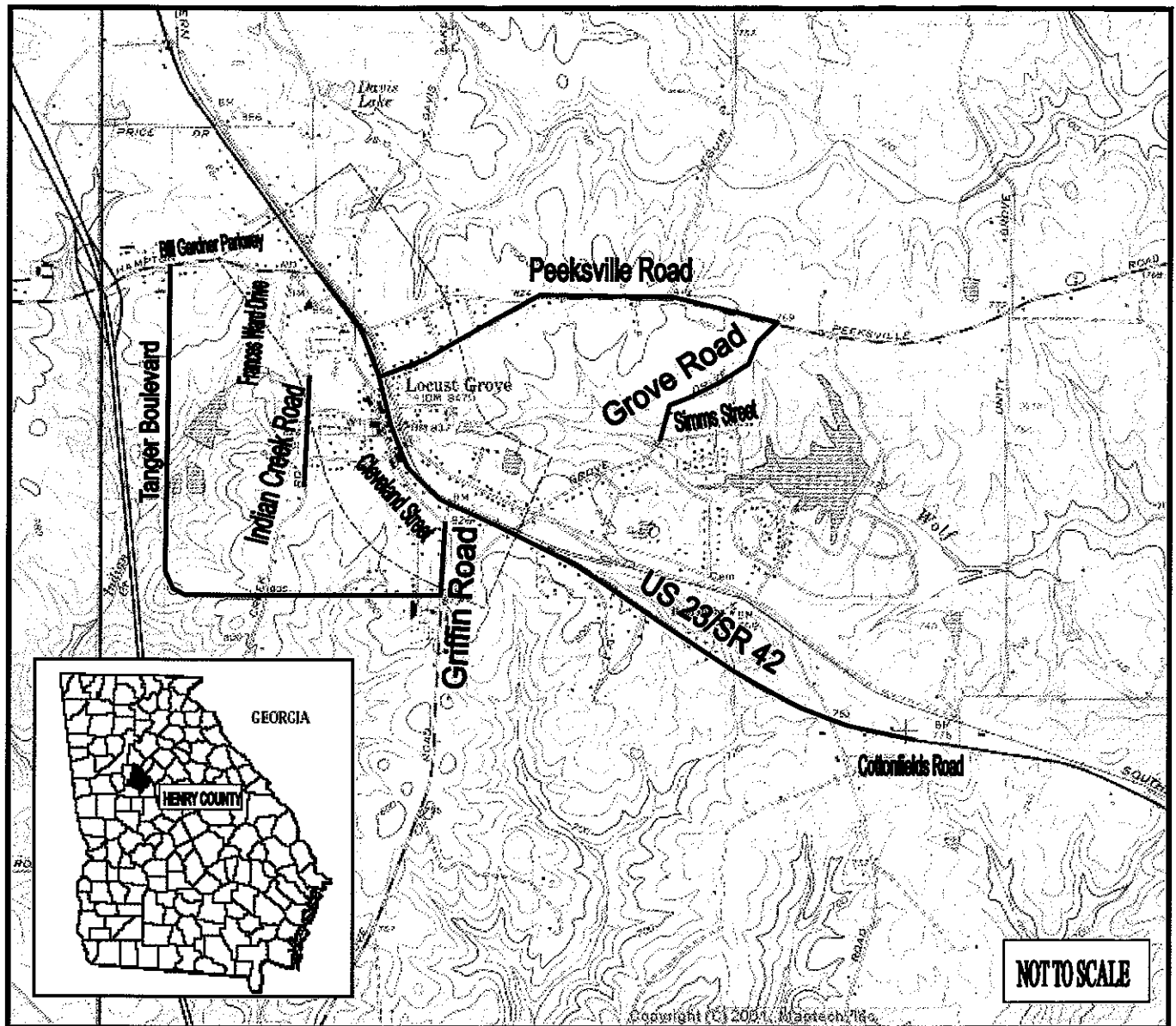
Also, on behalf of the Federal Highway Administration Georgia Division (FHWA), in keeping with a government-to-government relationship and in compliance with 36CFR800, the following tribal governments are invited to participate in the Section 106 process for this project: Muscogee (Creek) Nation, Poarch Band of Creek Indians, Seminole Nation of Florida, Thlopthlocco Tribal Town, and the United Keetoowah Band of Indians. Responses to this Notification regarding tribal concerns should be addressed to the attention of Mr. Eric Duff, the Department's Native American liaison, at the above address.

Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed that 1 listed National Register property, no National Historic Landmarks and no bridges determined eligible for inclusion in the National Register in the updated Georgia Historic Bridge Survey (GHBS) are located within the proposed project's APE. The National Register listed property is the Locust Grove Institute Academic Building. No properties 50 years old or older were identified within the proposed project's APE in the 1998 Department of Natural Resources (DNR) Henry County Survey. This survey was limited to the City of McDonough.

Field surveys for both historic properties and archaeological sites will be conducted and the Criteria of Eligibility will be applied in consultation with the Georgia SHPO and other consulting parties to determine if any of these sites are eligible for inclusion in the National Register of Historic Places.

Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the National Register or that could be eligible for listing in the National Register that are not identified in this Notification letter. In accordance with Section 106 of the National Historic Preservation Act, the Department will assess project effects to any identified historic properties as preliminary project plans become available, endeavor to minimize harm to all identified historic properties and produce an Assessment of Effects report. This document will be provided to all consulting parties for comment when completed.

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed project will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Annette Loomis (770-614-9223 or loomis1@mindspring.com); archaeological resource concerns, including cemetery and other human burials, can be addressed to Eric Anthony Duff (404-699-4437 Eric.Duff@dot.state.ga.us) of this office. Questions concerning general design or location issues may be addressed to Thomas Howell, P.E., (706) 646-6500, of the Department's District 3 Office.



**Project Location Map
GDOT CSSTP-0006-00(840),
P.I. #0006840,
Henry County**



Georgia Department of Natural Resources


Noel Holcomb, Commissioner

Historic Preservation Division

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

MEMORANDUM

TO: Harvey D. Keepler
State Environmental/Location Administrator
Office of Environment & Location
Georgia Department of Transportation

FROM: Elizabeth Shirk 
Transportation Projects Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

Project Title: PI 0006840; CSSTP-0006-00(840)
Construct Trail Improvements on Tanger Boulevard

Project Number: HP-060303-001

County: Henry

DATE: March 16, 2006

The Historic Preservation Division has received the early coordination information required by Section 106 of the National Historic Preservation Act and the Georgia Environmental Policy Act (GEPA). Thank you for submitting this information, and we look forward to working with you in the future as this project progresses.

ES:mcv

cc: Annette Loomis, Annette Loomis Historic Preservation

APPENDIX B
PHOTOGRAPHS OF THE CORRIDOR



View of Griffin Road at Tanger Boulevard, facing north.



View of Griffin Road at Shoal Creek Road, facing north.



View of Indian Creek Road at Cleveland Street, facing west.



View of Indian Creek Road at Ridge Street, facing west.



View of Indian Creek Road west of Ridge Street, facing west.

APPENDIX C
CONSTRUCTION LIMITS

