

APPENDIX A

MEMORANDA, CORRESPONDENCE, ADDITIONAL DOCUMENTATION

-----Original Message-----

From: Christy Lawson [mailto:CLawson@buttscounty.org]
Sent: Thursday, May 10, 2012 10:19 AM
To: Moore, Margaret
Subject: RE: I-75 Express Lanes

Margaret,

Thank you for the information below. As you already stated we already have the I-75 Interchanges located in Butts County designated to be Highway Activity Centers, therefore, I do not foresee any other land uses changes at either of these intersections due to the I-75 Express Lanes in Henry County.

Thank you again for the information. It was very helpful in getting a better understanding and location as to what GDOT is doing in Henry County.

Christy Lawson, Zoning Administrator
Butts County Community Services Department
625 West Third Street, Ste. 3
Jackson, Georgia 30233
P - 770-775-8210 ext. 2305
F - 770-775-8225

-----Original Message-----

From: Moore, Margaret [mailto:Margaret.Moore@parsons.com]
Sent: Thursday, May 10, 2012 9:50 AM
To: Christy Lawson
Subject: I-75 Express Lanes

I left a phone message for you earlier this week. My firm is under contract to Georgia Department of Transportation on the I-75 Express Lanes in Henry County. More information on the project can be found on the project web site:
<http://www.dot.state.ga.us/travelingingeorgia/expresslanes/l75expresslanes/Pages/default.aspx>

GDOT has specifically asked us to get your opinion regarding potential land use and zoning changes in Butts County if the project is constructed. I have already done research using your Community Assessment plan and understand that the interchanges with I-75 are already planned as Highway Activity Centers. If you think that this project could induce further land use changes, we need confirmation of that from you by May 18th.

Thank you so much for your assistance in this matter,

Margaret Moore
Parsons Transportation Group
Bus./Cell: (757) 374-5760

MEMORANDUM

DATE: April 30, 2012

TO: File 647468

FROM: Margaret Moore

SUBJECT: Clayton County Land Use

PI No. 0009156-9157

Phone Call Clayton County Zoning Administrator Casey Krzic

cc: Stuart Tyler, Kevin McKeen

Phone conversation with Clayton County Zoning Administrator Casey Krzic on April 30, 2012:

I contacted Mr. Krzic to discuss the potential indirect and cumulative land use impacts due to the I-75 express lanes. We briefly discussed the project.

I asked his opinion on the future land use proposed for the corridor. We discussed that the project does not extend greatly into Clayton County and that the areas surrounding both I-75 and I-675 are almost completely developed now.

I asked if the development that is planned for and expected by the county would occur without the project. He stated that the county does not expect additional future development in these interstate corridors in the area of the project.

MEMORANDUM

DATE: January 9, 2012

TO: File 647468

FROM: Margaret Moore

SUBJECT: Henry County Land Use

PI No. 0009156-9157

Phone Call Henry County Planning Director Cheri Hobson-Matthews

cc: Stuart Tyler, Kevin McKeen

Phone conversation with Henry County Planning Director Cheri Hobson-Matthews on January 9, 2012:

I contacted Ms. Mathews to discuss the potential indirect and cumulative land use impacts due to the I-75 express lanes. We briefly discussed the general alternatives and congestion pricing. She had attended the public meeting and understood the new Jonesboro Road dedicated access alternative. She wanted clarity on the tolls, would they be set or vary? I told her that to my knowledge, they would vary in order to maintain a minimum speed of 45 mph. I discussed other similar projects with her and after the call I forwarded her information on FHWA's congestion pricing webinar series.

Ms. Matthews noted that 87% of the county's employed population is commuting northwest out of the county. They have significant freight traffic in the county. Much of the industrial development is warehousing. In addition, many residents use I-75 as a local roadway, i.e. using it for one interchange.

I asked her opinion on the future land use proposed for the corridor. A suburban employment center from Hudson Bridge through Jodeco Road to Jonesboro Road is already planned for by the county and is to include high density residential development, corporate offices, and retail uses. To support this and to ensure good access between these areas, the county is considering some kind of parallel roadway to I-75, the Patrick Henry Parkway.

I asked her if the development that is planned for and expected by the county would occur without the project. She concurred that it would. We discussed the land use at all the interchanges and in the county south of the project.

At new the Jonesboro Road access, the parcels within the new ROW are zoned commercial. There are several new residential developments that are close to planning completion (infrastructure is in, the county is waiting on a final plat). There is one other parcel that is already zoned for residential but has not developed yet.

The County's biggest concern is the new park and ride at Jodeco. The GRTA express route due to serve it will not have access to the managed lanes.

MEMORANDUM

DATE: May 3, 2012

TO: File 647468

FROM: Margaret Moore

SUBJECT: Spalding County Land Use

PI No. 0009156-9157

Phone Call Spalding County Director of Community Development, Chad Jacobs

cc: Stuart Tyler, Kevin McKeen

Phone conversation with Spalding County Director of Community Development, Chad Jacobs on May 3:

I contacted Mr. Jacobs to discuss the potential indirect and cumulative land use impacts due to the I-75 express lanes. I explained the project and we briefly discussed the alternatives.

We discussed that I-75 does not travel through Spalding County and that some traffic to Atlanta travels on US 41 and GA 3. We discussed the potential interchange at Jenkinsburg Road and the potential for land use changes if that interchange was implemented. [Note: This interchange is not in *Plan 2040*.]

I asked his opinion on the future land use proposed for the eastern part of the county. I asked if the development that is planned for and expected by the county would occur without the project. He concurred with that statement and that any induced land use changes would most likely occur due to construction of a Jenkinsburg Road interchange.

I75 Express

EJ Outreach
July 2011

Communities with low income populations, as well as racial minorities, are recognized as key stakeholders for the I75 Express Lanes project. Initial analysis of ARC demographic data and an origin and destination survey, supplemented with 2000 census data and windshield surveys, have identified the presence of minority and low income populations who are likely to use the system within the study area. Special outreach efforts must be made to disseminate project material to increase awareness and solicit input. As the project progresses, a targeted outreach plan is necessary to ensure the perspective of potentially affected Environmental Justice populations is captured.

Sizeable communities of low income workers who could potentially use the I75 Express Lanes are found in Clayton County, in the City of McDonough, and in the City of Griffin. Our focused EJ outreach efforts were concentrated in these areas.

Coordination with Community and Social Services Groups

Communicating and coordinating with groups who work directly with Environmental Justice populations is key in the successful dissemination of information and coordination of public events. Project staff worked directly with governmental agencies and social services organization to get the word out about the I75 Express Lanes project and to gather input on travel patterns and willingness to pay tolls for low income and minority populations.

Unstaffed kiosks, which involved a project board with a map and brief explanation of the project, were placed at government agencies and social service providers throughout the study area. The board included a place to distribute and collect surveys. Unstaffed kiosks were placed in the following locations the week of July 11th-18th:

Heritage Senior Center, 1050 Florence McGarity Blvd, McDonough, GA 30252
Hidden Valley Senior Center, 600 Spraggins Memorial Parkway, Stockbridge, GA 30281
The United Way, 107 Westbridge Industrial Boulevard, McDonough, GA 30253
McDonough Public Library, 1001 Florence McGarity Blvd, McDonough, GA 30252
Clayton County Community Service Center, 1000 Main Street, Forest Park, GA 30297
Shiloh Education and Community Service Center, 261 Macon Street, McDonough, GA

26 Surveys were collected through this effort.

Staffed Outreach Events

In an effort to reach low income populations in their communities, several outreach events were planned in areas with significant low income populations. The following events were staffed for the duration of the effort to encourage engagement in the process and solicit public input:

Friday, July 1, 2011	Howell Sunshine Laundromat, Griffin, GA	9 am – 11:00 am
Friday, July 8, 2011	Soap & Suds Laundromat, Stockbridge, GA	9 am – 11:00 am
Saturday, July 16, 2011	SouthLake Mall, Morrow, GA	12:00 noon – 4 pm

29 Surveys were collected through this effort.

Door to Door Surveys

In the areas identified through the ARC demographic analysis as low income populations, project staff went door to door to solicit input on the project in general and the tolling aspect in particular. Neighborhoods selected for this effort had residential properties listed on the market for \$50,000 or less. According to various lending calculators and anecdotal information from a local mortgage broker, a person can qualify for a mortgage of up to 2 and ½ times their annual income. As such, these neighborhoods can be generalized as low income.

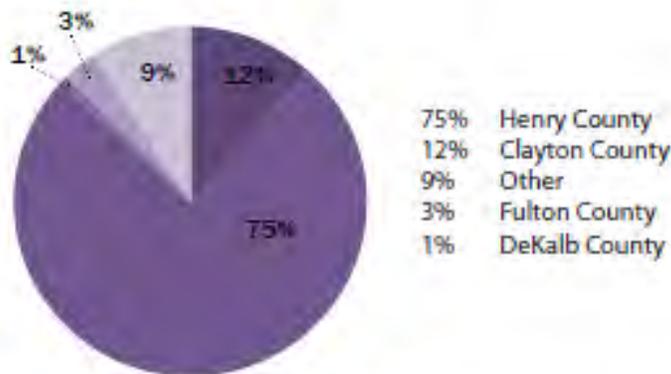
Staff assigned to this task worked in pairs, briefly introduced the project and asked residents to fill out a short project survey. Additionally, a project information sheet was left at the residences where no one answered the door. Door to door surveys were conducted:

Friday, July 15th	McDonough, Georgia	5 – 7 pm
Saturday, July 16th	McDonough, Georgia	12 – 7 pm
Sunday, July 17th	McDonough, Georgia	12 – 6 pm

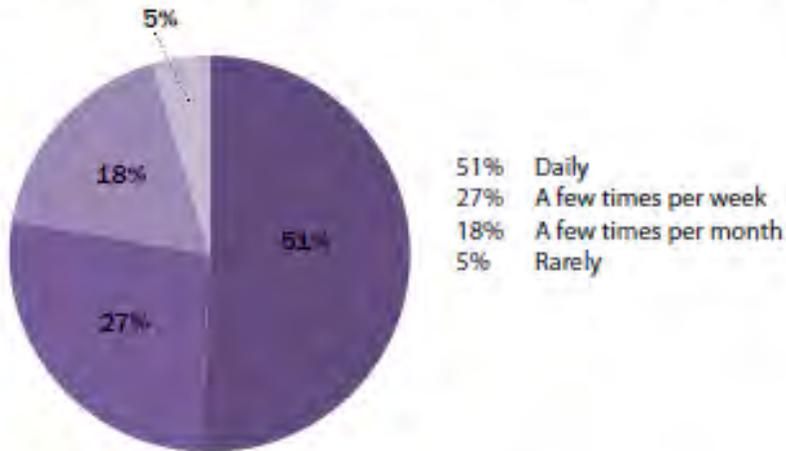
50 surveys were collected during this effort. An additional 55 information sheets were distributed.

Results from the collected surveys have been compiled [here](#). The first several graphs show full responses to individual questions, while the last few pages categorize responses according to commuter frequency, race/ethnicity and household income.

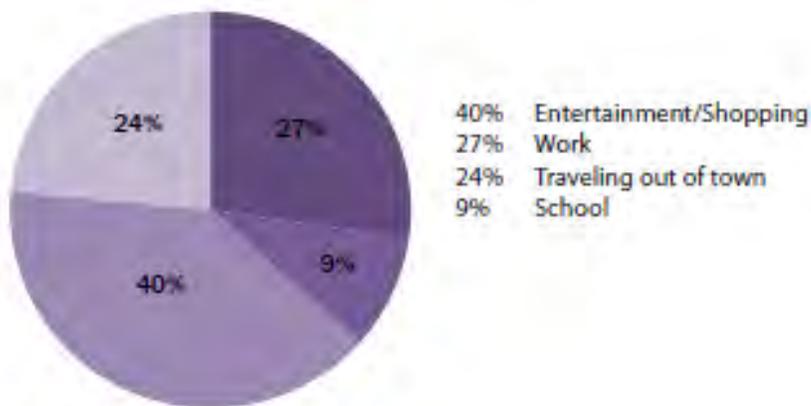
1. Where do you live?



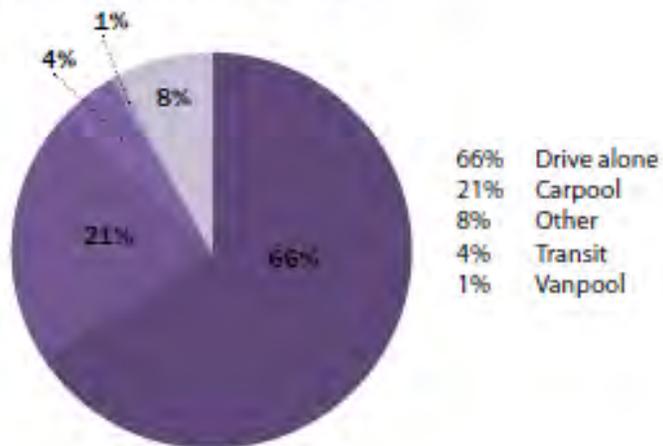
2. How often do you travel on I-75 in Henry or Clayton counties?



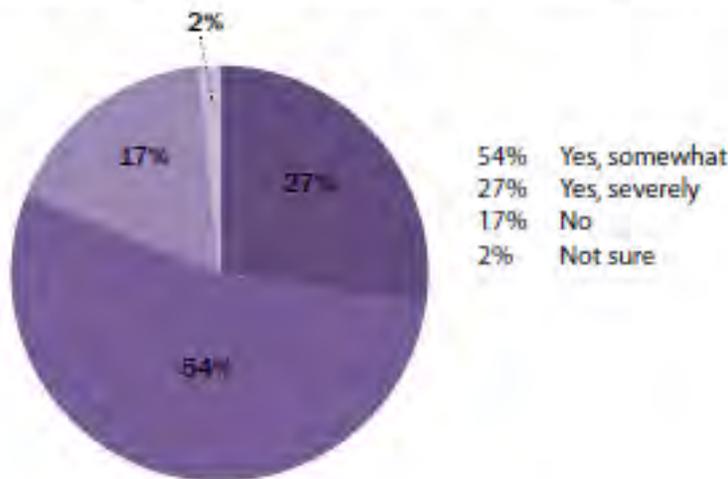
3. Why do you travel on I-75 in Henry or Clayton counties?



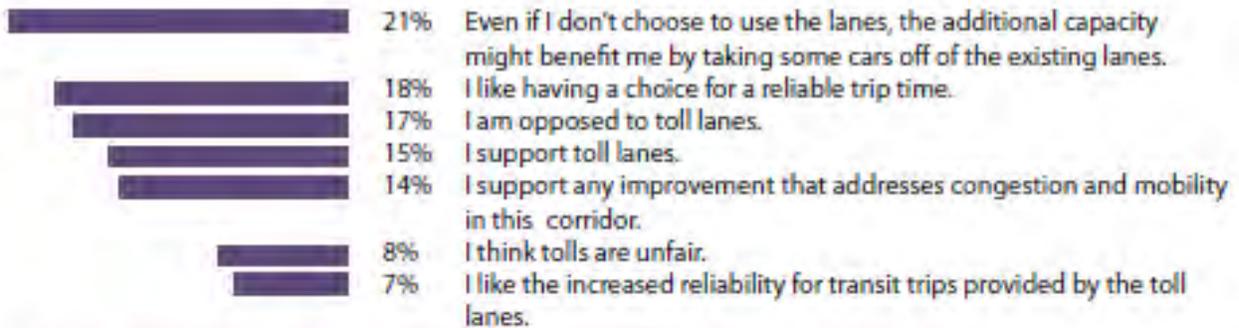
4. How do you travel on I-75?



5. Does congestion on this portion of I-75 negatively affect your travels?



6. Which of the following statements reflects your opinion of toll lanes?
Please check all that apply.

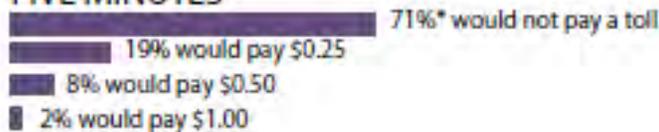


→ To see these results broken down according to race/ethnicity, please see page 6.

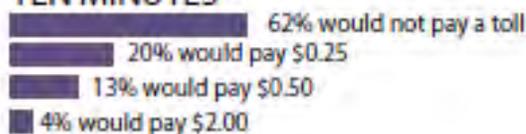
7. For each of the time savings increments listed below, what is the maximum toll you would be willing to pay to achieve that time savings?

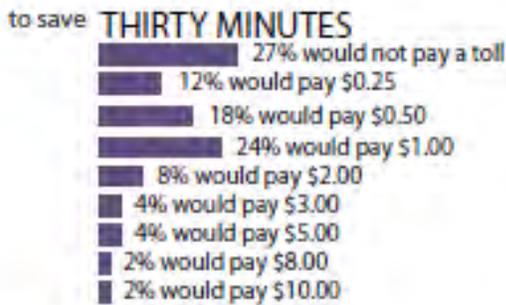
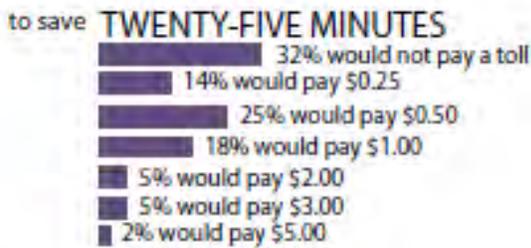
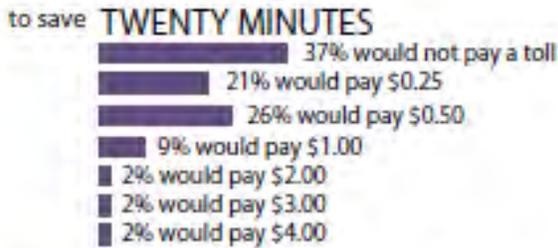
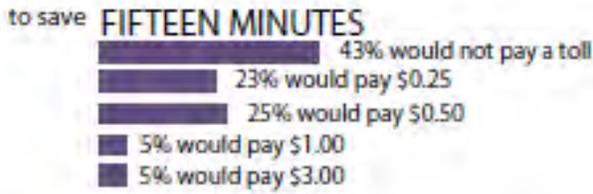
* of daily travelers on I-75

to save **FIVE MINUTES**

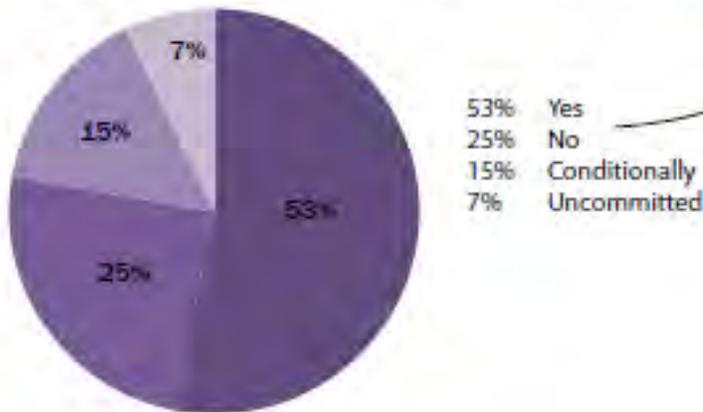


to save **TEN MINUTES**





8. Do you support the proposed improvements on this corridor?



Toll opinion and Maximum toll willing to pay, categorized according to identified race/ethnicity

TOLL OPINION

Asian (or mixed heritage)

100% I like having a choice for a reliable trip time.

Black (or mixed heritage)

22% Even if I don't choose to use the lanes, the additional capacity might benefit me by taking some cars off of the existing lanes.
 18% I support toll lanes.
 17% I like having a choice for a reliable trip time.
 15% I support any improvement that addresses congestion and mobility in this corridor.
 11% I am opposed to toll lanes.
 9% I like the increased reliability for transit trips provided by the toll lanes.
 8% I think tolls are unfair.

Hispanic (or mixed heritage)

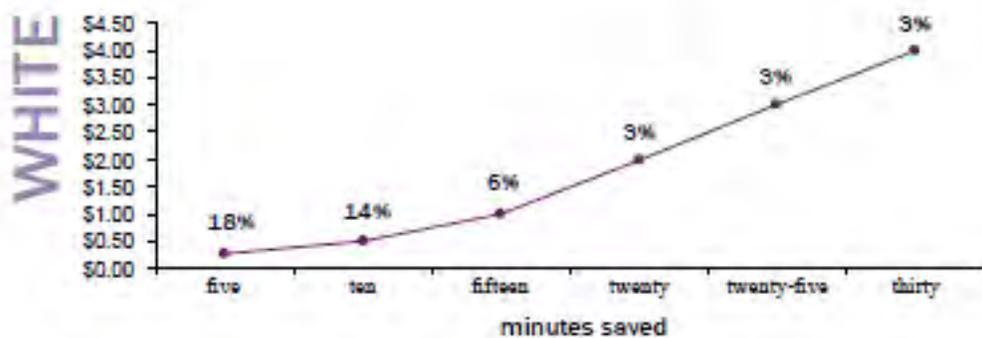
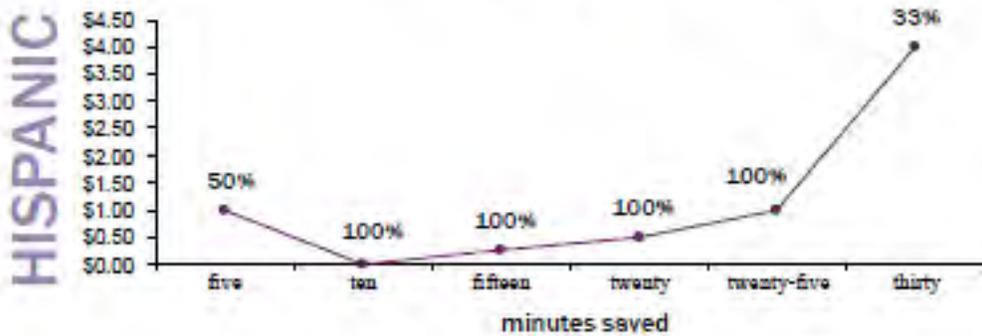
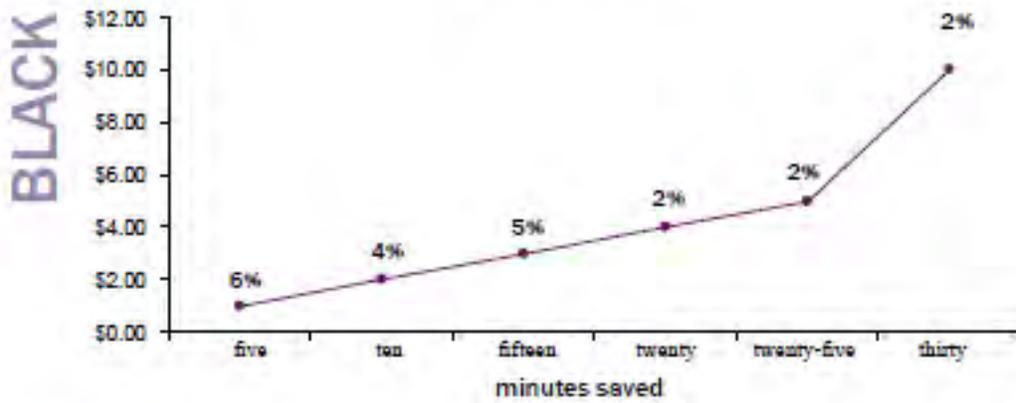
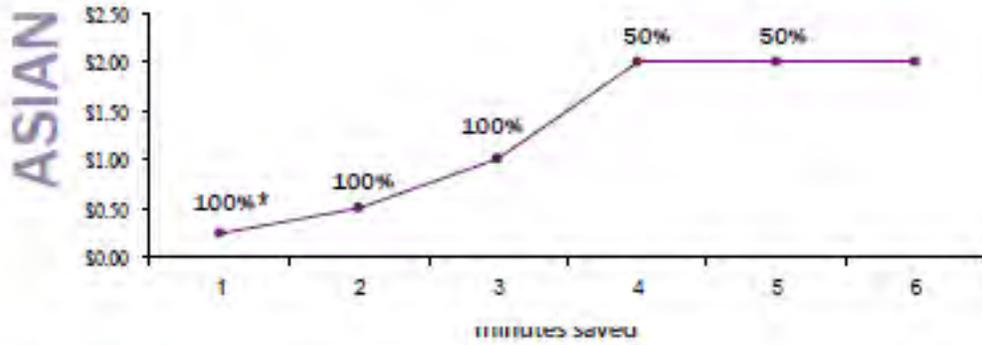
33% Even if I don't choose to use the lanes, the additional capacity might benefit me by taking some cars off of the existing lanes.
 33% I support toll lanes.
 17% I like having a choice for a reliable trip time.
 17% I like the increased reliability for transit trips provided by the toll lanes.

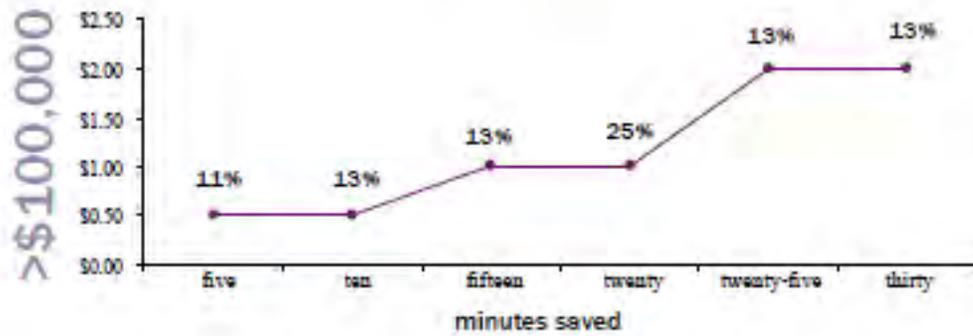
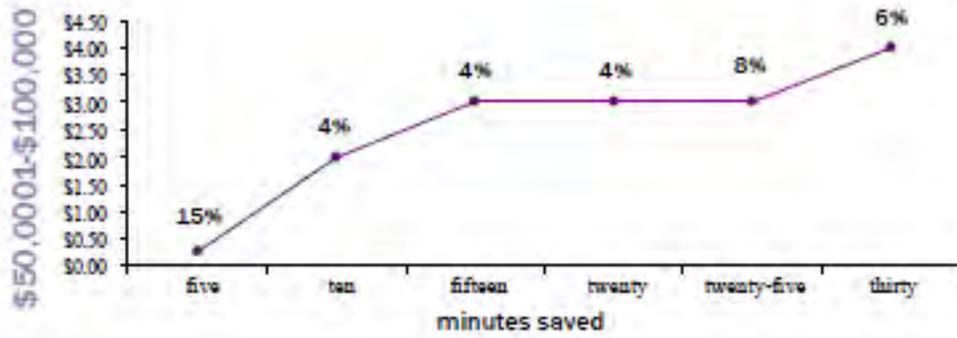
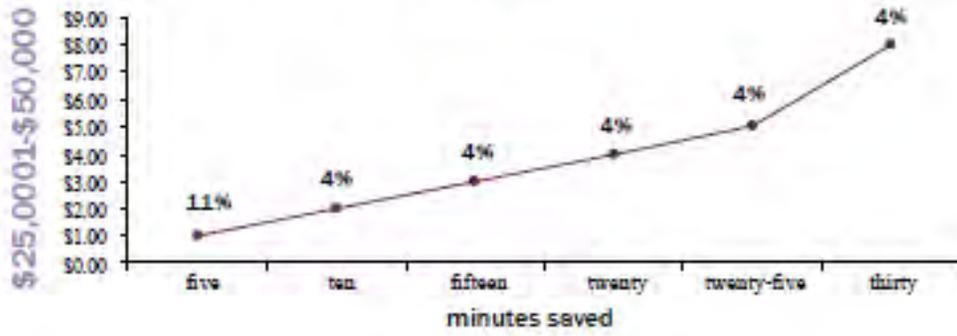
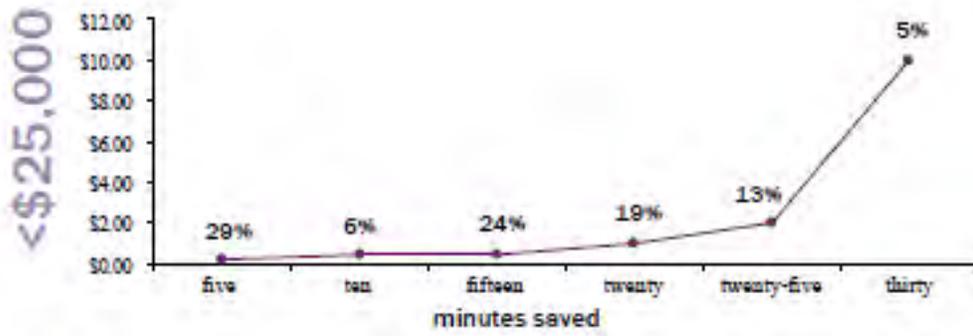
White (or mixed heritage)

22% Even if I don't choose to use the lanes, the additional capacity might benefit me by taking some cars off of the existing lanes.
 20% I like having a choice for a reliable trip time.
 18% I am opposed to toll lanes.
 14% I support any improvement that addresses congestion and mobility in this corridor.
 11% I support toll lanes.
 9% I think tolls are unfair.
 6% I like the increased reliability for transit trips provided by the toll lanes.

MAX TOLL WILLING TO PAY

The graphs on the next two pages represent the highest toll respondents, separated out by ethnicity and income level, would be willing to pay for each time savings increment. The dollar value represents the highest toll indicated by respondents for each time savings increment, and the percentage identified relates to the percentage of respondents willing to pay that particular price.







NOTIFICATION

Initiation of Section 106 Process for
GDOT Projects CSNHS-0009-00(156)(157), Henry County
P.I. Nos. 0009156 & 0009157

January 20, 2010

The Georgia Department of Transportation (Department) is in the beginning stages of project development for these proposed transportation projects. 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 projects have 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 (NRHP) 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 projects.

The proposed projects involve the addition of one lane within the existing median for both southbound and northbound I-75 in Henry County making the existing six-lane roadway an eight-lane through facility (see attached Figure 1). The section proposed would not preclude the additional lanes from being "managed" by a HOV/HOT type system. The proposed projects would begin at the I-75 bridge over SR 155 and would end approximately 600 feet north of the I-75 southbound off ramp to SR 138 (Stockbridge Hwy) just at the Henry/Clayton County line, for a total length of 12.24 miles. The limits of the projects were determined from the logical expansion of the existing facility as originally envisioned to transition from a rural section to an urban section of interstate with a median barrier. The proposed pavement types would match existing asphalt and concrete sections of the corridor and provide paved inside shoulders. Existing guardrail and overhead signs along the corridor would be removed and replaced as necessary along with construction of sound barriers as determined by noise studies.

The proposed projects would replace the existing Walt Stephens Road (CR 660) bridge over I-75. The existing bridge (Structure ID 151-0063-0) is 208 feet long and 34.8 feet wide. The sufficiency rating is 61.47. The proposed preliminary replacement bridge would be 380 feet long and 44 feet wide. The proposed typical section for Walt Stephens Road improvement involves the construction of two 12-foot travel lanes with 10-foot (6 feet paved) outside shoulders. The proposed alignment would be located approximately 50 feet north of the existing I-75/Walt Stephens intersection (parallel to the existing bridge). The tie-in points of the alignment with Red Oak Road is approximately 1,750 feet east of I-75 and 1,650 feet west of I-75 at Walt Stephens Road. The total length of the proposed roadway improvements is approximately 3,400 feet. The existing Walt Stephens Road bridge would be demolished once the new bridge is completed.

The proposed projects would also widen the existing northbound I-75 bridge over Flippen Road (CR 165). The existing bridge (Structure ID 151-0042-0) is 192 feet long and 135.1 feet wide. The sufficiency rating is 85.68. The proposed bridge widening would provide a 12-foot wide auxiliary lane and a 12-foot wide shoulder.

Approximately 0.72 acre of additional right of way would be required from the north side of existing Walt Stephens Road and Red Oak Road to complete the proposed replacement of the existing Walt Stephens Road bridge. All other proposed improvements would be constructed within the existing right of way (ROW) limits of I-75.

Because of the nature and scope of the undertaking, the APE would consist of the proposed ROW, within which all construction and ground-disturbing activity would be confined, and would include all properties within the view shed of the proposed projects (refer to attached Figure 1). No potential for indirect effects outside of the proposed ROW and view shed of the proposed projects exists.

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 (SHPO), 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 these projects.

A written request to become a consulting party for cultural resources for these projects should be directed to:

Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway
Suite 200
Smyrna, Georgia 30080-6502

Attn: Grant D. Hudson

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification numbers (P.I. Nos. 0009156 and 0009157) in your response. The potential consulting parties identified and invited to participate in the Section 106 process for these projects are the Atlanta Regional Commission, the Georgia SHPO, and the Henry County Board of Commissioners. 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, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe 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 no properties listed in or nominated for listing in the NRHP, no National Historic Landmarks, and no bridges determined eligible for inclusion in the NRHP in the updated Georgia Historic Bridge Survey (GHBS) are located within

the proposed projects' APE. No property 50 years old or older was identified within the proposed projects' APE in the 2007 Georgia Department of Natural Resources (DNR) Henry County survey. No property 50 years old or older was identified within the proposed projects' APE in the Natural, Archeological and Historic Resources GIS (NAHRGIS) survey.

The review of existing information revealed that one property 50 years old or older, located within the APE was identified during a field survey by Edwards-Pitman Environmental, Inc. for other projects in the same geographic area. This historic property is the Horseshoe Farm. The other projects were GDOT Projects MSL00-0003-00(167)(436). The Horseshoe Farm was determined eligible for NRHP listing.

The proposed projects will be field surveyed for both historic properties and archaeological sites. The Criteria for Evaluation will be applied to any identified resources in consultation with the Georgia SHPO and other consulting parties to determine if any of those resources are eligible for inclusion in the NRHP.

Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the NRHP or that could be eligible for listing in the NRHP 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. The Department also wishes to know of any past, present or future local development or zoning plans which may result in indirect or cumulative impacts to archaeological sites and historic properties as they relate to the proposed projects.

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed projects will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Grant D. Hudson (770-333-9484 or ghudson@edwards-pitman.com) of Edwards-Pitman Environmental, Inc.; archaeological resource concerns, including cemetery and other human burials, can be addressed to Eric Anthony Duff (404-631-1071 or eduff@dot.ga.gov) of the Department's Office of Environmental Services. Questions concerning general design or location issues may be addressed to Shawn Reese (678-969-2457 or shawn.reese@parsons.com) of Parsons. We appreciate your assistance in this matter.



HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
ACTING DIVISION DIRECTOR

MEMORANDUM

TO: Glenn S. Bowman
State Environmental Administrator
Office of Environmental Services
Georgia Department of Transportation
Attn: Sandy Lawrence

FROM: Amanda Schraner *AS*
Transportation Projects Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

Project Title: P.I. #0009156 & 0009157; CSNHS-0009-00(156)(157)
Add Middle Lane/Widen I-75, between I-675 and SR 155, McDonough

Project Number: HP-100121-005

County: Henry

DATE: January 27, 2010

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.

ALS:mav

cc: Grant Hudson, Edwards-Pitman Environmental, Inc.

SEP 24 2010

DEPARTMENT OF TRANSPORTATION

SEP 24 7

RECEIVED

STATE OF GEORGIA

RECEIVED

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #s 0009156 and 0009157 **OFFICE** Environmental Services

DATE September 22, 2010

FROM Madeline L. White

TO Files

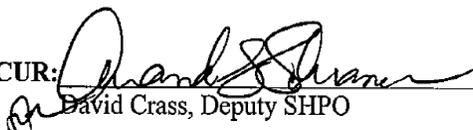
SUBJECT GDOT Projects CSNHS-0009-00(156) and CSNHS-0009-00(157); Henry County;
P.I. #s 0009156 and 0009157 and HP #100121-005;
Historic Resources Survey Report.

Attached is the Historic Resources Survey Report prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects. This document describes the Department's efforts to identify historic properties located within the proposed projects' 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.

MLW/

cc: Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Chetna Dixon)
David Crass, Deputy SHPO, w/attachment
Atlanta Regional Commission, w/attachment
Willard Steele, Seminole Tribe of Florida, w/attachment

CONCUR:


David Crass, Deputy SHPO

DATE:

9/24/10

cc: Bobby Dollar, GDOT NEPA
Grant Hudson, Edwards-Pitman Environmental, Inc.

GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Addendum to Phase I Survey of the Proposed Improvements to I-75 from SR155 to SR138, Henry
Report Title: County, Georgia

Prime Consultant: Parsons Transportation Group

Sub Consultant: Edwards-Pitman Environmental, Inc.

GDOT Project No.: CSNHS-0009-00(156)(157) P.I. No.: 0009156 & 0009157

GA SHPO HP#: 100121-005

Draft Report Submitted on: 10 / 20 / 2010

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies):

Henry

USGS Quadrangle(s):

Stockbridge, GA; Jonesboro, GA; McDonough, GA; Hampton, GA; UTM Zone 16

Project Description:

Please see attached sheet.

After receiving changes to the project description, a new short form for the project was necessary. The project includes minimal changes within the previously surveyed areas and no additional work was required.

Area of Potential Effect (APE):

The APE for the project includes everything within the proposed construction project length and within the maximum extent of the existing right-of-way as described in the attached project description.

The project consists of locations within previously surveyed areas and no additional fieldwork was required. These previous surveys were conducted under P.I. Nos. 0003167 and 0003436 (Blackwelder 2009) and the original survey for this project (Quirk 2009 and 2010). For additional information please see Previous Survey information below.

SURVEY CONDITIONS

Soil Descriptions:

Today, the project area soils are best described as Urban Land.

Topography:

Formerly, ridgetops and sideslopes. The natural topography has been modified by grading and construction (road, residences, etc.) activities.

Land Use/Vegetation/Ground Cover:

The project area is highly developed. The highway corridor exhibits multiple areas of seeded grass embankments and exposed subsoil.

Survey Limitations and Disturbance(s):

Road, concrete culverts, and embankment construction. Grading and landscaping are extensive throughout the project as well.

Survey Methods:

The APE of the project was visually inspected and recorded in field notes. Shovel tests for the revised APE were not conducted as the area had been surveyed during P.I. Nos. 0003167 and 0003436.

No. of STs: 0 No. of Transects: N/A

- This archaeological survey included all areas of the APE and an additional 100 foot expanded survey corridor.
- This archaeology survey covers the APE only and does not require the survey of the additional 100 foot expanded corridor.

ARCHAEOLOGICAL BACKGROUND RESEARCH

Previously Recorded Sites:

Please see attached sheet.

Previous Surveys:

Please see attached sheet.

Ref:

Please see attached sheet.

ATTACHMENT CHECKLIST

- 1. Project Location Map
- 2. USGS Topographic Map
- 3. References Cited
- 4. VITA
- 5. Photograph(s)

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1250 Winchester Parkway, Suite 200, Smyrna, GA 30080

Phone No.: (770) 333-9484

Principal Investigator: Garrett W. Silliman

Project Archaeologist: Alana Hise

CONSULTANT CERTIFICATION

I, the Principal Investigator: Garrett W. Silliman do hereby certify that the Area of Potential Effect (as described on Page 1 of this form) for GDOT Project CSNHS-0009-00(156)(157) has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

PI Signature: 

Comments:
Please see attached sheet.

REVIEW

GDOT Archaeologist: Heather W. Justonen Date: 10 / 26 / 10

Comments:

Draft Accepted as Final

By agreement, because no archaeological resources were located within the project's area of potential effect, no signed concurrence from the State Historic Preservation Office is required.

Cc: Dr. David Crass, Director and Deputy SHPO
Mr. Rodney Barry, P.E., FHWA (Attn: Chetna Dixon)
Poarch Band of Creek Indians, Seminole Tribe of Florida



NOTIFICATION

Initiation of Section 106 Process for GDOT Projects CSNHS-0009-00(156) & CSNHS-0009-00(157),

Henry and Clayton Counties

P.I. Nos. 0009156 & 0009157

HP No. 100121-005

March 17, 2011

The Georgia Department of Transportation (Department) is in the beginning stages of project development for these proposed transportation projects. In compliance with Section 106 of the National Historic Preservation Act, the Department has determined that because of the nature and the scope of these undertakings, the proposed projects have the potential to cause effects to historic properties if any such properties exist in the project areas. The Department is attempting to identify historic properties already listed in the National Register of Historic Places (NRHP) 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 projects.

The proposed projects were originally located entirely within Henry County. Due to revisions to the proposed projects, they are now located within Henry and Clayton Counties. The purpose of this Notification letter is to identify potential consulting parties within Clayton County and to invite them to participate in the Section 106 process for these proposed projects.

Originally, the proposed projects involved the addition of one lane within the existing median for both southbound and northbound I-75 in Henry County making the existing six-lane roadway an eight-lane through facility. The section proposed would not preclude the additional lanes from being "managed" by a HOV/HOT type system. The proposed projects would begin at the I-75 bridge over SR 155 and would end approximately 600' north of the I-75 southbound off ramp to SR 138 (Stockbridge Hwy) just at the Henry/Clayton County line, for a total length of 12.24 miles. The limits of the projects were determined from the logical expansion of the existing facility as originally envisioned to transition from a rural section to an urban section of interstate with a median barrier. The proposed pavement types would match existing asphalt and concrete sections of the corridor and provide paved inside shoulders. Existing guardrail and overhead signs along the corridor would be removed and replaced as necessary along with construction of sound barriers as determined by noise studies. No additional right-of-way (ROW) would be required.

The replacement of the existing Walt Stephens Road (CR 660) bridge over I-75 and the widening of the existing northbound I-75 bridge over Flippen Road (CR 165) are not components of these

projects and those activities will be addressed under the Section 106 compliance for Project P.I. No. 0010126.

The area of potential effects (APE), as defined in 36 CFR 800.16(d), is 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 the nature and the scope of the undertaking, the guidance in the *GDOT/FHWA Cultural Resources Survey Guidelines* and past experience with similar projects, the Department has evaluated and defined the APE for these proposed projects. Because of the nature and scope of the undertakings, the area of potential direct effects consists of the existing ROW of the proposed projects, within which all construction and ground disturbing activity would be confined, and includes all properties adjacent to the I-75 ROW. While many of these properties are screened by dense vegetation and the inside widening of I-75 and possible noise wall construction may not be visible, due to the potential for noise effects these properties were included in the APE.

Existing information on previously identified historic properties was checked to determine if any are located within the APE of these undertakings. This review included NRHP listed properties, proposed NRHP nominations, National Historic Landmarks and the updated Georgia Historic Bridge Survey (GHBS). The GADNR Henry County survey dated 2007 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 State Historic Preservation Office (GASHPO), 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 Board of Commissioners. 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 NRHP listed or potentially eligible historic properties within the proposed projects' APE by a Notification dated January 20, 2010. A response to the invitation to become a consulting party in the Section 106 process was received from the GASHPO by a memorandum dated January 27, 2010.

Finally, after reviewing any additional information received from consulting parties, field surveys and background research were conducted within the APE of the proposed projects to identify any historic properties or archaeological sites eligible for listing in the NRHP. The results of the field surveys and background research were summarized in a Historic Resources Survey Report and an Archaeological Assessment. That report was provided to all consulting parties participating in the Section 106 process for review and comment.

As a result of these identification efforts, one NRHP eligible historic property was identified within the proposed projects' APE. This historic property is the Horseshoe Farm. No NRHP listed or eligible archaeological sites were identified. The Historic Resources Survey Report was

submitted to the GASHPO and FHWA on September 10, 2010. The Archaeological Assessment was submitted to the GASHPO and FHWA on October 20, 2010. In accordance with 36 CFR 800.4(c)(2), the Horseshoe Farm was considered eligible for listing in the NRHP by the FHWA and the GASHPO.

Since this time, the proposed projects have been revised to include two managed lane alternatives along I-75 from SR 155 to SR 138 in Henry and Clayton Counties. The concurrent lane alternative would construct two new travel lanes, one in each direction, within the existing median of I-75. The other managed lane alternative would construct a reversible lane system. The project limits vary slightly from the project limits for the concurrent lane alternative. Specifically, the reversible lane alternative would extend to SR 138 along I-675, rather than I-75. Also, the existing Mt. Carmel Road bridge over I-75 would be replaced. A more detailed project description is provided below. The preferred alternative for these projects will be chosen later in the environmental process.

The Georgia Department of Transportation Projects CSNHS-0009-00(156) and CSNHS-0009-00(157) involve the construction of a reversible barrier separated managed lane system along southbound I-75 in Henry County and Clayton County (see Figures 1A-1C). The projects begin at the I-75 bridge over SR 155 and end approximately 600' north of the I-75 southbound off ramp to SR 138 at the Henry/Clayton County line and at SR 138 on I-675 in Clayton County, for a total length of 12.24 miles. From SR 155 to just south of Mt. Carmel Road the managed lane system will consist of one reversible lane and transition to two reversible lanes at this location. To accommodate the reversible lanes, widening of the general purpose lanes southbound approximately 19' to 31' will be required. Additional proposed improvements include the replacement of the existing Mt. Carmel Road bridge with a new two-span bridge with dimensions of 55.25' by 287' that provides connection to the managed lanes and construction of a new single span 67.75' by 246' bridge over I-75 southbound lanes to provide a dedicated connection to I-675. The proposed pavement types will match existing asphalt and concrete sections of the corridor and provide paved inside and outside shoulders. Existing guardrail and overhead signs along the corridor will be removed and replaced as necessary along with construction of sound barriers as determined by noise studies. Retaining walls will be constructed along I-75 to minimize right of way impacts.

Because of the nature and scope of the undertakings in Clayton County, the APE would consist of the proposed ROW, within which all construction and ground disturbing activity would be confined, and would include all properties within the view shed of the proposed projects.

Since the proposed projects now stretch into Clayton County, Section 106 of the National Historic Preservation Act requires the Federal Highway Administration and the Department, in consultation with the GASHPO, to identify potential consulting parties within Clayton County 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 these projects.

A written request to become a consulting party for cultural resources for these projects should be directed to:

Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway
Suite 200
Smyrna, Georgia 30080

Attn: Grant D. Hudson

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification numbers (**P.I. Nos. 0009156 and 0009157**) in your response. The potential consulting parties in Clayton County identified and invited to participate in the Section 106 process for these projects are the Clayton County Board of Commissioners, the GASHPO, and Historical Jonesboro-Clayton County. If you are aware of other organizations or individuals interested in cultural resources in the project areas not already identified, please forward their names to the Department.

Also, on behalf of the Federal Highway Administration, 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: Alabama-Coushatta Tribe of Texas, Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida, and the Thlopthlocco Tribal Town. Responses to this Notification regarding tribal concerns should be addressed to the attention of Mr. Jim Pomfret, 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 these undertakings within Clayton County. This review of existing information revealed that no properties listed in or nominated for listing in the NRHP, no National Historic Landmarks and no bridges determined eligible for inclusion in the NRHP in the updated GHBS are located within the proposed projects' APE. No properties 50 years old or older were identified within the proposed projects' APE in the 1977 Department of Natural Resources (DNR) Clayton County Survey County.

Even though no properties 50 years old or older were identified within the APE in the 1977 DNR Clayton County Survey, because of the age of the survey, the proposed projects will be field surveyed for both historic properties and archaeological sites and the Criteria of Eligibility will be applied to any identified properties in consultation with the GASHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP.

Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the NRHP or that could be eligible for listing in the NRHP 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. The Department also wishes to know of any past, present or future local developments or zoning plans which may result in indirect or cumulative impacts to archaeological sites and historic structures as they relate to the proposed projects.

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed projects will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Grant D. Hudson (770-333-9484 or ghudson@edwards-pitman.com); archaeological resource concerns, including cemetery and other human burials, can be addressed to Jim Pomfret (404-631-1256 or jpomfret@dot.ga.gov) of this office. Questions concerning general design or location issues may be addressed to Kevin McKeen (678-969-2457 or kevin.mckeen@parsons.com) of Parsons.



HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

MEMORANDUM

TO: Glenn S. Bowman
State Environmental Administrator
Office of Environmental Services
Georgia Department of Transportation
Attn: Sandy Lawrence

FROM: Amanda Schraner *MS*
Transportation Projects Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

Project Title: PI 0009156 & 0009157
Add Middle Lane/Widen I-75 between I-675 and SR 155,
McDonough

Project Number: HP-100121-005

County: Henry and Clayton

DATE: March 23, 2011

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.

ALS:ebp

cc: Grant Hudson, Edwards-Pitman Environmental, Inc.

 **GEORGIA**
DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

August 24, 2011

Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
16th Floor
Atlanta, Georgia 30308

Attn: Madeline White

**RE: Add Middle Lane/Widen I-75, between I-675 & SR 155 McDonough
GDOT Project CSNHS-0009-00(156)(157); PI# 0009156/0009157
Henry County, et al., Georgia
HP-100121-005**

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 August, 2011 Assessment of Effects document prepared by Edwards-Pitman Environmental, HPD concurs with GDOT's determination that the proposed project will have **no adverse effect** on the Horseshoe Farm, as defined in 36 CFR Part 800.5(d)(1).

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,



Richard Cloues
Deputy State Historic Preservation Officer

RC:als

cc: Rodney N. Barry, P.E., FHWA, (Attn: Chetna Dixon)
Allison Duncan, ARC

254 WASHINGTON STREET, SW | GROUND LEVEL | ATLANTA, GEORGIA 30334
404.656.2840 | FAX 404.657.1368 | WWW.GASHPO.ORG

GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Third Addendum to the Phase I Survey of the Proposed Improvements to I-75 from SR 156 to SR 138, Henry and Clayton Counties, Georgia

Report Title: _____

Prime Consultant: Parsons Transportation Group

Sub Consultant: Edwards-Pitman Environmental, Inc.

GDOT Project No.: CSNHS-0009-00(156) and (157) P.I. No.: 0009156 and 0009157

GA SHPO HP#: 100121-005

Draft Report Submitted on: 12 / 9 / 11

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies):

Henry

USGS Quadrangle(s):

McDonough, GA (1981) UTM Zone 16N

Project Description:

Please see the attached sheet.

Area of Potential Effect (APE):

The APE for the project includes everything within the proposed construction project length and within the maximum extent of the existing and required ROW as described on a separate sheet.

SURVEY CONDITIONS

Soil Descriptions:

Please see attached the sheet.

Topography:

The northern portion of the survey area, south of Jonesboro Road, consists of a lowland and floodplain. This is also the case for the southern portion, east of I-75. The mid-portion of the survey area is located on gentle side slopes.

Land Use/Vegetation/Ground Cover:

The northernmost portion of the survey area is located on Jonesboro Road and is heavily developed. The southernmost portion of the survey area consists of I-75. The mid-portions of the survey area contain young and mature hardwoods and pines, and scrub brush.

Survey Limitations and Disturbance(s):

Survey limitations and disturbances include paved areas, utility corridors, commercial development, and inundated areas. The mid-portion of the survey area has been heavily terraced by previous agricultural activities.

Survey Methods:

The archaeological field survey was accomplished by pedestrian coverage of the proposed APE. Conditions in the project area were described in field notes and photographed with a digital camera. Shovel tests were not excavated in disturbed, wet or inundated areas, or in areas of excessive slope. Systematic shovel tests were placed at 30-meter intervals. A total of 49 shovel tests were excavated throughout the survey area.

No. of STs: 49 No. of Transects: 5

- This archaeological survey included all areas of the APE and an additional 100 foot expanded survey corridor.
 This archaeology survey covers the APE only and does not require the survey of the additional 100 foot expanded corridor.

ARCHAEOLOGICAL BACKGROUND RESEARCH

Previously Recorded Sites:

Please see the attached sheet.

Previous Surveys:

Please see the attached sheet.

Ref:

Please see the attached sheet.

ATTACHMENT CHECKLIST

- | | |
|---|---|
| <input checked="" type="checkbox"/> 1. Project Location Map | <input checked="" type="checkbox"/> 2. USGS Topographic Map |
| <input checked="" type="checkbox"/> 3. References Cited | <input checked="" type="checkbox"/> 4. VITA |
| <input checked="" type="checkbox"/> 5. Photograph(s) | <input checked="" type="checkbox"/> 6. Field Notes |

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1250 Winchester Parkway, Suite 200, Smyrna, Georgia 30080

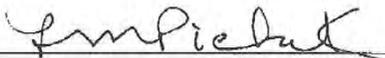
Phone No.: (770) 333-9484

Principal Investigator: Lynn Marie Pietak, Ph.D

Project Archaeologist: Alana Hise

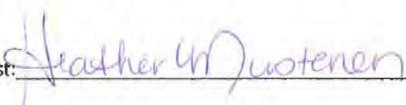
CONSULTANT CERTIFICATION

I, the Principal Investigator: Lynn Marie Pietak, Ph.D do hereby certify that the Area of Potential Effect (as described on Page 1 of this form) for GDOT Project CSNHS-0009-00(156) and (157) has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

PI Signature: 

Comments:

REVIEW

GDOT Archaeologist:  Date: 01 / 04 / 2012

Comments:

Draft Accepted as Final

By agreement, because no archaeological resources were located within the project's area of potential effect, no signed concurrence from the State Historic Preservation Office is required.

Cc: Dr. David Crass, Director and Deputy SHPO
Mr. Rodney Barry, P.E., FHWA (Attn: Chetna Dixon)
Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Georgia Department of
Historic Preservation Division

FEB 14 2012

RECEIVED

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #s 0009156 and 0009157 **OFFICE** Environmental Services

DATE February 14, 2012

FROM Madeline L. White

TO Files

SUBJECT GDOT Projects CSNHS-0009-00(156) and CSNHS-0009-00(157);
Henry and Clayton Counties; P.I. #s 0009156 and 0009157, and HP #100121-005:
Addendum to Approved Historic Resources Survey Report.

Attached is the Addendum to Approved Historic Resources Survey Report prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects. This document describes the Department's efforts to identify historic properties located within the proposed projects' 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.

MLW/

cc: Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Chetna Dixon)
David Crass, Deputy SHPO, w/attachment
Atlanta Regional Commission, w/attachment

CONCUR:


David Crass, Deputy SHPO

DATE:

2/27/12

cc: Bobby Dollar, GDOT NEPA
Grant Hudson, Edwards-Pitman Environmental, Inc.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I.#s 0009156 and 0009157

OFFICE Environmental Services

DATE April 25, 2012

FROM Madeline L. White

TO Files

SUBJECT GDOT Projects CSNHS-0009-00(156)(157), Henry County,
P.I. #s 0009156 and 0009157; HP #100121-005:
Project Reevaluation Memo to File

Attached is the Project Reevaluation Memo to File, prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects. The projects were reevaluated due to several design changes. Since there is no change to the original effects determination to the National Register eligible Horseshoe Farm, and the changes have resulted in the removal of the National Register eligible Brannan Farm and Rowan House from the proposed projects' area of potential effects, the Department agrees that no further documentation under Section 106 is required and the memo is distributed to the Georgia SHPO and FHWA their project file.

MLW/

cc: David Crass, Deputy SHPO, w/attachment

Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Chetna Dixon)

Steve Price, GDOT NEPA

Grant Hudson, Edwards-Pitman Environmental, Inc.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I.#s 0009156 and 0009157 **OFFICE** Environmental Services

DATE August 16, 2012

FROM Madeline L. White

TO Files

SUBJECT GDOT Projects CSNHS-0009-00(156)(157), Henry County,
P.I. #s 0009156 and 0009157; HP #100121-005:
Project Reevaluation Memo to File

Attached is the Project Reevaluation Memo to File, prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects. The projects were reevaluated due to several design changes. Since there is no change to the original effects determination to the National Register eligible Horseshoe Farm, and the changes occurred within the original Area of Potential Effects, the Department agrees that no further documentation under Section 106 is required and the memo is distributed to the Georgia SHPO and FHWA their project file.

MLW/

cc: David Crass, Deputy SHPO, w/attachment
Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Chetna Dixon)
Bobby Dollar, GDOT NEPA
Grant Hudson, Edwards-Pitman Environmental, Inc.

GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Fourth Addendum to the Phase I Survey of the Proposed Improvements to I-75 from SR 155 to SR
138, Henry and Clayton Counties, Georgia

Report Title: _____

Prime Consultant: Parsons Transportation Group

Sub Consultant: Edwards-Pitman Environmental, Inc.

GDOT Project No.: CSNHS-0009-00(156) and (157) P.I. No.: 0009156 and 0009157

GA SHPO HP#: 100121-005

Draft Report Submitted on: 8 / 7 / 12

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies):

Clayton and Henry

USGS Quadrangle(s):

McDonough (1981), Stockbridge (1982); Jonesboro (1995) GA; UTM Zone 16

Project Description:

Please see the attached sheet.

Area of Potential Effect (APE):

The APE for the project includes everything within the proposed construction project length and within the maximum extent of the existing and required ROW as described on a separate sheet.

SURVEY CONDITIONS

Soil Descriptions:

Please see the attached sheet.

Topography:

The project areas consist of ridges, gentle to steep side slopes, lowlands, and floodplains. Urban development has greatly modified all project areas and the original topography no longer exists in many places.

Land Use/Vegetation/Ground Cover:

Please see the attached sheet.

Survey Limitations and Disturbance(s):

Survey limitations and disturbances include paved areas, utility corridors, and commercial development. All portions of the current project areas contain heavy disturbances from road construction.

Survey Methods:

Please see the attached sheet.

No. of STs: 573 No. of Transects: 12

- This archaeological survey included all areas of the APE and an additional 100 foot expanded survey corridor.
- This archaeology survey covers the APE only and does not require the survey of the additional 100 foot expanded corridor.

ARCHAEOLOGICAL BACKGROUND RESEARCH

Previously Recorded Sites:

Please see the attached sheet.

Previous Surveys:

Please see the attached sheet.

Ref:

Please see the attached sheet.

ATTACHMENT CHECKLIST

- | | |
|---|---|
| <input checked="" type="checkbox"/> 1. Project Location Map | <input checked="" type="checkbox"/> 2. USGS Topographic Map |
| <input checked="" type="checkbox"/> 3. References Cited | <input checked="" type="checkbox"/> 4. VITA |
| <input checked="" type="checkbox"/> 5. Photograph(s) | <input checked="" type="checkbox"/> 6. Field Notes |

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1250 Winchester Parkway, Suite 200, Smyrna, Georgia 30080

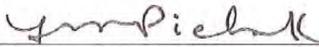
Phone No.: (770) 333-9484

Principal Investigator: Lynn Marie Pietak, Ph.D

Project Archaeologist: Alana Hise

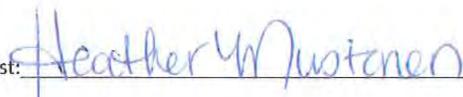
CONSULTANT CERTIFICATION

I, the Principal Investigator: Lynn Marie Pietak, Ph.D do hereby certify that the Area of Potential Effect (as described on Page 1 of this form) for GDOT Project CSNHS-0009-00(156) and (157) has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

PI Signature: 

Comments:

REVIEW

GDOT Archaeologist:  Date: 9 / 28 / 12

Comments:

Draft Accepted as Final

By agreement, because no archaeological resources were located within the project's area of potential effect, no signed concurrence from the State Historic Preservation Office is required.

- Cc: Dr. David Crass, Director and Deputy SHPO
- Mr. Rodney Barry, P.E., FHWA (Attn: Chetna Dixon)
- Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida

From: Chetna.Dixon@dot.gov [mailto:Chetna.Dixon@dot.gov]

Sent: Thursday, June 09, 2011 10:30 AM

To: Chamblin, Douglas; Westberry, Lisa; [Pete Pattavina@fws.gov](mailto:Pete.Pattavina@fws.gov); Williams, Rich

Cc: Chetna.Dixon@dot.gov

Subject: Request to Initiate FWCA Coordination: GDOT Project CSNHS-0009-00(156)(157), PI 0009156 & 0009157-Henry and Clayton Counties (Stream 24)

The subject project is described in GDOT's correspondence and the Ecology Assessment transmitted under cover letter dated April 28, 2011. The proposed project involves the construction of a reversible barrier separated managed lane system along southbound I-75. The proposed project begins at SR 166 and ends approximately 600 feet north of the SB off ramp to SR 138. The total length of proposed project is 12.24 miles.

The project would result in impacts to Stream 24, an unnamed tributary of Reeves Creek (Stream 23). Stream 24 is a fully impaired intermittent stream. The stream is located within the median one mile southeast of I-75 underpass on Stockbridge Road (SR 138). The maintained ROW existing beyond the vegetative buffer of Stream 24. The proposed project would place the stream in a new culvert. Approximately 50 linear feet (0.005 acre) would result in permanent impacts by the proposed project. Due to the placement of an open reach of the stream into a new culvert, consultation with USFWS is required for Stream 24. The proposed work would temporarily encroach (associated with clearing of vegetation) upon approximately 550 linear feet (0.631 acre or 27,500 square feet) of vegetative buffer along the left and right downstream bank of Stream 24. A stream buffer variance would be required for Stream 24.

The total amount of impacts to intermittent streams would be approximately 75 linear feet (0.007 acre). The total amount of impacts to perennial and intermittent streams along the proposed project corridor would be approximately 395 linear feet (0.135 acre). The total amount of compensatory perennial and intermittent stream mitigation would be required for the construction of the proposed project is 1,348 credits.

We believe that the impacts to Stream 24 are unavoidable and that the mitigation proposed is adequate to compensate for these impacts. We request your concurrence with this determination. If you require additional information, please advise.

Thanks-

Chetna P. Dixon

Environmental Coordinator

FHWA-GA Division

61 Forsyth Street, Suite 17T100

Atlanta, GA 30303

404.562.3655 (phone)

404.562.3703 (fax)

email: Chetna.Dixon@dot.gov



United States Department of the Interior

Fish and Wildlife Service
105 Westpark Drive, Suite D
Athens, Georgia 30606

JUL 01 2011

West Georgia Sub Office
P.O. Box 52560
Ft. Benning, Georgia 31995-2560

Coastal Sub Office
4980 Wildlife Drive
Townsend, Georgia 31331

Mr. Rodney Barry, P.E.
Division Administrator
Federal Highway Administration, Georgia Division
61 Forsyth Street, SW
Suite 17T100
Atlanta, Georgia 30303
ATTN: Ms. Chetna Dixon

RE: USFWS Log# 41460-2011-CPA-0844, GDOT P.I. # 0009156/0009157

Dear Mr. Barry:

Thank you for your June 09, 2011, electronic mail regarding Georgia Department of Transportation (GDOT) project CSNHS-0009-00(156)(157). We submit the following comments under provisions of the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 *et. seq.*).

The referenced project proposes to construct a reversible, barrier-separated managed lane system along southbound Interstate 75, in Henry and Clayton Counties, Georgia. As a result of project implementation, approximately 395 linear feet of stream channel would realize permanent impacts, as detailed in GDOT's April 28, 2011, consultation package.

GDOT investigated options to minimize and avoid impacts to streams along the project corridor. However, design constraints limited further minimization and avoidance of stream resources. GDOT proposes to compensate for impacts with the acquisition of mitigation credits from an approved mitigation bank.

We concur with your determination, that impacts to streams are unavoidable and necessary to implement the proposed project. GDOT's mitigation proposal satisfies your agency's responsibilities under FWCA. No additional compensation is necessary.

If you have any questions or require further information, please contact staff biologist Pete Pattavina, at 706-613-9493, ext. 236.

Sincerely,

Sandra S. Tucker
Field Supervisor

cc: Doug Chamblin, GDOT
file



August 22, 2011

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

Re: Transmittal of Addendum to Assessment of Ecological Resources Report.
GDOT Project CSNHS-0009-00(156)(157), Henry and Clayton Counties, P.I. Nos. 0009156 & 0009157.
Interstate 75 Managed Lanes

Dear Mr. Barry:

Georgia Department of Transportation (GDOT) Project CSNHS-0009-00(156)(157) proposes to construct new lanes along Interstate 75 (I-75) in Henry and Clayton Counties, Georgia. The proposed project involves the construction of a reversible barrier-separated managed lane system along southbound I-75. The new lane construction portion of the project begins at the I-75 bridge over State Route (SR) 155 and ends approximately 600 feet north of the I-75 southbound off ramp to SR 138 (Stockbridge Hwy) at the Henry/Clayton County line and at SR 138 on I-675 in Clayton County, for a total length of 12.24 miles. From SR 155 to just south of Mt. Carmel Road, the managed lane system will consist of one reversible lane and transition to two reversible lanes at this location. To accommodate the reversible lanes, widening of the general purpose lanes southbound approximately 19 to 31 feet +/- will be required. Additional proposed improvements include the replacement of the existing Mt. Carmel Road bridge with a new two span bridge with dimensions of 55.25 feet by 287 feet that provides connection to the managed lanes and construction of a new single span 67.75 feet by 246 feet bridge over I-75 southbound lanes to provide a dedicated connection to I-675.

The purpose of the addendum is to document changes to the project description. Changes to the project description since the April 2011 Ecology Assessment include the selection of the reversible lane system as the preferred alternative; the addition of intersection improvements at Mt. Carmel Road and Jonesboro Road and Mt. Carmel Road and Mill Road; and the addition of Intelligent Transportation System (ITS) equipment along I-75 and I-675.

There have been no changes in proposed impacts to ecological resources since the transmittal of the Ecology Resource Survey and Assessment of Effects Report (April 28, 2011).

- Construction of the proposed project would impact eight jurisdictional perennial streams, two jurisdictional intermittent streams, three jurisdictional wetlands, and three non-jurisdictional ephemeral streams.
- Project impacts would amount to 395 linear feet (0.135 acre) of jurisdictional streams, 0.306 acre of jurisdictional wetlands, and 110 linear feet (0.013 acre) of non-jurisdictional ephemeral streams.
- No jurisdictional open waters would be impacted by the proposed project.
- A total of 1,348 compensatory perennial and intermittent stream mitigation credits and 2.2 compensatory wetland mitigation credits would be required for construction of the proposed project. These credits will be obtained from an approved U.S. Army Corps of Engineers (USACE) mitigation bank that serves Hydrologic Unit Code (HUC) 03070103 (upper Ocmulgee River basin).
- The proposed project would not impact essential fish habitat or critical habitat for protected species.
- Construction of the proposed project would have minimal effect on neotropical/migratory bird species.

Mr. Rodney N. Barry, P.E.
GDOT Project CSNHS-0009-00(156)(157)
August 22, 2011
Page 2 of 2

- The proposed project would not result in a “take”, as defined under the Bald and Golden Eagle Protection Act, and there would be no effect to federally or state protected species.

This report is being transmitted for your information and file. Your office concurred with the listed biological determinations in an email dated June 9, 2011, and Fish and Wildlife Coordination Act concurrence was received from the U.S. Fish and Wildlife Service in a letter dated July 1, 2011. If you should have any questions or need additional information, feel free to contact Ryan Fowler at (407) 806-4582 (ryan.fowler@atkinsglobal.com) or Doug Chamblin at (404) 631-1447 (dchamblin@dot.ga.gov).

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/rkf
Attachment

cc: Pete Pattavina, USFWS (with attachment)
Mike Dover, GDOT Project Manager
Eugene Hopkins, GDOT ECB
Jonathan Cox, GDOT NEPA

Georgia Department of Natural Resources

Environmental Protection Division, Watershed Protection Branch
4220 International Parkway, Suite 101, Atlanta, Georgia 30354

Linda MacGregor, P.E., Branch Chief
404/675-6232

FAX: 404/675-6245

Reply To:
NonPoint Source Program
404/675-6240

February 14, 2012

Mr. Glenn Bowman
Georgia Department of Transportation
Office of Environmental Services
600 W. Peachtree Street, NW, 16th Floor
Atlanta, Georgia 30308
Attention: Doug Chamblin

Re: State Waters Determination
GDOT PI #0009156
Henry/Clayton County

Dear Mr. Bowman:

A site visit was conducted on January 19, 2012 by the Georgia Environmental Protection Division (EPD) to determine if state waters that require an undisturbed buffer were present. In attendance were Casey Glen (Edwards Pitman Environmental, Inc.) and Dewey Richardson (EPD). Based upon the site inspection, the EPD has determined the following:

- (1) State waters identified as Ephemeral Stream 7, does not exhibit evidence of being at least an intermittent stream. The feature has a poorly defined channel and does not exhibit evidence of a base flow, a clear point of wretched vegetation or hydric soils. The feature has fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (2) State waters identified as Detention Basin 7a, has an outflow but does not exhibit evidence of a normal pool elevation or wretched vegetation. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (3) State waters identified as Ephemeral Stream 11, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow, a clear point of wretched vegetation or hydric soils. The feature has fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

Mr. Glenn Bowman
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February 14, 2012

- (4) State waters identified as Ephemeral Stream 11a, does not exhibit evidence of being at least an intermittent stream. The feature does not exhibit evidence of a continuous bed and bank, base flow, a clear point of wrested vegetation or hydric soils. The feature has fibrous roots and rooted upland plants in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

The EPD reserves the right to change this determination if additional information is obtained during a later site inspection or if site conditions have changed.

This letter does not relieve you from obtaining any other permits that would be required by any other local, state, or federal agency.

If additional information is required, please do not hesitate to contact me at (478) 751-6612.

Sincerely,



Dewey Richardson
Environmental Specialist
Erosion and Sedimentation Control Unit

cc: Catherine Samay
Bert Langley
Daryl Williams
Casey Glen

Georgia Department of Natural Resources

Environmental Protection Division, Watershed Protection Branch
4220 International Parkway, Suite 101, Atlanta, Georgia 30354

Linda MacGregor, P.E., Branch Chief
404/675-6232

FAX: 404/675-6245

Reply To:
NonPoint Source Program
404/675-6240

February 14, 2012

Mr. Glenn Bowman
Georgia Department of Transportation
Office of Environmental Services
600 W. Peachtree Street, NW, 16th Floor
Atlanta, Georgia 30308
Attention: Doug Chamblin

Re: State Waters Determination
GDOT PI #0009157
Henry/Clayton County

Dear Mr. Bowman:

Site visits were conducted on January 19, 2012 & January 20, 2012 by the Georgia Environmental Protection Division (EPD) to determine if state waters that require an undisturbed buffer were present. In attendance were Casey Glen (Edwards Pitman Environmental, Inc.) and Dewey Richardson (EPD). Based upon the site inspection, the EPD has determined the following:

- (1) State waters identified as Stream 24, does exhibit evidence of being at least an intermittent stream upstream of the concrete channel. The reach exhibits evidence of a defined channel, base flow and wretched vegetation. As a result, the EPD has determined this section of the feature is subject to state-mandated buffer requirements. Within the concrete channel, the reach exhibits evidence of base flow and a groundwater component but no point of wretched vegetation. As a result, the EPD has determined this section of the feature is not subject to state-mandated buffer requirements.
- (2) State waters identified as Ephemeral Stream 25, does not exhibit evidence of being at least an intermittent stream. The feature does not exhibit evidence of a continuous bed and bank, base flow or wretched vegetation. The feature is more characteristic of an erosional feature. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

- (3) State waters identified as Ephemeral Stream 26, does not exhibit evidence of being at least an intermittent stream. While exhibiting evidence of base flow and a groundwater component, the feature resides within a concrete channel prohibiting a point of wretched vegetation. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (4) State waters identified as Ephemeral Stream 27, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow or hydric soils. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (5) State waters identified as Ephemeral Stream 27a, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel and standing pools of water. However, the feature does not exhibit evidence of a base flow, a groundwater component or hydric soils. The feature is more characteristic of an erosional feature. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (6) State waters identified as Ephemeral Stream 27a-1, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow, a clear point of wretched vegetation or hydric soils. The feature has fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (7) State waters identified as Ephemeral Stream 27b, does not exhibit evidence of being at least an intermittent stream. The feature has a poorly defined channel and does not exhibit evidence of a clear point of wretched vegetation or hydric soils. The feature has fibrous roots and rooted upland plants in the channel. While the feature exhibits flow, there is no evidence of a groundwater component. The feature scored 7.5 on the North Carolina Division of Water Quality Stream Identification Form. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

- (8) State waters identified as Ephemeral Stream 27c, does not exhibit evidence of being at least an intermittent stream. The feature does not exhibit evidence of a continuous bed and bank, base flow or a clear point of wretched vegetation. The feature has rooted upland plants in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (9) State waters identified as Ephemeral Stream 27d, does not exhibit evidence of being at least an intermittent stream. The feature does not exhibit evidence of a continuous bed and bank, base flow or a clear point of wretched vegetation. The feature has fibrous roots and rooted upland plants in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (10) State waters identified as Ephemeral Stream 27g, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a poorly defined channel and a standing pool of water at the culvert. However, the feature does not exhibit evidence of a base flow, a clear point of wretched vegetation or hydric soils. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (11) State waters identified as Ephemeral Stream 27j, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a poorly defined channel and a low base flow. However, the feature does not exhibit evidence of a clear point of wretched vegetation. The feature scored 12 on the North Carolina Division of Water Quality Stream Identification Form. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (12) State waters identified as Stream 27n, does exhibit evidence of being at least an intermittent stream upstream of the concrete channel. The reach exhibits evidence of a defined channel, base flow and wretched vegetation. As a result, the EPD has determined this section of the feature is subject to state-mandated buffer requirements. Within the concrete channel, the reach exhibits evidence of base flow and a groundwater component but no point of wretched vegetation. As a result, the EPD has determined this section of the feature is not subject to state-mandated buffer requirements.

- (13) State waters identified as Stream 27n-1, does exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel, a base flow, a groundwater component (iron oxidizing bacteria) and wretched vegetation. As a result, the EPD has determined the feature is subject to state-mandated buffer requirements.
- (14) State waters identified as Ephemeral Stream 27o, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel that loses definition downstream. The feature does not exhibit evidence of a base flow or hydric soils. The feature has fibrous roots in the channel and is more characteristic of an erosional feature. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (15) State waters identified as Ephemeral Stream 27p, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow or hydric soils. The feature has fibrous roots and rooted upland plants in the channel. The feature is more characteristic of an erosional feature. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (16) State waters identified as Ephemeral Stream 27q, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel and a standing pool of water. However, the feature does not exhibit evidence of a base flow, a continuous point of wretched vegetation or hydric soils. The feature has fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (17) State waters identified as Ephemeral Stream 27r, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow or hydric soils. The feature has leaf litter, fibrous roots and rooted upland plants in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

Mr. Glenn Bowman
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February 14, 2012

- (18) State waters identified as Ephemeral Stream 27t, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel that loses definition downstream and hydric indicators in the pooling area. However, the feature does not exhibit evidence of a base flow. The feature has leaf litter and fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

The EPD reserves the right to change this determination if additional information is obtained during a later site inspection or if site conditions have changed.

This letter does not relieve you from obtaining any other permits that would be required by any other local, state, or federal agency.

If additional information is required, please do not hesitate to contact me at (478) 751-6612.

Sincerely,



Dewey Richardson
Environmental Specialist
Erosion and Sedimentation Control Unit

cc: Catherine Samay
Bert Langley
Daryl Williams
Casey Glen



April 9, 2012

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17th Floor
Atlanta, Georgia 30303-3104
ATTN: Jennifer Giersch

Re: Transmittal of Addendum to Approved Ecology Resource Survey Report and Assessment of Effects Report and Subsequent Addenda and Request for Coordination under the Fish and Wildlife Coordination Act (FWCA);
GDOT Project CSNHS-0009-00(156)(157), Henry and Clayton Counties, P.I. Nos. 0009156 & 0009157

Dear Mr. Barry:

The purpose of this letter is to request coordination under the Fish and Wildlife Coordination Act (FWCA) for channel loss within Crittle Creek (Stream 12g). FWCA coordination for channel loss within an unnamed tributary to Reeves Creek (Stream 24) was completed previously and concurred with by USFWS on July 1, 2011 and no changes to the impacts have occurred as a result of design changes since the FWCA concurrence was received. Georgia Department of Transportation (GDOT) Project CSNHS-0009-00(156)(157) proposes to construct new lanes along Interstate 75 (I-75) in Henry and Clayton Counties, Georgia. Two build alternatives are under consideration for the proposed project: Alternative 1 – ELT, would include the construction of reversible, barrier separated electronic toll lanes (ETL) and Intelligent Transportation System (ITS) infrastructure along I-75 and I-675; Alternative 2 – HOT-3+, would include the same lane configuration and physical footprint as ETL, but would include High Occupancy Toll (HOT) lanes and ITS, with the key differences being the toll policy and physical operations of the toll collection. The proposed beginning point of the project is Mile Post (MP) 214.16, which is approximately 2.1 miles south of the I-75 Bridge over State Route (SR) 155. The proposed end point of the project is 2.1 miles north of the I-75 southbound off-ramp to SR 138/Stockbridge Highway (MP 230.00) and 2.1 miles north of SR 138/Stockbridge Highway on I-675 in Clayton County. The total project length including the ITS system would be 17.94 miles. The total amount of area encompassed by the proposed project is approximately 677 acres. Ecological impacts would not differ between the two build alternatives under consideration.

Ecological impacts have changed as a result of design changes from the addition of new connection point to Jonesboro Road (Alternative 3A), which would be included as a component of both build alternatives under consideration.

Anticipated impacts related to this project and findings of ecological resources are:

- The proposed project would impact edge dwelling neotropical/migratory bird species and Special Provision 107.23G would be implemented in order to protect birds utilizing culverts and bridges;
- FHWA concurrence was received for the no effect determinations for federally protected species in Clayton or Henry Counties on June 9, 2011;
- Project would have no effect to the federally endangered dwarf sumac (*Rhus michauxii*) or federally threatened pool sprite (*Amphianthus pusillus*); project would have no effect to the state endangered robust redhorse (*Moxostoma robustum*), state threatened Altamaha shiner (*Cyprinella xaemura*), or state rare goldstripe darter (*Etheostoma parvipinne*);
- The proposed project would not result in a “take” and would have no effect to bald eagles (*Haliaeetus leucocephalus*);
- Fourteen (14) jurisdictional perennial streams, 24 jurisdictional intermittent streams, 10 jurisdictional wetlands, one jurisdictional open water, and one jurisdictional ephemeral stream were identified within or adjacent to the project corridor;
- Eighteen (18) non-jurisdictional non-buffered state waters (NBSWs) were identified within or adjacent to the project corridor;
- The proposed project would impact 9 perennial streams and 2 intermittent streams for 525 linear feet (0.171 acre), 5 jurisdictional wetlands for 0.877 acres of permanent impacts, and would not impact any open waters or ephemeral streams;
- The project would impact three NBSWs for a total of 110 linear feet (0.013 acre);
- The project would require 1,972 stream and 6.3 wetland/open water mitigation credits from a bank which serves HUC 03070103;
- The project would impact 550 linear feet (27,500 square feet) of Stream 24’s vegetative buffer. A stream buffer variance would be required for the project under Criteria 2(a); and
- US Fish and Wildlife Service (USFWS) FWCA concurrence for Stream 24 was obtained on July 1, 2011.

FWCA concurrence is being requested for Stream 12g, which is located in the additional area surveyed for Alternative 3A.

Stream 12g

Stream 12g, Crittle Creek, is a fully impaired perennial stream with a substrate of silt, sand, gravel, pebble, and cobble. Crittle Creek crosses the project corridor in several locations; however this reach, identified as Stream 12g, is located between 0.1 and 0.2 mile east of the I-75 northbound off-ramp to SR 920/Jonesboro Rd and south of SR 920/Jonesboro Rd. The stream traverses an area of hardwood forest. The depth of the water in the channel was 1-3 ft. Water clarity showed moderate turbidity. Channel width is from 6-12 ft, and depth is 2-4 ft. The bankfull width of the stream varies from 6-12 ft, and the depth from 2-4 ft. The stream has a medium quality riparian buffer that extends greater than 50 ft from each bank, dominated by black willow, sweetgum, red maple, loblolly pine, sensitive fern, giant cane, soft rush, arrowhead and Chinese privet. The channel displays little to no sinuosity, and the moderately stable stream banks are near vertical for much of the reach. The stream channel has been straightened via ditching. Stream 12g receives surface runoff from the hardwood forest and maintained ROW associated with SR 920/Jonesboro Rd. This stream is not listed as a 2010 Georgia 303(d) stream, and it is not a direct tributary of a listed stream. Stream 12g does not provide any potential habitat for protected species. This stream is considered to be fully impaired due to the streambed straightening, vertical stream banks, presence of invasive species, and culvert crossing (located just outside of the survey area). Within the study area, there are no existing structures. Located immediately outside of the study area, the stream flows through a triple box culvert. Stream 12g would be permanently impacted for 130 linear ft due to the addition of a culvert. A stream buffer variance would not be required for Stream 12g. The culvert would be required to be embedded a minimum of 20% of the diameter of the culvert to accommodate fish passage.

Due to the fixed tie in point at an existing intersection and the linear nature of Stream 12g, no avoidance alternative exists for the proposed project in the vicinity of Stream 12g.

The consultant used the most current listings of threatened and endangered species during the ecological surveys. The Department respectfully requests your concurrence with the no effect determinations and that your office initiate coordination with the USFWS in accordance with the FWCA (48 Stat. 401, as amended; 16 U.S.C. 661 et. Seq) for the above referenced project. Additionally, the Department respectfully requests your approval and of the USFWS that all reasonable avoidance and minimization measures have been explored. If you have any questions or need additional information, feel free to contact Doug Chamblin at (404) 631-1447 or dchamblin@dot.ga.gov.

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/cl
Attachment

cc: Pete Pattavina, USFWS (with attachment)
Mike Dover, GDOT PM
Eugene Hopkins, GDOT ECB
Jonathan Cox, GDOT NEPA

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

April 9, 2012

Mr. Edward Johnson, Branch Chief
Regulatory Division – Piedmont Branch
U.S. Army Corps of Engineers
1590 Adamson Parkway
Morrow, Georgia 30260-1763
Attention: Mary Dills

Re: Request for Jurisdictional Determination for GDOT Project CSNHS-0009-00(156)(157), Henry and Clayton Counties, P.I. Nos. 0009156 & 0009157

Dear Ms. Dills:

The Georgia Department of Transportation (GDOT) wishes to request a jurisdictional determination for GDOT Project CSNHS-0009-00(156)(157) in Henry and Clayton Counties. The proposed project would involve the construction of managed lanes along Interstate 75 (I-75) and I-675 in Henry and Clayton Counties, Georgia. The attached report details the state and federal waters that have been identified within the survey area. It has been determined that there are 14 perennial streams, 24 intermittent streams, one jurisdictional ephemeral stream, 10 wetlands, and one open waters for a total of 50 waters of the US within the survey area. Additionally, 18 non-jurisdictional non-buffered state waters (either drainage ditches or detention basins) were identified within the survey corridor. We respectfully request your verification of these determinations.

Enclosed is the Addendum to the Ecology Assessment of Effects report, which describes and delineates the identified state and federal waters. Thank you for your attention to this matter. If you should have any questions or need additional information, please contact Doug Chamblin at the Georgia Department of Transportation at (404) 631-1447.

Sincerely,

A handwritten signature in cursive script that reads "Glenn Bowman P.E.".

Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/cl

enclosures

cc: Mike Dover, GDOT PM
Jonathon Cox, GDOT NEPA
Eugene Hopkins, GDOT ECB

**REQUEST FOR JURISDICTIONAL DETERMINATION
FOR PROPERTY LOCATED
WITHIN THE STATE OF GEORGIA**

APPLICANT Doug Chamblin, Georgia DOT Fax (404) 631-1916
Phone (hm/bus) (404) 631-1447 E-Mail dchamblin@dot.ga.gov
Address 600 W. Peachtree Street NW, 16th Floor
City Atlanta State GA Zip Code 30308

PROPERTY OWNER same as above Fax _____
Phone (hm/bus) _____ E-Mail _____
Address _____
City _____ State _____ Zip Code _____

AGENT Edwards-Pitman Environmental, Inc. Fax (770) 333-8277
Phone (hm/bus) (770) 333-9484 E-Mail clane@edwards-pitman.com
Address 1250 Winchester Parkway, Suite 200
City Smyrna State GA Zip Code 30080

PROPERTY ADDRESS/SUBDIVISION/LOCATION

Interstate 75 Managed Lanes
City (in/near) McDonough County Henry and Clayton
Latitude +33.428072° Longitude -84.182604°
Size (acres and/or dimensions) 677 acres
Nearest Stream/River/Lake Camp Creek

THE REQUEST MUST INCLUDE: A location map showing the property and a nearby landmark such as a major highway intersection; showing property boundaries in relation to nearby streets and other properties; and a topographic map and county soil survey with the property boundaries superimposed.

Appendix D

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD):

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:

Applicant:
Doug Chamblin
Georgia Department of Transportation
600 W. Peachtree Street NW
Atlanta, GA 30308

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Savannah District- Interstate 75 - Managed Lanes

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Interstate 75 in Henry and Clayton Counties

(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)

State: GA County/parish/borough: Henry and Clayton City: McDonough
Center coordinates of site (lat/long in degree decimal format): Lat. +33.428072° N, Long. -84.182604° E.
Universal Transverse Mercator: NAD 83
Name of nearest waterbody: Camp Creek

Identify (estimate) amount of waters in the review area:

Non-wetland waters: 9 Streams linear feet: 525 width (ft) and/or 0.171 acres.
Cowardin Class: Riverine
Stream Flow: Perennial
Wetlands: 0.877 acres.
Cowardin Class: Forested

Name of any water bodies on the site that have been identified as Section 10 waters:

Tidal:
Non-Tidal:

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

- Office (Desk) Determination. Date:
 Field Determination. Date(s): November 7, 2011

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other

water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
 - Data sheets prepared/submitted by or on behalf of the applicant/consultant.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report.
 - Data sheets prepared by the Corps:
 - Corps navigable waters' study:
 - U.S. Geological Survey Hydrologic Atlas:
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
 - U.S. Geological Survey map(s). Cite scale & quad name: McDonough, Georgia; Stockbridge, Georgia; Jonesboro, Georgia.
 - USDA Natural Resources Conservation Service Soil Survey. Citation: Henry and Clayton Counties Soil Survey.
 - National wetlands inventory map(s). Cite name:
 - State/Local wetland inventory map(s):
 - FEMA/FIRM maps:
 - 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
 - Photographs: Aerial (Name & Date): USDA NRCS (2009) National Imagery Program.
or Other (Name & Date):
 - Previous determination(s). File no. and date of response letter:
 - Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory Project Manager
(REQUIRED)

Dog Clark 4/9/2012

Signature and date of
person requesting preliminary JD
(REQUIRED, unless obtaining the signature is
impracticable)

Site Number	Latitude	Longitude	Cowardin Classification	Estimated Amount of Aquatic Resource in Review Area	Class of Aquatic Resource
Stream 1a	+33.381103°	-84.139743°	Intermittent	440 l.f.	Non-Section 10 - non-tidal
Stream 1b	+33.382541°	-84.140361°	Perennial	590 l.f.	Non-Section 10 - non-tidal
Stream 1c	+33.387082°	-84.142852°	Intermittent	670 l.f.	Non-Section 10 - non-tidal
Stream 1d	+33.395891°	-84.147429°	Intermittent	575 l.f.	Non-Section 10 - non-tidal
Stream 1e	+33.399400°	-84.150079°	Perennial	520 l.f.	Non-Section 10 - non-tidal
Stream 1f	+33.408813°	-84.157501°	Intermittent	365 l.f.	Non-Section 10 - non-tidal
Stream 1g	+33.409483°	-84.158294°	Intermittent	385 l.f.	Non-Section 10 - non-tidal
Stream 1	+33.421931°	-84.174666°	Perennial	1,985 l.f.	Non-Section 10 - non-tidal
Stream 2	+33.445236°	-84.198028°	Perennial	2,780 l.f.	Non-Section 10 - non-tidal
Stream 3	+33.446485°	-84.199056°	Perennial	1,300 l.f.	Non-Section 10 - non-tidal
Wetland 4	+33.449558°	-84.207710°	Emergent	0.03 acre	Non-Section 10 - non-tidal
Stream 5	+33.449732°	-84.207509°	Intermittent	45 l.f.	Non-Section 10 - non-tidal
Stream 6	+33.449606°	-84.207426°	Intermittent	200 l.f.	Non-Section 10 - non-tidal
Stream 8	+33.451009°	-84.204444°	Intermittent	450 l.f.	Non-Section 10 - non-tidal
Wetland 9	+33.450658°	-84.204263°	Forested	1.59 acres	Non-Section 10 - non-tidal
Wetland 10	+33.451342°	-84.204554°	Forested	0.70 acre	Non-Section 10 - non-tidal
Stream 12	+33.455868°	-84.206855°	Perennial	995 l.f.	Non-Section 10 - non-tidal

Wetland 12a	+33.458145°	-84.207173°	Forested	5.08 acres	Non-Section 10 -- non-tidal
Stream 12b	+33.457226°	-84.207110°	Intermittent	495 l.f.	Non-Section 10 -- non-tidal
Stream 12c	+33.458423°	-84.207006°	Perennial	890 l.f.	Non-Section 10 -- non-tidal
Stream 12d	+33.456686°	-84.206167°	Intermittent	175 l.f.	Non-Section 10 -- non-tidal
Stream 12e	+33.458134°	-84.206788°	Intermittent	350 l.f.	Non-Section 10 -- non-tidal
Wetland 12f	+33.461313°	-84.205762°	Forested	1.98 acres	Non-Section 10 -- non-tidal
Stream 12g	+33.461242°	-84.205548°	Perennial	930 l.f.	Non-Section 10 -- non-tidal
Wetland 12h	+33.462508°	-84.206029°	Forested	0.02 acre	Non-Section 10 -- non-tidal
Stream 13	+33.469698°	-84.213085°	Perennial	1,970 l.f.	Non-Section 10 -- non-tidal
Stream 14	+33.499549°	-84.224936°	Intermittent	145 l.f.	Non-Section 10 -- non-tidal
Stream 15	+33.499734°	-84.225136°	Perennial	260 l.f.	Non-Section 10 -- non-tidal
Stream 16	+33.500972°	-84.226299°	Perennial	160 l.f.	Non-Section 10 -- non-tidal
Wetland 17	+33.501081°	-84.226428°	Forested	0.023 acre	Non-Section 10 -- non-tidal
Wetland 18	+33.502547°	-84.227763°	Forested	0.41 acre	Non-Section 10 -- non-tidal
Stream 19	+33.502717°	-84.227989°	Intermittent	700 l.f.	Non-Section 10 -- non-tidal
Stream 20	+33.514047°	-84.241689°	Intermittent	1,165 l.f.	Non-Section 10 -- non-tidal
Stream 21	+33.514481°	-84.241518°	Perennial	2,330 l.f.	Non-Section 10 -- non-tidal
Stream 22	+33.517062°	-84.244561°	Intermittent	1,770 l.f.	Non-Section 10 -- non-tidal

Stream 23	+33.537237°	-84.263865°	Perennial	1,550 l.f.	Non-Section 10 – non-tidal
Stream 24	+33.537404°	-84.264089°	Intermittent	1,150 l.f.	Non-Section 10 – non-tidal
Detention Basin 27b-1	+33.545967°	-84.278629°	Open Water	0.27 acre	Non-Section 10 – non-tidal
Ephemeral Stream 27b	+33.545612°	-84.278233°	Ephemeral	560 l.f.	Non-Section 10 – non-tidal
Stream 27e	+33.552794°	-84.294831°	Intermittent	325 l.f.	Non-Section 10 – non-tidal
Wetland 27f	+33.552578°	-84.294535°	Forested	0.15 acre	Non-Section 10 – non-tidal
Stream 27h	+33.554799°	-84.298985°	Intermittent	290 l.f.	Non-Section 10 – non-tidal
Stream 27i	+33.553943°	-84.270274°	Intermittent	185 l.f.	Non-Section 10 – non-tidal
Stream 27k	+33.556922°	-84.270370°	Intermittent	370 l.f.	Non-Section 10 – non-tidal
Stream 27l	+33.561898°	-84.270864°	Perennial	525 l.f.	Non-Section 10 – non-tidal
Wetland 27m	+33.561240°	-84.272265°	Forested	0.53 acre	Non-Section 10 – non-tidal
Stream 27n	+33.569690°	-84.274863°	Intermittent	2,565 l.f.	Non-Section 10 – non-tidal
Stream 27n-1	+33.569674°	-84.275123°	Intermittent	140 l.f.	Non-Section 10 – non-tidal
Stream 27s	+33.578744°	-84.279116°	Intermittent	645 l.f.	Non-Section 10 – non-tidal
Stream 27u	+33.580074°	-84.279814°	Intermittent	500 l.f.	Non-Section 10 – non-tidal

From: Chetna.Dixon@dot.gov [mailto:Chetna.Dixon@dot.gov]

Sent: Wednesday, May 23, 2012 1:49 PM

To: Chamblin, Douglas; [Pete Pattavina@fws.gov](mailto:Pete.Pattavina@fws.gov)

Cc: Chetna.Dixon@dot.gov

Subject: RE: Request to Initiate FWCA Coordination: GDOT Project CSNHS-0009-00(156)(157), PI 0009156 & 0009157-Henry and Clayton Counties (Stream 24)

The subject project is described in GDOT's correspondence and Addendum to the Approved Ecology Resource Survey and Assessment dated April 9, 2012 . Note revised pages of the report were emailed to FHWA on 5/14/12.

Previous FWCA coordination occurred on June 9, 2011 for channel loss associated with Stream 24 (an unnamed tributary to Reeves Creek). USFWS issued FWCA concurrence for Stream 24 on July 1, 2011. Please see the email below. However, the proposed project has been redesigned resulting in impacts to Stream 12g. Crittle Creek (Stream 12 g) is a fully impaired perennial stream. The proposed project would result in 130 linear feet of permanent impacts due to the addition of a culvert. Embedding the culvert of a minimum of 20 percent is required to accommodate fish passage.

In summary, nine perennial streams would be impacted by the proposed project: Streams 1, 2, 12, 12g, 13, 15, 16, and 23. Approximately 450 linear feet (0.164 acre) of impacts would occur to perennial streams. Two intermittent streams (8 and 24) would be impact as a result of the proposed project . Approximately 75 linear feet (0.007 acre) of intermittent streams would be impacted. 1,972 mitigation credits would be purchased to mitigate impacts to perennial and intermittent streams.

In accordance with the FWCA, we are initiating coordination with you regarding these impacts. We believe impacts to Stream 12g and 24 are unavoidable and the mitigation proposed is adequate to compensate for these impacts. We request your concurrence with this determination. If you have any comments or questions, please advise.

Chetna P. Dixon | FHWA GA Division

Environmental Coordinator

☎:: 404.562.3655 office

✉:: chetna.dixon@dot.gov

📍:: 61 Forsyth Street, Ste 17T100; Atlanta, GA 30303

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United States Department of the Interior

Fish and Wildlife Service
105 Westpark Drive, Suite D
Athens, Georgia 30606

JUN 15 2012

West Georgia Sub Office
P.O. Box 52560
Ft. Benning, Georgia 31995-2560

Coastal Sub Office
4980 Wildlife Drive
Townsend, Georgia 31331

Mr. Rodney Barry, P.E.
Division Administrator
Federal Highway Administration, Georgia Division
61 Forsyth Street, SW
Suite 17T100
Atlanta, Georgia 30303
ATTN: Ms. Chetna Dixon

RE: GDOT P.I. No. 0009156/0009157, USFWS Log# 04EG1000-2012-CPA-0725

Dear Mr. Barry:

Thank you for your May 23, 2012, electronic mail regarding Georgia Department of Transportation (GDOT) project CSNHS-0009-00(156)(157). We submit the following comments under provisions of the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 *et. seq.*).

GDOT proposes to construct a reversible, barrier-separated, managed lane system along southbound Interstate 75 in Henry and Clayton Counties, Georgia. As a consequence of project implementation, 525 feet of stream channel would realize impacts, as detailed in GDOT's April 9, 2012, coordination package.

GDOT investigated options to minimize and avoid impacts to aquatic resources. Further avoidance of resources was not practicable due to design constraints. GDOT would mitigate for impacts with the acquisition of credits from an approved mitigation bank.

We concur with your determination that impacts to streams along the project corridor are unavoidable and necessary to implement the proposed project. GDOT's mitigation proposal satisfies your agency's responsibilities under FWCA. No additional compensation is necessary.

If you have any questions or require further information, please contact staff biologist Pete Pattavina, at 706-613-9493, ext. 236.

Sincerely,

Sandra S. Tucker
Field Supervisor

cc: Doug Chamblin, GDOT
file



October 25, 2012

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

Re: Transmittal of Addendum to Approved Ecology Resource Survey Report and Assessment of Effects Report and Subsequent Addenda for Georgia Department of Transportation Project CSNHS-0009-00(156)(157) Henry and Clayton Counties, P.I.# 0009156 & 0009157

Dear Mr. Barry:

Please find attached the *Addendum to Approved Ecology Resource Survey and Assessment of Effects Report and Subsequent Addenda* for the subject project. The Georgia Department of Transportation (GDOT) proposes to construct a reversible barrier-separated managed lane system along southbound I-75 in Henry and Clayton Counties, Georgia. The project is located in the upper Ocmulgee River basin [Hydrologic Unit Code (HUC) 03070103], which is not listed as a priority watershed by the United States Environmental Protection Agency (USEPA). The total project length would be 18.05 miles. The total amount of area encompassed by the proposed project is approximately 686 acres.

The purpose of this Ecology Addendum is to report ecological findings and impacts associated with project design changes. The following project design changes have been proposed:

- A 150-foot right turn lane southbound along Industrial Boulevard at SR 20 would be constructed.
- The existing right turn lane along westbound SR 20 at the I-75 Southbound Exit 218 Off-Ramp would be restriped and used as a third receiving lane. The third receiving lane would then become an exclusive right turn lane at the intersection of SR 20 and Nec Drive.
- A 150-foot right turn lane southbound along Industrial Boulevard at SR 155 would be constructed.

Anticipated impacts related to this project and findings of ecological resources are:

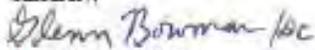
- Special Provision 107.23G would be implemented in order to protect birds utilizing culverts and bridges;
- The proposed project would have no effect on bats;
- No essential fish habitat present;
- The proposed project would have no effect on the pool sprite, goldstripe darter, robust redbhorse, black-spored quillwort, relict trillium, and Michaux's sumac. There have been no changes to these determinations since the approval of the April 2012 Addendum. Federal Highway Administration (FHWA) concurrence was received for the no effect determinations on May 23, 2012 for the area investigated in the April 2012 Addendum;
- The proposed project would not result in a "take" and would have no effect to bald eagles. FHWA concurrence of this determination was received on May 23, 2012. There have been no changes to this determination since the approval of the April 2012 Addendum;
- The proposed project would have no effect to critical habitat for protected species;
- No jurisdictional waters of the US were observed at the three proposed turning lane sites. The overall project would impact nine jurisdictional perennial streams and two jurisdictional intermittent streams for 525 linear feet (0.171 acre) of stream impacts, five jurisdictional wetlands for 0.877 acres of permanent wetland impacts, and would not impact any open waters or ephemeral streams. There have been no changes in this information since the approval of the April 2012 Addendum;
- Two previously unidentified non-jurisdictional state waters were observed at the three proposed turning lane sites. One resource (State Water 1h) is not subject to state-mandated buffer requirements, and one resource (State Water 1i) is subject to state-mandated buffer requirements. Construction and implementation of the turning lanes would not result in impacts to these state waters or state-mandated buffers. The overall project would impact three NBSWs for a total of 110 linear feet (0.013 acre);

Mr. Rodney N. Barry, P.E.
CSNHS-0009-00(156)(157), P.L.# 0009156 & 0009157
October 25, 2012
Page 2

- The project would require 1,972 stream mitigation credits and 6.3 wetland/open water mitigation credits from a bank which serves HUC 03070103;
- The project would impact the vegetated buffer of Stream 24. A stream buffer variance would be required for the project under Criteria 2(a); and
- US Fish and Wildlife Service (USFWS) Fish and Wildlife Coordination Act (FWCA) concurrence was obtained for Stream 24 on July 1, 2011 and Stream 12g on June 15, 2012.

The consultant used the most current listings of threatened and endangered species during the ecological surveys. The Department respectfully requests your concurrence on the above effect determinations. If you have any questions or need additional information, feel free to contact Doug Chamblin at (404) 631-1447 or dchamblin@dot.ga.gov.

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/jcg
Enclosure

cc: Pete Pattavina, USFWS (w/attachment)
Mike Dover, GDOT PM
Jonathan Cox, GDOT NEPA
Eugene Hopkins, GDOT ECB



June 3, 2013

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17th Floor
Atlanta, Georgia 30303-3104
ATTN: Chetna Dixon

Re: Request for Coordination under the Fish and Wildlife Coordination Act and Transmittal of Addendum IV to Approved Ecology Assessment, GDOT Project CSNHS-0009-00(136)(157), Henry and Clayton Counties, PI Nos. 0009156 & 0009157, Interstate 75 Managed Lanes

Dear Mr. Barry:

The attached Ecology Addendum IV was required to address design changes, new state and federal water resources, results of a protected aquatics species survey, and revised state and federal waters impacts. Due to the additional resources identified and design changes, the proposed project's impacts to waters of the US have changed from 523 linear feet of permanent jurisdictional stream impacts and 0.877 acre of permanent jurisdictional wetland impacts to 1,356 linear feet of permanent jurisdictional stream impacts, 125 linear feet of permanent jurisdictional ephemeral channel impacts, 1.53 acre of permanent jurisdictional wetland fill impacts, and 0.56 acre of jurisdictional wetland conversion impacts. The purpose of this letter is to transmit Ecology Addendum IV and to request coordination under the Fish and Wildlife Coordination Act (FWCA) for channel loss within Stream 21, Stream 12 (Crittles Creek), Stream 12b, Stream 12a, Stream 12j, and Stream 23; as well as, re-initiation of FWCA for channel loss within Stream 12g (Crittles Creek). FWCA coordination for channel loss within Stream 12g (Crittles Creek) and an unnamed tributary to Reeves Creek (Stream 24) was completed previously and concurred with by USFWS on July 1, 2011 and June 13, 2012. Stream 24 would no longer be impacted as a result of construction of the proposed project and proposed impacts to Stream 12g have increased, thus requiring re-initiation of FWCA.

Georgia Department of Transportation (GDOT) Project CSNHS-0009-00(136)(157) proposes to construct new lanes along Interstate 75 (I-75) in Henry and Clayton Counties, Georgia. The proposed project would consist of the construction of reversible barrier separated electronic toll lanes (ETL) and Intelligent Transportation System (ITS) infrastructure along I-75 and I-675. The proposed beginning point of the project is Mile Post (MP) 214.16, which is approximately 2.1 miles south of the I-75 Bridge over State Route (SR) 155. The proposed end point of the project is 2.1 miles north of the I-75 southbound off-ramp to SR 138/Stockbridge Highway (MP 230.00) and 2.1 miles north of SR 138/Stockbridge Highway on I-675 in Clayton County. The total project length including the ITS system would be 17.94 miles. The total amount of area encompassed by the proposed project is approximately 686 acres.

Anticipated impacts related to this project and findings of ecological resources are:

- The proposed project would likely impact edge dwelling neotropical/migratory bird species and Special Provision 107.23G would be implemented in order to protect birds utilizing culverts and bridges (no change);
- The proposed project would have no effect on bats (no change);
- No essential fish habitat present (no change);
- The proposed project would have no effect on the federally endangered black-spored quillwort (*Isotria medeoloides*), dwarf sumac (*Rhus microcarpa*), relict trillium (*Trillium reliquum*), or federally threatened pool sprite (*Amphianthus pusillus*) (no change); FHWA concurrence was received for the no effect determinations for federally threatened or endangered species on May 23, 2012;
- The proposed project would have no effect on the state endangered robust redbone (*Moacosteus robustus*), state threatened Halloween darter (*Percina crypsis*), state rare highscale shiner (*Notropis hypolepis*), or state rare goldstripe darter (*Etheostoma parvipinnis*) (Halloween darter and highscale shiner were not previously discussed);
- The proposed project would have no significant adverse effect on the state threatened Altamaha shiner (*Cyprinella vocans*), which is a change from the previously reported determination of "no effect";
- The proposed project would not result in a "take" and would have no effect on bald eagles (*Haliaeetus leucocephalus*) (no change);
- The proposed project would have no effect on critical habitat for protected species (no change);

- Twenty-three (23) jurisdictional perennial streams, 44 jurisdictional intermittent streams, 33 jurisdictional wetlands, two jurisdictional open waters, and 11 jurisdictional ephemeral streams were identified within or adjacent to the project corridor (a difference of 9 additional perennial streams, 20 additional intermittent streams, 10 additional ephemeral streams, 23 additional wetlands, and one additional open water from what was previously reported);
- Nineteen (19) non-jurisdictional non-buffered state waters (NBSWs) were identified within or adjacent to the project corridor and one non-jurisdictional buffered state water was identified within or adjacent to the project corridor (no change);
- The proposed project would impact 9 jurisdictional perennial streams and 5 jurisdictional intermittent streams for 1,356 linear feet (0.402 acre) of stream impacts, 12 jurisdictional wetlands for 1.53 acres of permanent wetland impacts and 0.56 acre of conversion impacts, and two ephemeral streams for 125 linear feet (0.01 acre) of impacts (a difference of 308 additional linear feet of perennial stream impact, 323 additional linear feet of intermittent stream impact, 1.21 additional acres of wetland impact, and 125 additional linear feet of ephemeral stream impact from what was previously reported);
- The project would require 6,095.9 stream mitigation credits and 16.2 wetland/open water mitigation credits from a bank which serves HUC 03070103 (a difference of 4,123.9 additional stream credits and 9.9 additional wetland credits);
- The project would require a Georgia stream buffer variance under Criterion 2(a) for impacts to the vegetated buffer of Streams 1, 1o, 2a, 2, 2i, 8, 12b, 13b, 13, 14, 19, 20a and Stream 23c (changed from only requiring a buffer variance under Criterion 2(a) for Stream 24) ;
- The project would require a Georgia stream buffer variance under Criterion 2(h) for impacts to the vegetated buffer of Streams 2i, 12b, 12j, and Stream 23a (no buffer variances were previously required under Criterion 2(h)); and
- US Fish and Wildlife Service (USFWS) FWCA concurrence is required for channel loss to Streams 12, 12b, 12e, 12g, 12j, 21, 23, and 23e. FWCA coordination was previously completed for Stream 12g and Stream 24 as discussed above.

Stream descriptions and an explanation for why proposed impacts are necessary can be found in the following paragraphs:

Stream 12

Stream 12, Crittle Creek, was previously described in the March 2011 Ecology Assessment. It is a somewhat impaired perennial stream with a substrate of silt, sand, gravel, pebbles, and cobble. The stream is located east and west of I-75 and crosses the project corridor approximately 0.51 mile southeast of the I-75 overpass on Jonesboro Road. The stream traverses an area of suburban development. At the time of the survey, there was normal flow in the channel. The depth of the water in the channel was approximately one foot to two feet. An assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from southwest to northeast, passing beneath I-75. Channel width varies from 15 to 25 feet, and the channel depth ranges from three to four feet. The bankfull width of the stream varies from 13 to 22 feet, and the bankfull depth of the stream ranges from two to three feet. The wetted width of the channel varies from 10 to 18 feet. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel displays moderate sinuosity, and the stream banks are moderately stable. Stream 12 receives surface runoff from mixed pine-hardwood forest, hardwood forest, industrial lots, residential lots, commercial lots, and the maintained ROW. This stream is not listed as a 2010 Georgia 303(d) stream, and it is not a direct tributary of a listed stream. There exists no 2010 Georgia 303(d)-listed stream within one downstream mile of the location where Stream 12 and the proposed project intersect. Stream 12 does not provide any potential habitat for protected species. This stream is considered to be somewhat impaired due to its having an impacted vegetated buffer, receiving runoff from industrial, residential, and commercial lots, being located in fragmented habitat, and having invasive plant species growing within its buffer. The proposed project would impact 105 linear feet of stream channel as a result of culvert extensions and wing wall installation. The culvert extension would occur on both sides of the interstates (21 linear feet on the west side and 84 linear feet on the east side).

Impacts to Stream 12 are unavoidable due to the linear nature of the resource and the design requirements of the proposed project. Impacts were minimized to the greatest extent possible by utilizing a retaining wall to reduce impacts.

Stream 12b

Stream 12b, an unnamed tributary to Crittle Creek (Stream 12c), was previously described in the April 2012 Ecology Addendum II. It is a somewhat impaired intermittent stream with a substrate of silt, sand, gravel, pebbles, cobble, and vegetative debris. The stream is located east of I-75, approximately 0.15 mile southeast of the beginning of the existing I-75 northbound off-ramp to SR 920/Jonesboro Road. The stream traverses an area of hardwood forest. At the time of the survey, there appeared to be normal flow in the channel. The depth of the water in the stream ranged from one inch to three inches. A visual assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from south to north converging with Stream 12c (Crittle Creek). Channel width varies from four to six feet, and the channel depth ranges from three to six inches. The bankfull width and depth are the same as the channel width and depth. The wetted width of the channel varies from one to five feet. The stream buffer has been somewhat

impacted as a result of highway debris. The stream has an ordinary high water mark, and the soils of the streambed are hydric. Other stream characteristics contributing to flow regime designation are somewhat continuous bed and bank, no rooted plants in the channel, presence of fibrous roots in channel, groundwater flow/discharge, and water in the channel with greater than 48 hours since the last local rain event. The channel is not highly eroded or incised, but does contain moderate siltation. The channel displays moderate sinuosity, and the stream banks appear to be stable. Stream 12b receives surface runoff from the maintained ROW and a hardwood forest. This stream is not listed as a 2010 Georgia 303(d) stream, and it is not a direct tributary of a listed stream. Stream 12b is not located within one linear mile upstream of, and within the same watershed as, a stream segment that has been classified by the USEPA as a "non-supporting" biota impaired stream. Stream 12b does not provide any potential habitat for protected species. There are no existing structures within Stream 12b (i.e. culverts, bridges, etc...). This stream is considered to be somewhat impaired due to its displaying moderate siltation, receiving runoff from the maintained ROW, and containing invasive species. The proposed project would permanently impact 150 linear feet (0.021 acre) of Stream 12b as a result fill material being placed in the stream bed. The new channel would be slightly longer than the existing channel and would be located at the toe of the proposed fill slope. FWCA consultation would be required.

Impacts to Stream 12b are unavoidable due to the linear nature of the stream paralleling the existing interstate and the project's design requirements to widen the roadway to accommodate the reversible lanes and allow for construction of the SR 920/Jonesboro Road connector road.

Stream 12e

Stream 12e, an unnamed tributary to Stream 12c, was previously described in the April 2012 Ecology Addendum II. It is a somewhat impaired intermittent stream with a substrate of silt, sand, and vegetative debris. The stream is located east of Stream 12c, flowing northwest until it converges with Stream 12c. The stream traverses an area of hardwood forest and a sewer line easement. At the time of the survey, there was standing water in the channel, but lacked visible flow except in the area of the sewer line crossing due to a grade difference and at the confluence with Stream 12c. The stream channel is divided in the vicinity of the sewer line easement as a result of alterations to the land. The original stream channel has rip-rap across the sewer line easement; however, no flow or evidence of recent flow was observed in this area. Just west of the rip rap area a small vegetated depression was observed with flowing water. The depth of the water in the stream ranged from less than one inch to four inches. A visual assessment of water clarity showed moderate turbidity. Channel width varies from four to six feet, and the channel depth ranges from three to eight inches. The bankfull width and depth are the same as the channel width and depth. The wetted width of the channel varies from one to five feet. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel displays moderate sinuosity, and the stream banks appear to be relatively stable. Stream 12e receives surface runoff from a hardwood forest and a sewer line easement. This stream is not listed as a 2010 Georgia 303(d) stream, and it is not a direct tributary of a listed stream. Stream 12e is not located within one linear mile upstream of, and within the same watershed as, a stream segment that has been classified by the USEPA as a "non-supporting" biota impaired stream. Stream 12e does not provide any potential habitat for protected species. There are no existing structures within Stream 12e (i.e. culverts, bridges, etc...). Construction of the proposed project would require 72 linear feet of stream channel to be filled.

Impacts to Stream 12e are unavoidable in order to construct the proposed bridge approach, due to span length limitations that would be encountered if the fill was utilized. The purpose of the bridge is to provide an access ramp to SR 920/Jonesboro Road and minimize or avoid impacts to Wetland 12a and Stream 12c.

Stream 12g

Stream 12g, Crittle Creek, was previously described in the April 2012 Ecology Addendum II. It is a fully impaired perennial stream with a substrate of silt, sand, gravel, pebble, and cobble. Crittle Creek crosses the project corridor in several locations; however this reach, identified as Stream 12g, is located between 0.1 and 0.2 mile east of the I-75 northbound off-ramp to SR 920/Jonesboro Road and south of SR 920/Jonesboro Road. The stream traverses an area of hardwood forest. At the time of the survey, there was normal flow in the channel. The depth of the water in the channel was approximately one to three feet. An assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from southwest to northeast. Channel width varies from six to 12 feet, and the channel depth ranges from two to four feet. The bankfull width of the stream varies from six to 12 feet, and the bankfull depth of the stream ranges from two to four feet. The wetted width of the channel varies from six to 12 feet. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel displays little to no sinuosity, and the moderately stable stream banks are near vertical for much of the reach. The stream channel has been straightened via ditching. The stream exits the survey area on the northeast side, flows under SR 920/Jonesboro Road via a triple box culvert and continues northeastward. Stream 12g receives surface runoff from the hardwood forest and maintained ROW associated with SR 920/Jonesboro Road. This stream is not listed as a 2010 Georgia 303(d) stream, and it is not a direct tributary of a listed stream. Stream 12g is not located within one linear mile upstream of, and within the same watershed as, a stream segment that has been classified by the USEPA as a "non-supporting" biota impaired stream. Stream 12g does not provide any potential habitat for protected species. This stream is considered

to be fully impaired due to the streambed straightening, vertical stream banks, presence of invasive species, and culvert crossing (located just outside of the survey area). Within the study area, there are no existing structures. Located immediately outside of the study area, the stream flows through a triple box culvert. Stream 12g would be impacted by the proposed project as a result of 140 linear feet of permanent impact from the addition of a culvert. This is an increase of 10 linear feet of impacts from what was previously reported. The increase is a result of more detailed design plans. FWCA concurrence was received for 130 linear feet of impact on June 15, 2012.

Due to the fixed tie in point at an existing intersection and the linear nature of Stream 12g, no avoidance alternative exists for the proposed project in the vicinity of Stream 12g.

Stream 12j

Stream 12j was not described in any of the previous ecology documents. Stream 12j is a somewhat impaired perennial stream located west of I-75 and south of Stream 12 at the toe of the existing fill slope from the interstate. Stream 12j serves as a primary connection point between Wetland 12i and Stream 12. Flow is relatively stagnant as a result of low gradient and the flow is dependent on the water levels within the beaver swamp. The stream was moderately turbid, based on a visual observation. The channel dimensions vary from 6 to 8 feet wide and 1 to 3 feet deep and the bankfull dimensions vary from 8 to 10 feet wide and 2 to 4 feet deep. The wetted width at the time of the field investigation was approximately 6 to 8 feet wide and the depth appeared to be 1 to 2 feet. The channel substrate consisted of sand and silt. The stream banks are moderately stable. Stream 12j is not located one linear mile upstream of, and within the same watershed as, a stream that has been classified by the GAEPD as a "non-supporting" biota impaired stream. Stream 12j is not listed on the GAEPD's 2010 Integrated 305(b)/303(d) List. Stream 12j does not provide habitat for any state or federally protected species. Stream 12j would be impacted as a result of the required roadway widening to accommodate the new reversible lanes. The proposed project would result in the filling of 146 linear feet (0.027 acres) of Stream 12j. A new stream channel would be reconstructed at the toe slope of the proposed fill.

Impacts to Stream 12j were minimized to the greatest extent possible by the construction of a retaining wall. Impacts are unavoidable due to other resources in the area and the design requirements of the proposed project.

Stream 21

Stream 21 was not described in any of the previous ecology documents. Stream 21 is a somewhat impaired perennial stream located west of I-75 and south of Stream 3 at the toe of the existing fill slope from the interstate. Stream 21 serves as a primary connection point between Wetland 2g and Stream 3. Flow is relatively stagnant as a result of low gradient and the flow is dependent on the water levels within the beaver swamp. The channel dimensions vary from 6 to 10 feet wide and 1 to 2 feet deep and the bankfull dimensions vary from 8 to 12 feet wide and 2 to 3 feet deep. The stream was moderately turbid, based on a visual observation. The wetted width at the time of the field investigation was approximately 8 feet wide and the depth appeared to be 18 to 24 inches. The channel substrate consisted of sand and silt. The stream banks are stable. Stream 21 is not located one linear mile upstream of, and within the same watershed as, a stream that has been classified by the GAEPD as a "non-supporting" biota impaired stream. Stream 21 is not listed on the GAEPD's 2010 Integrated 305(b)/303(d) List. Stream 21 does not provide habitat for any state or federally protected species. The proposed project would permanently impact 267 linear feet (0.006 acre) of stream channel. The stream impacts would occur as a result of fill material required to widen the fill slopes to accommodate the additional lanes. A new stream channel would be constructed at the toe of the proposed fill slope.

Impacts to Stream 21 are unavoidable without creating greater impacts to other waters of the US. Minimization efforts include the use of 2:1 slopes and guardrail.

Stream 23

Stream 23, Reeves Creek, was previously described in the March 2011 Ecology Assessment. It is a somewhat impaired perennial stream with a substrate of silt, sand, gravel, and pebble. The stream is located east and west of I-75, approximately 1.06 miles southeast of the I-75 underpass on Stockbridge Road (SR 138). The stream traverses an area of suburban development. At the time of the survey, there was normal flow in the channel. The depth of the water in the channel was approximately one foot to four feet. An assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from west to east, passing beneath the southbound and northbound lanes of I-75 in two separate triple 10-foot by 10-foot box culverts. Channel width varies from 18 to 22 feet, and the channel depth ranges from four to six feet. The bankfull width of the stream varies from 15 to 20 feet, and the bankfull depth of the stream ranges from three to four feet. The wetted width of the channel varies from 13 to 18 feet. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. Stream 23 receives surface runoff from mixed pine/hardwood forest, hardwood forest, residential lots, commercial lots, and the maintained ROW. This stream is listed as a 2010 Georgia 303(d) stream. Reeves Creek does not support its designated use of fishing.

The criterion violated is elevated levels of fecal coliform bacteria. Pollution from urban runoff/urban effects and non-point or unknown sources are believed to be the potential causes for the violation. Stream 23 is not located within one mile of a biota impaired stream. Stream 23 does not provide any potential habitat for protected species. This stream is considered to be somewhat impaired due to its having an impacted vegetated buffer, receiving runoff from the maintained ROW, being located in fragmented habitat, and having invasive plant species growing within its buffer. The proposed project would impact 121 linear feet of stream channel as a result of a culvert extension.

Impacts to Stream 23 are unavoidable due to the linear nature of the resource, crossing the project corridor, and the design requirements of the proposed project.

Stream 23e (unnamed, intermittent)

Stream 23e was not described in any of the previous ecology documents. Stream 23e is a fully impaired intermittent stream (Cowardin Class: R4SB4) located along the eastern side of I-75 northbound. The stream originates beneath a broken section of concrete flume. The concrete flume parallels the northbound lanes of I-75 and drains north toward Stream 23c. The concrete flume is located at the toe of the roadway fill slope and has been degraded to the point of failure as a result of erosion. The concrete flume terminates prior to reaching Stream 23c. The stream channel flows north across a concrete and sand substrate to its convergence with Stream 23c. Flow in Stream 23e was low. The stream banks were not entrenched. The stream was moderately turbid, based on a visual observation. Wetted width varied from 1 to 2 feet wide and wetted depth was less than an inch at the time of the field survey. Channel dimensions vary from 2 to 3 feet wide and 12 inches deep, which corresponds to the bankfull dimensions. Stream 23e is not located one linear mile upstream of, and within the same watershed as, a stream that has been classified by the GAEPD as a "non-supporting" biota impaired stream. Stream 23e is not listed on the GAEPD's 2010 Integrated 303(b)/303(d) List. Stream 23e does not provide habitat for any state or federally protected species. The proposed project would permanently impact 38 linear feet of Stream 23e as a result of a morphological change (re-grading/dredging of the stream channel). Coordination under the FWCA would be required.

Impacts to Stream 23e are unavoidable due to the linear nature of the stream in a manmade feature at the toe of the existing fill slope and the design requirements of the proposed project.

The Department respectfully requests your concurrence with the no effect determinations. In addition, the Department requests that your office request concurrence from the USFWS that all reasonable avoidance and minimization measures have been explored in accordance with the FWCA (48 Stat. 401, as amended; 16 U.S.C. 661 et. Seq) stream impacts described above. If you have any questions or need additional information, please contact Meghan Hedeon at (404) 631-1812 or Doug Chamblin at (404) 631-1447.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/rl
Attachment

cc: Pete Patavina, USFWS
Loren Frost Bartlett (GDOT PM)
Bobby Dollar (GDOT NEPA)
Lisa Westberry (GDOT OES)
Eugene Hopkins (GDOT ECB)
Catherine Samsay (GAEPD)
Dannelle Floyd (GAEPD)



United States Department of the Interior

Fish and Wildlife Service
105 Westpark Drive, Suite D
Athens, Georgia 30606

JUN 06 2013

West Georgia Sub Office
P.O. Box 52560
Ft. Benning, Georgia 31995-2560

Coastal Sub Office
4980 Wildlife Drive
Townsend, Georgia 31331

Mr. Rodney Barry, P.E.
Division Administrator
Federal Highway Administration, Georgia Division
61 Forsyth Street, SW
Suite 17T100
Atlanta, Georgia 30303
ATTN: Ms. Chetna Dixon

RE: GDOT P.I. No. 0009156/0009157, USFWS Log# 04EG1000-2013-CPA-0584

Dear Mr. Barry:

Thank you for your June 5, 2013, electronic mail regarding Georgia Department of Transportation (GDOT) project CSNHS-0009-00(156)(157). We submit the following comments under provisions of the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 *et. seq.*).

GDOT proposes to construct a reversible, barrier-separated, managed lane system along southbound Interstate 75 in Henry and Clayton Counties, Georgia. As a consequence of project implementation, 1,356 feet of stream channel would realize impacts, as detailed in GDOT's June 3, 2013, coordination package.

GDOT investigated options to minimize and avoid impacts to aquatic resources. Further avoidance of resources was not practicable due to design constraints. GDOT would mitigate for impacts with the acquisition of credits from an approved mitigation bank.

We concur with your determination that impacts to streams along the project corridor are unavoidable and necessary to implement the proposed project. GDOT's mitigation proposal satisfies your agency's responsibilities under FWCA. No additional compensation is necessary.

If you have any questions or require further information, please contact staff biologist Pete Pattavina, at 706-613-9493, ext. 236.

Sincerely,

Sandra S. Tucker
Field Supervisor

cc: Doug Chamblin, GDOT
file

United States Department of Agriculture



Natural Resources Conservation Service
355 East Hancock Avenue
Athens, GA 30601

April 23, 2009

Susan L. Thomas
Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway, Suite 200
Smyrna, GA 30080

RECEIVED
APR 23 2009
BY:
EDWARDS-PITMAN ENV.

**Re: Early Coordination Request for Projects MSL-0003-00(167) & MSL-0003-00(436),
Widen I-75, Henry & Clayton Counties, PI#'s 0003167 & 0003436**

Dear Ms. Thomas:

This letter is in reference to your request for information on the possible impacts the proposed road widening project may have on land use, conservation, water quality and other general environmental concerns that may be of interest to our agency. The following outlines our concerns with the proposed project with regards to farmland protection, and Natural Resources Conservation Service (NRCS) watershed dams and project easements.

Farmland Protection

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land uses, but not water or urban built-up land. It should be noted that the FPPA does not authorize the Federal Government to regulate the use of private or nonfederal land or, in any way, affect the property rights of owners.

NRCS uses a Land Evaluation and Site Assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of federally funded and assisted projects. This score is used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. It is our understanding that the proposed project involves federal funds or assistance, and thus would be subject to this assessment. Please note, FPPA considers indirect as well as direct conversion. The acres directly converted will be the project area. An indirect conversion includes acres not being converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access, or acres planned to receive services from an infrastructure project. Areas planned for direct or indirect conversion should be indicated on

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An Equal Opportunity Provider and Employer

Thomas
Page 2

plans or maps included in the packet of materials for the project. This project is exempt from this assessment – it does not convert farmland. You need take no further action for FPPA purposes.

NRCS Watershed Dams

More than 50 years ago, the U.S. Department of Agriculture was authorized by Congress to help local communities with flood control and watershed protection through the Watershed Program (PL-534 Flood Control Act of 1944 and PL-566 Watershed Protection and Flood Prevention Act). As a result, local communities, with NRCS assistance, have constructed over 11,000 dams in 47 states since 1948. These dams were originally constructed for protection of farmlands from flooding impacts. In 2000, PL-566 was amended to provide NRCS authorization to assist communities with rehabilitation of their aging dams. The legislation authorizes NRCS to work with local communities and watershed project sponsors to address public health and safety concerns and potential environmental impacts of aging dams.

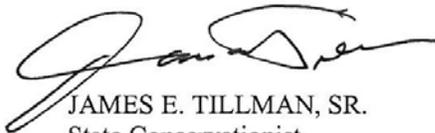
We have reviewed our records and have determined that there are no NRCS Watershed dams downstream or in the vicinity of this project.

NRCS Easements

NRCS easements relate to our Wetland Reserve Program and the Farm and Ranch Land Protection Program. We have reviewed our records and have determined that there are no such easements within the vicinity of the proposed project that would be impacted.

NRCS appreciates this opportunity to comment. If you have questions or need any additional information, please contact Dan Wallace of my staff at (706) 546-2244.

Sincerely,



JAMES E. TILLMAN, SR.
State Conservationist

cc: Michael Watson, Assistant State Conservationist (FO), NRCS, Griffin, GA
Valerie Pickard, Acting District Conservationist, NRCS, McDonough, GA
Dan Wallace, State Resource Inventory Coordinator, NRCS, Athens, GA



WILDLIFE RESOURCES DIVISION

CHRIS CLARK
COMMISSIONER

DAN FORSTER
DIRECTOR

September 16, 2010

John Casey Glen
Senior Ecologist
Edwards-Pitman
1250 Winchester Pkwy
Suite 200
Smyrna, GA 30080

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near I-75 HOT Lanes, Henry County, Georgia

Dear Mr. Glen:

This is in response to your request of August 23, 2010. There are no Natural Heritage Database records in our database within a three-mile radius of the project site.

Recommendations:

We have no records of high priority species or habitats within the project area. We are concerned about streams and other habitats that could be impacted by the proposed road improvement project. We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the road or ROW does not serve as a conduit for storm water or pollutants into the water during or after construction. These measures will help protect water quality in the vicinity of the project as well as in downstream areas.

Data Available on the Nongame Conservation Section Website

By visiting the Nongame Conservation Section Website you can view the highest priority species and natural community information by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: <http://www.georgiawildlife.com/conservation/species-of-concern?cat=conservation>

An ESRI shape file of our highest priority species and natural community data by quarter quad and county is also available. It can be downloaded from:

NONGAME CONSERVATION SECTION
2065 U.S. HIGHWAY 278 S.E. | SOCIAL CIRCLE, GEORGIA 30025-4743
770.918.6411 or 706.557.3032 | FAX 706.557.3033 | WWW.GEORGIAWILDLIFE.COM

<http://georgiawildlife.com/sites/default/files/uploads/wildlife/nongame/zip/gnhpds.zip>

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Nongame Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Nongame Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (<http://www.georgiawildlife.com/node/1376>) or by contacting our office. If I can be of further assistance, please let me know.

Sincerely,



Katrina Morris
Environmental Review Coordinator

IR 13161

From: Chetna.Dixon@dot.gov [mailto:Chetna.Dixon@dot.gov]

Sent: Thursday, June 09, 2011 10:24 AM

To: Chamblin, Douglas; Westberry, Lisa; [Pete Pattavina@fws.gov](mailto:Pete.Pattavina@fws.gov); Williams, Rich

Cc: Chetna.Dixon@dot.gov

Subject: No Effect Determination- GDOT Project CSNHS-0009-00(156)(157), PI 0009156 & 0009157, Clayton and Henry Counties

Based on the information presented in the March 2011 Ecology Assessment, FHWA has determined that the proposed action would have no effect on federally threatened or endangered species in Clayton and Henry Counties. The proposed project would not result in a take under the Bald and Golden Eagle Act. If you have any comments or questions, please advise.

Thanks-

Chetna P. Dixon

Environmental Coordinator

FHWA-GA Division

61 Forsyth Street, Suite 17T100

Atlanta, GA 30303

404.562.3655 (phone)

404.562.3703 (fax)

email: Chetna.Dixon@dot.gov



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MARK WILLIAMS
COMMISSIONER

DAN FORSTER
DIRECTOR

December 8, 2011

Collin Lane
Edwards-Pitman Environmental, Inc
1250 Winchester Pkwy
Suite 200
Smyrna, GA 30080

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near I-75 Managed Lanes, Henry County, Georgia

Dear Mr. Lane:

This is in response to your request of November 29, 2011. There are no Natural Heritage Database records in our database within a three-mile radius of the project site.

Recommendations:

We have no records of high priority species or habitats within the project area. The nearest bald eagle nest is approximately 8.5 miles SW of the project area on the Hampton SW quarter quadrangle. We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the road or ROW does not serve as a conduit for storm water or pollutants into the water during or after construction. These measures will help protect water quality in the vicinity of the project as well as in downstream areas.

NEW - Data Available on the Nongame Conservation Section Website - NEW

NEW Georgia protected plant and animal profiles are available on our website. Originating with the State Wildlife Action Plan, a strategy guiding conservation in Georgia, the accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit <http://www.georgiawildlife.com/node/2721>.

By visiting the Nongame Conservation Section Website you can view the highest priority species and natural community information by Quarter Quad, County and HUC8 Watershed. To access

NONGAME CONSERVATION SECTION
2065 U.S. HIGHWAY 278 S.E. | SOCIAL CIRCLE, GEORGIA 30025-4743
770.918.6411 | FAX 706.557.3033 | WWW.GEORGIAWILDLIFE.COM

this information, please visit our GA Rare Species and Natural Community Information page at:
<http://www.georgiawildlife.com/conservation/species-of-concern?cat=conservation>.

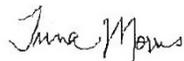
Downloadable files of our highest priority species and natural community data by quarter quad and county is also available. It can be downloaded from:
<http://www.georgiawildlife.com/node/1370>.

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Nongame Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Nongame Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (<http://www.georgiawildlife.com/node/1376>) or by contacting our office. If I can be of further assistance, please let me know.

Sincerely,



Katrina Morris
Environmental Review Coordinator

From: Chetna.Dixon@dot.gov [<mailto:Chetna.Dixon@dot.gov>]

Sent: Wednesday, May 23, 2012 1:39 PM

To: [Pete Pattavina@fws.gov](mailto:Pete.Pattavina@fws.gov); Chamblin, Douglas

Cc: Chetna.Dixon@dot.gov

Subject: No Effect Determination for GDOT Proejct CSNHS-0009-00(156)(157), PI 0009156, 0009157, Henry and Clayton Counties

Based on the information presented in the April 2012 Addendum to the Ecology Resource Survey and Assessment, FHWA has determined the proposed action would have no effect on federally listed threatened/endangered species and critical habitat in Clayton and Henry Counties. In addition, the proposed project would not result in a take and would have no effect to bald eagles. If you have any comments or questions, please advise.

Thanks,

Chetna P. Dixon | FHWA GA Division

Environmental Coordinator

☎: 404.562.3655 office

✉: chetna.dixon@dot.gov

📍: 61 Forsyth Street, Ste 17T100; Atlanta, GA 30303

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From: Dixon, Chetna (FHWA)

Sent: Monday, November 05, 2012 3:43 PM

To: [Pete Pattavina@fws.gov](mailto:Pete.Pattavina@fws.gov); Chamblin, Douglas

Cc: Dixon, Chetna (FHWA)

Subject: No Effect Determination for GDOT Project CSNHS-0009-00(156)(157), PI 0009156, 0009157, Clayton and Henry Counties-I-75 Express (Managed Lanes)

Based on the information contained in GDOT's September 2012 Addendum to the Approved Ecology Resource Survey and Assessment of Effects Report and Subsequent Addenda, we have determined the proposed action will have no effect on federally listed threatened or endangered species for Clayton and Henry Counties. The nearest known bald eagle nest is located 8.5 miles of the proposed project. We have determined the proposed project will not result in a "take" of bald eagles. If you have any comments or questions, please advise.

Thanks,

Chetna P. Dixon | FHWA GA Division

Environmental Coordinator

☎:: 404.562.3655 office

✉:: 61 Forsyth Street, Ste 17T100; Atlanta, GA 30303

✉:: Chetna.Dixon@dot.gov

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From: Chetna.Dixon@dot.gov [mailto:Chetna.Dixon@dot.gov]

Sent: Wednesday, June 05, 2013 11:38 AM

To: [Pete Pattavina@fws.gov](mailto:Pete.Pattavina@fws.gov)

Cc: Chetna.Dixon@dot.gov; Hedeem, Meghan W.

Subject: No Effect Determination for GDOT Projects CSNHS-0009(156), 0009(157), PI 0009156, 0009157 located in Clayton and Henry Counties- I-75 Express (Managed Lanes)

Based on information presented in the May 2013, Addendum IV to the Approved Ecology Resource Survey and Assessment of Effects Report and Subsequent Addenda, FHWA has determined the proposed action would have no effect on federally listed or candidate species (Black-spored Quillwort, Dwarf Sumac, Pool Sprite, and Relict Trillium) or critical habitat located in Clayton and Henry Counties. The proposed action would have no significant adverse Altamaha shiner, Goldstripe darter, Halloween darter, Highscale Shiner, and Robust Redhorse. In addition, the proposed project would not result in a take of the bald eagle. If you have any comments or questions, please advise.

Chetna P. Dixon | FHWA GA Division

Environmental Coordinator

☎:: 404.562.3655 office

✉:: 61 Forsyth Street, Ste 17T100; Atlanta, GA 30303

✉:: Chetna.Dixon@dot.gov

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Martin Melville

From: Lyon, Casey P <Casey.Lyon@atkinsglobal.com>
Sent: Tuesday, March 27, 2012 8:54 AM
To: Martin Melville
Subject: FW: Altamaha Shiner & SP 107.23G

Here is the Altamaha shiner discussion I mention in the comments. Hope this helps!

Casey Lyon, M.S.
Senior Scientist, Environment and Energy East

ATKINS

482 South Keller Road, Orlando, FL, 32810-6101 | Tel: +1 (407) 806 4518 | Fax: +1 (407) 806 4500 | Cell: +1 (407) 448 9441 |
Email: casey.lyon@atkinsglobal.com | Web: www.atkinsglobal.com/northamerica www.atkinsglobal.com

From: Hedeem, David
Sent: Wednesday, March 02, 2011 2:19 PM
To: 'Meadows, Austin B'
Subject: RE: Altamaha Shiner & SP 107.23G

Terrific ideas. Jaime Collazo made recommendations of a similar nature (see attached). Let's keep this on the front burner for the GPTQ effort to revamp/standardize SP's. I wish there was more time to establish meaningful provisions for this species and others. That said, since PBS&J has the role of the "GDOT project ecologist" for this project, it may be PBS&J's responsibility to address this species (or is it the consultant project ecologist's responsibility?). Either way, I applaud your interest in improving on the *status quo*.

David Hedeem
Ecologist, GDOT
404-631-1419

From: Meadows, Austin B [<mailto:ABMeadows@pbsj.com>]
Sent: Wednesday, March 02, 2011 12:40 PM
To: Hedeem, David
Subject: RE: Altamaha Shiner & SP 107.23G

Thanks Dave. This is a very interesting situation. You have these projects with the potential to impact a state listed endangered species, but because so little is known about the life history and associated spawning dates, they do not feel that seasonal restrictions on work are warranted or could be defended. That makes sense.

Here is a quote from Protected Animals of Georgia under the Conservation and Management Recommendations section for the Altamaha shiner; "Conserving populations of the Altamaha shiner depends on maintaining and restoring habitat and water quality in tributaries of the upper Altamaha River drainage. It is essential to eliminate sediment runoff from land-disturbing activities (such as roadway and housing construction)."

Maybe a SP with much more stringent BMPs, like I have seen for robust redhorse, would be more appropriate, although in stream construction activities and the associated sediment loads during construction may be negligible since this fish is known to tolerate turbid conditions. So maybe the best way to handle this is not with a special provision, but with a

change in the stormwater design on the two latter projects. Detaining post construction stormwater goes a long way to benefit all aquatic species. Maybe bio-retention ponds adjacent to Barber Creek and the Middle Oconee River could be added? Or better yet, have the SP with the stringent BMPs and construct the bio-retention ponds. What do you think?

Austin Meadows
Ecologist

PBS&J
an Atkins Company

1600 RiverEdge Parkway NW Suite 600, Atlanta, GA, 30328 | Tel: +1 (770) 933 0280 | Fax: +1 (770) 933 1083 |
Email: abmeadows@pbsj.com | Web: <http://www.pbsj.com> <http://www.atkinsglobal.com>

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Consider the environment. Please don't print this email unless you really need to.

From: Hedeem, David [<mailto:DHedeem@dot.ga.gov>]
Sent: Wednesday, March 02, 2011 11:42 AM
To: Fowler, Ryan K
Cc: Meadows, Austin B
Subject: FW: Altamaha Shiner & SP 107.23G

FYI – just offering incidental info to keep you in the loop.

David Hedeem
Ecologist, GDOT
404-631-1419

From: Hedeem, David
Sent: Monday, June 14, 2010 12:02 PM
To: Williams, Rich
Cc: Westberry, Lisa; Chamblin, Douglas; Goodson, Christopher W.; Hedeem, Meghan W.; Collazo, Jaime; Meyers, Sharilyn
Subject: Altamaha Shiner & SP 107.23G

Until more is known about the life history of the Altamaha shiner (*Cyprinella xaenura*), it may be best to issue no special provisions to protect this species on GDOT projects. After discussing this issue with Brett Albanese at GDNR and Kelly Wade at FHWA, it seems that provisions may be unnecessary and even counter-productive. For details, please see below.

Goodson, I believe you are handling Jackson – please note the emails below.

David Hedeem
Ecologist, GDOT
404-631-1419

-----Original Message-----

From: Kelly.Wade@dot.gov [<mailto:Kelly.Wade@dot.gov>]
Sent: Friday, June 11, 2010 8:33 AM
To: Hedeem, David
Subject: RE: Altamaha Shiner & SP 107.23G: Clarke, Oconee, & Jackson

Hi David,

Thanks for providing me with this information. It sounds like you have made a good case for not limiting work in the streams. I am okay with removing the special provision. When we decide a commitment is no longer necessary, the environmental document will need to explain why. Be sure your NEPA folks can explain that it is the result of DNR coordination; the details should be provided in the document.

Thanks for being so diligent,

Kelly Wade
Environmental Specialist
Federal Highway Administration
61 Forsyth Street, SW
Suite 17T100
Atlanta, GA 30303
Phone: 404-562-3584
Fax: 404-562-3703
Kelly.Wade@fhwa.dot.gov

-----Original Message-----

From: Hedeem, David [mailto:DHedeem@dot.ga.gov]
Sent: Thursday, June 10, 2010 5:04 PM
To: Wade, Kelly (FHWA)
Cc: 'Pete_Pattavina@fws.gov'
Subject: Altamaha Shiner & SP 107.23G:

Kelly,

I was able to speak with Brett Albanese today. We discussed the role that special provisions would play in protecting the Altamaha shiner on several GDOT projects: Clarke 122850, Oconee 142060, and Jackson 0008396. DNR element occurrence records have indicated that the species is known to occur within three miles of each project. Accordingly, the Department has completed aquatic surveys for the species. Here is a brief summary of each stream crossing and the results of each aquatic survey:

Clarke would involve culvert extensions at Trail Creek and its tributaries. A 2010 aquatic survey identified suitable habitat, but no individuals were observed.

Oconee would involve a bridge replacement over Barber Creek. A 2001 aquatic survey identified one individual within the survey area.

Jackson involves a bridge replacement over the Middle Oconee River. A 2009 aquatic survey identified 17 individuals within the survey area.

In the email below regarding Clarke, Brett concludes "...without strong evidence that it is going to benefit the species, I am inclined not to constrain the contractor." Unlike Clarke, the species has been identified within the survey area on Oconee and Jackson. On the latter projects, not only is suitable habitat present, but the species itself is known to occur within the area of potential effect. Even so, Brett's reasoning with regard to Oconee and Jackson is consistent with his reasoning on Clarke -- he is not convinced the

provisions would benefit the species. As I understand it, Brett has reached this conclusion because:

1. as stated in the DNR online species account, "Little is known concerning the life history of the Altamaha shiner..." The assumption that the species spawns between mid-spring to mid-summer is really a best guess. Biologists do not know for sure when the species spawns. Therefore, the restrictive dates are not certain to protect the species during spawning.
2. if the assumed spawning period is correct, then the period is protracted, quite long enough to allow spawning before or after the in-stream work is completed. Therefore, the restrictive dates are not entirely necessary.
3. the species may be equally sensitive to the negative impacts of increased turbidity and sedimentation during the early stages of its life as during spawning, if not more so. Restricting in-stream work from mid-spring to mid-summer could compel the contractor to work in-stream during late-summer or early-fall. Assuming the spawning dates are correct, these provisions could result in a contractor "mucking up the water" when many young, potentially sensitive shiners are developing. Therefore, the restrictive dates could actually impact the species negatively.
4. populations of Altamaha shiner are known to survive in turbid conditions elsewhere in their range, such as the Appalachian River. Therefore, the threat posed by in-stream construction activities may be negligible in comparison to the sediment load that these fish can tolerate.

Until more is known about the life history of the Altamaha shiner, it may be impossible to determine whether spawning period special provisions would provide any meaningful protection for this species. As Brett suggested, perhaps it would be best to include no special provisions for Altamaha shiner in these project contracts. I'll be the first to admit that this is not my natural (conservation-oriented) inclination. But I believe that unnecessary provisions, even if they do no harm to the species they're intended to protect, can ultimately be detrimental to the wider conservation effort. If ecologists impose provisions that are - or appear to be - arbitrary or meaningless, then even the most appropriate and meaningful provisions may be disregarded. One bad apple spoils the cart, so to speak.

We may want to discuss this issue at the upcoming Inter-Agency Quarterly Meeting, especially because the implications could extend to other little-known species. In the meantime, I look forward to hearing your thoughts on this with regard to the three projects described above. Thank you,

David Hedeem
Ecologist, GDOT
404-631-1419

-----Original Message-----
From: Hedeem, David

Sent: Wednesday, June 09, 2010 4:30 PM
To: 'Kelly.Wade@dot.gov'
Cc: 'Pete_Pattavina@fws.gov'; Murdoch, Michael; Alimia, Philip P.
Subject: DNR on Altamaha Shiner for Clarke & Implications for
Oconee

Kelly,

On Monday, you and I spoke about special provisions that I recently drafted in an effort to protect the Altamaha shiner. I employed nearly identical provisions for Clarke and Oconee. I not yet had an opportunity to discuss the particulars of the Oconee project with DNR's fish expert, Brett Albanese. However, his comments on these provisions have implications not only for Clarke, but also for Oconee. I plan to discuss the Oconee project with Brett in the near future and I will keep you in the loop. In the meantime, please see Brett's email below. Thank you,

David Hedeem
Ecologist, GDOT
404-631-1419

-----Original Message-----

From: Brett Albanese [mailto:Brett.Albanese@dnr.state.ga.us]
Sent: Wednesday, June 09, 2010 3:30 PM
To: Hedeem, David
Subject: Re: Clarke: Aquatic Protected Species Report for
Altamaha Shiner

Hello David,

In my opinion, I don't think the time of year restriction is necessary in this case, since no Altamaha shiners were encountered during the survey. Since we know so little about the life history of this species, I think it is difficult to know if the time of year restriction would be that helpful. Sure, lower sedimentation/turbidity during the spawning season should be good. However, it may also be true that high turbidity/sedimentation during late summer (and possibly stressful low flows) -might be equally bad or worse for early life history stages.

So, without strong evidence that it is going to benefit the species, I am inclined not to constrain the contractor.

Thanks for your patience, I hope this helps.

Brett

Brett Albanese, Ph.D.
Georgia Department of Natural Resources
Nongame Conservation Section
Wildlife Resources Conservation Center
2065 U.S. Highway 278 SE
Social Circle, GA 30025-4743
Email: brett.albanese@dnr.state.ga.us
Phone: 706-557-3032

Fax: 706-557-3033

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>>> "Hedeem, David" <DHedeem@dot.ga.gov> 5/20/2010 10:12 AM >>>
Brett,

Attached is the aquatic survey report for Clarke. Because the Consultant identified suitable habitat for Altamaha shiner in Trail Creek and two tributaries, I have drafted special provisions that would require the Contractor to conduct no work within these streams between April 16th and July 31st. I would like to ask for your input on this subject. Would these dates adequately protect the Altamaha shiner during spawning season? Would this be an effective measure, in your opinion? Any suggestions are welcome. Thank you,

David Hedeem
Ecologist, GDOT
404-631-1419

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Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

November 13, 2012

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

ATTN: Chetna Dixon

Dear Mr. Barry:

Re: Project CSNHS-0009-00(156)(157), Henry & Clayton Counties, P.I. No. 0009156 & 0001957 –
I-75 Managed Lanes

Please find enclosed two copies of the Noise Assessment, including one CD, for the above noted project. The noise assessment is being sent to you for your review and approval. A response spreadsheet containing FHWA comments and responses on the draft Noise Assessment is also included.

The Noise Assessment identified identical peak hour impacts for both the ETL and HOT 3+ alternatives, since the proposed roadway footprint is identical. Seven hundred and eight receivers representing 2,343 receptors were analyzed. Two hundred and thirty seven receivers, representing 606 receptors, were predicted to be impacted under the build alternative. A barrier analysis determined that noise barrier walls are feasible and reasonable at nine locations along the project corridor.

Should you need further information, please contact Amber Phillips at (404) 631-1117 or Keisha Jackson at (404) 631-1160.

Sincerely,

A handwritten signature in blue ink that reads "Glenn Bowman".

Glenn Bowman, P.E.
State Environmental Administrator

GB/AP
Enclosures

cc:
General File (letter, report)
Project File (electronic copies of letter & report)

Determination of Project Categorization for PM_{2.5} Hotspot Requirements for Henry and Clayton County Areas

Project Name: I-75 Managed Lanes from SR 155 to SR 138

Project Number: CSNHS-0009-00(156) and CSNHS-0009-00(157), PI Nos. 0009156 and 0009157

Location: Henry and Clayton Counties, Metro Atlanta nonattainment area

Document Type: Environmental Assessment

Project Status: FY 2013 LET

FHWA Contact: Chetna Dixon

GDOT NEPA Planner: Bobby Dollar

Description:

Project numbers CSNHS-0009-00(156) and CSNHS-0009-00(157) involve the construction of a reversible, barrier-separated, managed lane system along southbound I-75 in Henry and Clayton Counties (see attached Figure 1). The managed lanes are proposed to operate northbound in the morning peak period and southbound in the afternoon peak period. Intelligent Transportation System (ITS) infrastructure would also be constructed to support the usage of the managed lanes.

The managed lanes would begin in Henry County at the I-75 Bridge over SR 155 and end in Clayton County approximately 600 feet south of the I-75 southbound on-ramp from SR 138, and at SR 138 on I-675. From SR 155 to approximately one mile south of Mt. Carmel Road, a single reversible lane would be constructed. The single lane would then transition to two reversible lanes, which would continue to the northern terminus of the facility, where they would diverge, providing access to the I-75 general purpose lanes and a direct single-lane connection to the median of I-675, where the lane would then connect to the I-675 general purpose lanes.

The ITS component of the project would begin and end approximately two miles on either end of the proposed managed lanes. Specifically, the ITS improvements would begin 2.1 miles south of the I-75 bridge over SR 155 in Henry County and continue north along both I-75 and I-675 into Clayton County. Along I-75, the ITS component of the project would end 2.1 miles north of the I-75 southbound off-ramp to SR 138 (Stockbridge Highway) and along I-675 it would end 2.1 miles north of SR 138. The total length of the project including the ITS infrastructure is 17.94 miles.

The managed lanes would be constructed within the median of I-75. To accommodate the lanes, the southbound general purpose lanes would be shifted approximately 19 to 31 feet to the west. The proposed widening would occur within existing GDOT right-of-way, and retaining walls would be constructed along southbound I-75 to minimize right-of-way impacts.

The following improvements are also proposed as part of the project:

- Replacement of existing Mt. Carmel Road bridge with a new two-lane, two-span bridge,
- A dedicated access ramp that would allow connection to the managed lanes from Jonesboro Road at Foster Drive, just east of the Jonesboro interchange with I-75,
- Addition of a signal and turn lanes to the intersection of Mt. Carmel Road and Jonesboro Road,
- Widening of the existing I-75 overpass bridge at Flippen Road to accommodate the reversible-lanes typical section, the widening of the general-purpose lanes, and the addition of a new single span I-675 bridge over the I-75 northbound lanes to provide a dedicated connection to I-675,
- Restriping of the intersection of SR 20/81 and I-75 southbound ramp to provide a continuous right-turn off the ramp,
- Addition of a right-turn lane at the intersection of Industrial Boulevard and SR 20/81, and
- Addition of right-turn lane at the intersection of Industrial Boulevard and SR 155.

Determination of Project Categorization for PM_{2.5} Hotspot Requirements for Henry and Clayton County Areas

The preferred alternative would operate the reversible lanes under an Express Toll Lanes (ETL) policy¹. The ETL alternative would require all passenger vehicles using the managed lanes to pay a toll regardless of the number of occupants in the vehicle.

Operations

The preferred alternative would allow registered transit vehicles, emergency vehicles, military vehicles, maintenance vehicles and school buses to use the managed lanes without paying a toll. The Georgia Regional Transportation Authority (GRTA) is the only commuter transit network along the I-75 Express corridor. GRTA has indicated that no long-term funding source for expansion has been identified for the operation of Xpress transit service. The existing service in the corridor is proposed to remain operational; however, it is possible that there would be some reduction in level of service along the corridor in the future. GRTA currently only has one capital project planned in the area, a Park and Ride lot, located near the Jodeco Road interchange at I-75, which would replace an existing lot currently being rented from BrandSmart USA.

Trucks would not be permitted in the managed lane system. The minimum speed goal of the managed lanes would be 45 miles per hour (mph). To regulate demand for the managed lanes and thereby ensure the 45 mph operating speed, toll rates would be allowed to vary depending on the amount of congestion in the general purpose lanes. The ETL toll policy would use a variable tolling system to provide traveling public a choice based on reliable travel time to their destination. The demand in the managed lanes would depend on the congestion in the general purpose lanes.

As noted, it is expected that the reversible lanes would operate in a northbound direction in the morning and southbound in the afternoon. To reverse the direction of travel, the managed lanes would be closed twice a day for a total of approximately 1 to 1.5 hours (analysis would be conducted to identify the specific times of day directional flow of the reversible lanes would change). Mechanical arms and/or barriers, which would be raised and lowered manually, would be observable through real-time video cameras. This would prevent contra-flow traffic from accessing the managed lane system.

Fully electronic tolling would allow customers to pay tolls automatically, eliminating the need for toll booths. Electronic signs would display toll rates to help drivers decide whether to access the lanes. Drivers would lock in their toll rate when they enter the managed lane system.

Under provisions of 23 USC 166(d), annual certification would need to be made that operational performance monitoring programs and enforcement programs are in place to ensure that the performance of the facility is not degraded and that the facility is operated in accordance with the restrictions and requirements of 23 USC 166.

1. Is this project in a conforming Plan/TIP?

Yes. This project is identified in the Plan 2040 Regional Transportation Plan and FY 2012-2017 Transportation Improvement Program (TIP). The project is identified by the following reference numbers: AR-ML-640 and AR-ML-630.

¹ GDOT is applying to FHWA for authority to implement tolls on the facility under the Express Lanes Demonstration Program established by Section 1604(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The program allowed up to 15 toll projects aimed at managing congestion and financing highway capacity expansion by tolling new lanes added to an existing facility. However, ELDP expired on September 30, 2012. The five tolling agreements that were executed by FHWA and project sponsors under this program will continue in force under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Projects for which slots were allocated under ELDP but still not subject to an agreement will proceed under Section 129 of MAP-21 (see FHWA September 24, 2012 Memorandum, Guidance on Section 129 General Tolling Program).

Determination of Project Categorization for PM_{2.5} Hotspot Requirements for Henry and Clayton County Areas

2. Is the project on a new highway or expanded highway that serves a significant volume of diesel truck traffic, such as a facility with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic or an expanded highway with a significant increase in the number of diesel vehicles?

The number of trucks along the corridor is anticipated to increase from the existing year to 2015 open year condition. This increase in trucks is due to the cargo coming in and out of the Savannah port and would occur with or without the proposed improvements. Trucks would be prohibited from using the managed lanes. As a result, capacity analysis shows that the construction of the managed lanes would improve traffic flow in the general purpose lanes. Thus, the project would actually have the effect of improving the flow of trucks along the project corridor.

The majority of trucks using this section of I-75 do not have the combination of local origins and destinations that would promote the use of alternate routes; therefore, the growth of truck volumes on I-75 would not be significantly influenced by future congestion in the corridor. The future traffic forecasts indicate that truck volumes on I-75 would continue to grow as the regional economy grows regardless of the capacity constraints along this relatively short section of I-75. There are no existing or planned major truck volume generators within the project limits; therefore, the truck volume for any given year would remain fairly constant throughout the corridor. However, the Truck Percentage along the corridor would vary slightly in the build condition. The reason for this is that the trucks are restricted to general purpose lanes only and with multiple access points into managed lanes along the project corridor the volume mix between managed lanes and general purpose lanes keeps changing. Since the number of trucks remains constant, the percentage of them with regard to the varying general purpose volume changes throughout the project segments.

Traffic volumes shown in Table 1 below are from I-75 segment between I-675 and Hudson Bridge Road which carries the highest AADT of all the sections in the project corridor. This section also has the highest general purpose volume along the corridor due to the close proximity of the I-675 system-to-system interchange. This segment of roadway represents the worst case scenario of truck volume anticipated along the corridor.

**Table 1
I-75 Annual Average Daily Traffic**

	2010 Existing	2015 Open Year No Build	2015 Open Year Build	2035 Design Year No Build	2035 Design Year Build
GP*	147,880	156,220	156,360	189,600	185,200
ML*	N/A	N/A	19,765	N/A	23,810
AADT	147,880	156,220	176,125	189,600	209,010
Trucks per day**	19,220	25,000	25,010	30,340	29,640
% Trucks of AADT	13%	16%	14.2%	16%	14.18%

* GP = General purpose lanes, ML = Managed lanes

**Truck numbers have been rounded to reflect the degree of accuracy of the travel model predictions.

***2010 volumes shown in the table are from actual traffic counts performed along the corridor.

The proposed managed lanes would have the effect of drawing higher traffic volumes to the project corridor. Because trucks are prohibited from using the managed lane system, it is expected that much of the additional traffic would be passenger cars. The AADT totals are projected to increase slightly under the build condition compared to the no build condition. The excess capacity available along the I-75 corridor occurring as a result of the availability of managed lanes would be utilized by vehicles now using surface streets, which leads to this increase.

Determination of Project Categorization for PM_{2.5} Hotspot Requirements for Henry and Clayton County Areas

3. Does the project construct new exit ramps or other highway facility improvements that connect a highway or expressway to a major freight, bus, or intermodal terminal?

No.

4. Does the project expand an existing highway or other facility that affects a congested intersection (Operates at LOS D, E, or F) that has a significant increase in the number of diesel trucks?

No. For the 2015 Build Condition, a total of seven intersections would operate at LOS E or F for either/both peak hours. By 2035, under the Build Condition, 18 of the 28 study area intersections would operate at LOS E or F. These same 18 intersections would also fail in the No Build Alternative. However, at three of these 18 locations, the delay through the intersection would increase in the Build Alternative. To address degrading operations at these locations, intersection improvements have been added as part of the project. Delay time and level of service information for these three intersections is provided in attached Table 2. It should be noted that the deterioration of operations at these intersections is not related to a significant increase in diesel vehicles.

5. Does the highway project involve a significant increase in the number of diesel transit buses and / or diesel trucks?

No. The number of trucks along the corridor is anticipated to increase from the existing year to the design year build condition. This increase is not considered significant. An increase in trucks would occur with or without the proposed improvements, and trucks would be prohibited from using the proposed managed lanes. Future traffic forecasts indicate that truck volumes on I-75 would continue to grow as the regional economy grows regardless of capacity constraints. Interstate 75 would continue to serve as a major route for north-south traffic. The proposed managed lane system would move automobiles from the general purpose lanes to the managed lanes, resulting in improved efficiency for truck traffic moving through the corridor.

Based on the above, a qualitative PM_{2.5} hotspot analysis is not required for this project since it is NOT a project of local air quality concern under 40 CFR 93.123(b)(1). 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). Therefore, the project meets statutory and regulatory transportation conformity requirements without a hot-spot analysis.

As mentioned above, GRTA is currently the only commuter transit network along the I-75 Express corridor. Due to uncertainties with operational funding, GRTA Xpress service is not expected to increase in the corridor and may actually reduce in the future.

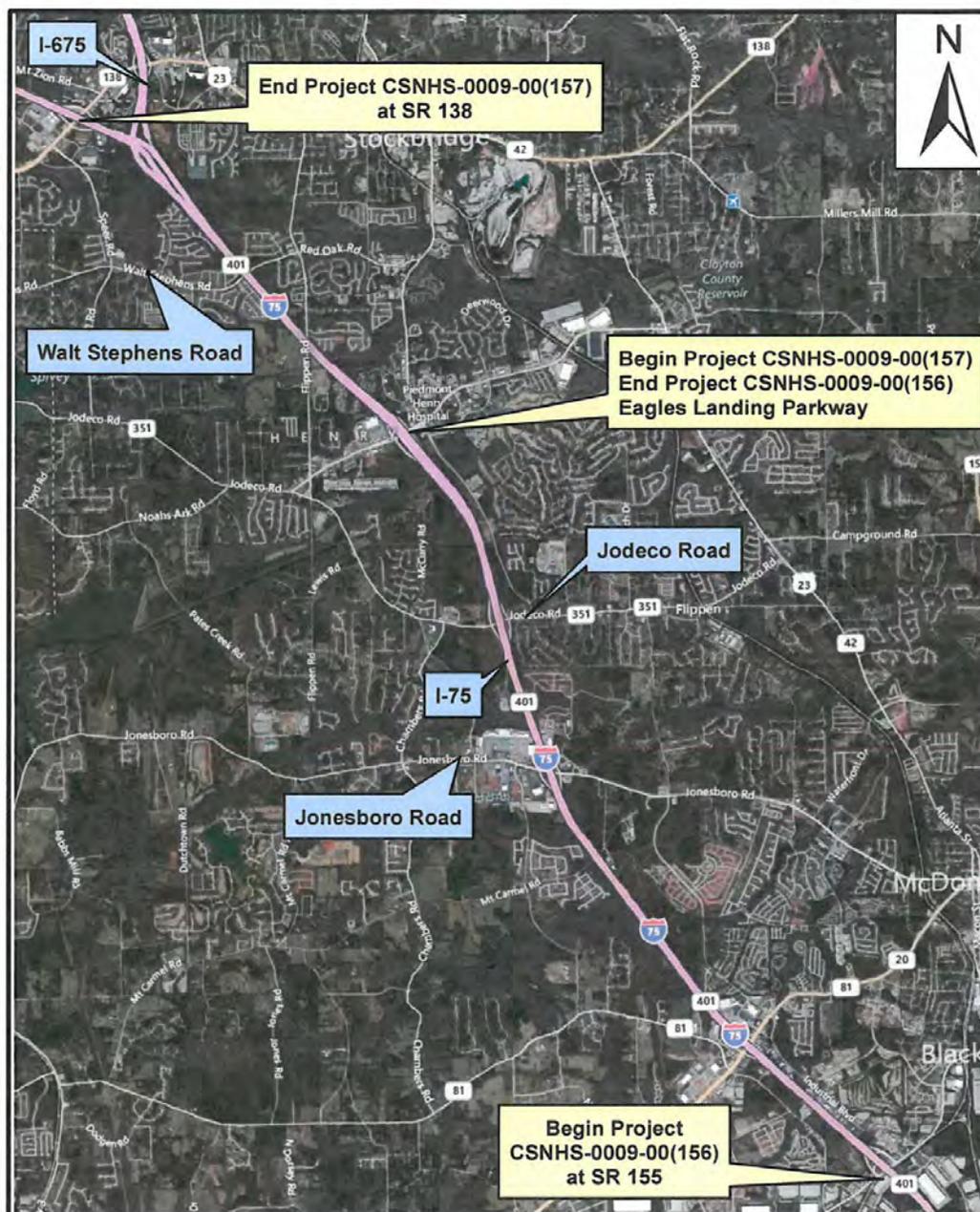
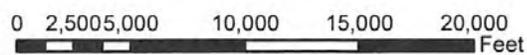


Figure 1
Project Location Map

GDOT Projects CSNHS-0009-00(156)(157)
Henry County PI Nos. 0009156 & 0009157

Source: Bing Maps



**Table 2
Intersection Delay Time and Level of Service**

Intersection	2010 Existing						2015 No Build						2015 Build						2015 Build with Intersection Improvements					
	AM			PM			AM			PM			AM			PM			AM			PM		
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS																		
SR 20 at Industrial Boulevard*	140.8	F	66.0	E	156.4	F	85.1	F	199.7	F	122.6	F	126.0	F	96.0	F								
SR 20 at I-75 Southbound Ramp	52.0	D	50.1	D	49.9	D	57.5	E	72.0	E	114.1	F	29.4	D	48.0	D								
SR 155 at Industrial Boulevard/King Mill Road*	48.2	D	46.0	D	77.3	E	68.2	E	137.1	F	88.0	F	106.4	F	65.6	E								

Intersection	2035 No Build						2035 Build						2035 Build with Intersection Improvements											
	AM			PM			AM			PM			AM			PM			AM			PM		
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS												
SR 20 at Industrial Boulevard*	103.6	F	111.2	F	111.2	F	141.1	F	105.7	F	87.8	F	75.4	E										
SR 20 at I-75 Southbound Ramp	103.5	F	138.3	F	132.5	F	119.2	E	181.3	F	55.0	D	99.0	F										
SR 155 at Industrial Boulevard/King Mill Road*	100.0	F	74.4	E	74.4	E	119.2	E	69.6	F	84.9	E	59.6	E										

*Note: Delay and LOS at these locations improves from 2015 to 2035 due to planned projects at those locations. SR 20/81 from East of I-75 South to Phillips Drive, GDOT Project No. 321520. Completion date 2020. Widen from two to four lanes. SR 155 from I-75 South to US 23, GDOT project No. 0007856, completion date 2030. Widen from two to four lanes.

From: Smith, Dianna [<mailto:Smith.Dianna@epa.gov>]

Sent: Thursday, May 23, 2013 5:03 PM

To: Chetna.Dixon@dot.gov; Katy.Allen@dot.gov; Somerville, Amanetta; Phillips, Amber; andrew.edwards@dot.gov; Benjamin, Lynorae; Tamara.Christion@dot.gov; ddonofrio@atlantaregional.com; dhaynes@atlantaregional.com; Heath, Andrew; james_kelly@dnr.state.ga.us; Crane, Jason; JOrr@atlantaregional.com; Jackson, Keisha; Jackson, Keisha; Gwin, Kelly; Kelly.Wade@dot.gov; Harris, Krystal; kim@atlantaregional.com; Hester, Michael; stan.mitchell.ctr@dot.gov; rgoodwin@grta.org; Woods, Reuben; Syamala@hallcounty.org; Shakshuki, Soli; Mitchell, Ulysses

Subject: RE: Atlanta Nonattainment Area: PI 0009156 & 0009157, Henry and Clayton Counties, PM2.5 LOD

Hello Chetna,

Thanks for sending this for review. We have completed our review and agree that these project(s) do NOT appear to be a "Project of Concern" per the Transportation Conformity Rule, and thus meets the statutory and regulatory requirements for PM2.5 hotspots without a qualitative analysis.

From: Chetna.Dixon@dot.gov [<mailto:Chetna.Dixon@dot.gov>]

Sent: Tuesday, May 14, 2013 7:58 AM

To: Katy.Allen@dot.gov; Somerville, Amanetta; aphillips@dot.ga.gov; andrew.edwards@dot.gov; Benjamin, Lynorae; Chetna.Dixon@dot.gov; Tamara.Christion@dot.gov; ddonofrio@atlantaregional.com; dhaynes@atlantaregional.com; Smith, Dianna; atheath@dot.ga.gov; james_kelly@dnr.state.ga.us; jcrane@dot.ga.gov; JOrr@atlantaregional.com; Keisha.Jackson@dot.state.ga.us; keijackson@dot.ga.gov; kgwin@dot.ga.gov; Kelly.Wade@dot.gov; Kfowler@dot.ga.gov; kkim@atlantaregional.com; michael.hester@dot.state.ga.us; stan.mitchell.ctr@dot.gov; rgoodwin@grta.org; rwoods@dot.ga.gov; Syamala@hallcounty.org; sshakshuki@dot.ga.gov; umitchell@dot.ga.gov

Cc: Chetna.Dixon@dot.gov

Subject: Atlanta Nonattainment Area: PI 0009156 & 0009157, Henry and Clayton Counties, PM2.5 LOD

Hello Interagency Group,

Please see the attached PM 2.5 Determination sheet for a project in the Atlanta Nonattainment Area. FHWA has determined that the project is NOT of air quality concern and is requesting consensus from the Interagency consultation group.

Please review and provide comments back by **COB 5/29/13**.

If no comments are received from your agency, consensus with this determination will be assumed. Thanks in advance for responding quickly.

Thanks,

Chetna P. Dixon | FHWA GA Division

Environmental Coordinator

☎:: 404.562.3655 office

✉:: 61 Forsyth Street, Ste 17T100; Atlanta, GA 30303

✉:: Chetna.Dixon@dot.gov

 Please consider the environment before printing this e-mail



June 5, 2013

Public Comment Concerning PM2.5 Air Quality for the I-75 Express Lanes
Project Nos. CSNHS-0009-00(156) & CSNHS-0009-00(157) Henry/Clayton
P. I. Nos. 0009156 & 0009157

Henry Daily Herald
38 Sloan Street
McDonough, GA 30253

ATTENTION: CLASSIFIEDS

Dear Sir or Madam:

This is to request that you publish the attached legal advertisement in the newspaper on the following date:

PUBLICATION DATE: June 7, 2013

In order to pay your invoice promptly, please forward your invoice along with **three originals of the advertisement or a notarized affidavit to the Department of Transportation, 115 Transportation Boulevard, Thomaston, Georgia 30286, ATTENTION: Laine Dallas.** If the ad ran twice we will need originals of each printing plus one copy.

Sincerely,

Thomas B. Howell, P.E.
District Engineer

William J. Rountree

By: William J. Rountree, P.E.
District Preconstruction Engineer

AJR:cb

Attachment

Xc: Rodney Barry; Genetha Rice-Singleton; Bobby Hilliard; Glenn Bowman; Lisa Myers;
Angela Robinson; Michael Presley; Duane Fant, Jeff Franklin; Robert O'Rourke; Kimberly
Larson;
Laine Dallas; Tonya Marshall; Cheryl Griffin/Bill Rountree; Ken Robinson; Mike Williams



**Georgia Department of Transportation to Seek Public Comment Concerning
PM_{2.5} Air Quality for the I-75 Express Lanes from SR 155 to SR 138,**

GDOT Projects PI Nos. 0009156 & 0009157 in Clayton and Henry Counties

PM_{2.5} Hot-Spot Consideration

The Clean Air Act (CAA) section 176 (c) requires that federal transportation projects are consistent with state air quality goals, found in the State Implementation Plan (SIP). The process to ensure this consistency is called Transportation Conformity. Conformity to the SIP means that transportation activities will not cause new violations of the national ambient air quality standards (NAAQS), worsen existing violations of the standards, or delay timely attainment of the relevant standard.

Transportation conformity is required for Federal transportation projects in areas that have been designated by the U.S. Environmental Protection Agency (EPA) as not meeting the NAAQS. These areas are called nonattainment areas if they currently do not meet air quality standards or maintenance areas if they have previously violated air quality standards, but currently meet them and have an approved maintenance plan. On January 5, 2005, The US EPA designated Clayton and Henry Counties as nonattainment areas for fine particulate matter, called PM_{2.5}. This designation became effective on April 5, 2005, 90 days after EPA's published action in the Federal Register. Transportation Conformity for the PM_{2.5} standards applies as of April 5, 2006, after the one year grace period provided by the CAA. Metropolitan PM_{2.5} nonattainment areas are now required to have a transportation improvement program (TIP) and long range transportation plan (LRTP) that conforms to the PM_{2.5} standard.

This announcement is to comply with the fine particulate (PM_{2.5}) hotspot consideration requirements for the ***I-75 Express Lanes*** project located in Clayton and Henry Counties, Georgia. The purpose of this project is to reduce travel time and increase mobility along I-75 from SR 155 to SR 138. The project involves construction of a reversible, barrier-separated, managed lane system and Intelligent Transportation System (ITS) infrastructure. The managed lanes would begin in Henry County at the I-75 Bridge over SR 155 and end in Clayton County approximately 600 feet south of the I-75 southbound on-ramp from SR 138, and at SR 138 on I-675. From SR 155 to approximately one mile south of Mt. Carmel Road, a single reversible lane would be constructed. The single lane would then transition to two reversible lanes, which would continue to the northern terminus of the facility, where they would diverge, providing access to the I-75 general purpose lanes and a direct single-lane connection to the median of I-675, where the lane would then connect to the I-675 general purpose lanes.

The ITS component of the project would begin and end approximately two miles on either end of the proposed managed lanes. Specifically, the ITS improvements would begin 2.1 miles south of the I-75 bridge over SR 155 in Henry County and continue north along both I-75 and I-675 into Clayton County. Along I-75, the ITS component of the project would end 2.1 miles north of the I-75 southbound off-ramp to SR 138 (Stockbridge Highway) and along I-675 it would end 2.1 miles north of SR 138. The total length of the project including the ITS infrastructure is 17.94 miles

The Federal Highway Administration and Georgia Department of Transportation have addressed PM_{2.5} Hot-Spot Analysis and it appears the ***I-75 Express Lanes*** project ***does not*** appear to be "a Project of Air Quality Concern". The CAA 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).

The Georgia Department of Transportation is requesting that any member of the public may comment for a period of 15 days after which this advertisement first appears.

Written comments may be submitted to:

Mr. Glenn Bowman, P.E.
State Environmental Administrator
600 West Peachtree Street
16th Floor; Atlanta, Georgia 30308

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115 Notices

NOTICE OF SALE UNDER POWER, CLAYTON COUNTY

Pursuant to the Power of Sale contained in a Security Deed given by James Lorenzo Summers to Mortgage Electronic Registration Systems, Inc. as nominee for First Service Mortgage Inc. dated 4/23/2004 and recorded in Deed Book 7516 Page 190, Clayton County, Georgia records, as last transferred to Wells Fargo Bank, NA, conveying the after-described property to secure a Note in the original principal amount of \$147,042.00, with interest at the rate specified therein, there will be sold by the undersigned at public outcry to the highest bidder for cash before the courthouse door of Clayton County, Georgia, within the legal hours of sale on July 02, 2013 (being the first Tuesday of said month unless said date falls on a Federal Holiday), the following described property: All that tract or parcel of land lying and being situate in Land Lot 149, of the 12th District, Clayton County, Georgia, being Lot 1, Block H of Springfield Subdivision, Unit Eight, as shown on Plat recorded in Plat Book 18, Page 4, Clayton County, Georgia records, and by plat is incorporated herein by reference for a more complete description. The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in the Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Said property is commonly known as 2689 Shade Drive, Ellenwood, GA 30294-3929 together with all fixtures and personal property attached to and constituting a part of said property, if any. To the best knowledge and belief of the undersigned, the party (or parties) in possession of the subject property is (are): James Lorenzo Summers and Charlene Rochelle Summers or tenant or tenants. Wells Fargo Bank, NA is the entity or individual designated who shall have full authority to negotiate, amend and modify all terms of the mortgage pursuant to established custom. Wells Fargo Bank, NA Loss Mitigation 3476 Stillview Boulevard Fort Mill, SC 29715 1-800-662-5014 Note, however, that such entity or individual is not required by law to negotiate, amend or modify the terms of the loan. Said property will be sold subject to: (a) any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), (b) unpaid water or sewage bills that constitute a lien against the property whether due and payable or not yet due and payable and which may not be of record, (c) the right of redemption of any taxing authority, (d) any matters which might be disclosed by an accurate survey and inspection of the property, and (e) any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above. The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan with the holder of the Security Deed. Pursuant to O.C.G.A. Section 9-13-172.1, which allows for certain procedures regarding the rescission of judicial and non-judicial sales in the State of Georgia, the Deed Under Power and other foreclosure documents may not be provided until final confirmation and audit of the status of the loan as provided immediately above. Wells Fargo Bank, NA as agent and Attorney in Fact for James Lorenzo Summers, LLP, 15 Piedmont Center, 3575 Piedmont Road, N.E., Suite 500, Atlanta, Georgia 30305, (404) 994-7400. THIS LAW FIRM MAY BE ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. 1000-667494344 Class-June-7-2013-296451-Legal-June-14-21,282013-296447

115 Notices

dards, or delay timely attainment of the relevant standard. Transportation conformity is required for Federal transportation projects in areas that have been designated by the U.S. Environmental Protection Agency (EPA) as not meeting the NAAQS. These areas are called nonattainment areas if they currently do not meet air quality standards or maintenance areas if they have previously violated air quality standards, but currently meet them and have an approved maintenance plan. On January 5, 2005, the US EPA designated Clayton and Henry Counties as nonattainment areas for fine particulate matter, called PM2.5. This designation became effective on April 5, 2005, 90 days after EPA's published action in the Federal Register. Transportation Conformity for the PM2.5 standards applies as of April 5, 2006, after the one year grace period provided by the CAA. Metropolitan PM2.5 nonattainment areas are now required to have a transportation improvement program (TIP) and long range transportation plan (LRTP) that conforms to the PM2.5 standard. This announcement is to comply with the fine particulate (PM2.5) hotspot consideration requirements for the I-75 Express Lanes project located in Clayton and Henry Counties, Georgia. The purpose of this project is to reduce travel time and increase mobility along I-75 from SR 155 to SR 138. The project involves construction of a reversible, barrier-separated, managed lane system and Intelligent Transportation System (ITS) infrastructure. The managed lanes would begin in Henry County at the I-75 Bridge over SR 155 and end in Clayton County approximately 600 feet south of the I-75 southbound on-ramp from SR 138, and at SR 138 on I-675. From SR 155 to approximately one mile south of Mt. Carmel Road, a single reversible lane would be constructed. The single lane would then transition to two reversible lanes, which would continue to the northern terminus of the facility, where they would diverge, providing access to the I-75 general purpose lanes and a direct single-lane connection to the median of I-675, where the lane would then connect to the I-675 general purpose lanes. The ITS component of the project would begin and end approximately two miles on either end of the proposed managed lanes. Specifically, the ITS improvements would begin approximately 2.1 miles south of the I-75 bridge over SR 155 in Henry County and continue north along both I-75 and I-675 into Clayton County. Along I-75, the ITS component of the project would end 2.1 miles north of the I-75 southbound off-ramp from SR 138 (Stockbridge Highway) and along I-675 it would end 2.1 miles north of SR 138. The total length of the project including the ITS infrastructure is 17.94 miles. The Federal Highway Administration and Georgia Department of Transportation have addressed PM2.5 Hot-Spot Analysis and it appears the I-75 Express Lanes project does not appear to be a "Project of Air Quality Concern". The CAA 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). The Georgia Department of Transportation is requesting that any member of the public may comment for a period of 15 days after which this advertisement first appears. Written comments may be submitted to: Mr. Glenn Bowman, P.E. State Environmental Administrator 600 West Peachtree Street 16th Floor Atlanta, Georgia 30308 Classified-run-June-7,2013 Pursuant to the Georgia Self Storage Act (210-215) Absolute Storage of Stockbridge will conduct a public auction at 7428 Davidson Circle East, Stockbridge, GA 30281 on June 27, 2013 at 11:00AM. Management has the right to refuse any bid or withdraw any unit from the auction. Sale is cash only. A44 Nicole Smith A9 Victor Perez B11 Keya Martin C16 Yvonne Howard C20 Anita Mackey C38 Donnell Lewis C44 Gary Jones E3 Andrea McPherson G30 Melvin Walters Classified-request-6-7-13 run---296426

130 Announcements

ADJUSTMENTS AND CREDITS: Check your ad for errors the first day. This publication will be responsible for the first incorrect insertion and no greater extent than the cost of the space occupied by the error. The publisher assumes no financial responsibility for errors or omissions of copy. 770-478-5753. ADS LISTED for Job Information. You should fully investigate the background of any company BEFORE paying a fee. Proceed with caution if you are asked to send money or in calling "900" numbers. All phone numbers prefixed by "900" are charged to the caller on a per minute or per call basis. Beware of phone numbers with domestic area codes which have a recording that refers calls to another area code. This could be an area code outside the U.S. and the charge per minute is expensive. This publication makes every effort to qualify the charges for the reader. Remember, if you have any doubts, investigate! Your Better Business Bureau is an excellent source of information. Call (404)766-0875. HIGH-PAYING POSTAL JOBS! No Experience Required! Don't pay for information about jobs with the Postal Service or Federal Government. Call the Federal Trade Commission 1-877-FTC-HELP http://www.ftc.gov A public service message from this publication and the Federal Trade Commission.

226 Real Estate Auctions

REAL ESTATE AUCTION BANKRUPTCY CASE# 12-68490-JRS 7+/- ACRE TRACT 20 NORTH RIVER RD McDONOUGH, GA 30252 SELLING ONLINE ONLY BID DEADLINE: JUNE 19TH @ 2PM www.auctionEbid.com 770-980-9565 MAUSOLEUM CRYPT for sale. 15 x 4 ft with vase. Valued at \$4,000+, sell price \$3500 located in Forest Lawn Memorial Garden, College Park. Call Teresa at 770-256-0633. HENRY COUNTY Rent To Own Opportunity Knocks No Money Down No Credit Check Great Location 3BR/2BA, Fenced Backyard \$899 Per Month 678-475-7112 2BR PLUS BONUS ROOM, 1BA HOUSE: LAKE CITY: \$875/mo includes all utilities, pest control and yard work. No pets. Cable not included. \$800 deposit. 770-490-9053 3BR, 2BA, HAMPTON, GA: Fenced backyard, \$850 per month plus \$850 security deposit. Section 8 accepted, 404-863-2484 MCDONOUGH - Cedar Cape Cod. 3BR, 2BA, on 1+ acre, rocking chair front porch, small office, large deck, 2 car garage, \$950 mo. \$800 dep. 1 year lease. Outside pets only. Call 770-914-2505 New Hope/Ola Schools. MCDONOUGH: 3BR/2.5 BA, \$750/mo. Also available STOCKBRIDGE: 4BR/2BA, Huge fenced yd, \$850 mo. CLAYTON CO.: 3BR/1BA, \$725 mo. OR 4BR/2BA, \$950 mo. Greenwood Southside LLC. Call 770-770-1454, Max 770-527-4841 NEW CONDITION!!! WONDERFUL 2BR 1.5BA Duplex Flat - Incl. Lawn svc, apps, W/D conn, ceiling fans, fireplace, blinds, no pets. \$590 month, \$300 dep. 8440 Pineland Dr. Jonesboro. Trawick Properties Keith 770-714-4089 FOREST PARK - Governor Terrace Apts. Not Accepting applications CLOSED WAITING LIST for Senior Low Income Housing. 4947 Governor Drive. Contact 404-363-6221. LOCATION, LOCATION, LOCATION! MCDONOUGH - 2BR, 1BA, Apartments. Convenient to the Square. \$600 mo + utilities, \$300 dep. Call (404)-345-6206. SPECIAL! ONLY \$595 MO Spacious Total Electric 2BR-1.5BA deluxe Tomehome. No Credit Check. Section 8 vouchers ok. 770-775-0888 www.gardentownhomes.com TFN

248 Apartments Duplexes Townhomes For Rent

STUDIO APT For Rent: NICE ESTABLISHED MORROW NEIGHBORHOOD: Very nice. All utilities included. \$500 per month. \$350 deposit. No pets. 404-909-1280. UP TO \$199 Move-In 2x2 SPACIOUS apts w/ optional washer & dryer. Pets ok. Clean. Walk-in Closet. Move in today. \$599/mo. Call Hyde Park Manor Apts. Stockbridge GA 770-506-9494 to schedule an appt. 256 Mobile Homes & Lots For Rent GLOVER RANCH 2,3,4 BR avail As low as \$400/mo Call Jerry 770-946-4286 770-362-7477 262 Roommate Wanted / Rooms For Rent JONESBORO: ROOMS FOR RENT in private home. Cable TV, fully furnished, washer/dryer, use of entire home. All utilities included in rental amount. Rooms range from \$16 & up per day. Rose 770-898-1504 PRIVATE ROOM FOR RENT: STOCKBRIDGE AREA. Private entrance, private bath. \$300 per month utilities included. 678-457-2547 378 Landscaping & Lawn Care Z-RIEWAY LAWN CARE - 404-455-2590. Ask for Vahn. Detailing is in my work. Call for onsite estimates. Custom monthly packages available. 500 Yard & Garage Sales GENERAL STORAGE is proud to announce its 1st CUSTOMER APPRECIATION YARD SALE and COMMUNITY EVENT on Sat. June 8th 2013. 8:00AM-6:00 PM. Clothing, appliances, furniture, and more! Food vendors include Finger Lickin Concessions, Off the Chain Grilling, Italian Ice, and Moon Bounce! 1960 McDonough Road Lovejoy, GA 30250 (770) 477-6233. Multi Seller Yard Sale - COME FIND YOUR TREASURE. Over 15+ sellers at our Annual Yard Sale. Sat. June 8, 8:30am to 2:30pm at: Riverdale Road Self Storage, 6305 Riverdale Road, Riverdale, GA 30274 Call 770-994-9946 for directions and additional info. STORE CLOSING - BIG SALE. DON'T MISS OUT ON THE BARGAINS AT K & L VARIETY, LLC A THRIFT STORE. WE ARE CLOSING AND YOU CAN GET THE BEST BARGAINS IN HENRY CO. 136 HOOD STREET, MCDONOUGH, GA 770-898-0829 500 Yard & Garage Sales HUGE CHURCH WIDE YARD SALE!!! Saturday, June 8, 2013 from 8:00AM to 3:00PM. Grill lunch Plates are available from 11:00AM to 2:00PM! Generation Church 1951 HWY. 42 North McDonough, GA 30253 McDonough (678)-568-3159. www.generationchurchatl.net YARD SALE - 2 Family Yard Sale - Saturday 7am until. 600 Grove Pointe Way, Locust Grove. Take Hwy. 42 below LG. Then Locust Road, Grove Pointe (Not Grove Park) on left, then left after swimming pool.

509 Antiques and Collectibles

ANTIQUE FURNITURE Ball & claw sofa, loveseat, 2 matching chairs, Coffee table & end tables, Rocker and Piano 404-374-1415. 512 Appliances Washer/Dryer \$250; Super Capacity \$350. Reg. ref or stove \$175 & up; Side/Side Refg \$300 & up. Del/warr. 678-544-5371 572 Tools and Equipment PORTABLE WELDER on Trailer, 300 Amp machine, 3 Cylinder Diesel Engine. 770-775-6729 577 Dogs JACK RUSSELL TERRIER Puppies FOR SALE. 15 weeks old, beautiful puppies, \$125. 404-281-3979 713 Full Time 17 POSITIONS Available! Sales/Project Manager Local Company Aggressive Compensation plan No Experience necessary All training provided www.RSAtlanta.com Jonesboro- 770.728.8401 Morrow- 678.846.9211 NURSING OPPORTUNITIES! Georgia Correctional Healthcare, Part of the Georgia Regents University is seeking candidates for Georgia Diagnostic Classification Prison in Jackson. REGISTERED NURSE LICENSED PRACTICAL NURSE GA license and BCLS req'd. 1 yr exp pref'd Fax to: 770-504-2140 Call: 770-504-2462 We offer excellent benefits! To learn more, visit: www.gru.edu/gchc AA/EOE/Equal Access ADA Employer ACCOUNTING ASSISTANT, CONSTRUCTION. Full time Accounting Assistant position at C C Fence Company, a 30 year old family owned company. Good accounting education and experience in construction accounting are a plus. Benefits. Apply at 2680 Highway 42 North, McDonough. AIDS - Individuals needed for Assisted Living Facility in Jackson, GA. Looking for high energy, dependable, and punctual employees who enjoy working with seniors. Our Care Teams are responsible for residents' personal daily needs, cooking, cleaning, and laundry. All shifts. Must be over 21 and pass background screening. Experience preferred but Not A Must. Come join our caring teams. Phone 770-775-9242 (between the hours 11 a.m. and 3:30 p.m.) to arrange an interview. AUTOMOTIVE SERVICE TECHNICIANS needed for Butler Lexus and Butler Toyota. Butler Lexus, Middle Georgia's leading luxury automobile dealership, and Butler Toyota, Middle Georgia's leading import dealership, are looking to hire Service Technicians. Experience as a general line technician is required and import dealership experience is a plus. Must have own tools and a valid driver's license and successfully pass criminal and driving background check as well as pre-employment drug screening. We offer a career with a stable, well-established company with over 40 years success in the marketplace and ten dealerships throughout Georgia and South Carolina. We offer: Industry's top pay plan, Air conditioned shop, Brand new state-of-the-art facilities, Health, dental life insurance, 401(k) Retirement Plan, Paid holidays and Paid Time Off (PTO) Program. Qualified candidates should email their resume to tim@bmwofmacon.com Equal Opportunity Employer And Drug Free Workplace

713 Full Time

CUSTODIAN III. Gordon State College seeks a Custodian III to function as a lead worker for a small group of employees, coordinate and direct custodial activities, and maintain the cleanliness of college buildings and facilities. HS diploma/GED, at least three years of related experience, and a valid driver's license required. Candidate must have basic computer skills, supervisory experience and knowledge of custodial practices. Pre-employment drug screen and criminal history check conducted. Visit https://jobs.gordonstate.edu for complete job description and to apply. Applications must be received by 6/23/2013. Gordon State College, Barnesville, GA. EOE

713 Full Time

Delivery Driver: Plumbing Distributors Inc. GA's largest family owned lighting & plumbing wholesaler is growing & has an immediate opening for a Delivery Driver with its McDonough Branch. Delivery Driver Position requires clean MVR, ability to pass DOT physical, drug screen, & background check. Candidate must have a great customer service attitude. Send resume khardy@plumbingdistributors.com or fax to 770-995-3135 SALES We want you at SONS Honda of McDonough We are looking for a Internet Salesperson and a Used Car Sales Mgr. with F&I experience preferred. We have: Competitive pay, paid vacation, insurance, and a 401K program. FIVE DAY WORK WEEK Great location in metro Atlanta A leadership team driven to help YOU succeed An environment that thrives on employee feedback. Family owned company that believes in its people and growth opportunities. If you are interested, please apply in person to: Sons Honda 105 Sons Drive McDonough, GA 30253 SERVICE DISPATCHER COMMERCIAL FOOD EQUIPMENT REPAIR COMPANY SEEKING INDIVIDUAL FOR SERVICE DISPATCHER POSITION. QUALIFICATIONS: SERVICE DISPATCHING EXPERIENCE EXCELLENT CUSTOMER SERVICE SKILLS EXCELLENT PHONE SKILLS COMPUTER LITERATE (PARTS SALES AND INVENTORY EXPERIENCE A PLUS) Salary: \$13-\$15 per hour. Excellent Benefits; including paid vacations and sick leave. Please send resume to: charles.rosete@naccps.com TRAILER MECHANIC & Body Shop Repair Technician. We are looking for a Experienced Trailer Mechanic Body Shop Repair Tech. Must have own tools, valid drivers license pass drug test. Only EXPERIENCED need apply. Positions available immediately. Apply in person: 1521 Industrial Dr Griffin, GA

723 Part Time

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AVAILABLE NOW FURNISHED APTS. - Fulton Co. Atlanta Airport area. FREE 1 Month. 1-2 BR, \$550/mo. Sec. 8 Ok. Starlite Apartments on Facebook. 770-312-3599 or 770-461-8802

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INGLES MARKETS Experienced Meat Cutters Pre-Employment Drug Screen and Background Checks Required Competitive Pay and Benefit Packages Available Apply Online: www.inglescareers.com

INSTRUMENT MAN and RODMAN needed by Land Surveying Company in Fayetteville. Must be experienced, have a dependable vehicle and drivers license. Must live within a reasonable distance to Fayetteville. Call 678-519-2244 Office OR 678-634-1798 (Cell) and ask for James.

GREAT CAREER OPPORTUNITY INSURANCE INDUSTRY Fortune 500 Insurance company Agencies are looking for four SALES REPRESENTATIVES/PRODUCERS Clayton and Henry County It would be a plus if the candidate is licensed in Property and Casualty, as well as Life and Health. Possible income \$1k to \$5k a month. Fax or email resumes to: 770-477-2447 OR ellis@elliswester.com

MECHANIC - Experienced Mechanic needed for immediate hire. Must be experienced in diesel trucks & equipment & be able to work on air brakes. Many years experience required! Full time job. Fill out application, 691 price Drive, Locust Grove, GA. 30248, M-F 8-12, 1-5. EEO Employer

WAREHOUSE - The J.C. Penney Atlanta Logistics Center currently has the following job openings: Warehouse Personnel (Part-Time) * 2 Shifts Available: •2nd Shift: 6:00pm- 2:00am (Friday-Sunday) •3rd Shift: 12:00am-6:00am (Friday-Sunday) *Start Date of Employment: Friday, June 28th, 2013 *Interested candidates should contact: 404-362-6721 and leave the following information: Name, Phone Number, Email Address, Prior Work Experience, and Shift Preference.



735 Work From Home WORK-AT-HOME, BE YOUR OWN BOSS. What looks like the ticket to a secure job might be a scam. For info, call the Federal Trade Commission, toll-free, 1-877-FTC-HELP, or visit www.ftc.gov. A message from this newspaper & the FTC

800 Vehicles ADVERTISE YOUR VEHICLE, MOTORCYCLE, BOAT, 4-WHEELER, CAMPER in the Henry Daily Herald, Clayton News Daily and Jackson-Progress plus their websites starting at \$12. Call your classified representative today 770-471-4742 or place your ad online www.henryherald.com www.news-daily.com www.mjpa.com

830 Boats and Motors 1988 Dyna-Trak Boat, Needs work, 1986 Evinrude 115 outboard motor, needs work, Tennessee Boat Trailer, good shape. \$500 obo. 404-824-6449

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Advertising Receipt

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DEPARTMENT OF TRANSPORTATION
LAINE DALLAS
THOMASTON DISTRICT ENGINEER
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THOMASTON , GA 30286

Acct #: 00004887

Ad #: 00296427

Phone: 706-646-6900

Date: 06/05/2013

Ad taker: 09

Salesperson: CL

Classification: 115

Description	Start	Stop	Ins.	Cost/Day	Extras	Total
PM2.5 Air Quality- SR155 SR138	06/07/2013	06/07/2013	4	127.53	0.00	510.12

Ad Text:

Georgia Department of Transportation to Seek Public Comment
Concerning
PM2.5 Air Quality for the I-75 Express Lanes from SR 155 to SR 138,
GDOT Projects PI Nos. 0009156 & 0009157 in Clayton and Henry
Counties
PM2.5 Hot-Spot
Consideration

The Clean Air Act (CAA) section 176 (c) requires that federal transportation projects are consistent with state air quality goals, found in the State Implementation Plan (SIP). The process to ensure this consistency is called Transportation Conformity. Conformity to the SIP means that transportation activities will not cause new violations of the national ambient air quality standards (NAAQS), worsen existing violations of the standards, or delay timely attainment of the relevant standard

Payment Reference:

Total: 510.12

Tax: 0.00

Net: 510.12

Prepaid: 0.00

Total Due 510.12

SUMMARY OF ENVIRONMENTAL STUDY
GDOT PROJECTS CSNHS-0009-00(156) & CSNHS-0009-00(157),
CLAYTON & HENRY COUNTIES,
PI NOS. 0009156 & 0009157

In compliance with the 1969 National Environmental Policy Act, the Georgia Department of Transportation has conducted an assessment of the social, economic and environmental effects for the proposed I-75 Managed Lane project. The following information gives a summary of the environmental document.

No residential units or businesses would be displaced by the proposed project.

In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. Ten jurisdictional wetlands and 38 jurisdictional streams were identified within the project's area of potential effect (APE). It is estimated that 0.877 acre of wetlands and 525 linear feet of streams would be impacted by the proposed project.

In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. No crossings of the 100-year floodplain have been identified and, therefore, the project would have no impacts to floodplains. The project would not have an adverse effect on water quality within the project corridor. A U.S. Army Corps of Engineers Section 404 permit would be required for this project.

The proposed project would not exceed state and federal air quality standards, and it is consistent with the State Implementation Plan for the attainment of clean air quality in the state. This project will be evaluated by an interagency group consisting of FHWA, USEPA, EPD and the ARC prior to the final approval of the environmental document. The results of this evaluation will be documented in the subsequent environmental document.

The construction of this project would result in traffic-related noise impacts to 237 receivers, representing 606 receptors, along the project corridor by design year 2035. All receivers are predicted to be impacted based on exceeding the noise abatement criteria. Nine noise walls were found to be feasible and reasonable noise abatement measures along the project corridor.

In compliance with Section 106 of the National Historic Preservation Act of 1966, the project has been surveyed for existing and eligible National Register properties. One historic resource (The Horseshoe Farm) was found to be located within the project's APE. The project would have No Adverse Effect on The Horseshoe Farm. No existing or eligible archaeological resources were found to be located within the APE.

The proposed project would not affect any threatened or endangered plant or wildlife species, as none are located in or frequent the project area.

The project would not involve any farmland as defined in the Farmland Protection Policy Act, 7 CFR Part 658, due to the land in this corridor being in or committed to urban development.

The proposed project has been surveyed for potential sites where contaminated soil and/or water from leaking underground storage tanks may exist. No potential sites were identified within the project corridor.

Copies of the environmental document are available at this hearing for your review or by sending your request to:

Mr. Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308



STATE ROAD & TOLLWAY AUTHORITY

STATE OF GEORGIA

William Dink, Governor
Overton

David J. Davis, P.E.
Executive Director

February 26, 2013

SRTA Cash-Based/Cash-Preferred Customer Solutions Overview

In order to provide choices and flexibility to current as well as potential Peach Pass customers, SRTA is developing several strategies to allow cash-based or cash-preferred customers multiple payment methods so that they can utilize the state's toll facilities. These payment "channels" include in person Customer Service centers and retail based payment options.

SRTA WALK UP CUSTOMER SERVICE CENTERS

SRTA currently operates 3 walk up Customer Service Centers where current as well as new customers can transact business in person with SRTA. These locations support new account sign up, account closings, account payments and violation payments. Each location is set up to process payments made via cash, check or credit card. Customers will have the choice to open pre-paid Peach Pass accounts via credit card or cash. Either payment method is subject to the same charges and fee schedules. In addition, to the payment related transactions identified above, Peach Pass customers can request and receive Peach Pass transponders, as well as update vehicle and account information at these locations.

SRTA's primary Customer Service Center is located at SRTA's headquarters in downtown Atlanta. This location is considered our permanent location and offers all of the services noted above, plus access to SRTA management.

The other two Customer Service Centers are co-located at Georgia Department of Driver Services (DDS) Service Centers along the I-85 corridor. These two locations provide easy access to motorists who live near and/or frequently travel the I-85 Express Lanes. SRTA opened both locations in advance of the opening of the I-85 Express Lanes in order to facilitate account set up and transponder penetration, and general motorist education of the I-85 Express Lanes.

SRTA intends to duplicate this model by partnering with DDS to co-locate Peach Pass Customer Service Centers at other DDS locations located in the vicinity of future planned toll facilities; including both the planned I-75 NWC managed lanes and the planned I-75 South Express Lanes toll facilities. In addition, SRTA's marketing plans include opening additional locations near the physical location of upcoming toll facilities. This allows SRTA to have a presence that is physically convenient to motorists most likely to use the new facility. As part of each project, SRTA will open Customer Service Centers in advance of the respective toll facilities opening to traffic.

The current Customer Service Centers are located at:

- State Road and Tollway Authority, 47 Trinity Ave. SW, Ground Floor, Atlanta, GA 30334
- Department of Driver Services, 2211 Beaver Run Road, Norcross, GA 30071
- Department of Driver Services, 310 Hurricane Shoals Road, NE, Lawrenceville, GA 30046

SRTA Cash-Based/Cash-Preferred Customer Solutions Overview

February 16, 2013

Page 2 of 3

“PAY N GO” PEACH PASS ACCOUNT OPTION

In order to provide additional options for cash-based or cash-preferred customers to access all electronic toll facilities, the State Road and Tollway Authority (SRTA) is working with its back office provider, Electronic Transaction Consultants Corporation (ETCC) and third party network provider, InComm, to provide a cash-based payment solution that is available to all current or potential Peach Pass customers at retail locations that they commonly visit throughout the week.

InComm is an industry leading marketer, distributor and technology innovator of stored-value gift cards and prepaid products. InComm's retail network features most of the premier brands in the big box, grocery, convenience, chain drug, discount, electronics, office supply and other categories. Through an electronic interface, InComm's network will communicate receipt of prepaid toll funds that will be associated with a toll transponder and available for use on any Georgia toll facilities. As currently envisioned, SRTA is working with ETCC and InComm to offer the following 2 products within the next 6 – 12 months. Both products will be marketed under the brand, “Pay N Go Peach Pass” Accounts:

The first is a package containing a Peach Pass transponder and an InComm reloadable card. This package is referred to as a Pay N Go Peach Pass Starter Kit. The card inside the kit will be associated to the transponder in InComm's database. SRTA will be responsible for furnishing the transponder and InComm will produce the card. InComm will package the card and transponder together and provide logistics to get the cards onto the existing gift card displays at merchants in the appropriate areas throughout Metro-Atlanta (or whichever geographic location within Georgia that is in proximity to a state toll facility). The transponder/card package will be sold for a suggested \$2.50, plus the pre-paid toll value added to the account at the time of purchase. Currently we contemplate a suggested minimum value of \$20, which corresponds with the minimum prepaid amount on credit card based pre-paid accounts and a maximum of \$500. The retail merchant and InComm would be compensated through the \$2.50 fee.

The entire financial transaction occurs in real time in the same manner as any other point of sale purchase. By the time the consumer exits the store, the value is associated with the transponder. The consumer simply attaches the transponder to their vehicle and they can immediately access the I-85 Express Lanes, the GA 400 Open Road Tolling lanes, as well as any other toll facility (e.g. the planned I-75 Northwest Corridor Express Lanes and the planned 75 South Express lanes). The packaging instructions will include information on how to add value to their account through retail merchants located through the consumer's live/work communities, as well as information on automated online payments via debit or credit cards for reloading. This allows a cash-based customer to access the system very easily and remain anonymous if desired. This puts the transponder distribution and payment process in the communities of all potential users, at the merchants where they shop weekly. This also allows easy transponder distribution to the credit card-based customer by reminding them while they shop.

The second product would be a reload or “top-up” card only. This card would hang next to the Starter Kit package described above, and will be marketed as “good for top-up of existing accounts.” After picking up the card and proceeding to the register, the customer is asked, “how much do you

SRTA Cash-Based/Cash-Preferred Customer Solutions Overview

February 26, 2013

Page 3 of 3

want to add to the card", with a minimum of \$20 and maximum of \$500. A \$1.50 transaction fee will be added to the transaction. The consumer then leaves the store, calls a toll-free number and goes into InComm's Interactive Voice Response (IVR) system. The consumer provides the card number and their transponder number. The IVR platform, is linked to InComm's database which in turn is linked to the merchant's Point of Sale (POS) system will determine the value of the card that was paid at the register and will send ETCC a message with the information. ETCC will then add the value to the appropriate Peach Pass account and respond with the new balance, which will be provided to the consumer via the IVR system. Once the customer has associated the "top-up" card with their account (by linking it to one of the transponders on their account) the balance is immediately available on their account. If the customer has difficulty, a live operator will assist 24/7/365 in English and Spanish. The data capture may also be completed on a web site or via a mobile application. The customer only has to provide the transponder data once. InComm will associate the data with the card, and subsequent "top-up" transactions with the same card will automatically push the value to ETCC from the merchant location's POS system in real-time with no additional data capture needed. Subsequent top-ups will also incur the \$1.50 fee.

The products outlined here will leverage the latest payment and replenishment mechanisms that are familiar to those customers who may already use similar process used for phone calling cards and gift cards.

Retail merchant locations such as Wal-Mart, Walgreen's, Target and Best Buy are a few of the retail merchants within InComm's network. We will be working with InComm to identify specific locations at the appropriate time. We believe that the steps outlined here, will allow the same ease of access as provided to those patrons who have credit card-backed accounts. In fact, it should be noted that these products can be used by cash-based or credit card-based customers for the same fee structure. The fees charged are sized to nominally compensate InComm and the retail merchants for their operation and maintenance of the broad distribution network. This ease of access, coupled with the simplicity of the approach, is the cornerstone to providing a convenient solution for payment of tolls by cash-based customers.

CONCLUSION

SRTA's current business model distributes Peach Pass sticker transponders free to all users (credit card and cash-based). The solutions outlined in this paper increase those distribution channels as a convenience to current and potential customers. There is no charge to reload customer accounts if the account is backed by a credit card. There is no charge to reload customer accounts in person at customer service walk-up facilities (operated by SRTA) for the cash user. SRTA is constantly evaluating its business practices (including account establishment and reload) to best serve their customers. The InComm solution with prepaid cards is currently envisioned as a convenient option for the cash-based user. As we develop and market the InComm solution we will continue to refine its terms. The pricing that is currently in place is anticipated to stay at its current levels indefinitely but will be re-evaluated at the time of renewal of the contract.

McKeen, Kevin

From: Brett W. Albanese [Brett.Albanese@dnr.state.ga.us]
Sent: Thursday, June 27, 2013 11:53 AM
To: Hedeem, Meghan W.
Cc: brettalbanesenongamednr@gmail.com
Subject: RE: Altamaha Shiner & SP 107.23G

Hi Meg,

Yes, I think the provisions are appropriate to protect Altamaha Shiners on this project. I have pasted some overall comments below so it will all be in one email string now.

Thanks,

Brett

As you know, the Altamaha Shiner is state protected and has also been petitioned for listing under the ESA. We have been conducting surveys for it across its range. We are detecting the species at the vast majority of sites we sample, but numbers vary significantly. Some places, like the Alcovy River in Newton Co., contain extensive shoal habitat and support large populations. Other collections contain none to very few individuals and are very limited in shoal habitat. From a practical standpoint, I think it is important to invest more resources in protecting these larger populations as opposed to the more marginal populations. Important measures to protect this species include 1) maintenance and or restoration of fish passage between upstream and downstream areas, 2) prevention of erosion and sedimentation that would impact crevice spawning habitat or interfere with visual reproductive/feeding behavior.

I have never been to Pates Creek. Based on information in our database, I don't think it should be a priority for protecting Altamaha Shiners because 1) it is isolated between upstream and downstream reservoirs, and 2) it is in a heavily developed area. Therefore I would not recommend a time of year restriction for this population. I would recommend careful attention to erosion and sedimentation control practices.

Thanks,

Brett

From: Hedeem, Meghan W. [mailto:mhedeem@dot.ga.gov]
Sent: Thursday, June 27, 2013 11:42 AM
To: Brett W. Albanese
Subject: RE: Altamaha Shiner & SP 107.23G

Brett,

I added the Altamaha shiner, along with some enhanced erosion control measures to the Special Provision 107.23G. The standard measures are not included as our Construction Office has asked for us not to duplicate requirements.

The Federal Highway Administration ask that we include written correspondence with your office into our document. If you would, could you please respond and let me know if we have addressed your concerns with this project regarding the Altamaha shiner?

Thank you!
Meg

Meghan Hedeem, Ecology Consultant Manager

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
SPECIAL PROVISION**

**PROJECT: CSNHS-0009-00(156)(157) HENRY & CLAYTON COUNTIES
P.I.# 0009156 & 0009157**

Section 107 – Legal Regulations and Responsibility to the Public

Add the following to Subsection 107.23:

G. Protection of Federally Protected Species

The following conditions are intended as a minimum to protect these species and its habitat during any activities that are in close proximity to the known location(s) of these species. When there is a conflict between the General Provisions and the Special Provisions, these Special Provisions will govern the work.

1. The Contractor shall advise all project personnel employed on this project about the potential presence and appearance of the federally protected barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), eastern phoebe (*Sayornis phoebe*) and the state protected Altamaha shiner (*Cyprinella xaenura*). Migratory bird nests were observed within the box culverts where they cross the project corridor at Camp Creek (Stream 1), Birch Creek (Stream 2), Crittle Creek (Stream 12 and Stream 12g), Walnut Creek (Stream 13), Pates Creek (Stream 16), Rum Creek (Stream 21), Reeves Creek (Stream 23), Stream 23c, and Panther Creek (Stream 271). Altamaha shiner has been found in Stream #16 (Pate's Creek). All personnel shall be advised that there are civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting these species in knowing violation of the Migratory Bird Treaty Act of 1918. The Altamaha shiner is protected in the State of Georgia under the Georgia Endangered Wildlife Act of 1973. Pictures and habitat information will be provided to the Contractor at the preconstruction conference and shall be posted in a conspicuous location in the project field office until such time that Final Acceptance of the project is made.
2. Any construction activity that would disturb the underside of bridges at approximate STA 671+00 (Mt. Carmel Road Bridge over I-75) and STA 949+30 (Flippen Road over I-75) shall take place outside of the breeding and nesting season of phoebes and swallows, which begins April 1 and extends through August 31, unless exclusionary barriers are put in place to prevent birds from nesting. Any construction activity that would extend or replace box culverts at approximate STA 640+00 to 647+50 (Stream 2), 647+00 to 648+75 (Stream 3), 688+00 to 692+00 (Stream 12), 697+52 to 697+63 (Stream 12i), 742+50 to 745+00 (Stream 13), 864+14 to 866+00 (Stream 16), and 1039+00 to 1056+20 (Stream 23), and shall take place outside of the breeding and nesting season of phoebes and swallows, which begins April 1 and extends through August 31, unless exclusionary barriers are put in place to prevent birds from nesting. The following steps shall be followed if exclusionary barriers are to be used:
 - a. Exclusionary barriers shall be installed on bridges and culverts prior to March 1 or after August 31, but in no time in between this period.
 - b. The underside of the bridge or the inside of the box culvert shall be checked for nests prior to the placement of exclusionary barriers. If nests are present, the nest shall be checked to ensure that eggs or birds are not present. If the nests are found to be occupied by birds or eggs, the installation of exclusionary barriers shall be postponed until after August 31 when the breeding season is complete.

- c. Prior to the installation of any exclusionary barriers, the project ecologist shall be notified by phone of the type of barrier and the proposed date of installation at (404) 631-1100.
 - d. For box culverts, exclusionary barriers may be overlapping strips of flexible plastic (also called "PVC Strip Doors" or "Strip Curtains") or an alternate material proposed by the Contractor and approved by the Project Engineer prior to installation.
 - e. For bridges, exclusionary barriers may be netting made of plastic, canvas or other materials that are proposed by the Contractor and approved by the Project Engineer. The barriers shall cover the full length of the bridge to prevent the birds from accessing any existing nesting habitat.
 - f. If the exclusionary barrier fails to prevent nesting (i.e., birds are able to bypass barriers and build nests), postpone construction activities associated with the bridge until after August 31.
 - g. During construction activities, inspect exclusionary netting for holes or other defects that impair the netting's ability to exclude phoebes or swallows from inhabiting the bridge. Any holes or defects shall be repaired immediately.
3. Equipment staging areas and equipment maintenance areas (particularly for oil changes) shall be located at least 200 feet from the banks of Stream #16 to minimize the potential for wash water, petroleum products, or other contaminants from construction equipment entering streams.
 4. All disturbed soil, excavation spoil and stockpiled materials shall be placed at least 200 feet away from the stream banks to prevent rain runoff into Stream #16.
 5. The Contractor shall not use pesticides or herbicides (including those for right-of-way maintenance) within 200 feet of Stream #16. Fertilizer shall only be used while grassing graded areas to achieve site stabilization.
 6. The Contractor shall notify the project engineer immediately in the event of an erosion control failure that allows discharge of sediment into the river. The project engineer in turn shall notify, State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101 or (404) 326-5871.
 7. In the event any incident occurs that causes harm to the barn swallow, cliff swallow, eastern phoebe or Altamaha shiner, along the project corridor, the Contractor shall report the incident immediately to the Project Engineer who in turn will notify Glenn Bowman, State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. All activity shall cease pending consultation by the Department with the U. S. Fish and Wildlife Service and the Federal Highway Administration.
 8. The Contractor shall keep a log detailing any sightings or injury to barn swallows, cliff swallows, eastern phoebes or Altamaha shiner in or adjacent to the project until such time that Final Acceptance of the project is made. Following project completion, the log and a report summarizing any incidents involving these species shall be submitted by the Contractor to the Project Engineer and the State Environmental Administrator (Georgia Department of Transportation, Office of Environmental Services, 600 West Peachtree Street NW, Atlanta, Georgia 30308). The GDOT Office of Environmental Services shall provide a copy of the report to the U.S. Fish and Wildlife Service and the Federal Highway Administration.
 9. All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

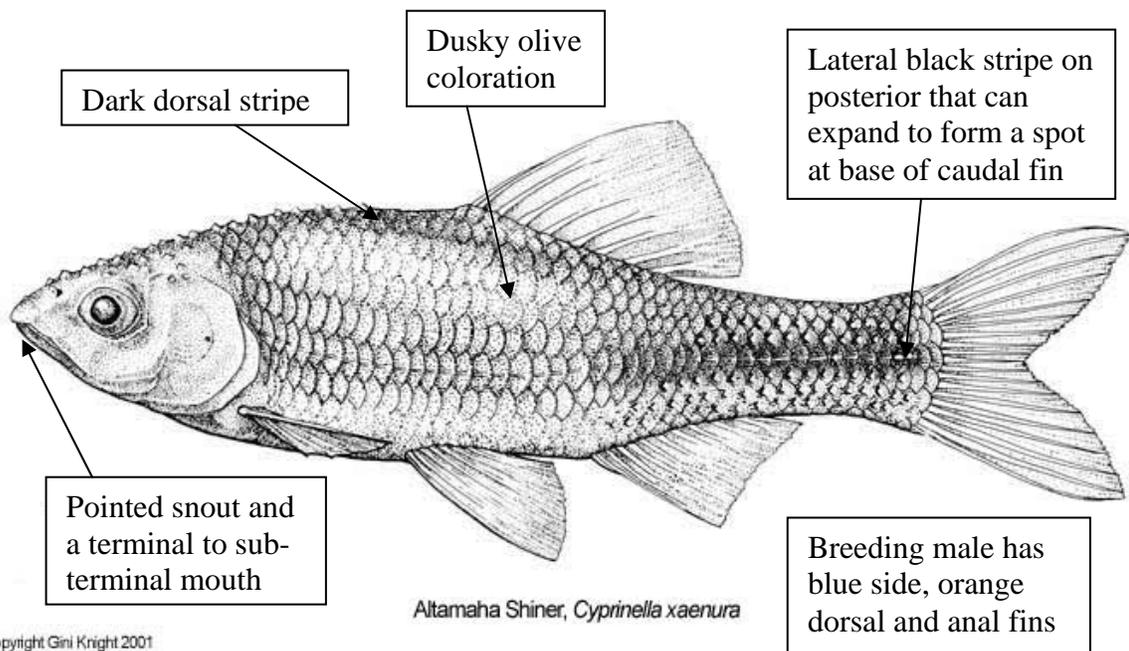
PROTECTED SPECIES ON THE PROJECT



ALTAMAHA SHINER (*Cyprinella xaenura*)

Maximum Length: 4.3 inches

Distinguishing Characteristics:



Harming, harassing or killing this animal can lead to fines or jail time.

See Special Provision 107.23 G.

PROTECTED SPECIES ON THE PROJECT



Adult Barn Swallow



Barn Swallow nest under a bridge.

Barn Swallow

Description

- 6 $\frac{3}{4}$ inches in length
- Long, deeply forked tail
- Upperside iridescent blue, underparts either cinnamon or white, throat reddish-brown
- Nests in pairs or small colonies



Barn Swallow nest under a bridge.



Immature Barn Swallows in nest.

There are civil and criminal penalties for harming or killing this animal and its nest or eggs.

See Special Provision 107.23 G.

PROTECTED SPECIES ON THE PROJECT



Cliff Swallow in flight.



Cliff Swallows at nests.

Cliff Swallow

Description

- Body length is 5.5 inches; wingspan is 12 inches
- Pale orange rump and forehead; square tail tip
- Dark blue cap and upperparts; dark brown throat
- Often nest under bridges; distinctively shaped mud nests



Cliff Swallows at nests.



Cliff Swallows drinking from a puddle.

There are civil and criminal penalties for harming or killing this animal and its nest or eggs.

See Special Provision 107.23 G.

Protected species on the Project

Eastern phoebe *Sayornis phoebe*

Description

- Approximately 6-7 inches in length
- Dark head with grayish-olive upperparts
- Frequently wags tail
- Often builds nest under bridges, in large culverts, or around buildings near water
- Nest is mud and grass lined with moss and hair; contains up to 5 white eggs
- Song is a clear “fee-bee” or “fee-bit-it” often repeated



Adult Eastern phoebe



Eastern phoebe nest under a bridge

**There are civil and criminal penalties for harming or killing this animal
and its nest or eggs. See Special Provisions 107.23G**

GDOT Office of Environmental Services
mhedeem@dot.ga.gov
404.631.1812

From: Hedeem, Meghan W.
Sent: Thursday, June 27, 2013 10:23 AM
To: 'Brett Albanese'
Subject: RE: Altamaha Shiner & SP 107.23G
Importance: High

Brett,

Below is the email I referenced in our phone conversation. The project I described to you proposes adding a managed lane along I-75 in Henry and Clayton Counties. Altamaha shiner was found in Pate's Creek (Stream #16) during the Aquatic survey, which is within the project area. Attached you can find pictures of the creek and the existing culvert.

In the email below, you state that a time restriction on construction activities would not be necessary. Our standard specifications do not allow any silt/sedimentation from construction work to enter any creek. However, the culvert that conveys Pate's Creek will be extended on the east side. So, there will be construction work in the stream, temporarily.

Would you agree that Special Provisions would not be warranted for this species on this project? Or are there measures we can take to avoid any unnecessary impact to the species?

If it is at all possible for you to respond this morning, I would be very grateful. I realize this is a lot to ask in a short time and apologize for that.

Thank you,
Meg

Meghan Hedeem, Ecology Consultant Manager
GDOT Office of Environmental Services
mhedeem@dot.ga.gov
404.631.1812

-----Original Message-----

From: Brett Albanese [<mailto:Brett.Albanese@dnr.state.ga.us>]
Sent: Wednesday, June 09, 2010 3:30 PM
To: Hedeem, David
Subject: Re: Clarke 122850: Aquatic Protected Species Report for Altamaha Shiner

Hello David,

In my opinion, I don't think the time of year restriction is necessary in this case, since no Altamaha shiners were encountered during the survey. Since we know so little about the life history of this species, I think it is difficult to know if the time of year restriction would be that helpful. Sure, lower sedimentation/turbidity during the spawning season should be good. However, it may also be true that high turbidity/sedimentation during late summer (and possibly stressful low flows) -might be equally bad or worse for early life history stages.

So, without strong evidence that it is going to benefit the species, I am inclined not to constrain the contractor.

Thanks for your patience, I hope this helps.

Brett

Brett Albanese, Ph.D.
Georgia Department of Natural Resources
Nongame Conservation Section
Wildlife Resources Conservation Center
2065 U.S. Highway 278 SE
Social Circle, GA 30025-4743
Email: brett.albanese@dnr.state.ga.us
Phone: 706-557-3032
Fax: 706-557-3033

Wild about wildlife? Sign up for Georgia Wild, DNR's free e-newsletter about all things nongame, from animals to habitats. Click here to subscribe (or paste this link into your browser):
<http://www.georgiawildlife.com/news/e-newsletters>

>>> "Hedeem, David" <DHedeem@dot.ga.gov> 5/20/2010 10:12 AM >>>
Brett,

Attached is the aquatic survey report for Clarke 122850, SR 10 Loop at Peter Street/Olympic Street. Because the Consultant identified suitable habitat for Altamaha shiner in Trail Creek and two tributaries, I have drafted special provisions that would require the Contractor to conduct no work within these streams between April 16th and July 31st. I would like to ask for your input on this subject. Would these dates adequately protect the Altamaha shiner during spawning season? Would this be an effective measure, in your opinion? Any suggestions are welcome. Thank you,

David Hedeem
Ecologist, GDOT
404-631-1419

The Georgia Department of Transportation continues its RoadWorks 2013 construction program. Dozens of important roadway improvement projects are ongoing throughout the state this summer as we work to deliver projects on time and on budget while keeping our transportation network the nation's finest. Pardon the necessary inconvenience and please drive cautiously and safely at all times, especially in work zones.

Visit us at <http://www.dot.ga.gov>; or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadepoftrans>

APPENDIX B
ADVERSE IMPACT FACTORS FOR RIVERINE SYSTEMS WORKSHEETS

STREAM MITIGATION WORKSHEETS (March 2004)

Interstate 75 Managed Lanes
 GDOT Project CSNHS-0009-00(156)(157), Henry & Clayton Counties
 P.I.# 0009156 & 0009157

Reversible Managed Lanes Alternative

ADVERSE IMPACT FACTORS FOR RIVERINE SYSTEMS WORKSHEET

Stream Type	Intermittent 0.1		Perennial Stream > 15' in width 0.4			Perennial Stream ≤ 15' in width 0.8			
Priority Area	Tertiary 0.5		Secondary 0.8			Primary 1.5			
Existing Condition	Fully Impaired 0.25		Somewhat Impaired 0.5			Fully Functional 1.0			
Duration	Temporary 0.05			Recurrent 0.1		Permanent 0.2			
Dominant Impact	Shade/Clear 0.05	Utility X-ing 0.4	Bank Armor 0.7	Detention 1.5	Stream X-ing (≤ 100') 1.7	Impound 2.7	Morphologic Change 2.7	Pipe (>100') 3	Fill 3.0
Scaling Factor (linear feet)	<100' impact 0	100-200' impact 0.05	201-500' impact 0.1	501-1000' impact 0.2	> 1000' impact 0.4 for each 1000' of impact (round impacts to the nearest 1000') (example: 2,200' of impact - scaling factor = 0.8; 2,800' of impact - scaling factor = 1.2)				

Reaches to Be Impacted	Stream 2	Stream 2i	Stream 3	Stream 12	Stream 12b
Simon Channel Evolution Stage					
Rosgen Stream Type /D50					
Criteria for Selecting Existing Condition For Each Reach	Visual	Visual	Visual	Visual	Visual
Bankfull Width and Depth	Width: 15-20 ft Depth: 2-4 ft	Width: 8-12 ft Depth: 1-2 ft	Width: 15-25 ft Depth: 2-4 ft	Width: 15-25 ft Depth: 3-4 ft	Width: 4-6 ft Depth: 0.25-0.5 ft
Bankfull Indicators (attach photograph showing bankfull)					

Factor	Stream 2 (x-ing)	Stream 2i (fill)	Stream 3 (x-ing)	Stream 12 (pipe)	Stream 12b (fill)
Stream Type Impacted	0.40	0.80	0.40	0.40	0.10
Priority Area	0.50	0.50	0.50	0.50	0.50
Existing Condition	0.50	0.50	0.50	0.50	0.50
Duration	0.20	0.20	0.20	0.20	0.20
Dominant Impact	1.70	3.00	1.70	3.00	3.00
Scaling Factor	0.10	0.20	0.10	0.10	0.20
Sum of Factors(M)	3.40	5.20	3.40	4.70	4.50
# Feet of Stream Impact(LF)	55	267	40	105	150
M x LF	187.00	1368.40	136.00	493.50	675.00

Prepared by: CTL 05/29/13

Required Mitigation Credits / Page 1 = 2879.90

STREAM MITIGATION WORKSHEETS (March 2004)

Interstate 75 Managed Lanes
 GDOT Project CSNHS-0009-00(156)(157), Henry & Clayton Counties
 P.I.# 0009156 & 0009157

Reversible Managed Lanes Alternative

ADVERSE IMPACT FACTORS FOR RIVERINE SYSTEMS WORKSHEET

Stream Type	Intermittent 0.1		Perennial Stream > 15' in width 0.4			Perennial Stream ≤ 15' in width 0.8			
Priority Area	Tertiary 0.5		Secondary 0.8			Primary 1.5			
Existing Condition	Fully Impaired 0.25		Somewhat Impaired 0.5			Fully Functional 1.0			
Duration	Temporary 0.05			Recurrent 0.1			Permanent 0.2		
Dominant Impact	Shade/Clear 0.05	Utility X-ing 0.4	Bank Armor 0.7	Detention 1.5	Stream X-ing (≤ 100') 1.7	Impound 2.7	Morphologic Change 2.7	Pipe (>100') 3	Fill 3.0
Scaling Factor (linear feet)	<100' impact 0	100-200' impact 0.05	201-500' impact 0.1	501-1000' impact 0.2	> 1000' impact 0.4 for each 1000' of impact (round impacts to the nearest 1000') (example: 2,200' of impact - scaling factor = 0.8; 2,800' of impact - scaling factor = 1.2)				

Reaches to Be Impacted	Stream 12e	Stream 12g	Stream 12j	Stream 12i	Stream 12l
Simon Channel Evolution Stage					
Rosgen Stream Type /D50					
Criteria for Selecting Existing Condition For Each Reach	Visual	Visual	Visual	Visual	Visual
Bankfull Width and Depth	Width: 4-6 ft Depth: < 8 in.	Width: 6-12 ft Depth: 2-4 ft	Width: 8-10 ft Depth: 2-4 ft	Width: 2-6 ft Depth: 0.5-1 ft	Width: 2-6 ft Depth: 0.5-1 ft
Bankfull Indicators (attach photograph showing bankfull)					

Factor	Stream 12e (fill)	Stream 12g (pipe)	Stream 12j (fill)	Stream 12i (x-ing)	Stream 12l (bank armor)
Stream Type Impacted	0.10	0.80	0.80	0.10	0.10
Priority Area	0.50	0.50	0.50	0.50	0.50
Existing Condition	0.50	0.25	0.50	0.50	0.50
Duration	0.20	0.20	0.20	0.20	0.20
Dominant Impact	3.00	3.00	3.00	1.70	0.70
Scaling Factor	0.20	0.10	0.20	0.10	0.00
Sum of Factors(M)	4.50	4.85	5.20	3.10	2.00
# Feet of Stream Impact(LF)	72	140	146	70	20
M x LF	324.00	679.00	759.20	217.00	40.00

Prepared by: CTL 05/29/2013

Required Mitigation Credits / Page 2 =

2019.20

STREAM MITIGATION WORKSHEETS (March 2004)

Interstate 75 Managed Lanes
 GDOT Project CSNHS-0009-00(156)(157), Henry & Clayton Counties
 P.I.# 0009156 & 0009157

Reversible Managed Lanes Alternative

ADVERSE IMPACT FACTORS FOR RIVERINE SYSTEMS WORKSHEET

Stream Type	Intermittent 0.1	Perennial Stream > 15' in width 0.4			Perennial Stream ≤ 15' in width 0.8				
Priority Area	Tertiary 0.5	Secondary 0.8			Primary 1.5				
Existing Condition	Fully Impaired 0.25	Somewhat Impaired 0.5			Fully Functional 1.0				
Duration	Temporary 0.05			Recurrent 0.1		Permanent 0.2			
Dominant Impact	Shade/Clear 0.05	Utility X-ing 0.4	Bank Armor 0.7	Detention 1.5	Stream X-ing (≤ 100') 1.7	Impound 2.7	Morphologic Change 2.7	Pipe (>100') 3	Fill 3.0
Scaling Factor (linear feet)	<100' impact 0	100-200' impact 0.05	201-500' impact 0.1	501-1000' impact 0.2	> 1000' impact 0.4 for each 1000' of impact (round impacts to the nearest 1000') (example: 2,200' of impact - scaling factor = 0.8; 2,800' of impact - scaling factor = 1.2)				

Reaches to Be Impacted	Stream 13	Stream 16	Stream 19	Stream 23e	Stream 23
Simon Channel Evolution Stage					
Rosgen Stream Type /D50					
Criteria for Selecting Existing Condition For Each Reach	Visual	Visual	Visual	Visual	Visual
Bankfull Width and Depth	Width: 8-12 ft Depth: 2-3 ft	Width: 42-46 ft Depth: 3-5 ft	Width: 2-4 ft Depth: 2-3 ft	Width: 2-3 ft Depth: < 1 ft	Width: 18-22 ft Depth: 4-6 ft
Bankfull Indicators (attach photograph showing bankfull)					

Factor	Stream 13 (x-ing)	Stream 16 (x-ing)	Stream 19 (x-ing)	Stream 23e (morph. change)	Stream 23 (pipe)
Stream Type Impacted	0.80	0.40	0.10	0.10	0.40
Priority Area	0.50	0.50	0.50	0.50	0.50
Existing Condition	0.50	1.00	0.50	0.25	0.50
Duration	0.20	0.20	0.20	0.20	0.20
Dominant Impact	1.70	1.70	1.70	2.70	3.00
Scaling Factor	0.10	0.10	0.10	0.00	0.10
Sum of Factors(M)	3.80	3.90	3.10	3.75	4.70
# Feet of Stream Impact(LF)	38	48	28	58	121
M x LF	144.40	179.40	86.80	217.50	568.70

Prepared by: CTL 04/03/2013 Required Mitigation Credits / Page 3 = 1196.80
 Cumulative Mitigation Credits Required for the Project (HUC 03070103) = 6095.90

Prepared by: CTL 05/29/2013

WETLANDS AND OPEN WATERS MITIGATION WORKSHEETS

GDOT Project CSNHS-0009-00(156)(157), Henry and Clayton Counties
PI Nos. 0009156 & 0009157

ADVERSE IMPACT FACTORS

Factor	Options						
	Fill	Dredge	Impound	Drain	Flood	Clear	Shade
Dominant Effect	2.0	1.8	1.6	1.4	1.2	1.0	0.5
Duration of Effects	7+ years 2.0	5-7 years 1.5	3-5 years 1.0	1-3 years 0.5	<1 year 0.1		
Existing Condition	Class 1 2.0	Class 2 1.5	Class 3 1.0	Class 4 0.5	Class 5 0.1		
Lost Kind	Kind A 2.0	Kind B 1.5	Kind C 1.0	Kind D 0.5	Kind E 0.1		
Preventability	High 2.0	Moderate 1.0	Low 0.5	None 0			
Rarity Ranking	Rare 2.0	Uncommon 0.5	Common 0.1				

REQUIRED MITIGATION CREDITS WORKSHEET

Factor	Dominant Effect	Duration of Effects	Existing Condition	Lost Kind	Preventability	Rarity Ranking	Sum of r Factors (R)	Impacted Area (AA)	R x AA
Waters of the US within HUC 03070103									
Wetland 2c	2.0	2.0	1.0	2.0	1.0	0.1	8.1	0.230	1.86
Wetland 2c	1.0	2.0	1.0	2.0	1.0	0.1	7.1	0.100	0.71
Wetland 2f	2.0	2.0	0.5	1.5	0.5	0.1	6.6	0.002	0.01
Wetland 2f	1.0	2.0	0.5	1.5	0.5	0.1	5.6	0.006	0.03
Wetland 2g	2.0	2.0	1.0	2.0	0.5	0.1	7.6	0.270	2.05
Wetland 2g	1.0	2.0	1.0	2.0	0.5	0.1	6.6	0.040	0.26
Wetland 9	2.0	2.0	1.0	2.0	0.5	0.1	7.6	0.001	0.01
Wetland 9	1.0	2.0	1.0	2.0	0.5	0.1	6.6	0.006	0.04
Wetland 12a	2.0	2.0	1.5	2.0	0.5	0.1	8.1	0.300	2.43
Wetland 12a	1.0	2.0	1.5	2.0	0.5	0.1	7.1	0.280	1.99
Wetland 12f	2.0	2.0	1.5	2.0	0.5	0.1	8.1	0.440	3.56
Wetland 12f	1.0	2.0	1.5	2.0	0.5	0.1	7.1	0.050	0.36
Wetland 12i	2.0	2.0	1.0	2.0	1.0	0.1	8.1	0.110	0.89
Wetland 12i	1.0	2.0	1.0	2.0	1.0	0.1	7.1	0.030	0.21
Wetland 12k	2.0	2.0	1.5	2.0	0.5	0.1	8.1	0.001	0.01
Wetland 12k	1.0	2.0	1.5	2.0	0.5	0.1	7.1	0.002	0.01
Wetland 13a	1.0	2.0	1.0	2.0	1.0	0.1	7.1	0.004	0.03
Wetland 13d	2.0	2.0	1.5	2.0	1.0	0.1	8.6	0.010	0.09
Wetland 13d	1.0	2.0	1.5	2.0	1.0	0.1	7.6	0.002	0.02
Wetland 17	2.0	2.0	1.0	2.0	0.5	0.1	7.6	0.020	0.15
Wetland 18	2.0	2.0	1.0	2.0	0.5	0.1	7.6	0.150	1.14
Wetland 18	1.0	2.0	1.0	2.0	0.5	0.1	6.6	0.040	0.26
Ephemeral Stream 19f	2.0	2.0	0.1	0.1	0.5	0.1	4.8	0.009	0.04
Ephemeral Stream 23a	2.0	2.0	0.1	0.1	0.5	0.1	4.8	0.001	0.00
Total Wetland Mitigation Credits Required									16.2

Prepared by: CTL 05/29/13

APPENDIX C

SPECIAL PROVISION 107.23G: PROTECTION OF FEDERALLY PROTECTED SPECIES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL PROVISION

PROJECT: CSNHS-0009-00(156)(157) HENRY & CLAYTON COUNTIES
P.I.# 0009156 & 0009157

Section 107 – Legal Regulations and Responsibility to the Public

Add the following to Subsection 107.23:

G. Protection of Federally Protected Species

The following conditions are intended as a minimum to protect these species and its habitat during any activities that are in close proximity to the known location(s) of these species. When there is a conflict between the General Provisions and the Special Provisions, these Special Provisions will govern the work.

1. The Contractor shall advise all project personnel employed on this project about the potential presence and appearance of the federally protected barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), and eastern phoebe (*Sayornis phoebe*). Migratory bird nests were observed within the box culverts where they cross the project corridor at Camp Creek (Stream 1), Birch Creek (Stream 2), Crittle Creek (Stream 12 and Stream 12g), Walnut Creek (Stream 13), Pates Creek (Stream 16), Rum Creek (Stream 21), Reeves Creek (Stream 23), Stream 23c, and Panther Creek (Stream 271). All personnel shall be advised that there are civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting these species in knowing violation of the Migratory Bird Treaty Act of 1918. Pictures and habitat information will be provided to the Contractor at the preconstruction conference and shall be posted in a conspicuous location in the project field office until such time that Final Acceptance of the project is made.
2. Any construction activity that would disturb the underside of bridges at approximate STA 671+00 (Mt. Carmel Road Bridge over I-75) and STA 949+30 (Flippen Road over I-75) shall take place outside of the breeding and nesting season of phoebes and swallows, which begins April 1 and extends through August 31, unless exclusionary barriers are put in place to prevent birds from nesting. Any construction activity that would extend or replace box culverts at approximate STA 640+00 to 647+50 (Stream 2), 647+00 to 648+75 (Stream 3), 688+00 to 692+00 (Stream 12), 697+52 to 697+63 (Stream 121), 742+50 to 745+00 (Stream 13), 864+14 to 866+00 (Stream 16), and 1039+00 to 5056+20 (Stream 23), and shall take place outside of the breeding and nesting season of phoebes and swallows, which begins April 1 and extends through August 31, unless exclusionary barriers are put in place to prevent birds from nesting. The following steps shall be followed if exclusionary barriers are to be used:
 - a. Exclusionary barriers shall be installed on bridges and culverts prior to March 1 or after August 31, but in no time in between this period.
 - b. The underside of the bridge or the inside of the box culvert shall be checked for nests prior to the placement of exclusionary barriers. If nests are present, the nest shall be checked to ensure that eggs or birds are not present. If the nests are found to be occupied by birds or eggs, the installation of exclusionary barriers shall be postponed until after August 31 when the breeding season is complete.

- c. Prior to the installation of any exclusionary barriers, the project ecologist shall be notified by phone of the type of barrier and the proposed date of installation at (404) 631-1100.
 - d. For box culverts, exclusionary barriers may be overlapping strips of flexible plastic (also called "PVC Strip Doors" or "Strip Curtains") or an alternate material proposed by the Contractor and approved by the Project Engineer prior to installation.
 - e. For bridges, exclusionary barriers may be netting made of plastic, canvas or other materials that are proposed by the Contractor and approved by the Project Engineer. The barriers shall cover the full length of the bridge to prevent the birds from accessing any existing nesting habitat.
 - f. If the exclusionary barrier fails to prevent nesting (i.e., birds are able to bypass barriers and build nests), postpone construction activities associated with the bridge until after August 31.
 - g. During construction activities, inspect exclusionary netting for holes or other defects that impair the netting's ability to exclude phoebes or swallows from inhabiting the bridge. Any holes or defects shall be repaired immediately.
3. In the event any incident occurs that causes harm to the barn swallow, cliff swallow, and eastern phoebe along the project corridor, the Contractor shall report the incident immediately to the Project Engineer who in turn will notify Glenn Bowman, State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. All activity shall cease pending consultation by the Department with the U. S. Fish and Wildlife Service and the Federal Highway Administration.
 4. The Contractor shall keep a log detailing any sightings or injury to barn swallows, cliff swallows, and eastern phoebes in or adjacent to the project until such time that Final Acceptance of the project is made. Following project completion, the log and a report summarizing any incidents involving these species shall be submitted by the Contractor to the Project Engineer and the State Environmental Administrator (Georgia Department of Transportation, Office of Environmental Services, 600 West Peachtree Street NW, Atlanta, Georgia 30308). The GDOT Office of Environmental Services shall provide a copy of the report to the U.S. Fish and Wildlife Service and the Federal Highway Administration.
 5. All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

From: Susan Thomas [mailto:sthomas@edwards-pitman.com]

Sent: Wednesday, June 19, 2013 9:06 AM

To: lbartlett@dot.ga.gov

Cc: White, Sherl; McKeen, Kevin; Moore, Margaret; Collin Lane

Subject: PI 0009156 & 0009157, Henry and Clayton Counties; I-75 Express

Loren,

Please see the attached Special Provision 107.23G for inclusion in the project contract. If you have any questions, please let me know.

This is the final version approved on 6.14.13.

Thank you,

Susan L. Thomas, AICP

Edwards-Pitman Environmental, Inc.

1250 Winchester Parkway, Suite 200

Smyrna, GA 30030

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